

# IV. Environmental Impact Analysis

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## K. Noise

### 1. Introduction

This section of this Draft EIR analyzes the potential noise and vibration impacts of the Project. Included in this section is a description of the existing noise and vibration levels within the Project Site area, an estimation of the future noise and vibration levels at surrounding sensitive land uses associated with construction and operation of the Project, an analysis of the potential noise impacts, and mitigation measures to address any identified potential significant impacts, as applicable. Additionally, this section of this Draft EIR evaluates the Project's incremental contribution to potential cumulative noise and vibration impacts resulting from past, present, and probable future projects. This section summarizes the noise and vibration information provided in the Noise and Vibration Calculation Worksheets prepared by Acoustical Engineering Services (AES), included in Appendix L of this Draft EIR.<sup>1</sup>

### 2. Environmental Setting

Due to the technical nature of noise and vibration impacts, a brief overview of basic noise principles and descriptors is provided below.

#### a. Noise and Vibration Basics

##### (1) Noise Principles and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as undesirable (i.e., loud, unexpected, or annoying) sound. Acoustics is defined as the physics of sound and addresses its propagation and control.<sup>2</sup> In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors

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<sup>1</sup> AES, *Noise Calculation Worksheets*, February 2024. See Appendix L of this Draft EIR.

<sup>2</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.2.1.

affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement and reflects the way people perceive changes in sound amplitude.<sup>3</sup> The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of feeling pain. Pressure waves traveling through air exert a force registered by the human ear as sound.<sup>4</sup>

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but, rather, a broad band of frequencies varying in levels of magnitude. When all of the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequencies spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.<sup>5</sup>

The typical human ear is not equally sensitive to the frequency range from 20 to 20,000 Hz. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.<sup>6</sup> Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in Figure IV.K-1 on page IV.K-3.

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<sup>3</sup> All sound levels measured in decibel (dB), as identified in the noise calculation worksheets included in Appendix L of this Draft EIR and in this section of the Draft EIR, are relative to  $2 \times 10^{-5}$  N/m<sup>2</sup>.

<sup>4</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.3.

<sup>5</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.3.

<sup>6</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.3.

<b>Common Outdoor Activities</b>	<b>Noise Level (dBA)</b>	<b>Common Indoor Activities</b>
	<b>110</b>	Rock band
Jet flyover at 1,000 feet		
	<b>100</b>	
Gas lawnmower at 3 feet		
	<b>90</b>	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	<b>80</b>	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	<b>70</b>	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	<b>60</b>	
		Large business office
Quiet urban daytime	<b>50</b>	Dishwasher in next room
Quiet urban nighttime	<b>40</b>	Theater, large conference room (background)
Quiet suburban nighttime		
	<b>30</b>	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	<b>20</b>	
		Broadcast recording studio
	<b>10</b>	
	<b>0</b>	

**Figure IV.K-1**  
Decibel Scale and Common Noise Sources

## (2) Noise Exposure and Community Noise

Community noise exposure is typically measured over a period of time; a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many unidentifiable individual contributors. Single-event noise sources, such as aircraft flyovers, sirens, etc., may cause sudden changes in background noise level.<sup>7</sup> However, generally, background noise levels change gradually throughout the day, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume.

These successive additions of sound to the community noise environment change the community noise level from moment to moment, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time.<sup>8</sup>

**L<sub>eq</sub>:** The equivalent sound level over a specified period of time, typically, 1 hour (L<sub>eq</sub>). The L<sub>eq</sub> may also be referred to as the energy-average sound level.

**L<sub>max</sub>:** The maximum, instantaneous noise level experienced during a given period of time.

**L<sub>min</sub>:** The minimum, instantaneous noise level experienced during a given period of time.

**L<sub>x</sub>:** The noise level exceeded a percentage of a specified time period. For instance, L<sub>50</sub> and L<sub>90</sub> represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

**L<sub>dn</sub>:** The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 P.M. and 7:00 A.M. the next day to account for nighttime noise sensitivity. The L<sub>dn</sub> is also termed the day-night average noise level (DNL).

**CNEL:** The Community Noise Equivalent Level (CNEL) is the time average A-weighted noise level during a 24-hour day that includes an addition of

<sup>7</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.2.1.

<sup>8</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.2.2.

5 dBA to measured noise levels between the hours of 7:00 P.M. and 10:00 P.M. and an addition of 10 dBA to noise levels between the hours of 10:00 P.M. and 7:00 A.M. the next day to account for noise sensitivity in the evening and nighttime, respectively.

### (3) Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startled response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep.

The World Health Organization's Guidelines for Community Noise details the adverse health effects of high noise levels, which include hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g., hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g., feelings of helplessness, aggressive behavior), and annoyance.<sup>9</sup>

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an

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<sup>9</sup> *World Health Organization Team, edited by Birgitta Berglund, Thomas Lindvall, and Dietrich H. Schwela, Guidelines for Community Noise, 1999.*

important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:<sup>10</sup>

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a change of 3 dBA in ambient noise levels is considered to be a barely perceivable difference;
- A change of 5 dBA in ambient noise levels is considered to be a readily perceivable difference; and
- A change of 10 dBA in ambient noise levels is subjectively heard as doubling of the perceived loudness.

These relationships between change in noise level and human hearing response occur in part because of the logarithmic nature of sound and the dB scale. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but, rather, logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3-dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and 10 sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.<sup>11</sup>

#### (4) Noise Attenuation

When noise propagates over a distance, the noise level reduces, or attenuates, with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as “spherical spreading.” The rate of sound attenuation for a point source, such as a piece of mechanical or electrical equipment (e.g., air conditioner) or idling vehicle (e.g.,

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<sup>10</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.2.1.

<sup>11</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.2.1.1.

bulldozer), is 6 dBA per doubling of distance from the noise source to the receptor over acoustically “hard” sites and 7.5 dBA per doubling of distance from the noise source to the receptor over acoustically “soft” sites.<sup>12</sup> Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provide an excess ground attenuation value of 1.5 dBA (per doubling distance).<sup>13</sup> For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of 50 feet from a point source at an acoustically hard site would attenuate to 54 dBA at a distance of 100 feet from the point source and attenuate to 48 dBA at 200 feet from the point source.

Roadways and highways consist of several localized noise sources on a defined path and, hence, are treated as “line” sources, which approximate the effect of several point sources.<sup>14</sup> Noise from a line source propagates over a cylindrical surface, often referred to as “cylindrical spreading.”<sup>15</sup> Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.<sup>16</sup> Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Structures (e.g., buildings and solid walls) and natural topography (e.g., hills and berms) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the “shadow” of the obstruction, such as behind a sound wall. This type of sound attenuation is known as “barrier insertion loss.” If a receptor is located behind the wall but still has a view of the source (i.e., the line-of-sight is not fully blocked), barrier insertion loss would still occur but to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall can reflect noise back to the receptor, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the source and

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<sup>12</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Sections 2.1.4.1 and 2.1.4.2.

<sup>13</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Sections 2.1.4.1 and 2.1.4.2.

<sup>14</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.4.1.

<sup>15</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.4.1.

<sup>16</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.4.1.

receiver) to an upper range of 20 dBA with a larger barrier.<sup>17</sup> Additionally, structures with closed windows can further attenuate exterior noise by a minimum of 20 dBA to 30 dBA.<sup>18</sup>

Receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels.<sup>19</sup> Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances. Other factors, such as air temperature, humidity, and turbulence can, under the right conditions, also have substantial effects on noise levels.<sup>20</sup>

## (5) Vibration Fundamentals

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Since energy is lost during its transfer from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual*, groundborne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.<sup>21</sup> In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources, such as rubber-tired buses and trucks, to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and certain construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.<sup>22</sup> Groundborne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance from the source of the vibration.

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<sup>17</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Sections 2.1.4.24 and 5.1.1.

<sup>18</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 7.4.2, Table 7-1.

<sup>19</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.4.3.

<sup>20</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Section 2.1.4.3.

<sup>21</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018, Section 7.

<sup>22</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018, Section 7.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec) and is most frequently used to describe vibration impacts to buildings.<sup>23</sup> The root mean square (RMS) amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body.<sup>24</sup> Decibel notation (VdB) is commonly used to express RMS vibration velocity amplitude. The relationship of PPV to RMS velocity is expressed in terms of the “crest factor,” defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to 6 times greater than RMS vibration velocity; FTA uses a crest factor of 4.<sup>25</sup> The decibel notation VdB acts to compress the range of numbers required to describe vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include buildings where vibration would interfere with operations within the building or cause damage (especially older masonry structures), locations where people sleep, and locations with vibration sensitive equipment.<sup>26</sup>

Groundborne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings.<sup>27</sup> The relationship between groundborne vibration and groundborne noise depends on the frequency of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a groundborne noise level that is approximately 50 decibels lower than the velocity level. For groundborne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is between 30 and 60 Hz), the groundborne noise level will be approximately 35 to 37 decibels lower than the velocity level.<sup>28</sup> Therefore, for typical buildings, the groundborne noise decibel level is lower than the groundborne vibration velocity level at low frequencies.

## b. Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines applicable to the Project regarding noise at the federal, State,

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<sup>23</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Section 5.1.*

<sup>24</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Section 5.1.*

<sup>25</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Section 5.1.*

<sup>26</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Section 6.1, 6.2, and 6.3.*

<sup>27</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Section 5.4.*

<sup>28</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Table 6-3 and Table 6-14.*

regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Noise Control Act of 1972
- Federal Transportation Administration Vibration Standards
- Occupational Safety and Health Act of 1970
- Office of Planning and Research Guidelines for Noise Compatible Land Use
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan
- City of Los Angeles Municipal Code
- City of Los Angeles General Plan Noise Element

#### (1) Federal

##### *(a) Noise Control Act of 1972*

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, USEPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor  $L_{dn}$  of 55 dBA and an indoor  $L_{dn}$  of 45 dBA.<sup>29</sup> These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels and evaluate intrusive noise sources and increases, this section utilizes the City of Los Angeles Noise Regulations, discussed below.

##### *(b) Federal Transit Administration Vibration Standards*

There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from land use development projects, such as the Project. However, the FTA has adopted vibration criteria for use in evaluating vibration

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<sup>29</sup> U.S. Environmental Protection Agency, *EPA Identifies Noise Levels Affecting Health and Welfare*, April 1974.

impacts from construction activities, as presented in its Transit Noise and Vibration Impact Assessment Manual.<sup>30</sup> The vibration damage criteria adopted by the FTA are shown in Table IV.K-1 on page IV.K-12.

The FTA has also adopted standards associated with human annoyance for determining the groundborne vibration and noise impacts from ground-borne noise on the following three off-site land-use categories: Vibration Category 1—High Sensitivity, Vibration Category 2—Residential, and Vibration Category 3—Institutional.<sup>31</sup> The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses, such as schools, churches, other institutions, and quiet offices, that do not have vibration-sensitive equipment but that still potentially involve activities that could be disturbed by vibration. The vibration thresholds associated with human annoyance for these three land-use categories are shown in Table IV.K-2 on page IV.K-12. No thresholds have been adopted or recommended for commercial or office uses.

*(c) Occupational Safety and Health Act of 1970*

Under the Occupational Safety and Health Act of 1970 (29 United States Code [USC] Sections 1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.<sup>32</sup>

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<sup>30</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Table 7-5, p. 86.*

<sup>31</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Table 6-1, p. 124.*

<sup>32</sup> *U.S. Department of Labor, Occupational Safety and Health Act, 1970.*

**Table IV.K-1  
Construction Vibration Damage Criteria**

<b>Building Category</b>	<b>PPV (in/sec)</b>
I. Reinforced-concrete, steel or timber (no plaster)	0.50
II. Engineered concrete and masonry (no plaster)	0.30
III. Non-engineered timber and masonry buildings	0.20
IV. Buildings extremely susceptible to vibration damage	0.12
<hr/> <i>Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.</i>	

**Table IV.K-2  
Groundborne Vibration and Groundborne Impact Criteria for General Assessment**

<b>Land Use Category</b>	<b>Frequent Events<sup>a</sup></b>	<b>Occasional Events<sup>b</sup></b>	<b>Infrequent Events<sup>c</sup></b>
Category 1: Building where vibration would interfere with interior operations	65 VdB <sup>d</sup>	65 VdB <sup>d</sup>	65 VdB <sup>d</sup>
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime uses	75 VdB	78 VdB	83 VdB
<hr/> <p><sup>a</sup> "Frequent Events" are defined as more than 70 vibration events of the same source per day.</p> <p><sup>b</sup> "Occasional Events" are defined as between 30 and 70 vibration events of the same source per day.</p> <p><sup>c</sup> "Infrequent Events" are defined as fewer than 30 vibration events of the same source per day.</p> <p><sup>d</sup> This criterion limit is based on the levels that are acceptable for most moderately sensitive equipment such as optical microscopes.</p> <p><i>Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.</i></p>			

## (2) State

### (a) Office of Planning and Research Guidelines for Noise Compatible Land Use

The State of California has not adopted Statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established guidelines for

evaluating the compatibility of various land uses as a function of community noise exposure, as presented in Figure IV.K-2 on page IV.K-14.<sup>33</sup> The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type: “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable.” The City of Los Angeles (City) has developed its own compatibility guidelines in the Noise Element of the General Plan based in part on OPR Guidelines. California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must identify and appraise noise problems in the community and analyze and quantify current and projected noise levels.





The State has also established noise insulation standards for new multi-family residential units, hotels, and motels. These requirements are collectively known as the California Noise Insulation Standards (Title 24 of the California Code of Regulations [CCR]). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. The standards require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

The State of California’s noise insulation standards for nonresidential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards (CALGreen) Code. The CALGreen Code noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed Projects may use either the prescriptive method (CALGreen Code Section 5.507.4.1) or the performance method (CALGreen Code Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA  $L_{eq}(1hr)$ .

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<sup>33</sup> *State of California, Governor’s Office of Planning and Research, General Plan 2017 Guidelines, p. 377.*

Land Use Category	Noise Exposure ( $L_{dn}$ or CNEL, dBA)					
	55	60	65	70	75	80
Residential – Low Density Single-Family, Duplex, Mobile Home	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Multiple Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging – Motel, Hotel	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
School, Library, Church, Hospital, Nursing Home	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditorium, Concert Hall, Amphitheater	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playground, Neighborhood Park	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Course, Riding Stable, Water Recreation, Cemetery	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Building, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable

-  **NORMALLY ACCEPTABLE:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
-  **CONDITIONALLY ACCEPTABLE:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.
-  **NORMALLY UNACCEPTABLE:** New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
-  **CLEARLY UNACCEPTABLE:** New construction or development should generally not be undertaken. Construction costs to make the indoor environmental acceptable would be prohibitive and the outdoor environment would not be usable.

**Figure IV.K-2**  
Guidelines for Noise Compatible Use

### (3) Regional

#### *(a) Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan*

In Los Angeles County (County) the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) and for coordinating the airport planning of public agencies within the County. The ALUC coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the area surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County ALUC has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

### (4) Local

#### *(a) Los Angeles Municipal Code*

The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of "offending" noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people's increased tolerance for short-duration noise events, the Noise Regulations provide a 5-dBA allowance for a noise source that causes noise lasting more than 5 but less than 15 minutes in any one-hour period, and an additional 5-dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any one-hour period.<sup>34</sup>

The LAMC provides that in cases where the actual ambient conditions are not known, the City's presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) minimum ambient noise levels as defined in LAMC Section 111.03 should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the LAMC Section 111.03 are provided in Table IV.K-3 on page IV.K-16. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

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<sup>34</sup> *Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b).*

**Table IV.K-3  
City of Los Angeles Presumed Ambient Noise Levels**

<b>Zone</b>	<b>Daytime (7:00 A.M. to 10:00 P.M.) dBA (L<sub>eq</sub>)</b>	<b>Nighttime (10:00 P.M. to 7:00 A.M.) dBA (L<sub>eq</sub>)</b>
Residential (A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1, and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65
<i>Source: LAMC Section 111.03.</i>		

LAMC Section 112.01 limits noise from amplified voice and music and prohibits the operation of such devices (e.g., radio, musical instrument, phonograph, television receiver, or other machine) or other sounds in such a manner as to disturb the peace, quiet, and comfort of neighbors. Specifically, noise from such uses or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than 5 dB.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping, and filtering equipment. Such equipment may not be operated in such a manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB.

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible.

LAMC Section 41.40 prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday or any national holiday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M. and Saturdays and national holidays between 8:00 A.M. to 6:00 P.M.). In general, the City's Department of Building and Safety enforces provisions of the City's noise regulations relative to construction equipment, and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 P.M. and 6:00 A.M. of the following day, unless a permit has been duly obtained beforehand from the Board of Police Commissioners.

LAMC Section 91.1206.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night average sound level ( $L_{dn}$ ) or the CNEL, consistent with the noise element of the local general plan.

*(b) City of Los Angeles General Plan Noise Element*

The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility as shown in Table IV.K-4 on page IV.K-18 and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.<sup>35</sup> The following policies and objectives from the Noise Element apply to the Project.

**Objective 2 (Non-Airport):** Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

**Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

**Objective 3 (Land Use Development):** Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

**Policy 3.1:** Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

Exhibit I of the Noise Element also contains guidelines for noise compatible land uses.<sup>36</sup> Table IV.K-4 summarizes these guidelines, which are based on OPR guidelines from 1990.

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<sup>35</sup> *City of Los Angeles, General Plan Noise Element, Adopted February 3, 1999, pp. 1.1–2.4.*

<sup>36</sup> *City of Los Angeles, General Plan Noise Element, Adopted February 3, 1999, p. 1-1.*

**Table IV.K-4  
City of Los Angeles Guidelines for Noise Compatible Land Use**

Land Use	Community Noise Exposure CNEL (dB)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 70	70 to 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Transient Lodging—Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business, Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

**Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

**Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

**Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

**Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: City of Los Angeles L.A. CEQA Thresholds Guide, 2006.

### c. Existing Conditions

As discussed in Section II, Project Description, of this Draft EIR, the Project Site is located in an urbanized area. The predominant source of noise in the vicinity of the Project Site is vehicular traffic on adjacent roadways, particularly along Ventura Boulevard, Colfax Avenue, and Moorpark Street, which have high volumes of traffic. Ambient noise sources in the vicinity of the Project Site include automobile and truck traffic, commercial activities, parking activities within surface and structured parking areas, and other miscellaneous noise sources associated with typical urban activities.

## (1) Noise-Sensitive Receptors

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically involved at the receptor location. The *L.A. CEQA Thresholds Guide* states that noise-sensitive uses include residences, transient lodgings (hotels), schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.<sup>37</sup> Similarly, the Noise Element defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.<sup>38</sup> These uses are generally considered more sensitive to noise than commercial and industrial land uses.

Based on a review of the land uses in the vicinity of the Project Site, 15 noise receptor locations were selected to represent noise-sensitive uses within 500 feet of the Project Site (receptor locations R1 through R15). These locations represent areas with land uses that could qualify as noise-sensitive uses according to the definition of such uses in the *L.A. CEQA Thresholds Guide* and the General Plan Noise Element. As discussed below, noise measurements were conducted at the 15 off-site locations to establish baseline noise conditions in the vicinity of the Project Site. The measurement locations surround the Project Site and thereby provide representative baseline measurements for noise-sensitive uses in the vicinity of the Project Site. In addition, the measurement locations provide an adequate basis to evaluate potential impacts at the measurement locations and at other sensitive receptors located beyond the measurement location in the same direction from the Project Site. The noise measurement locations surrounding the Project Site are shown in Figure IV.K-3 on page IV.K-20 and described in Table IV.K-5 on page IV.K-21.

## (2) Ambient Noise Levels

### (a) Existing Off-Site Ambient Noise Levels

To establish baseline noise conditions, existing ambient noise levels were measured at the 15 off-site receptor locations (R1 through R15) that are representative of sensitive uses in the vicinity of the Project Site. The noise measurements were conducted on December 5

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<sup>37</sup> *City of Los Angeles, L.A. CEQA Thresholds Guide, p. I.1-3.*

<sup>38</sup> *Noise Element, City of Los Angeles General Plan, Chapter IV, p. 4-1.*



**Figure IV.K-3**  
Noise Monitoring Locations

**Table IV.K-5  
Description of Noise Measurement Locations**

<b>Receptor Location</b>	<b>Description</b>	<b>Approximate Distance from Measurement Location to Nearest Project Site Boundary (feet)<sup>a</sup></b>	<b>Nearest Noise-Sensitive Land Use(s)</b>
R1	Multi-family residential uses on the west side of Radford Avenue, west of the Project Site	90	Multi-family Residential
R2	Single-family residential uses at the northwestern corner of Woodbridge Street and Gentry Avenue, west of the Project Site	425	Single-family Residential
R3	Multi-family residential uses on the west side of Radford Avenue, west of the Project Site	90	Multi-family Residential
R4	Multi-family residential uses on the north side of Hoffman Street, west of the Project Site	480	Multi-family Residential
R5	Multi-family residential uses on the west side of Carpenter Avenue, south of Ventura Boulevard to the south of the Project Site	385	Multi-family Residential
R6	Carpenter Community Charter School located at 3909 Carpenter Avenue, south of the Project Site	810	School
R7	Single-family uses at the cul-de-sac of Laurelwood Drive, south of the Project Site	500	Single-family Residential
R8	Motel uses on the north side of Ventura Boulevard, south of the Project Site	25	Motel
R9	Single-family uses on the east side of Colfax Avenue, east of the Project Site	205	Single-family Residential
R10	Multi-family residential uses on the south side of Chiquita Street, east of the Project Site	170	Multi-family Residential
R11	Multi-family residential uses at the northeastern corner of Acama Street and Troost Avenue, east of the Project Site	705	Multi-family Residential
R12	Multi-family residential uses on the east side of the Los Angeles River, east of the Project Site	135	Multi-family Residential
R13	Multi-family residential uses on the north side of the Tujunga Wash, north of the Project Site	135	Multi-family Residential
R14	Single-family residential uses at the northeastern corner of Moorpark Street and Radford Avenue, north of the Project Site	265	Single-family Residential
R15	Single-family residential uses at the northwestern corner of Landale Street and Radford Avenue, north of the Project Site	925	Single-family Residential
<p><sup>a</sup> Distances are estimated using Google Earth. Source: AES, 2024. See Appendix L of this Draft EIR.</p>			

through 7, 2023, using a Larson-Davis Model 870 and a Quest Technologies Model 2900 Integrating/Logging Sound Level Meters.<sup>39</sup>

A 24-hour ambient noise measurement was conducted at receptor locations R1 and R10.<sup>40</sup> Two 15-minute- measurements were conducted at each of the remaining off-site receptor locations (R2 through R9 and R11 through R15) during the daytime and nighttime hours. The daytime ambient noise levels were measured between 10:00 A.M. and 1:00 P.M., and the nighttime ambient noise levels were measured between 10:00 P.M. and 1:00 A.M. The ambient noise measurements were recorded in accordance with the City's standards, which require ambient noise to be measured over a period of at least 15 minutes.<sup>41</sup>

Table IV.K-6 on page IV.K-23 provides a summary of the ambient noise measurements conducted at the 15 noise receptor locations. Based on field observations, the current ambient noise at the measurement locations is dominated by local traffic and, to a lesser extent, nearby construction and other typical urban noises (e.g., pedestrians talking, retail/commercial activities). As shown in Table IV.K-6, the existing daytime ambient noise levels at the off-site noise receptor locations ranged from 54.7 dBA ( $L_{eq}$ ) at receptor location R11 to 67.9 dBA ( $L_{eq}$ ) at receptor locations R9 and R14. The measured nighttime ambient noise levels ranged from 44.6 dBA ( $L_{eq}$ ) at receptor location R7 to 66.7 dBA ( $L_{eq}$ ) at receptor location R9. Thus, the existing ambient noise levels at all off-site locations are above the City's presumed daytime and nighttime ambient noise levels of 50 dBA ( $L_{eq}$ ) and 40 dBA ( $L_{eq}$ ), respectively, for residential uses, as provided in Table IV.K-3 on page IV.K-16.

In addition to the ambient noise measurements in the vicinity of the Project Site, the existing traffic noise on local roadways in the surrounding area was calculated to quantify the 24-hour CNEL noise levels using traffic volume information provided in the Transportation Assessment prepared for the Project, which is included in Appendix O.1 of this Draft EIR.<sup>42</sup> Thirty six (36) roadway segments were selected for the existing off-site traffic noise analysis included in this section based on proximity to the Project Site and potential increases in traffic volumes from the Project. Traffic noise levels were calculated using the Federal Highway

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<sup>39</sup> *These sound meters meet the minimum industry standard performance requirements for "Type 1" (Larson-Davis Model 870) and "Type 2" (Quest Technologies Model 2900) standard instruments as defined in the American National Standard Institute (ANSI) S1.4. It also meets the requirement specified in Section 111.01(l) of the LAMC that instruments be "Type S2A" standard instruments or better. The sound meter was calibrated and operated according to the manufacturer's written specifications.*

<sup>40</sup> *A 24-hour measurement was conducted at receptor locations R1 and R10 to document the current ambient noise pattern (i.e., noise levels fluctuations with respect to time of day/ night) in the vicinity of the Project Site.*

<sup>41</sup> *LAMC Section 111.01.*

<sup>42</sup> *Gibson Transportation Consulting, Inc., Transportation Assessment for the Radford Studio Center Project, Studio City, California, March 2024.*

**Table IV.K-6  
Existing Ambient Noise Levels**

Receptor Location	Noise-Sensitive Land Use	Measured Noise Levels, $L_{eq}$ (dBA)		CNEL (24-hour)
		Daytime Hours (7:00 A.M.–10:00 P.M.)	Nighttime Hours (10:00 P.M.–7:00 A.M.)	
R1	Multi-family Residential	62.9 <sup>b</sup>	56.4 <sup>b</sup>	64.8
R2	Single-family Residential	55.6	55.7	60.4 <sup>a</sup>
R3	Multi-family Residential	61.5	56.1	62.5 <sup>a</sup>
R4	Multi-family Residential	60.1	52.1	59.8 <sup>a</sup>
R5	Multi-family Residential	62.4	57.1	63.4 <sup>a</sup>
R6	School	56.3	51.8	57.8 <sup>a</sup>
R7	Single-family Residential	64.6	44.6	62.3 <sup>a</sup>
R8	Motel	61.1	53.8	61.1 <sup>a</sup>
R9	Single-family Residential	67.9	66.7	71.6 <sup>a</sup>
R10	Multi-family Residential	59.1 <sup>b</sup>	54.1 <sup>b</sup>	62.1
R11	Multi-family Residential	54.7	52.9	58.0 <sup>a</sup>
R12	Multi-family Residential	56.7	46.1	55.6 <sup>a</sup>
R13	Multi-family Residential	56.3	51.8	57.8 <sup>a</sup>
R14	Single-family Residential	67.9	60.0	67.7 <sup>a</sup>
R15	Single-family Residential	60.1	50.6	59.3 <sup>a</sup>

<sup>a</sup> Based on FTA Procedures, which provide estimates based on short-term (15-minute) noise measurement.

<sup>b</sup> Levels shown for R1 and R10 represent the average for the entire daytime and nighttime periods, per LAMC Section 111.01(a).

Source: AES, 2024. See Ambient Noise Measurements provided in Appendix L of this Draft EIR.

Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data provided by the transportation consultant for the Project. The TNM calculates the hourly  $L_{eq}$  noise levels based on specific information, including the hourly traffic volume, vehicle type mix, vehicle speed, and lateral distance between the noise receptor and the roadway. To calculate the 24-hour CNEL levels, the hourly  $L_{eq}$  levels were calculated during daytime hours (7:00 A.M. to 7:00 P.M.), evening hours (7:00 P.M. to 10:00 P.M.), and nighttime hours (10:00 P.M. to 7:00 A.M.). The TNM calculates the 24-hour CNEL noise levels based on specific information, including average daily traffic (ADT); percentages of day, evening, and nighttime traffic volumes relative to ADT; vehicle speed; and distance between the noise receptor and the roadway. Vehicle mix/distribution information used in the noise calculations is shown in Table IV.K-7 on page IV.K-24.

**Table IV.K-7  
Vehicle Mix for Traffic Noise Model**

Vehicle Type	Percent of Average Daily Traffic (ADT)			Total Percent of ADT per Vehicle Type
	Daytime Hours (7 A.M.–7 P.M.)	Evening Hours (7 P.M.–10 P.M.)	Nighttime Hours (10 P.M.–7 A.M.)	
Car	77.6	9.7	9.7	97.0
Medium Truck <sup>a</sup>	1.6	0.2	0.2	2.0
Heavy Truck <sup>b</sup>	0.8	0.1	0.1	1.0
Total	80.0	10.0	10.0	100.0

<sup>a</sup> Medium Truck—Trucks with two axles.  
<sup>b</sup> Heavy Truck—Trucks with three or more axles.  
Source: Gibson Transportation Consulting, Inc., 2024; AES, 2024.

Table IV.K-8 on page IV.K-25 provides the calculated CNEL for the analyzed local roadway segments based on existing traffic volumes. As shown therein, the existing CNEL due to surface street traffic volumes ranges from 57.3 dBA CNEL along Valleyheart Drive between Laurel Canyon Boulevard and Radford Avenue to 72.2 dBA CNEL along Laurel Canyon Boulevard between Sunshine Terrace and Fryman Road. Currently, the existing traffic-related noise levels along the roadway segments of Radford Avenue, Colfax Avenue, Tujunga Avenue, Whitsett Avenue, Carpenter Avenue, Riverside Drive, Landale Street, Moorpark Street, Woodbridge Street, and Ventura Boulevard between Laurel Canyon Boulevard and Colfax Avenue fall within the conditionally acceptable land use category for residential uses (i.e., between 60 and 70 dBA CNEL). The existing traffic-related noise levels along Laurel Canyon Boulevard between Riverside Drive and Fryman Road and Ventura Boulevard between Whitsett Avenue and Laurel Canyon Boulevard and between Colfax Avenue and Tujunga Avenue fall within the normally unacceptable land use category for residential uses (i.e., between 70 dBA and 75 dBA CNEL).

*(b) Existing On-Site Noise Levels*

Sound levels associated with the existing on-site operational sources, including basecamp, outdoor production, and production setup inside the sound stages, were measured on March 28, 2023. Noise sources associated with basecamp and outdoor production activities include, but are not limited to, setup and takedown of production equipment, construction of sets, loading and unloading of production vehicles, vehicular circulation, filming activities, people talking, etc. The measured noise levels associated with the basecamp, outdoor production, production setup, and truck loading were 65 dBA (L<sub>eq</sub>), 62 dBA (L<sub>eq</sub>), 66 dBA (L<sub>eq</sub>), and 68 dBA (L<sub>eq</sub>), respectively. The measured noise levels from the existing on-site operations were utilized as the reference sound levels in connection with the Project noise impacts analysis.

**Table IV.K-8  
Existing Roadway Traffic Noise Levels**

<b>Roadway Segment</b>	<b>Adjacent Land Use</b>	<b>Approximate Distance to Roadway Center Line (feet)</b>	<b>Calculated Traffic Noise Levels, CNEL (dBA)<sup>a</sup></b>	<b>Noise-Sensitive Land Uses</b>	<b>Existing Noise Exposure Compatibility Category<sup>b</sup></b>
Laurel Canyon Boulevard					
Between Riverside Dr. and US-101	Commercial	45	70.3	No	Conditionally Acceptable
Between US-101 and Moorpark St.	Residential	45	71.4	Yes	Normally Unacceptable
Between Moorpark St. and Valleyheart Dr.	Residential	45	71.2	Yes	Normally Unacceptable
Between Valleyheart Dr. and Ventura Blvd.	Commercial	45	70.8	No	Conditionally Acceptable
Between Ventura Blvd. and Maxwelton Rd.	Residential, School	40	71.7	Yes	Normally Unacceptable
Between Maxwelton Rd. and Sunshine Ter.	Residential	40	71.6	Yes	Normally Unacceptable
Between Sunshine Ter. and Fryman Rd.	Residential	40	72.2	Yes	Normally Unacceptable
Radford Avenue					
Between Riverside Dr. and Sarah St.	Residential	30	61.7	Yes	Conditionally Acceptable
Between Sarah St. and Moorpark St.	Residential	30	65.8	Yes	Conditionally Acceptable
Between Moorpark St. and Woodbridge St.	Residential	30	60.0	Yes	Conditionally Acceptable
Between Woodbridge St. and Hoffman St.	Residential	30	63.2	Yes	Conditionally Acceptable
Between Hoffman St. and Ventura Blvd.	Commercial	35	64.2	No	Normally Acceptable
Colfax Avenue					
Between Riverside Dr. and Sarah St.	Residential	40	68.4	Yes	Conditionally Acceptable
Between Sarah St. and Moorpark St.	Residential, School	40	67.7	Yes	Conditionally Acceptable
Between Moorpark St. and Ventura Blvd.	Residential	40	67.2	Yes	Conditionally Acceptable
Tujunga Avenue					
Between Riverside Dr. and US-101	Residential	40	69.0	Yes	Conditionally Acceptable
Between US-101 and Moorpark St.	Residential	35	67.7	Yes	Conditionally Acceptable
Between Moorpark St. and Ventura Blvd.	Residential	35	66.6	Yes	Conditionally Acceptable

**Table IV.K-8 (Continued)**  
**Existing Roadway Traffic Noise Levels**

<b>Roadway Segment</b>	<b>Adjacent Land Use</b>	<b>Approximate Distance to Roadway Center Line (feet)</b>	<b>Calculated Traffic Noise Levels, CNEL (dBA)<sup>a</sup></b>	<b>Noise-Sensitive Land Uses</b>	<b>Existing Noise Exposure Compatibility Category<sup>b</sup></b>
Whitsett Avenue					
Between US-101 and Moorpark St.	Residential	35	68.2	Yes	Conditionally Acceptable
Between Moorpark St. and Ventura Blvd.	Residential	35	68.7	Yes	Conditionally Acceptable
Carpenter Avenue					
Between Ventura Blvd. and Laurelwood Dr.	Residential	30	64.6	Yes	Conditionally Acceptable
Riverside Drive					
Between Laurel Canyon Blvd. and Radford Ave.	Residential	45	69.9	Yes	Conditionally Acceptable
Between Radford Ave. and Colfax Ave.	Residential	45	69.8	Yes	Conditionally Acceptable
Between Colfax Ave. and SR-170	Residential	45	69.2	Yes	Conditionally Acceptable
Sarah Street					
Between Radford Ave. and Colfax Ave.	Residential	25	59.4	Yes	Normally Acceptable
Landale Street					
Between Laurel Canyon Blvd. and Colfax Ave.	Residential	25	61.2	Yes	Conditionally Acceptable
Moorpark Street					
Between Whitsett Ave. and Laurel Canyon Blvd.	Residential	35	69.9	Yes	Conditionally Acceptable
Between Laurel Canyon Blvd. and Radford Ave.	Residential, Park	40	68.8	Yes	Conditionally Acceptable
Between Radford Ave. and Colfax Ave.	Residential	40	68.8	Yes	Conditionally Acceptable
Between Colfax Ave. and Tujunga Ave.	Residential	40	69.2	Yes	Conditionally Acceptable
Woodbridge Street					
Between Laurel Canyon Blvd. and Radford Ave.	Residential	25	61.5	Yes	Conditionally Acceptable
Valleyheart Drive					
Between Laurel Canyon Blvd. and Radford Ave.	Residential	25	57.3	Yes	Normally Acceptable

**Table IV.K-8 (Continued)**  
**Existing Roadway Traffic Noise Levels**

<b>Roadway Segment</b>	<b>Adjacent Land Use</b>	<b>Approximate Distance to Roadway Center Line (feet)</b>	<b>Calculated Traffic Noise Levels, CNEL (dBA)<sup>a</sup></b>	<b>Noise-Sensitive Land Uses</b>	<b>Existing Noise Exposure Compatibility Category<sup>b</sup></b>
Ventura Boulevard					
Between Whitsett Ave. and Laurel Canyon Blvd.	Commercial	45	70.5	No	Conditionally Acceptable
Between Laurel Canyon Blvd. and Radford Ave.	Commercial	45	69.4	No	Conditionally Acceptable
Between Radford Ave. and Colfax Ave.	Motel	45	69.7	Yes	Conditionally Acceptable
Between Colfax Ave. and Tujunga Ave.	Motel	45	70.0	Yes	Normally Unacceptable
<p><sup>a</sup> Detailed calculation worksheets are included in Appendix L of this Draft EIR.</p> <p><sup>b</sup> Noise compatibility is based on the most stringent land use, per the City's land use compatibility guidelines as provided in Table IV.K-4 on page IV.K-18.</p> <p>Source: AES, 2024. See Off-Site Traffic Noise Calculations for Existing Conditions provided in Appendix L of this Draft EIR.</p>					

### (3) Existing Groundborne Vibration Levels

Based on field observations during the noise measurements, the primary source of existing groundborne vibration in the vicinity of the Project Site is vehicular travel (e.g., standard cars, refuse trucks, delivery trucks, construction trucks, school buses, and buses) on local roadways. According to the FTA technical study “Federal Transit Administration: Transit Noise and Vibration Impacts Assessments,” typical road traffic-induced vibration levels are unlikely to be perceptible by people. Specifically, the FTA study reports that “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.”<sup>43</sup> Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB (at a distance of 50 feet), and these levels could reach 72 VdB when trucks and buses pass over traffic speed bumps in the road. Per the FTA, 75 VdB is the dividing line between barely perceptible (with regards to ground vibration) and distinctly perceptible.<sup>44</sup> Therefore, existing groundborne vibration in the vicinity of the Project Site is generally below the perceptible level. However, groundborne vibration associated with heavy trucks traveling on road surfaces with irregularities, such as speed bumps and potholes, could reach the perceptible threshold.

## 3. Project Impacts

### a. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to noise if it would result in the following:

***Threshold (a): 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;***

***Threshold (b): Generation of excessive groundborne vibration or groundborne noise levels; or***

***Threshold (c): 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, expose people residing or working in the project area to excessive noise levels.***

For this analysis, the Appendix G thresholds listed above are relied upon. The Department of City Planning is currently in the process of updating its significance thresholds

<sup>43</sup> FTA, *Transit Noise and Vibration Impact Assessment*, September 2018, p. 112.

<sup>44</sup> FTA, *Transit Noise and Vibration Impact Assessment*, September 2018, Table 5-5.

for noise and vibration. However, this analysis conservatively utilizes factors and considerations identified in the *L.A. CEQA Thresholds Guide*, which are more conservative than the thresholds the City is currently considering, to assist in answering the Appendix G threshold questions. The *L.A. CEQA Thresholds Guide* identifies the factors below to evaluate noise impacts.

### (1) Construction Noise

A project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA [hourly  $L_{eq}$ ] or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA [hourly  $L_{eq}$ ] or more at a noise sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA [hourly  $L_{eq}$ ] at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

As discussed in Section II, Project Description, of this Draft EIR, construction of the Project is anticipated to occur in one phase, approximately 39 months. Construction could begin in 2025 and be completed as early as 2028. However, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2045. While the Project may be implemented over the course of 20 years, no single construction project would be ongoing for that duration, nor would construction be constantly occurring on the Project Site for 20 years. Schedules for buildout of the Project in one phase as well as an example of how the Project could be built out over 20 years are provided in Appendix D of this Draft EIR. The analysis herein conservatively assumes that construction of the Project would occur in one phase. Since construction activities would occur over a period longer than 10 days for all construction stages, the corresponding significance threshold used in the construction noise analysis presented in this section of this Draft EIR is an increase in the ambient exterior noise levels by 5 dBA (hourly  $L_{eq}$ ) or more at a noise-sensitive use.

### (2) Operational Noise

A project would normally have a significant impact on noise levels from operation if:

- The project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category [see Table IV.K-4 on page IV.K-18 for a description of these categories]; or
- The project causes the ambient noise levels measured at the property line of affected uses to increase by 5 dBA in CNEL or greater; or
- Project-related operational on-site (i.e., non-roadway) noise sources, such as outdoor building mechanical/electrical equipment, outdoor activities, loading docks, or parking facilities, increase the ambient noise level (hourly  $L_{eq}$ ) at noise-sensitive uses by 5 dBA.

The significance threshold used in the noise analysis for on-site operations presented above is an increase in the ambient noise level of 5 dBA (hourly  $L_{eq}$ ) at the noise-sensitive uses, in accordance with the LAMC. The LAMC does not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, based on the *L.A. CEQA Thresholds Guide*, the significance threshold for off-site traffic noise associated with Project operations is an increase in the ambient noise level by 3 dBA or 5 dBA in CNEL (depending on the land use category) at noise-sensitive uses. In addition, the significance threshold for composite noise levels (on-site and off-site sources) is also based on the *L.A. CEQA Thresholds Guide*, which is an increase in the ambient noise level of 3 dBA or 5 dBA in CNEL (depending on the land use category) for the Project’s composite noise (both Project-related on-site and off-site sources) at noise-sensitive uses.

### (3) FTA Groundborne Vibration Standards and Guidelines

The City currently does not have significance criteria to assess vibration impacts during construction. Thus, the FTA guidelines set forth in FTA’s *Transit Noise and Vibration Impact Assessment Manual* are used to evaluate potential impacts related to construction vibration for both potential building damage and human annoyance. The FTA guidelines regarding construction vibration are the most current guidelines and are commonly used in evaluating vibration impacts.

Based on this FTA guidance, impacts relative to groundborne vibration associated with potential building damage would be considered significant if any of the following events were to occur:

- Project construction activities cause groundborne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced concrete, steel, or timber building.
- Project construction activities cause groundborne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.

- Project construction activities cause groundborne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause groundborne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

Based on FTA guidance, construction vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day):

- Project construction activities cause groundborne vibration levels to exceed 72 VdB at off-site sensitive uses, including residential, hotel and theater uses.

## **b. Methodology**

### **(1) On-Site Construction Activities**

Construction noise impacts due to on-site construction activities associated with the Project were evaluated by calculating the construction-related noise levels at representative sensitive receptor locations and comparing these estimated construction-related noise levels to the existing ambient noise levels (i.e., noise levels without construction noise from the Project). Construction noise associated with the Project was analyzed based on the Project's anticipated construction equipment inventory, construction durations, and construction schedule. The construction noise model for the Project is based on construction equipment noise levels as published by the FHWA's "Roadway Construction Noise Model (FHWA 2006)."<sup>45</sup> The ambient noise levels at surrounding sensitive receptor locations were based on field measurement data (see Table IV.K-6 on page IV.K-23). The construction noise levels were then calculated for the sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance (as described above in Subsection 2.a(4), Noise Attenuation). Additional noise attenuation was assigned to the receptor locations where the line-of-sight to the Project Site was interrupted by the presence of intervening structures.

### **(2) Off-Site Construction Haul Trucks**

Off-site construction noise impacts from haul trucks associated with the Project were analyzed using the FHWA's TNM. The TNM is the current Caltrans standard computer noise model for traffic noise studies. The model allows for the input of roadway, noise receivers,

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<sup>45</sup> *The reference noise levels for construction equipment from the FHWA are based on measurements of newer construction equipment (published in 2006), rather than the noise levels from the U.S. Environmental Protection Agency report referenced in the L.A. CEQA Thresholds Guide (published in 1971).*

and sound barriers, if applicable. The construction-related off-site truck volumes were obtained from the Transportation Assessment prepared for the Project, which is included in Appendix L of this Draft EIR. The TNM calculates the hourly  $L_{eq}$  noise levels generated by construction-related haul trucks. Noise impacts were determined by comparing the predicted noise level of construction-related haul trucks plus the ambient noise levels with that of the existing ambient noise levels along the Project's anticipated haul route(s).

### (3) On-Site Stationary Noise Sources (Operation)

On-site stationary point-source noise impacts were evaluated by (1) identifying the noise levels that would be generated by the Project's on-site noise sources, such as rooftop mechanical equipment, parking facilities, truck loading, Mobility Hub functions, outdoor production activities, basecamp, and on-site vehicles; (2) calculating the noise level from each noise source at the surrounding sensitive receptor property lines; and (3) comparing such noise levels to the ambient noise levels to determine significance. The on-site stationary noise sources were calculated using the SoundPLAN (version 8.2) computer noise prediction model.<sup>46</sup> SoundPLAN is widely used by acoustical engineers as a noise modeling tool for environmental noise analysis.

### (4) Off-Site Roadway Noise (Operation)

As discussed in Subsection 2.c, Existing Conditions, above, off-site roadway noise was analyzed using the FHWA TNM and traffic data from the Project's Transportation Assessment, included as Appendix O.1 of this Draft EIR. Roadway noise levels were calculated for various roadway segments based on the intersection traffic volumes. Roadway noise conditions without the Project were calculated and compared to noise levels that would occur with implementation of the Project to determine Project-related noise impacts for operational off-site roadway noise.

### (5) Construction Vibration

Groundborne vibration impacts due to the Project's construction activities were evaluated by identifying potential vibration sources (i.e., construction equipment), estimating the vibration levels at the receptor locations, and comparing the Project's activities to the applicable vibration significance thresholds, as described below.

### (6) Operational Vibration

The primary source of vibration related to operation of the Project would include vehicle circulation within the parking facilities and off-site vehicular trips. However, as

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<sup>46</sup> *SoundPLAN GmbH, SoundPLAN version 8.2, 2020.*

discussed above, vehicular-induced vibration is unlikely to be perceptible by people. The Project would also include typical commercial-grade stationary mechanical equipment, such as cooling towers, air-handling units, and fans at roof level, that would include vibration-attenuation mounts to reduce the vibration transmission. The Project does not include land uses that would generate high levels of vibration. In addition, groundborne vibration attenuates rapidly as a function of distance from the vibration source.

### c. Project Design Features

The following project design features are proposed with regard to noise and vibration:

**Project Design Feature NOI-PDF-1:** Outdoor mounted mechanical equipment will be enclosed or screened by the building design (e.g., a roof parapet or mechanical screen) from the view of off-site noise-sensitive receptors. The equipment screen will be impermeable (i.e., solid material with minimum weight of 2 pounds per square foot) and break the acoustic line-of-sight from the equipment to the off-site noise-sensitive receptors.

**Project Design Feature NOI-PDF-2:** Outdoor filming (“Exterior Shoots”) will not occur along the perimeter of the Project Site without prior notification of residents within a 500-foot radius of the property.

### d. Analysis of Project Impacts

***Threshold (a): Would the Project 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?***

#### (1) Impact Analysis

##### (a) Construction Noise

As discussed above, construction of the Project is anticipated to occur over a period of approximately 39 months. Thus, the corresponding significance threshold used in the construction noise analysis below is the exceedance of the ambient exterior noise levels by 5 dBA (hourly  $L_{eq}$ ) or more at a noise sensitive use. Construction of the Project would generally commence with the demolition of certain existing buildings and parking areas, followed by grading and excavation. Building foundations would then be constructed, followed by building construction, paving/concrete installation, and landscape installation. In accordance with LAMC requirements, construction activities generally would be permitted to occur Monday through Friday from 7:00 A.M. to 9:00 P.M. and between 8:00 A.M. and 6:00 P.M. on Saturday or national holidays, or outside of these hours if a temporary noise variance is approved by the Los Angeles Board of Police Commissioners. However, mat pour activities

could extend into the nighttime hours, due the continuous pour requirements. It is estimated that earthwork activities necessary for construction would require up to approximately 935,000 cubic yards of cut, with 55,000 cubic yards of fill used on-site and 880,000 cubic yards of net export. Construction delivery/haul trucks would travel on approved truck routes between the Project Site and US-101 via the following optional routes:

- **Incoming Truck Route 1:** Incoming trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Ventura Boulevard heading east, and turn left on Colfax Avenue, where trucks would enter the Project Site at the Colfax Gate.
- **Incoming Truck Route 2:** Incoming trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Moorpark Street heading east, turn right on Colfax Avenue heading south, and enter the Project Site at the Colfax Gate.
- **Incoming Truck Route 3:** Incoming trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Ventura Boulevard heading east, and turn left on Carpenter Avenue into the Carpenter Gate.<sup>47</sup>
- **Incoming Truck Route 4:** Incoming trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Moorpark Street heading east, turn right on Colfax Avenue heading south, turn right on Ventura Boulevard heading west, and turn right on Carpenter Avenue into the Carpenter Gate.
- **Incoming Truck Route 5:** Incoming trucks would exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Ventura Boulevard heading east, turn left onto Radford Avenue, and enter the Project Site at the Radford Gate.
- **Incoming Truck Route 6:** Once the Radford Bridge is complete, incoming trucks could exit US-101 at Laurel Canyon Boulevard, head south on Laurel Canyon Boulevard, turn left on Moorpark Street heading east, and turn right on Radford Avenue to enter the Project Site entrance within the northern portion of the Project Site.
- **Outgoing Truck Route 1:** Outgoing trucks would exit the Project Site at the Colfax Gate, turn right on Colfax Avenue heading south, turn right on Ventura Boulevard heading west, turn right on Laurel Canyon Boulevard heading north and then enter US-101.

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<sup>47</sup> *The Carpenter Gate would be added after the existing buildings located along the alley where the gate is proposed are removed.*

- **Outgoing Truck Route 2:** Outgoing trucks would exit the Project Site at the Colfax Gate, turn left on Colfax Avenue heading north, turn left on Moorpark Street heading west, turn right on Laurel Canyon Boulevard heading north and then enter US-101.
- **Outgoing Truck Route 3:** Outgoing trucks would exit the Project Site at Carpenter Avenue, turn right on Ventura Boulevard heading west, turn right on Laurel Canyon Boulevard heading north and then enter US-101.
- **Outgoing Truck Route 4:** Outgoing trucks would exit the Project Site at the Carpenter Gate, turn left on Ventura Boulevard heading east (or alternatively turn left on the public alley heading east), turn left on Colfax Avenue heading north, turn left on Moorpark Street heading west, turn right on Laurel Canyon Boulevard heading north and then enter US-101.
- **Outgoing Truck Route 5:** Outgoing trucks would exit the Project Site at the Radford Gate heading south on Radford Avenue, turn right on Ventura Place heading west, turn right on Laurel Canyon Boulevard heading north and then enter US-101.
- **Outgoing Truck Route 6:** Once the Radford Bridge is complete, outgoing loaded trucks could exit the northern portion of the Project Site at Radford Avenue, turn left on Moorpark Street, turn right on Laurel Canyon Boulevard heading north and then enter US-101.

*(i) On-Site Construction Noise*

Noise impacts from Project-related construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Construction activities for the Project would generally include demolition, grading/excavation (grading), foundation, structure/enclosure (building construction), architectural coating/finishes (finishes), and paving/landscaping (landscape). Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Demolition generally involves the use of backhoes, front-end loaders, and heavy-duty trucks. Grading and excavation typically require the use of earth-moving equipment, such as excavators, front-end loaders, and heavy-duty trucks. Building construction typically involves the use of cranes, forklifts, concrete trucks, pumps, and delivery trucks. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site.

Individual pieces of construction equipment anticipated to be used during construction of the Project could produce maximum noise levels ( $L_{max}$ ) of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in Table IV.K-9 on page IV.K-36. These

**Table IV.K-9  
Construction Equipment Noise Levels**

Equipment	Estimated Usage Factor <sup>a</sup> (%)	Typical Noise Level at 50 feet from Equipment, dBA (L <sub>max</sub> )
Air Compressor	40	78
Cement and Mortar Mixer	50	80
Concrete Mixer Truck	40	79
Concrete Saw	20	90
Crane	16	81
Drill Rig	20	84
Forklift	20	75
Generator	50	81
Grader	40	85
Dump/Haul Truck	40	76
Excavator	40	81
Paver	50	77
Pump	50	81
Roller	20	80
Rubber Tired Loader	40	79
Tractor/Loader/Backhoe	40	80
Delivery Truck	40	74
Welders	40	74
<p><sup>a</sup> Usage factor represents the percentage of time the equipment would be operating at full power. Source: FHWA Roadway Construction Noise Model User's Guide, 2006.</p>		

maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less than full power conditions or partial power. To characterize noise levels more accurately during construction, the average (hourly L<sub>eq</sub>) noise levels associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage.<sup>48</sup> These noise levels are typically associated with multiple pieces of equipment operating on partial power, simultaneously.

<sup>48</sup> Pursuant to the FHWA Roadway Construction Noise Model User's Guide, 2006, the usage factor is the percentage of time during a construction noise operation that a piece of construction is operating at full power.

As discussed above, the analysis of construction noise conservatively assumes that construction of the Project would occur in one phase. In addition, the construction stages of the Project would have the potential to overlap. Therefore, overlapping construction noise activities were evaluated to determine the potential impacts. Table IV.K-10 on page IV.K-38 provides the estimated construction noise levels for various construction stages, including overlapping construction stages, at the 15 off-site receptor locations (R1 to R15).

To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all pieces of construction equipment were assumed to operate simultaneously and be located at the construction area nearest to the affected receptors. These assumptions represent a conservative noise scenario because construction activities would typically not all be operated simultaneously and would be spread throughout the Project Site, and, thus, some equipment would be farther away from the affected receptors. In addition, the noise modeling assumes that the construction noise would be constant, when, in fact, construction activities and associated noise levels are periodic and fluctuate based on the construction activities. As shown in Table IV.K-10, the estimated construction-related noise would exceed the significance thresholds at receptor locations R1 through R5, R7 through R10, R12, and R13, ranging from 0.6 dBA at receptor location R5 to 21.8 dBA at receptor location R8. The estimated noise levels during all stages of Project construction would be below the significance thresholds of 5 dBA above ambient noise levels at off-site receptor locations R6, R11, R14, and R15.

As indicated above, mat pour activities could extend into the nighttime hours, if a temporary noise variance is approved by the Los Angeles Board of Police Commissioners. In addition, the temporary dewatering activities during the Project demolition and grading stages would include dewatering pumps, which would operate 24 hours per day. Construction noise impacts associated with the potential nighttime concrete mat pour and dewatering pump operation are provided in Table IV.K-11 on page IV.K-39. As shown in Table IV.K-11, the estimated construction-related noise due to the nighttime concrete mat pour would exceed the significance thresholds at off-site receptor locations R1, R3, R7, R8, R10, R12, and R13. However, as indicated therein, the estimated noise levels from the dewatering pump operation would be below the significance thresholds at all off-site receptor locations, except for receptor location R8. **Based on the above, temporary noise impacts associated with the Project's on-site construction activities would be potentially significant.**

**Table IV.K-10  
Construction Noise Impacts—Overlapping Construction**

Off-Site Receptor Location	Approximate Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels with Overlapping Construction Stages (L <sub>eq</sub> (dBA))							Existing Daytime Ambient Noise Levels (L <sub>eq</sub> (dBA))	Significance Threshold (L <sub>eq</sub> (dBA)) <sup>a</sup>	Maximum Noise Exceedance Above the Criteria (L <sub>eq</sub> (dBA))	Significant Impact Without Mitigation?
		Demo + Grading <sup>b</sup>	Demo + Grading + Mat Foundation	Demo + Grading + Mat Foundation + Structure/ Enclosure	Demo + Grading + Mat Foundation + Structure/ Enclosure + Arch. Coating/ Finishing	Grading + Mat Foundation + Structure/ Enclosure + Arch. Coating/ Finishing	Mat Foundation + Structure/ Enclosure + Arch. Coating/ Finishing	Structure/ Enclosure + Arch. Coating/ Finishing + Paving/ Landscape				
R1	90	79.6	80.0	80.5	80.8	80.3	77.7	79.8	62.9	67.9	12.9	Yes
R2	425	65.5	66.0	67.3	67.7	67.3	65.0	66.0	55.6	60.6	7.1	Yes
R3	90	79.3	79.6	80.3	80.5	80.0	77.7	79.8	61.5	66.5	14.0	Yes
R4	480	64.2	64.7	66.2	66.7	66.2	64.3	65.2	60.1	65.1	1.6	Yes
R5	385	65.7	66.3	67.6	68.0	67.7	65.6	66.7	62.4	67.4	0.6	Yes
R6	810	55.9	56.5	58.0	58.5	58.0	55.8	56.6	56.3	61.3	—	No
R7	500	69.2	69.7	71.1	71.6	71.1	69.0	69.9	64.6	69.6	2.0	Yes
R8	25	87.6	87.7	87.8	87.9	86.3	83.3	87.4	61.1	66.1	21.8	Yes
R9	205	74.8	75.3	76.3	76.6	76.3	74.0	75.4	67.9	72.9	3.7	Yes
R10	170	75.7	76.2	77.1	77.4	77.1	74.9	76.5	59.1	64.1	13.3	Yes
R11	705	56.7	57.3	58.8	59.3	58.8	56.8	57.6	54.7	59.7	—	No
R12	150	75.1	75.5	76.3	76.6	76.0	72.4	72.7	56.7	61.7	14.9	Yes
R13	155	74.0	74.5	75.0	75.2	74.6	71.9	73.7	56.3	61.3	13.9	Yes
R14	265	69.1	69.8	70.8	71.2	71.4	68.9	70.2	67.9	72.9	—	No
R15	925	58.4	58.9	60.0	60.4	59.7	56.6	57.4	60.1	65.1	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels are equal to or exceed those significance thresholds, a construction-related noise impact is identified.

<sup>b</sup> Include on-site construction staging.

Source: AES, 2024. See Appendix L of this Draft EIR.

**Table IV.K-11  
Construction Noise Impacts—Nighttime Mat Pour and Dewatering Pump**

Off-Site Receptor Location	Approximate Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels (L <sub>eq</sub> (dBA))		Existing Nighttime Ambient Noise Levels (L <sub>eq</sub> (dBA))	Significance Criteria (L <sub>eq</sub> (dBA)) <sup>a</sup>	Maximum Noise Exceedance Above the Criteria (L <sub>eq</sub> (dBA))	Significant Impact Without Mitigation?
		Mat Foundation	Dewatering Pump				
R1	90	73.6	32.4	56.4	61.4	12.2	Yes
R2	425	57.9	27.9	55.7	60.7	—	No
R3	90	73.6	48.5	56.1	61.1	12.5	Yes
R4	480	57.0	34.6	52.1	57.1	—	No
R5	385	58.6	44.9	57.1	62.1	—	No
R6	810	47.9	33.8	51.8	56.8	—	No
R7	500	61.7	46.8	44.6	49.6	12.1	Yes
R8	25	81.8	69.3	53.8	58.8	23.0	Yes
R9	205	68.2	51.4	66.7	71.7	—	No
R10	170	69.5	48.2	54.1	59.1	10.4	Yes
R11	705	49.0	31.6	52.9	57.9	—	No
R12	150	63.3	40.6	46.1	51.1	12.2	Yes
R13	155	68.3	36.0	51.8	56.8	11.5	Yes
R14	265	64.3	39.7	60.0	65.0	—	No
R15	925	49.9	27.9	50.6	55.6	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured nighttime ambient noise levels (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels are equal to or exceed those significance thresholds, a construction-related noise impact is identified.

Source: AES, 2024. See Appendix L of this Draft EIR.

*(ii) Off-Site Construction Noise*

In addition to on-site construction noise sources, other noise sources may include materials delivery, concrete mixing, and haul trucks (construction trucks), as well as construction worker vehicles accessing the Project Site during construction. Typically, construction trucks generate higher noise levels than construction worker vehicles. The major noise sources associated with off-site construction trucks would be from the material delivery/concrete/haul trucks.

With regard to haul routes, as described above, construction haul trucks would travel between the Project Site and US-101 via Laurel Canyon Boulevard, Ventura Boulevard, Moorpark Street, Colfax Avenue, Carpenter Avenue, and Radford Avenue. As there are no noise sensitive uses along the noted roadway segment of Carpenter Avenue between Ventura Boulevard and the Project Site, it is not included in the noise analysis. The peak period of construction with the highest number of construction trucks would occur during the site grading/excavation. As shown in Appendix L of this Draft EIR, during this construction stage, there would be a maximum of approximately 423 haul trucks coming to and leaving the Project Site (total of 846 haul truck trips) per day. In addition, there would be up to approximately 110 construction trucks per day during the structure/enclosure stage (total of 210 truck trips). There would also be approximately 20 to 515 construction workers traveling to and from the Project Site daily during the various construction stages. Construction workers are expected to arrive at the Project Site before construction starts and leave when construction ends. Therefore, construction worker vehicle noise would not overlap with Project construction equipment or trucks. In addition, the noise levels generated by construction worker vehicle trips would be lower than the construction truck trips.<sup>49</sup>

As discussed above, the construction stages of the Project would have the potential to overlap. Therefore, noise levels due to off-site construction trucks associated with overlapping construction stages were evaluated to determine potential impacts. Based on data from AECOM, Table IV.K-12 on page IV.K-41 provides the estimated number of construction-related truck trips, including haul/concrete/material delivery trucks and the estimated noise levels along the anticipated truck routes. As shown in Table IV.K-12, the hourly noise levels generated by Project construction trucks along the anticipated haul routes along Laurel Canyon Boulevard and Ventura Boulevard would be consistent with the existing daytime ambient noise levels for all construction stages, which would be below the 5-dBA significance threshold. However, the estimated noise levels from construction trucks would exceed the 5-dBA significance threshold along Radford Avenue by up to 6.1 dBA ( $L_{eq}$ ). **Therefore, temporary noise impacts from off-site construction trucks along the haul routes would be potentially significant.**

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<sup>49</sup> Based on TNM noise model, a truck generates approximately 14 dBA louder than an automobile.

**Table IV.K-12  
Off-Site Construction Truck Noise Levels—Overlapping Construction Stages**

Overlapping Construction Stages	Estimated Number of Construction Truck Trips per Day <sup>b</sup>	Estimated Number of Construction Truck Trips per Hour <sup>c</sup>	Estimated Truck Noise Levels Plus Ambient Along the Project Truck Routes <sup>a</sup> (L <sub>eq</sub> (dBA)) (Project / Project + Ambient)				
			Laurel Canyon Blvd.	Ventura Blvd.	Moorpark St.	Colfax Ave.	Radford Ave.
Demo + Grading	490	82	68.5/72.3	68.1/71.5	69.2/71.6	69.2/71.6	70.6/71.1
Demo + Grading + Mat Foundation	496	83	68.6/72.3	68.2/71.5	69.3/71.7	69.3/71.7	70.7/71.2
Demo + Grading + Mat Foundation + Structure/Enclosure	896	150	71.2/73.6	70.8/72.9	70.9/72.7 <sup>e</sup>	70.9/72.7 <sup>e</sup>	72.3/72.6 <sup>f</sup>
Demo + Grading + Mat Foundation + Structure/Enclosure + Arch. Coating Finishing	372	62	67.3/71.8	66.9/71.0	68.0/71.0	68.0/71.0	69.4/70.1
Grading + Mat Foundation + Structure/Enclosure + Arch. Coating Finishing	570	95	69.2/72.6	68.8/71.8	69.9/72.0	69.9/72.0	71.3/71.7
Mat Foundation + Structure/Enclosure + Arch. Coating Finishing	244	31	64.3/71.0	63.9/70.0	65.0/69.7	65.0/69.7	66.4/67.6
Structure/Enclosure + Arch. Coating Finishing	186	24	63.2/70.7	62.8/69.8	63.9/69.4	63.9/69.4	65.3/66.8
Existing Ambient Noise Levels Along the Project Haul Routes, L <sub>eq</sub> (dBA) <sup>d</sup>			69.9	68.8	67.9	67.9	61.5
Significance Threshold (L <sub>eq</sub> (dBA)) <sup>e</sup>			74.9	73.8	72.9	72.9	66.5
Maximum Exceedance Over Significance Threshold (L <sub>eq</sub> (dBA))			0.0	0.0	0.0	0.0	6.1
<b>Significant Impact?</b>			No	No	No	No	<b>Yes</b>

<sup>a</sup> Noise levels include Project-related truck trips plus ambient noise levels.  
<sup>b</sup> Based on data from AECOM included in Appendix L.  
<sup>c</sup> For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour workday. Haul truck hourly trips during demolition are conservatively based on 6 hours of hauling per day.

**Table IV.K-12 (Continued)  
Off-Site Construction Truck Noise Levels—Overlapping Construction Stages**

Overlapping Construction Stages	Estimated Number of Construction Truck Trips per Day <sup>b</sup>	Estimated Number of Construction Truck Trips per Hour <sup>c</sup>	Estimated Truck Noise Levels Plus Ambient Along the Project Truck Routes <sup>a</sup> (L <sub>eq</sub> (dBA)) (Project / Project + Ambient)				
			Laurel Canyon Blvd.	Ventura Blvd.	Moorpark St.	Colfax Ave.	Radford Ave.
<p><sup>d</sup> Ambient noise levels along the truck routes are based on measurements at nearby receptor locations; R3 (along Radford Avenue), R9 (along Colfax Avenue), and R14 (along Moorpark Street). Ambient noise levels along Laurel Canyon Boulevard and Ventura Boulevard are estimated based on existing traffic volumes.</p> <p><sup>e</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels plus 5 dBA.</p> <p><sup>f</sup> Analysis assumed maximum 80% of truck trips (120 truck trips per hour) along Moorpark Street, Colfax Avenue, and Radford Avenue.</p> <p>Source: AECOM, 2024; AES, 2024. See Construction Noise &amp; Vibration Calculations provided in Appendix L of this Draft EIR.</p>							

As indicated above, mat pour activities could extend into the nighttime hours if a temporary noise variance is approved by the Los Angeles Board of Police Commissioners. Estimated noise levels associated with concrete trucks due to the nighttime concrete mat pour are provided in Table IV.K-13 on page IV.K-44. As indicated in Table IV.K-13, the estimated noise levels due to nighttime concrete pour for the mat foundation would be below the 5-dBA significance thresholds along the anticipated truck routes. **Therefore, temporary noise impacts from off-site construction trucks along the haul routes, during the nighttime concrete pour would be less than significant.**

As discussed in Section II, Project Description, of this Draft EIR, the Project includes off-site improvements, involving utilities/trenching along Radford Avenue and potentially an alley south of the Project Site; potential implementation of stormwater measures within the public alley to the south; paving along Radford Avenue, Carpenter Avenue, and Colfax Avenue; constructing a new protected bike lane along a portion of Radford Avenue; building the Radford Bridge; and upgrading the existing LADWP water lines along Radford Avenue (from south of Moorpark Street to Ventura Place) and along Valleyheart drive (on the south side of the Los Angeles River, between Radford Avenue and Laurel Canyon Boulevard). Table IV.K-14 on page IV.K-45 provides the estimated construction noise levels associated with the off-site improvements. As shown in Table IV.K-14, the estimated noise levels due to the off-site improvements would exceed the 5-dBA significance threshold at receptor locations R1, R2, R3, R5, R8, R9, R13, and R14, ranging from 1.7 dBA ( $L_{eq}$ ) at receptor location R2 to 26.1 dBA ( $L_{eq}$ ) at receptor location R8. In addition, the residential uses along Valleyheart Drive would be exposed to noise levels up to 89 dBA ( $L_{eq}$ ) and 70.5 dBA ( $L_{eq}$ ) at the residences on the south side and north of the Los Angeles River during the LADWP water line improvement construction, respectively. The estimated noise levels at the residences along Valleyheart Drive would exceed the 5-dBA significance threshold by up to 23.9 dBA ( $L_{eq}$ ). **Therefore, temporary noise impacts associated with construction of the Project's off-site improvements would be potentially significant.**

In addition, a composite noise analysis was performed to evaluate the potential noise impacts due to concurrent on-site and off-site construction noise sources, to represent the worst-case peak construction scenario. Table IV.K-15 on page IV.K-46 provides the estimated composite construction noise levels associated with the on-site construction, off-site improvements, and off-site trucks. As shown in Table IV.K-15, the estimated noise levels due to the off-site improvements would exceed the 5-dBA significance threshold at all off-site receptor locations, ranging from 1.0 dBA ( $L_{eq}$ ) at receptor location R15 to 27.5 dBA ( $L_{eq}$ ) at receptor location R8. Therefore, temporary composite noise impacts associated with construction of the Project's on-site and off-site improvements would be potentially significant.

**Table IV.K-13  
Off-Site Construction Truck Noise Levels—Nighttime Mat Pour**

Construction Stage	Estimated Number of Construction Truck Trips per Day	Estimated Number of Construction Truck Trips per Hour <sup>b</sup>	Estimated Truck Noise Levels Plus Ambient Along the Project Truck Routes <sup>a</sup> (L <sub>eq</sub> (dBA)) (Project / Project + Ambient)				
			Laurel Canyon Blvd.	Ventura Blvd.	Moorpark St.	Colfax Ave.	Radford Ave.
Mat Foundation	30	4	55.4/62.8	55.0/61.8	56.1/61.5	56.1/67.1	57.5/59.9
Existing Nighttime Ambient Noise Levels Along the Project Haul Routes, L <sub>eq</sub> (dBA) <sup>c</sup>			61.9	60.8	60.0	66.7	56.1
Significance Threshold (L <sub>eq</sub> (dBA)) <sup>d</sup>			66.9	65.8	65.0	71.7	61.1
Maximum Exceedance Over Significance Threshold (L <sub>eq</sub> (dBA))			0.0	0.0	0.0	0.0	0.0
<b>Significant Impact?</b>			No	No	No	No	No

<sup>a</sup> Noise levels include Project-related truck trips plus ambient noise levels.

<sup>b</sup> For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour workday. Haul truck hourly trips during demolition are based on 6 hours of hauling per day.

<sup>c</sup> Ambient noise levels along the truck routes are based on measurements at nearby receptor locations; R3 (along Radford Avenue), R9 (along Colfax Avenue), and R14 (along Moorpark Street). Ambient noise levels along Laurel Canyon Boulevard and Ventura Boulevard are estimated based on existing traffic volumes.

<sup>d</sup> Significance thresholds are equivalent to the measured nighttime ambient noise levels plus 5 dBA.

Source: AES, 2024. See Construction Noise & Vibration Calculations provided in Appendix L of this Draft EIR.

**Table IV.K-14  
Off-Site Improvements Construction Noise Impacts**

Off-Site Receptor Location	Nearest Distance from Receptor to Project Off-Site Construction Area (feet)	Estimated Construction Noise Levels from Off-Site Improvements (Leq (dBA))				Existing Daytime Ambient Noise Levels (Leq (dBA))	Significance Threshold (Leq (dBA)) <sup>a</sup>	Maximum Noise Exceedance Above the Criteria (Leq (dBA))	Significant Impact Without Mitigation?
		Radford Ave. and Alley Utilities/ Trenching	Radford, Carpenter, and Colfax Ave. Paving	Radford Bridge	LADWP Water Line Upgrades				
R1	25	85.5	81.8	74.2	85.1	62.9	67.9	17.6	Yes
R2	315	62.3	59.6	56.6	61.2	55.6	60.6	1.7	Yes
R3	20	85.5	83.2	51.8	85.1	61.5	66.5	19.0	Yes
R4	410	61.1	57.4	46.3	60.0	60.1	65.1	—	No
R5	110	58.0	72.9	42.1	60.6	62.4	67.4	5.5	Yes
R6	535	56.3	60.2	41.0	60.5	56.3	61.3	—	No
R7	460	65.8	61.2	49.9	53.0	64.6	69.6	—	No
R8	15	92.2	66.1	41.5	56.3	61.1	66.1	26.1	Yes
R9	75	66.2	75.8	51.9	65.0	67.9	72.9	2.9	Yes
R10	465	61.1	56.4	54.0	50.7	59.1	64.1	—	No
R11	810	46.9	46.7	43.6	43.2	54.7	59.7	—	No
R12	800	56.1	51.8	59.4	54.4	56.7	61.7	—	No
R13	155	73.2	68.6	75.5	71.3	56.3	61.3	14.2	Yes
R14	140	68.1	63.7	76.3	68.0	67.9	72.9	3.4	Yes
R15	615	54.3	50.1	64.5	53.5	60.1	65.1	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels are equal to or exceed those significance thresholds, a construction-related noise impact is identified.

Source: AES, 2024. See Appendix L of this Draft EIR.

**Table IV.K-15  
Composite Construction Noise Levels**

Off-Site Receptor Location	Estimated Construction Noise Levels ( $L_{eq}$ (dBA))				Existing Daytime Ambient Noise Levels ( $L_{eq}$ (dBA))	Significance Threshold ( $L_{eq}$ (dBA)) <sup>a</sup>	Maximum Noise Exceedance Above the Criteria ( $L_{eq}$ (dBA))	Significant Impact Without Mitigation?
	On-Site Construction (A)	Off-Site Improvements (B)	Off-Site Trucks (C)	Composite On-Site and Off-Site Construction Noise Levels (A+B+C)				
R1	80.8	85.5	72.3	86.9	62.9	67.9	19.0	Yes
R2	67.7	62.3	56.2	69.0	55.6	60.6	8.4	Yes
R3	80.5	85.5	72.3	86.8	61.5	66.5	20.3	Yes
R4	66.7	61.1	55.6	68.0	60.1	65.1	2.9	Yes
R5	68.0	72.9	59.8	74.3	62.4	67.4	6.9	Yes
R6	58.5	60.5	54.6	63.2	56.3	61.3	1.9	Yes
R7	71.6	65.8	62.9	73.0	64.6	69.6	3.4	Yes
R8	87.9	92.2	55.3	93.6	61.1	66.1	27.5	Yes
R9	76.6	75.8	70.9	79.8	67.9	72.9	6.9	Yes
R10	77.4	61.1	59.4	77.6	59.1	64.1	13.5	Yes
R11	59.3	46.9	56.3	61.2	54.7	59.7	1.5	Yes
R12	76.6	59.4	50.1	76.7	56.7	61.7	15.0	Yes
R13	75.2	75.5	59.1	78.5	56.3	61.3	17.2	Yes
R14	71.2	76.3	70.9	78.3	67.9	72.9	5.4	Yes
R15	60.4	64.5	53.6	66.1	60.1	65.1	1.0	Yes

<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels are equal to or exceed those significance thresholds, a construction-related noise impact is identified.

Source: AES, 2024. See Appendix L of this Draft EIR.

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*(iii) Summary of Construction Noise Impacts*

As discussed above, Project on-site and off-site construction would result in a temporary increase in ambient noise levels in the vicinity of the Project in excess of the 5-dBA significance threshold established by the City. **Therefore, temporary noise impacts associated with the Project's on-site and off-site construction activities would be potentially significant.**

*(b) Operational Noise*

This section provides a discussion of potential operational noise impacts at noise-sensitive receptors. Specific operational noise sources addressed herein are: (a) on-site stationary noise sources, including outdoor mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment), parking facilities, loading dock, Mobility Hubs, outdoor studio production activities, basecamp, and on-site vehicles; and (b) off-site mobile (roadway traffic) noise sources-. The Project on-site operational noise was analyzed based on the Illustrative Site Plan included as Figure II-7 in Section II, Project Description, of this Draft EIR.

As discussed in Section II, Project Description, of this Draft EIR, temporary and occasional special events including production-related and non-production related events, such as premieres, charitable events, community events, commercial events, and non-commercial events, and other special events defined in LAMC Section 41.20.1(a) currently occur within the Project Site in accordance with the LAMC. These events generally require approval from the Los Angeles Department of Building and Safety, Department of City Planning, Bureau of Street Services, Los Angeles Fire Department (LAFD) and Los Angeles Police Department (LAPD). Special events would continue to be governed by the LAMC with the Project, consistent with existing conditions. Therefore, noise impacts associated with special events would be less than significant.

*(i) On-Site Stationary Noise Sources*

Mechanical Equipment

As part of the Project, new mechanical equipment (e.g., cooling towers, air ventilation equipment) would be located at the ground level, roof level, and/or within the building structures. Some of the existing mechanical equipment serving the existing buildings would be replaced with new mechanical equipment for the new buildings, and some would remain. Although operation of mechanical equipment would generate noise, Project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations. Specifically, the Project would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise

levels on the premises of other occupied properties by more than 5 dBA. In addition, with implementation of Project Design Feature NOI-PDF-1, listed above, all outdoor mounted mechanical equipment will be enclosed or screened from off-site noise-sensitive receptors.

Table IV.K-16 on page IV.K-49 presents the estimated noise levels at the off-site receptor locations from mechanical equipment during operation of the Project. As shown in Table IV.K-16, the estimated noise levels from the mechanical equipment would range from 29.9 dBA ( $L_{eq}$ ) at receptor location R8 to 51.9 dBA ( $L_{eq}$ ) at receptor location R3, which would be below the existing ambient noise levels. Further, the estimated ambient noise levels at all off-site receptor locations with the addition of the Project's mechanical equipment would be below the significance threshold of a 5-dBA ( $L_{eq}$ ) increase over the existing ambient noise levels (based on the lowest measured ambient noise levels to represent a conservative analysis). **Therefore, noise impacts from mechanical equipment during Project operation would be less than significant.**

#### Parking Facilities

As discussed in Section II, Project Description, of this Draft EIR, the Project would provide a total of approximately 6,050 vehicular parking spaces on-site (including approximately 2,170 existing vehicular parking spaces to remain). The parking spaces may be provided in a combination of above-ground structures, subterranean structures, and/or surface spaces at any location within the Project Site provided the Radford Studio Center Specific Plan's parking requirements are met. The underground parking levels would be fully enclosed on all sides. Noise generated within the underground parking levels would be effectively shielded from off-site sensitive receptor locations. Therefore, the noise analysis was conducted for parking at surface spaces and in the above-ground parking structures. Sources of noise within the parking facilities would primarily include vehicular movements and engine noise, doors opening and closing, and intermittent car alarms. Noise levels within the parking facilities would fluctuate with the amount of automobile and human activity.

Table IV.K-17 on page IV.K-50 presents the estimated noise levels at the off-site sensitive receptors resulting from the parking facilities. As presented in Table IV.K-17, the estimated noise levels from the parking facilities would range from 24.4 dBA ( $L_{eq}$ ) at receptor location R4 to 55.0 dBA ( $L_{eq}$ ) at receptor location R8. The estimated ambient noise levels with the addition of the noise levels generated by the Project's parking facilities would be below the significance threshold of a 5-dBA ( $L_{eq}$ ) increase over the existing ambient noise levels (based on the lowest measured ambient noise levels to represent a conservative analysis) at all off-site receptor locations. **Therefore, noise impacts from the parking facilities during Project operation would be less than significant.**

**Table IV.K-16  
Estimated Noise Levels from Mechanical Equipment**

Off-Site Receptor Location	Estimated Noise Levels due to Mechanical Equipment Operation, dBA (Leq)		Existing Nighttime Ambient Noise Levels, dBA (Leq)	Ambient + Mechanical Equipment Operation Noise Levels, dBA (Leq)		Noise Increase from Existing to Future With Project, dBA (Leq)	Significant Impact? <sup>a</sup>
	Existing	Future With Project		Existing	Future With Project		
R1	33.4	37.1	56.4	56.4	56.5	0.1	No
R2	31.6	36.7	55.7	55.7	55.8	0.1	No
R3	51.6	51.9	56.1	57.4	57.5	0.1	No
R4	25.6	31.2	52.1	52.1	52.1	0.0	No
R5	37.5	41.6	57.1	57.1	57.2	0.1	No
R6	28.9	32.1	51.8	51.8	51.8	0.0	No
R7	32.3	39.5	44.6	44.8	45.8	1.0	No
R8	25.2	29.9	53.8	53.8	53.8	0.0	No
R9	39.8	46.4	66.7	66.7	66.7	0.0	No
R10	51.0	50.0	54.1	55.8	55.5	0.0	No
R11	32.0	39.4	52.9	52.9	53.1	0.2	No
R12	39.0	44.8	46.1	46.9	48.5	1.6	No
R13	30.3	35.7	51.8	51.8	51.9	0.1	No
R14	29.8	35.5	60.0	60.0	60.0	0.0	No
R15	26.2	34.3	50.6	50.6	50.7	0.1	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

**Table IV.K-17  
Estimated Noise Levels from Parking Facilities**

Off-Site Receptor Location	Estimated Noise Levels due to Parking Operation, dBA (L <sub>eq</sub> )		Existing Nighttime Ambient Noise Levels, dBA (L <sub>eq</sub> )	Ambient + Parking Operation Noise Levels, dBA (L <sub>eq</sub> )		Noise Increase from Existing to Future With Project, dBA (L <sub>eq</sub> )	Significant Impact? <sup>a</sup>
	Existing	Future With Project		Existing	Future With Project		
R1	47.1	52.0	56.4	56.9	57.7	0.8	No
R2	38.7	41.7	55.7	55.8	55.9	0.1	No
R3	45.2	44.9	56.1	56.4	56.4	0.0	No
R4	29.0	24.4	52.1	52.1	52.1	0.0	No
R5	32.8	30.1	57.1	57.1	57.1	0.0	No
R6	20.2	25.7	51.8	51.8	51.8	0.0	No
R7	29.7	39.4	44.6	44.7	45.7	1.0	No
R8	33.3	55.0	53.8	53.8	57.5	3.7	No
R9	36.6	42.2	66.7	66.7	66.7	0.0	No
R10	38.5	36.6	54.1	54.2	54.2	0.0	No
R11	33.3	31.9	52.9	52.9	52.9	0.0	No
R12	44.6	44.9	46.1	48.4	48.6	0.2	No
R13	42.8	48.6	51.8	52.3	53.5	1.2	No
R14	38.2	43.0	60.0	60.0	60.1	0.1	No
R15	34.3	37.7	50.6	50.7	50.8	0.1	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

### Loading Dock and Trash Collection Areas

Loading docks and trash collection areas would be located throughout the Project Site in support of the production activities. The trash compactors would be located inside the subterranean parking facilities or within other enclosed areas and, thus, would be shielded from the off-site sensitive receptors. Noise sources associated with the loading docks and trash collection areas would include delivery trucks. Noise levels from a delivery truck loading at the existing Radford Studio Center was measured at 67.7 dBA (L<sub>eq</sub>), at a distance of 25 feet.<sup>50</sup> The loading areas would typically be located at the basecamp areas or adjacent

<sup>50</sup> AES, measured noise level of delivery truck loading at Radford Studio Center, August 2023.

to the sound stages. In addition to these on-site loading areas, there would be two loading areas located along the southern portion of the Project Site with access from the adjacent alley. The alley currently provides a similar loading/unloading function for the existing businesses north of Ventura Boulevard. The estimated noise levels were calculated with the assumption that up to 33 truck loadings would operate concurrently to represent a conservative noise analysis. In addition, loading activities would occur during the daytime hours between 7:00 A.M. and 10:00 P.M., as defined in LAMC Section 111.03.

Table IV.K-18 on page IV.K-52 presents the estimated noise levels at the off-site sensitive receptors resulting from the truck loading and trash collection activities. As presented in Table IV.K-18, the estimated noise levels from the loading and trash collection activities would range from 23.2 dBA ( $L_{eq}$ ) at receptor locations R6 and R11 to 58.0 dBA ( $L_{eq}$ ) at receptor location R3. The estimated ambient noise levels with the addition of the noise levels generated by the Project's loading operations and trash collection would be below the significance threshold of a 5-dBA ( $L_{eq}$ ) increase over the existing ambient noise levels at all off-site receptor locations. **As such, noise impacts from loading dock operation and trash collection would be less than significant.**

#### Mobility Hub

As discussed in Section II, Project Description, of this Draft EIR, the Project would provide on-site Mobility Hubs—one in the northern portion of the North Lot and one in the southern portion of the South Lot—subject to operational needs. The Mobility Hubs would provide an off-street space for passenger pick-up/drop-off and the temporary parking of buses, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. Noise levels associated with the Mobility Hubs would include vehicles and shuttle buses for drop off and pick up. Based on the Project transportation analysis, there would be up to approximately 52 shuttle buses (104 shuttle bus trips per day), approximately 149 rideshare vehicles, such as Uber and Lyft (298 rideshare trips per day), approximately 149 pick-up/drop-off private vehicles (298 private vehicle trips per day), and approximately 49 other vans (98 other van trips per day). This analysis assumes that the Mobility Hubs vehicle trips would be equally divided between the north and south Mobility Hubs. In addition, to be comprehensive, an additional scenario was analyzed in which there would be a single Mobility Hub in the South Lot.

**Table IV.K-18  
Estimated Noise Levels from Loading Docks and Trash Collection**

Off-Site Receptor Location	Estimated Noise Levels due to Loading Docks Operation, dBA (L <sub>eq</sub> )		Existing Daytime Ambient Noise Levels, dBA (L <sub>eq</sub> )	Ambient + Loading Docks Operation Noise Levels, dBA (L <sub>eq</sub> )		Noise Increase from Existing to Future With Project, dBA (L <sub>eq</sub> )	Significant Impact? <sup>a</sup>
	Existing	Future With Project		Existing	Future With Project		
R1	44.4	42.9 <sup>b</sup>	62.9	63.0	62.9	–	No
R2	27.5	28.1	55.6	55.6	55.6	0.0	No
R3	51.3	58.0	61.5	61.9	63.1	1.2	No
R4	33.0	33.7	60.1	60.1	60.1	0.0	No
R5	33.0	40.0	62.4	62.4	62.4	0.0	No
R6	23.3	23.2 <sup>b</sup>	56.3	56.3	56.3	0.0	No
R7	32.8	27.5 <sup>b</sup>	64.6	64.6	64.6	0.0	No
R8	29.5	44.8	61.1	61.1	61.2	0.1	No
R9	36.8	39.4	67.9	67.9	67.9	0.0	No
R10	38.8	36.6 <sup>b</sup>	59.1	59.1	59.1	0.0	No
R11	30.8	23.2 <sup>b</sup>	54.7	54.7	54.7	0.0	No
R12	55.4	55.4	56.7	59.1	59.1	0.0	No
R13	40.7	40.0 <sup>b</sup>	56.3	56.4	56.4	0.0	No
R14	32.8	32.2 <sup>b</sup>	67.9	67.9	67.9	0.0	No
R15	30.7	29.2 <sup>b</sup>	60.1	60.1	60.1	0.0	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

<sup>b</sup> Future noise levels are lower than existing conditions due to the anticipated new studio layout.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

Table IV.K-19 and Table IV.K-20 on pages IV.K-53 and IV.K-54 present the estimated noise levels at the off-site sensitive receptors resulting from the Mobility Hubs operation, with one and two Mobility Hubs, respectively. As presented in Table IV.K-19, the estimated noise levels from the operation of one Mobility Hub would range from 7.6 dBA (L<sub>eq</sub>) at receptor location R9 to 52.5 dBA (L<sub>eq</sub>) at receptor location R3 during the daytime hours and would range from 1.8 dBA (L<sub>eq</sub>) at receptor location R9 to 46.7 dBA (L<sub>eq</sub>) at receptor location R3 during the nighttime hours. With two Mobility Hubs, the estimated Mobility Hubs operational noise would range from 13.1 dBA (L<sub>eq</sub>) at receptor location R9 to 54.3 dBA (L<sub>eq</sub>) at receptor location R14 during the daytime hours and would range from 7.2 dBA (L<sub>eq</sub>) at receptor location R9 to 48.5 dBA (L<sub>eq</sub>) at receptor location R14 during the nighttime hours. The

**Table IV.K-19  
One Mobility Hub—Operation Noise Levels**

Off-Site Receptor Location	Estimated Noise Levels due to Mobility Hub, dBA (L <sub>eq</sub> )		Existing Ambient Noise Levels, dBA (L <sub>eq</sub> )		Ambient + Mobility Hub Noise Levels, dBA (L <sub>eq</sub> )		Noise Increase due to Project, dBA (L <sub>eq</sub> )		Significant Impact?
	Daytime	Night-time	Daytime	Night-time	Daytime	Night-time	Daytime	Night-time	
R1	32.0	26.3	62.9	56.4	62.9	56.4	0.0	0.0	No
R2	20.2	14.4	55.6	55.7	55.6	55.7	0.0	0.0	No
R3	52.5	46.7	61.5	56.1	62.0	56.6	0.5	0.5	No
R4	44.4	38.7	60.1	52.1	60.2	52.3	0.1	0.2	No
R5	44.2	36.4	62.4	57.1	62.5	57.1	0.1	0.0	No
R6	26.1	20.2	56.3	51.8	56.3	51.8	0.0	0.0	No
R7	23.1	17.3	64.6	44.6	64.6	44.6	0.0	0.0	No
R8	28.7	22.9	61.1	53.8	61.1	53.8	0.0	0.0	No
R9	7.6	1.8	67.9	66.7	67.9	66.7	0.0	0.0	No
R10	15.5	9.7	59.1	54.1	59.1	54.1	0.0	0.0	No
R11	13.3	7.5	54.7	52.9	54.7	52.9	0.0	0.0	No
R12	15.3	9.4	56.7	46.1	56.7	46.1	0.0	0.0	No
R13	18.2	12.4	56.3	51.8	56.3	51.8	0.0	0.0	No
R14	20.4	14.5	67.9	60.0	67.9	60.0	0.0	0.0	No
R15	19.5	13.6	60.1	50.6	60.1	50.6	0.0	0.0	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

estimated ambient noise levels with the addition of the noise levels generated by the operation of the Mobility Hubs would be below the significance threshold of 5 dBA (L<sub>eq</sub>) above ambient noise levels at all off-site receptor locations. **Therefore, noise impacts from the Mobility Hubs during Project operation would be less than significant.**

### Outdoor Production and Basecamp

As discussed in Section II, Project Description, of this Draft EIR, the Project would increase the total areas of sound stage use and related production and production support activities. The sound stage shell structures would be designed to provide sound insulation to ensure that any noise generated is contained within the sound stages. Therefore, sound generation within the interior of the sound stages would effectively be contained within the sound-insulated structures. There would be temporary occasions when production setup

**Table IV.K-20  
Two Mobility Hubs—Operation Noise Levels**

Off-Site Receptor Location	Estimated Noise Levels due to Mobility Hubs, dBA (L <sub>eq</sub> )		Existing Daytime Ambient Noise Levels, dBA (L <sub>eq</sub> )		Ambient + Mobility Hubs Noise Levels, dBA (L <sub>eq</sub> )		Noise Increase due to Project, dBA (L <sub>eq</sub> )		Significant Impact?
	Daytime	Night-time	Daytime	Night-time	Daytime	Night-time	Daytime	Night-time	
R1	49.3	43.6	62.9	56.4	63.1	56.6	0.2	0.2	No
R2	28.1	22.3	55.6	55.7	55.6	55.7	0.0	0.0	No
R3	49.6	43.0	61.5	56.1	61.8	56.3	0.3	0.2	No
R4	41.4	35.7	60.1	52.1	60.2	52.2	0.1	0.1	No
R5	39.2	33.3	62.4	57.1	62.4	57.1	0.0	0.0	No
R6	23.2	17.3	56.3	51.8	56.3	51.8	0.0	0.0	No
R7	20.2	14.3	64.6	44.6	64.6	44.6	0.0	0.0	No
R8	25.7	19.9	61.1	53.8	61.1	53.8	0.0	0.0	No
R9	13.1	7.2	67.9	66.7	67.9	66.7	0.0	0.0	No
R10	17.9	12.0	59.1	54.1	59.1	54.1	0.0	0.0	No
R11	20.4	14.5	54.7	52.9	54.7	52.9	0.0	0.0	No
R12	38.2	32.5	56.7	46.1	56.8	46.3	0.1	0.2	No
R13	54.0	48.3	56.3	51.8	58.3	53.4	2.0	1.6	No
R14	54.3	48.5	67.9	60.0	68.1	60.3	0.2	0.3	No
R15	38.4	32.7	60.1	50.6	60.1	50.7	0.0	0.1	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

activities inside the sound stages occur while the sound stages doors (elephant doors) are open. The primary access to sound stages would not face east toward the residential uses across the Los Angeles River/Tujunga Wash. Noise levels of approximately 66 dBA (L<sub>eq</sub>) associated with production setup inside the sound stages were measured outside of a sound stage at an existing studio with the elephant door open.<sup>51</sup> The outdoor sound levels from the production setup inside of the sound stages were included as part of the basecamp and outdoor production analysis. Studio outdoor production activities currently occur throughout the Project Site. Noise sources associated with outdoor production activities include, but are not limited to, basecamp activities, setup and takedown of production equipment, construction of sets, loading and unloading of production vehicles, vehicular circulation, and filming activities. Noise levels associated with the basecamp and outdoor production

<sup>51</sup> AES, measured noise level of production setup inside a soundstage at Radford Studio Center, August 2023.

(65 dBA ( $L_{eq}$ ) and 62 dBA ( $L_{eq}$ ), respectively) were measured at the existing Project Site and are used as reference noise levels for the noise analysis.

Studio outdoor production activities may occur at any time and any day of the week, consistent with existing conditions, and would continue to occur throughout the Project Site. Consistent with existing conditions, studio workers would be instructed to not cause excessive noise, including, but not limited to those, from forklift trucks, set access openings, outdoor paging, and notifications for silence, along the eastern portion of the Project Site along the Tujunga Wash between 10:00 P.M. and 7:00 A.M. The overall amount of outdoor area used for studio production activities would be reduced as compared to existing conditions due to the development of new buildings and parking facilities throughout much of the Project Site. Specifically, the outdoor basecamp areas would be reduced from approximately 376,000 square feet to approximately 241,000 square feet, and the outdoor production areas would be reduced from approximately 1,045,000 square feet to approximately 840,000 square feet. Therefore, noise levels associated with outdoor studio production activities would be expected to be lower than under existing conditions.

Table IV.K-21 on page IV.K-56 presents the estimated noise levels associated with the outdoor production and basecamp activities under existing and future conditions. As presented in Table IV.K-21, the estimated noise levels from future outdoor production and basecamp activities would range from 27.8 dBA ( $L_{eq}$ ) at receptor location R6 to 57.9 dBA ( $L_{eq}$ ) at receptor location R12, which would generally be lower than the existing environmental noise conditions. The estimated nighttime ambient noise levels with the addition of the noise levels generated by the Project's outdoor production and basecamp activities would be below the significance threshold of a 5 dBA ( $L_{eq}$ ) increase over the existing ambient noise levels at all off-site receptor locations. **As such, noise impacts from outdoor studio production and basecamp operations would be less than significant.**

### On-Site Vehicles

As discussed in Section II, Project Description, of this Draft EIR, vehicular access to the Project Site from Radford Avenue would be provided via an existing access point along Radford Avenue, at the Radford Gate, and an existing access point at the northwestern portion of the South Lot, which provides access to the existing Sater parking structure. Two additional existing access points along Radford Avenue north of the Los Angeles River, adjacent to the North Lot, would continue to be used for limited access only. Vehicular access from Ventura Boulevard would be provided via an access point at the Carpenter Gate, which was a prior access point that would be restored as part of the Project. In addition, the existing access point located along Colfax Avenue at the Colfax Gate would be maintained. Noise levels associated with on-site vehicles (including automobiles and trucks) were

**Table IV.K-21  
Outdoor Production and Basecamp Activities Noise Levels**

Off-Site Receptor Location	Estimated Noise Levels due to Outdoor Production and Basecamp, dBA (Leq)		Existing Nighttime Ambient Noise Levels, dBA (Leq)	Ambient + Outdoor Production and Basecamp Noise Levels, dBA (Leq)		Noise Increase from Existing to Future With Project, dBA (Leq)	Significant Impact? <sup>a</sup>
	Existing <sup>a</sup>	Future With Project <sup>b</sup>		Existing	Future With Project		
R1	58.4	52.0	56.4	60.5	57.7	—	No
R2	43.1	39.6	55.7	55.9	55.8	—	No
R3	57.4	55.6	56.1	59.8	58.9	—	No
R4	40.0	37.8	52.1	52.4	52.3	—	No
R5	43.9	39.5	57.1	57.3	57.2	—	No
R6	30.8	27.8	51.8	51.8	51.8	0.0	No
R7	43.4	38.9	44.6	47.1	45.6	—	No
R8	50.7	51.5	53.8	55.5	55.8	0.3	No
R9	52.0	50.3	66.7	66.8	66.8	0.0	No
R10	53.3	52.0	54.1	56.7	56.2	—	No
R11	39.5	36.3	52.9	53.1	53.0	—	No
R12	58.1	57.9	46.1	58.4	58.2	—	No
R13	54.4	48.1	51.8	56.3	53.3	—	No
R14	46.8	41.7	60.0	60.2	60.1	—	No
R15	42.5	39.1	50.6	51.2	50.9	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

analyzed for the daytime peak hour and nighttime traffic volumes. As discussed in Section II, Project Description, of the Draft EIR, the Radford Bridge is anticipated to be constructed after LADWP implements its planned relocation of the trunk line along Moorpark Street and associated infrastructure improvements. This connector would modify traffic distribution within the Project Site and Project vicinity. Table IV.K-22 and Table IV.K-23 on pages IV.K-57 and IV.K-58 present the estimated noise levels at the off-site sensitive receptor locations resulting from the on-site vehicles, without and with the Radford Bridge, respectively.

**Table IV.K-22  
On-Site Vehicles Noise Levels—Without Radford Bridge**

Off-Site Receptor Location	Estimated Noise Levels due to On-Site Vehicles, dBA (Leq) Daytime / Nighttime		Existing Ambient Noise Levels, dBA (Leq) Daytime / Nighttime	Ambient + On-Site Vehicles Noise Levels, dBA (Leq) Daytime / Nighttime		Noise Increase from Existing to Future With Project, dBA (Leq) Daytime / Nighttime	Significant Impact? <sup>a</sup>
	Existing <sup>a</sup>	Future With Project <sup>b</sup>		Existing	Future With Project		
R1	51.0 / 44.2	47.5 / 40.7	62.9 / 56.4	63.2 / 56.7	63.0 / 56.5	0.0 / 0.0	No
R2	37.9 / 31.2	34.6 / 27.9	55.6 / 55.7	55.7 / 55.7	55.6 / 55.7	0.0 / 0.0	No
R3	42.6 / 35.8	45.3 / 38.5	61.5 / 56.1	61.6 / 56.1	61.6 / 56.2	0.0 / 0.1	No
R4	33.7 / 26.9	40.2 / 33.4	60.1 / 52.1	60.1 / 52.1	60.1 / 52.2	0.0 / 0.1	No
R5	26.0 / 19.3	46.5 / 39.7	62.4 / 57.1	62.4 / 57.1	62.5 / 57.2	0.1 / 0.1	No
R6	19.5 / 12.7	20.6 / 13.8	56.3 / 51.8	56.3 / 51.8	56.3 / 51.8	0.0 / 0.0	No
R7	31.9 / 25.1	32.8 / 26.0	64.6 / 44.6	64.6 / 44.6	64.6 / 44.7	0.0 / 0.1	No
R8	38.0 / 31.2	38.0 / 31.3	61.1 / 53.8	61.1 / 53.8	61.1 / 53.8	0.0 / 0.0	No
R9	45.4 / 38.6	47.6 / 40.8	67.9 / 66.7	67.9 / 66.7	67.9 / 66.7	0.0 / 0.0	No
R10	42.4 / 35.7	41.3 / 34.6	59.1 / 54.1	59.2 / 54.2	59.2 / 54.1	0.0 / —	No
R11	30.0 / 23.3	25.8 / 19.0	54.7 / 52.9	54.7 / 52.9	54.7 / 52.9	0.0 / 0.0	No
R12	49.6 / 42.8	52.0 / 45.2	56.7 / 46.1	57.5 / 47.8	58.0 / 48.7	0.5 / 0.9	No
R13	42.2 / 35.5	46.2 / 39.4	56.3 / 51.8	56.5 / 51.9	56.7 / 52.0	0.2 / 0.1	No
R14	35.8 / 29.0	38.6 / 31.9	67.9 / 60.0	67.9 / 60.0	67.9 / 60.0	0.0 / 0.0	No
R15	32.5 / 25.7	33.4 / 26.6	60.1 / 50.6	60.1 / 50.6	60.1 / 50.6	0.0 / 0.0	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

**Table IV.K-23  
On-Site Vehicles Noise Levels—With Radford Bridge**

Off-Site Receptor Location	Estimated Noise Levels due to On-Site Vehicles, dBA (Leq) Daytime / Nighttime		Existing Ambient Noise Levels, dBA (Leq) Daytime / Nighttime	Ambient + On-Site Vehicles Noise Levels, dBA (Leq) Daytime / Nighttime		Noise Increase from Existing to Future With Project, dBA (Leq) Daytime / Nighttime	Significant Impact? <sup>a</sup>
	Existing <sup>a</sup>	Future With Project <sup>b</sup>		Existing	Future With Project		
R1	51.0 / 44.2	48.3 / 41.5	62.9 / 56.4	63.2 / 56.7	63.0 / 56.5	— / —	No
R2	37.9 / 31.2	34.1 / 27.4	55.6 / 55.7	55.7 / 55.7	55.6 / 55.7	— / 0.0	No
R3	42.6 / 35.8	44.9 / 38.1	61.5 / 56.1	61.6 / 56.1	61.6 / 56.2	0.0 / 0.1	No
R4	33.7 / 26.9	40.7 / 33.8	60.1 / 52.1	60.1 / 52.1	60.1 / 52.2	0.0 / 0.1	No
R5	26.0 / 19.3	46.7 / 39.8	62.4 / 57.1	62.4 / 57.1	62.5 / 57.2	0.1 / 0.1	No
R6	19.5 / 12.7	21.6 / 14.7	56.3 / 51.8	56.3 / 51.8	56.3 / 51.8	0.0 / 0.0	No
R7	31.9 / 25.1	36.3 / 29.5	64.6 / 44.6	64.6 / 44.6	64.6 / 44.7	0.0 / 0.1	No
R8	38.0 / 31.2	42.6 / 35.8	61.1 / 53.8	61.1 / 53.8	61.2 / 53.9	0.1 / 0.1	No
R9	45.4 / 38.6	49.1 / 42.4	67.9 / 66.7	67.9 / 66.7	68.0 / 66.7	0.1 / 0.0	No
R10	42.4 / 35.7	42.8 / 36.0	59.1 / 54.1	59.2 / 54.2	59.2 / 54.2	0.0 / 0.0	No
R11	30.0 / 23.3	26.4 / 19.6	54.7 / 52.9	54.7 / 52.9	54.7 / 52.9	0.0 / 0.0	No
R12	49.6 / 42.8	51.8 / 45.1	56.7 / 46.1	57.5 / 47.8	57.9 / 48.6	0.4 / 0.8	No
R13	42.2 / 35.5	49.4 / 42.6	56.3 / 51.8	56.5 / 51.9	57.1 / 52.3	0.6 / 0.4	No
R14	35.8 / 29.0	41.1 / 34.4	67.9 / 60.0	67.9 / 60.0	67.9 / 60.0	0.0 / 0.0	No
R15	32.5 / 25.7	34.7 / 28.0	60.1 / 50.6	60.1 / 50.6	60.1 / 50.6	0.0 / 0.0	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the City of Los Angeles Noise Regulations (i.e., an increase of 5 dBA over the existing ambient). If the estimated noise levels result in an increase of 5 dBA over the existing conditions, a potentially significant noise impact is identified.

Source: AES, 2024. See Operation Noise Calculations provided in Appendix L of this Draft EIR.

As presented in Table IV.K-22 on page IV.K-57, the estimated noise levels from the on-site vehicles without the Radford Bridge would range from 20.6 dBA ( $L_{eq}$ ) at receptor location R6 to 52.0 dBA ( $L_{eq}$ ) at receptor location R12 during the daytime hours and would range from 13.8 dBA ( $L_{eq}$ ) at receptor location R6 to 45.2 dBA ( $L_{eq}$ ) at receptor location R12 during the nighttime hours.

Under the Radford Bridge condition, the estimated on-site vehicle noise would range from 21.6 dBA ( $L_{eq}$ ) at receptor location R6 to 51.8 dBA ( $L_{eq}$ ) at receptor location R12 during the daytime hours and would range from 14.7 dBA ( $L_{eq}$ ) at receptor R6 to 45.1 dBA ( $L_{eq}$ ) at receptor R12 during the nighttime hours. The estimated ambient noise levels with the addition of the noise levels generated by the Project's on-site vehicles would be below the significance threshold of 5 dBA ( $L_{eq}$ ) above ambient noise levels at all off-site receptor locations, both without and with the Radford Bridge. **Therefore, noise impacts from the on-site vehicles during Project operation would be less than significant.**

*(ii) Off-Site Mobile Noise Sources*

Future Plus Project Mobile Noise

Future roadway noise levels were calculated along 36 roadway segments in the vicinity of the Project Site with and without the Radford Bridge. The roadway noise levels were calculated using the traffic data provided in the Transportation Assessment prepared for the Project, which is included in Appendix O.1 of this Draft EIR. As discussed in the Transportation Assessment, the Project is expected to generate approximately 958 and approximately 924 net trips during the morning and afternoon peak hours, respectively, increasing the vehicle volumes along the roadway segments in the study area when compared with Future without Project conditions. This increase in trips was analyzed to determine if any vehicle-related noise impacts would result from the operation of the Project.

Table IV.K-24 on page IV.K-60 provides a summary of the roadway noise impact analysis. The noise levels experienced along the 36 analyzed roadway segments are conservative as the calculated CNEL levels are used and do not account for the presence of any physical sound barriers or intervening structures. As shown in Table IV.K-24, the Project would result in a maximum increase of up to 2.2 dBA (CNEL) in vehicle noise along the roadway segment of Radford Avenue (between Woodbridge Street and Hoffman Street). At other analyzed roadway segments, the increase in vehicle-related noise levels would be 0.9 dBA (CNEL) or lower. The increase in vehicle noise levels along analyzed roadway segments would be below the 5-dBA CNEL significance threshold, which is applicable to noise levels that fall within the conditionally acceptable land use category (i.e., between 60 and 70 dBA CNEL) and the 3-dBA CNEL significance threshold for noise levels that fall

**Table IV.K-24  
Roadway Vehicle Noise Impacts—Future Plus Project**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))			Increase in Noise Levels due to Project (CNEL (dBA))		Significant Impact?
		Future Without Project	Future Plus Project		Without LA River Connector	With LA River Connector	
			Without LA River Connector	With LA River Connector			
Laurel Canyon Boulevard							
Between Riverside Dr. and US-101	Commercial	71.0	71.3	71.3	0.3	0.3	No
Between US-101 and Moorpark St.	Residential	72.2	72.6	72.6	0.4	0.4	No
Between Moorpark St. and Valleyheart Dr.	Residential	72.0	72.5	72.3	0.5	0.3	No
Between Valleyheart Dr. and Ventura Blvd.	Commercial	71.5	72.0	71.9	0.5	0.4	No
	Residential, School	72.4	72.5	72.5	0.1	0.1	No
Between Ventura Blvd. and Maxwelton Rd.	Residential	72.2	72.3	72.3	0.1	0.1	No
Between Maxwelton Rd. and Sunshine Ter.	Residential	72.9	73.0	73.0	0.1	0.1	No
Between Sunshine Ter. and Fryman Rd.	Residential	72.9	73.0	73.0	0.1	0.1	No
Radford Avenue							
Between Riverside Dr. and Sarah St.	Residential	62.3	62.3	62.3	0.0	0.0	No
Between Sarah St. and Moorpark St.	Residential	66.9	67.3	67.2	0.4	0.3	No
Between Moorpark St. and Woodbridge St.	Residential	63.2	63.9	63.2	0.7	0.0	No
Between Woodbridge St. and Hoffman St.	Residential	63.8	66.0	66.0	2.2	2.2	No
Between Hoffman St. and Ventura Blvd.	Commercial	65.5	66.2	66.2	0.7	0.7	No
Colfax Avenue							
Between Riverside Dr. and Sarah St.	Residential	69.0	69.3	69.3	0.3	0.3	No
	Residential, School	68.5	68.7	68.7	0.2	0.2	No
Between Sarah St. and Moorpark St.	Residential	68.4	68.8	68.6	0.4	0.2	No
Between Moorpark St. and Ventura Blvd.	Residential	68.4	68.8	68.6	0.4	0.2	No
Tujunga Avenue							
Between Riverside Dr. and US-101	Residential	69.7	69.8	69.8	0.1	0.1	No
Between US-101 and Moorpark St.	Residential	68.4	68.5	68.5	0.1	0.1	No
Between Moorpark St. and Ventura Blvd.	Residential	67.3	67.6	67.4	0.3	0.1	No

**Table IV.K-24 (Continued)**  
**Roadway Vehicle Noise Impacts—Future Plus Project**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))			Increase in Noise Levels due to Project (CNEL (dBA))		Significant Impact?
		Future Without Project	Future Plus Project		Without LA River Connector	With LA River Connector	
			Without LA River Connector	With LA River Connector			
Whitsett Avenue							
Between US-101 and Moorpark St.	Residential	68.9	68.9	68.9	0.0	0.0	No
Between Moorpark St. and Ventura Blvd.	Residential	69.4	69.4	69.4	0.0	0.0	No
Carpenter Avenue							
Between Ventura Blvd. and Laurelwood Dr.	Residential	65.2	65.5	65.5	0.3	0.3	No
Riverside Drive							
Between Laurel Canyon Blvd. and Radford Ave.	Residential	70.5	70.5	70.5	0.0	0.0	No
Between Radford Ave. and Colfax Ave.	Residential	70.4	70.4	70.4	0.0	0.0	No
Between Colfax Ave. and SR-170	Residential	69.8	69.9	69.9	0.1	0.1	No
Sarah Street							
Between Radford Ave. and Colfax Ave.	Residential	60.0	60.0	60.0	0.0	0.0	No
Landale Street							
Between Laurel Canyon Blvd. and Colfax Ave.	Residential	61.8	61.8	61.8	0.0	0.0	No
Moorpark Street							
Between Whitsett Ave. and Laurel Canyon Blvd.	Residential	70.6	70.7	70.7	0.1	0.1	No
Between Laurel Canyon Blvd. and Radford Ave.	Residential, Park	69.6	69.6	69.9	0.0	0.3	No
Between Radford Ave. and Colfax Ave.	Residential	69.5	69.5	69.9	0.0	0.4	No
Between Colfax Ave. and Tujunga Ave.	Residential	69.9	70.0	70.1	0.1	0.2	No

**Table IV.K-24 (Continued)**  
**Roadway Vehicle Noise Impacts—Future Plus Project**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))			Increase in Noise Levels due to Project (CNEL (dBA))		Significant Impact?
		Future Without Project	Future Plus Project		Without LA River Connector	With LA River Connector	
			Without LA River Connector	With LA River Connector			
Woodbridge Street Between Laurel Canyon Blvd. and Radford Ave.	Residential	62.1	63.0	61.5	0.9	(0.6)	No
Valleyheart Drive Between Laurel Canyon Blvd. and Radford Ave.	Residential	57.9	57.9	57.9	0.0	0.0	No
Ventura Boulevard Between Whitsett Ave. and Laurel Canyon Blvd.	Commercial	71.2	71.4	71.4	0.2	0.2	No
Between Laurel Canyon Blvd. and Radford Ave.	Commercial	70.5	71.3	71.2	0.8	0.7	No
Between Radford Ave. and Colfax Ave.	Motel	70.6	71.3	71.1	0.7	0.5	No
Between Colfax Ave. and Tujunga Ave.	Motel	71.0	71.4	71.3	0.4	0.3	No
<p><sup>a</sup> See Off-Site Traffic Noise Calculations for Future No Project Conditions and Future Plus Project Conditions provided in Appendix L of this Draft EIR.</p> <p>Source: AES, 2024.</p>							

within the normally unacceptable land use category (i.e., between 70 and 75 dBA CNEL) for residential uses. Therefore, off-site vehicle noise impacts under Future Plus Project conditions would be less than significant.

#### Existing Plus Project Mobile Noise

The analysis of vehicle noise impacts provided above was based on the incremental increase in vehicle noise levels attributable to the Project as compared to Future without Project conditions. An additional analysis was performed to determine the potential noise impacts based on the increase in noise levels due to Project-related vehicles compared with the existing baseline traffic noise conditions.

As shown in Table IV.K-25 on page IV.K-64, when compared with existing conditions, the Project would result in a maximum increase of up to 3.7 dBA (CNEL) in vehicle noise along the roadway segment of Radford Avenue (between Moorpark Street and Woodbridge Street), which would be below the 5-dBA CNEL significance threshold. At other analyzed roadway segments, the increase in vehicle-related noise levels would be 2.4 dBA or lower. The increase in vehicle noise levels along analyzed roadway segments would be below the 5-dBA CNEL significance threshold, which is applicable to noise levels that fall within the conditionally acceptable land use category (i.e., between 60 and 70 dBA CNEL) and the 3-dBA CNEL significance threshold for noise levels that fall within the normally unacceptable land use category (i.e., between 70 and 75 dBA CNEL) for residential uses. **Therefore, vehicle noise impacts under Existing Plus Project conditions would be less than significant.**

#### *(iii) Composite Noise Level Impacts from Project Operations*

In addition to considering the potential noise impacts to noise-sensitive receptors from each specific on-site and off-site noise source, an evaluation of potential composite noise level increases (i.e., noise levels from all on-site and off-site noise sources combined) at the analyzed sensitive receptor locations was also performed. This evaluation of composite noise levels from all on-site and off-site Project-related noise sources, which was evaluated using the CNEL noise metric, as specified in the *L.A. CEQA Threshold Guide*, was conducted to determine the contributions at the noise-sensitive receptor locations in the vicinity of the Project Site.

Table IV.K-26 and Table IV.K-27 on pages IV.K-67 and IV.K-68 present the estimated composite noise levels in terms of CNEL at the off-site sensitive receptor locations from the Project-related noise sources, without and with the Radford Bridge, respectively. As shown in Table IV.K-26, without the Radford Bridge, the Project would result in an increase in composite noise levels ranging from 0.1 dBA at receptor location R6 to 3.6 dBA at receptor location R8. With the Radford Bridge, the composite noise levels would result in a noise

**Table IV.K-25  
Roadway Vehicle Noise Impacts—Existing Plus Project**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))		Increase in Noise Levels due to Project (CNEL (dBA))	Significant Impact?
		Existing	Existing Plus Project		
Laurel Canyon Boulevard					
Between Riverside Dr. and US-101	Commercial	70.3	70.6	0.3	No
Between US-101 and Moorpark St.	Residential	71.4	71.9	0.5	No
Between Moorpark St. and Valleyheart Dr.	Residential	71.2	71.8	0.6	No
Between Valleyheart Dr. and Ventura Blvd.	Commercial	70.8	71.3	0.5	No
Between Ventura Blvd. and Maxwellton Rd.	Residential, School	71.7	71.8	0.1	No
Between Maxwellton Rd. and Sunshine Ter.	Residential	71.6	71.7	0.1	No
Between Sunshine Ter. and Fryman Rd.	Residential	72.2	72.4	0.2	No
Radford Avenue					
Between Riverside Dr. and Sarah St.	Residential	61.7	61.7	0.0	No
Between Sarah St. and Moorpark St.	Residential	65.8	66.3	0.5	No
Between Moorpark St. and Woodbridge St.	Residential	60.0	63.7	3.7	No
Between Woodbridge St. and Hoffman St.	Residential	63.2	65.6	2.4	No
Between Hoffman St. and Ventura Blvd.	Commercial	64.2	65.2	1.0	No
Colfax Avenue					
Between Riverside Dr. and Sarah St.	Residential	68.4	68.7	0.3	No
Between Sarah St. and Moorpark St.	Residential, School	67.7	68.0	0.3	No
Between Moorpark St. and Ventura Blvd.	Residential	67.2	67.8	0.6	No
Tujunga Avenue					
Between Riverside Dr. and US-101	Residential	69.0	69.1	0.1	No
Between US-101 and Moorpark St.	Residential	67.7	67.9	0.2	No
Between Moorpark St. and Ventura Blvd.	Residential	66.6	67.0	0.4	No
Whitsett Avenue					
Between US-101 and Moorpark St.	Residential	68.2	68.3	0.1	No

**Table IV.K-25 (Continued)**  
**Roadway Vehicle Noise Impacts—Existing Plus Project**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))		Increase in Noise Levels due to Project (CNEL (dBA))	Significant Impact?
		Existing	Existing Plus Project		
Between Moorpark St. and Ventura Blvd.	Residential	68.7	68.8	0.1	No
Carpenter Avenue Between Ventura Blvd. and Laurelwood Dr.	Residential	64.6	64.9	0.3	No
Riverside Drive Between Laurel Canyon Blvd. and Radford Ave.	Residential	69.9	69.9	0.0	No
Between Radford Ave. and Colfax Ave.	Residential	69.8	69.8	0.0	No
Between Colfax Ave. and SR-170	Residential	69.2	69.3	0.1	No
Sarah Street Between Radford Ave. and Colfax Ave.	Residential	59.4	59.4	0.0	No
Landale Street Between Laurel Canyon Blvd. and Colfax Ave.	Residential	61.2	61.2	0.0	No
Moorpark Street Between Whitsett Ave. and Laurel Canyon Blvd.	Residential	69.9	70.0	0.1	No
Between Laurel Canyon Blvd. and Radford Ave.	Residential, Park	68.8	68.8	0.0	No
Between Radford Ave. and Colfax Ave.	Residential	68.8	68.8	0.0	No
Between Colfax Ave. and Tujunga Ave.	Residential	69.2	69.3	0.1	No
Woodbridge Street Between Laurel Canyon Blvd. and Radford Ave.	Residential	61.5	62.5	1.0	No
Valleyheart Drive Between Laurel Canyon Blvd. and Radford Ave.	Residential	57.3	57.3	0.0	No

**Table IV.K-25 (Continued)**  
**Roadway Vehicle Noise Impacts—Existing Plus Project**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))		Increase in Noise Levels due to Project (CNEL (dBA))	Significant Impact?
		Existing	Existing Plus Project		
Ventura Boulevard					
Between Whitsett Ave. and Laurel Canyon Blvd.	Commercial	70.5	70.7	0.2	No
Between Laurel Canyon Blvd. and Radford Ave.	Commercial	69.4	70.5	1.1	No
Between Radford Ave. and Colfax Ave.	Motel	69.7	70.4	0.7	No
Between Colfax Ave. and Tujunga Ave.	Motel	70.0	70.4	0.4	No
<p><sup>a</sup> See Off-Site Traffic Noise Calculations for Existing Conditions and Existing Plus Project Conditions provided in Appendix L of this Draft EIR.  Source: AES, 2024.</p>					

**Table IV.K-26  
Composite Noise Impacts—Without Radford Bridge**

Receptor Location	Existing Ambient Noise Levels (CNEL (dBA))	Calculated Project-Related Noise Sources (CNEL (dBA))							Project Composite Noise Levels (CNEL (dBA))	Ambient Plus Project Composite Noise Levels (CNEL (dBA))	Increase in Noise Levels due to Project (CNEL (dBA))	Significance Threshold <sup>a</sup> (CNEL (dBA))	Significant Impact?
		Off-Site Vehicles	Mechanical	Parking	Loading Dock/Trash Collection	Mobility Hubs	Outdoor Production/Base-camp	On-Site Vehicles					
R1	64.8	60.0	41.4	57.0	0.0 <sup>b</sup>	34.8	0.0 <sup>b</sup>	0.0 <sup>b</sup>	61.8	66.6	1.8	69.8	No
R2	60.4	42.1	41.8	45.3	18.7	22.9	0.0 <sup>b</sup>	0.0 <sup>b</sup>	48.2	60.7	0.3	65.4	No
R3	62.5	60.8	46.8	0.0 <sup>b</sup>	56.5	55.2	0.0 <sup>b</sup>	44.2	63.1	65.8	3.3	67.5	No
R4	59.8	41.9	36.5	0.0 <sup>b</sup>	24.9	47.2	0.0 <sup>b</sup>	41.3	49.4	60.2	0.4	64.8	No
R5	63.4	51.0	46.1	0.0 <sup>b</sup>	38.6	46.0	0.0 <sup>b</sup>	48.7	54.6	63.9	0.5	68.4	No
R6	57.8	40.8	35.9	30.9	0.0 <sup>b</sup>	28.8	0.0 <sup>b</sup>	16.3	42.6	57.9	0.1	62.8	No
R7	62.3	54.4	45.3	45.6	0.0 <sup>b</sup>	25.8	0.0 <sup>b</sup>	27.8	55.4	63.1	0.8	67.3	No
R8	61.1	45.8	34.8	61.6	44.2	31.4	50.4	20.6	62.1	64.7	3.6	66.1	No
R9	71.6	57.9	52.0	47.5	35.5	10.3	0.0 <sup>b</sup>	45.8	59.4	71.9	0.3	74.6	No
R10	62.1	53.8	0.0 <sup>b</sup>	0.0 <sup>b</sup>	0.0 <sup>b</sup>	18.2	0.0 <sup>b</sup>	0.0 <sup>b</sup>	53.8	62.7	0.6	67.1	No
R11	58.0	39.0	45.2	0.0 <sup>b</sup>	0.0 <sup>b</sup>	16.0	0.0 <sup>b</sup>	0.0 <sup>b</sup>	46.1	58.3	0.3	63.0	No
R12	55.6	38.2	50.1	39.8	0.0 <sup>b</sup>	18.0	0.0 <sup>b</sup>	50.5	53.7	57.8	2.2	60.6	No
R13	57.8	48.2	40.9	53.9	0.0 <sup>b</sup>	20.9	0.0 <sup>b</sup>	46.2	55.7	59.9	2.1	62.8	No
R14	67.7	58.0	40.8	47.9	0.0 <sup>b</sup>	23.1	0.0 <sup>b</sup>	37.7	58.5	68.2	0.5	72.7	No
R15	59.3	37.0	40.2	41.7	0.0 <sup>b</sup>	22.2	0.0 <sup>b</sup>	28.4	45.0	59.5	0.2	64.3	No

<sup>a</sup> Significance thresholds are equivalent to the existing ambient noise levels plus 3 dBA if the estimated noise levels (ambient plus Project) fall within the “normally unacceptable” or “clearly unacceptable” land use categories or ambient noise levels plus 5 dBA if the estimated noise levels fall within the “normally acceptable” or “conditionally acceptable” land use categories, per the City of Los Angeles Noise Element and the L.A. CEQA Thresholds Guide. If the estimated noise levels exceed those significance thresholds, a potentially significant noise impact is identified.

<sup>b</sup> No contribution from Project, as estimated Project noise level is less than the existing conditions.

Source: AES, 2024. See Operations Noise Calculations provided in Appendix L of this Draft EIR.

**Table IV.K-27  
Composite Noise Impacts—With Radford Bridge**

Receptor Location	Existing Ambient Noise Levels (CNEL (dBA))	Calculated Project-Related Noise Sources (CNEL (dBA))							Project Composite Noise Levels (CNEL (dBA))	Ambient Plus Project Composite Noise Levels (CNEL (dBA))	Increase in Noise Levels due to Project (CNEL (dBA))	Significance Threshold <sup>a</sup> (CNEL (dBA))	Significant Impact?
		Off-Site Vehicles	Mechanical	Parking	Loading Dock/Trash Collection	Mobility Hubs	Outdoor Studio Production/Base-camp	On-Site Vehicles					
R1	64.8	60.0	41.4	57.0	0.0 <sup>b</sup>	52.1	0.0 <sup>b</sup>	0.0 <sup>b</sup>	62.3	66.7	1.9	69.8	No
R2	60.4	42.1	41.8	45.3	18.7	30.8	0.0 <sup>b</sup>	0.0 <sup>b</sup>	48.2	60.7	0.3	65.4	No
R3	62.5	60.8	46.8	0.0 <sup>b</sup>	56.5	52.4	0.0 <sup>b</sup>	43.3	62.8	65.6	3.1	67.5	No
R4	59.8	41.9	36.5	0.0 <sup>b</sup>	24.9	44.2	0.0 <sup>b</sup>	41.9	47.9	60.1	0.3	64.8	No
R5	63.4	51.0	46.1	0.0 <sup>b</sup>	38.6	41.9	0.0 <sup>b</sup>	48.9	54.3	63.9	0.5	68.4	No
R6	57.8	40.8	35.9	30.9	0.0 <sup>b</sup>	25.9	0.0 <sup>b</sup>	19.6	42.5	57.9	0.1	62.8	No
R7	62.3	54.4	45.3	45.6	0.0 <sup>b</sup>	22.9	0.0 <sup>b</sup>	36.6	55.5	63.1	0.8	67.3	No
R8	61.1	45.8	34.8	61.6	44.2	28.4	50.4	43.0	62.2	64.7	3.6	66.1	No
R9	71.6	57.9	52.0	47.5	35.5	15.8	0.0 <sup>b</sup>	49.0	59.6	71.9	0.3	74.6	No
R10	62.1	53.8	0.0 <sup>b</sup>	0.0 <sup>b</sup>	0.0 <sup>b</sup>	20.6	0.0 <sup>b</sup>	34.0	53.8	62.7	0.6	67.1	No
R11	58.0	39.0	45.2	0.0 <sup>b</sup>	0.0 <sup>b</sup>	23.1	0.0 <sup>b</sup>	0.0 <sup>b</sup>	46.1	58.3	0.3	63.0	No
R12	55.6	38.2	50.1	39.8	0.0 <sup>b</sup>	41.0	0.0 <sup>b</sup>	50.2	53.7	57.8	2.2	60.6	No
R13	57.8	48.2	40.9	53.9	0.0 <sup>b</sup>	56.8	0.0 <sup>b</sup>	50.7	59.7	61.8	4.0	62.8	No
R14	67.7	58.0	40.8	47.9	0.0 <sup>b</sup>	57.0	0.0 <sup>b</sup>	41.9	60.9	68.5	0.8	72.7	No
R15	59.3	37.0	40.2	41.7	0.0 <sup>b</sup>	41.2	0.0 <sup>b</sup>	33.1	46.6	59.5	0.2	64.3	No

<sup>a</sup> Significance thresholds are equivalent to the existing ambient noise levels plus 3 dBA if the estimated noise levels (ambient plus Project) fall within the “normally unacceptable” or “clearly unacceptable” land use categories or ambient noise levels plus 5 dBA if the estimated noise levels fall within the “normally acceptable” or “conditionally acceptable” land use categories, per the City of Los Angeles Noise Element and the L.A. CEQA Thresholds Guide. If the estimated noise levels exceed those significance thresholds, a potentially significant noise impact is identified.

<sup>b</sup> No contribution from Project, as estimated Project noise level is less than the existing conditions.

Source: AES, 2024. See Operations Noise Calculations provided in Appendix L of this Draft EIR.

increase ranging from 0.1 dBA at receptor location R6 to 4.0 dBA at receptor location R13. The composite noise level from Project operation at all off-site receptor locations, except for receptor location R9 would be below the 5-dBA significance threshold, which is applicable as the Ambient Plus Project Composite noise level falls within the conditionally acceptable (60 to 70 CNEL) range for the residential land use category. The estimated composite noise level at receptor location R9 would be below the 3-dBA significance criterion, which is applicable as the Ambient Plus Project Composite noise level falls within the normally unacceptable (70 to 75 CNEL) range for the residential land use category. As such, composite noise level impacts due to Project operations would be less than significant.

Based on the above, Project operations would not result in the substantial permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the City's Noise Element or Noise Ordinance, or applicable standards of other agencies. **Therefore, the Project's operational noise impacts from on- and off-site sources would be less than significant.**

## (2) Mitigation Measures

### (a) *On-Site Construction Noise*

As analyzed above, construction of the Project would have the potential to result in significant noise impacts at sensitive receptor locations from on-site construction activities. Therefore, the following mitigation measure is provided to reduce construction-related noise impacts:

**Mitigation Measure NOI-MM-1:** A temporary and impermeable sound barrier shall be erected at the locations listed below during on-site construction. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the western property line of the Project Site between the construction areas and the noise sensitive uses to the west, shielding receptor locations R1, R2, R3, and R4. The temporary sound barrier shall be designed to provide a minimum 20-dBA, 11-dBA, 20-dBA, and 5-dBA noise reduction at the ground level of receptor locations R1, R2, R3, and R4, respectively.
- Along the southern property line of the Project Site between the construction areas and the noise sensitive uses to the south, shielding receptor locations R5, R6, R7, and R8. The temporary sound barrier shall be designed to provide a minimum 5-dBA, 5-dBA, 7-dBA, and 20-dBA noise reduction at the ground level of receptor locations R5, R6, R7 and R8, respectively.
- Along the eastern boundary of the North Lot and South Lot between the construction areas and the noise sensitive uses to the east,

shielding receptor locations R9, R10, R11, and R12. The temporary sound barrier shall be designed to provide a minimum 13-dBA, 20-dBA, 5-dBA, and 18-dBA noise reduction at the ground level of receptor locations R9, R10, R11, and R12, respectively.

- Along the northern property line of the Project Site between the construction areas and the noise sensitive uses to the north, shielding receptor locations R13 and R14. The temporary sound barrier shall be designed to provide a minimum 18-dBA and 8-dBA noise reduction at the ground level of receptor locations R13 and R14, respectively.

*(b) Off-Site Construction Noise*

As analyzed above, noise impacts associated with off-site construction trucks would be less than significant. Therefore, no mitigation measures are required. However, construction of the Project would have the potential to result in significant temporary noise impacts associated with off-site improvements. Therefore, the following mitigation measure is provided to reduce construction-related noise impacts.

**Mitigation Measure NOI-MM-2:** A temporary and impermeable sound barrier shall be erected at the locations listed below during off-site construction. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- During the off-site construction along Radford Avenue, provide a temporary movable noise barrier between the construction equipment and the residences along the west side of Radford Avenue.<sup>52</sup> The temporary noise barrier shall be designed to provide a minimum 10-dBA noise reduction at the ground level of nearby residences west of Radford Avenue (receptor locations R1 through R4).
- During the off-site construction along the southern alley, along Carpenter Avenue (south of the Project Site), and along Colfax Avenue, provide a temporary movable noise barrier between the construction equipment and the multi-family residential use, school use, and hotel uses to the south (receptor locations R5, R6, and R8). The temporary noise barrier shall be designed to provide a minimum 10-dBA noise reduction at the at the ground level of receptor locations R5, R8, and R9, and 5-dBA noise reduction at receptor location R6.

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<sup>52</sup> *The movable noise barrier would likely be on the public right-of-way. However, it may not be feasible at locations that block access to the residence's driveway.*

- During the off-site Radford Bridge construction, provide a temporary movable noise barrier between the construction equipment and the residences to the south (receptor locations R1 and R2) and to the north (receptor locations R12 through R15). The temporary noise barrier shall be designed to provide a minimum 7-dBA, 5-dBA, 5-dBA, 10-dBA, 10-dBA, and 5-dBA noise reduction at the at the ground level of receptor locations R1, R2, R12, R13, R14, and R15, respectively.
- During the construction of the off-site Los Angeles Department of Water and Power Water Line Upgrades, provide a temporary movable noise barrier between the construction equipment and the residences to the west (receptor locations R1 through R4), to the north (Receptors R13 and R14), to the south (Receptor R6), and the residences along Valleyheart Drive. The temporary noise barrier shall be designed to provide a minimum 10-dBA noise reduction at the ground level of receptor locations R1, R2, R3, R4, R13, R14, and residences along the south side of Valleyheart Drive, 6-dBA noise reduction at the residences along the north side of Valleyheart Drive (north of the Los Angeles River), and 5-dBA noise reduction the ground level of Receptor R6.

*(c) Operational Noise*

Noise impacts associated with on-site noise sources and off-site vehicles during Project operation were determined to be less than significant. Therefore, no mitigation measures are required.

### (3) Level of Significance After Mitigation

*(a) On-Site Construction Noise*

Implementation of Mitigation Measure NOI-MM-1 provided above would reduce the Project's construction noise levels to the extent feasible. Specifically, as presented in Table IV.K-28 on page IV.K-72, implementation of Mitigation Measure NOI-MM-1 (installation of temporary sound barriers during construction) would reduce the noise generated by on-site construction activities at the off-site sensitive uses by a range of 5 dBA to 20 dBA. As presented in Table IV.K-28, the estimated construction-related noise levels at off-site sensitive receptor locations R1 through R5, R7, and R9 through R14 would be reduced below the significance threshold with implementation of Mitigation Measure NOI-MM-1 at the ground level. However, the temporary sound barriers of Mitigation Measure NOI-MM-1 would not be effective in reducing the construction-related noise levels for the upper levels of the multi-story residential buildings located along the west side of Radford Avenue, represented by receptor location R3. Similarly, although the temporary sound barriers would

**Table IV.K-28  
On-Site Construction Noise Impacts—With Mitigation Measures**

Off-Site Receptor Location	Minimum Noise Reduction Provided by Mitigation Measures <sup>b</sup> (dBA)	Estimated Construction Noise Levels by Construction Stage (L <sub>eq</sub> (dBA))							Existing Daytime Ambient Noise Levels (L <sub>eq</sub> (dBA))	Significance Threshold (L <sub>eq</sub> (dBA)) <sup>a</sup>	Maximum Noise Exceedance Above the Threshold (L <sub>eq</sub> (dBA))	Significant Impact With Mitigation?
		Demo + Grading	Demo + Grading + Mat Foundation	Demo + Grading + Mat Foundation + Structure/ Enclosure	Demo + Grading + Mat Foundation + Structure/ Enclosure + Arch. Coating/ Finishing	Grading + Mat Foundation + Structure/ Enclosure + Arch. Coating/ Finishing	Mat Foundation + Structure/ Enclosure + Arch. Coating/ Finishing	Structure/ Enclosure + Arch. Coating/ Finishing + Paving/ Landscape				
R1	20	59.6	60.0	60.5	60.8	60.3	57.7	59.8	62.9	67.9	—	No
R2	11	54.5	55.0	56.3	56.7	56.3	54.0	55.0	55.6	60.6	—	No
R3	20	59.3	59.6	60.3	60.5	60.0	57.7	59.8	61.5	66.5	0.0	<b>Yes<sup>c</sup></b>
R4	5	59.2	59.7	61.2	61.7	61.2	59.3	60.2	60.1	65.1	—	No
R5	5	60.7	61.3	62.6	63.0	62.7	60.6	61.7	62.4	67.4	—	No
R6	5	50.9	51.5	53.0	53.5	53.0	50.8	51.6	56.3	61.3	—	No
R7	7	62.2	62.7	64.1	64.6	64.1	62.0	62.9	64.6	69.6	—	No
R8	20	67.6	67.7	67.8	67.9	66.3	63.3	67.4	61.1	66.1	1.8	<b>Yes</b>
R9	13	61.8	62.3	63.3	63.6	63.3	61.0	62.4	67.9	72.9	—	No
R10	20	55.7	56.2	57.1	57.4	57.1	54.9	56.5	59.1	64.1	—	No
R11	5	51.7	52.3	53.8	54.3	53.8	51.8	52.6	54.7	59.7	—	No
R12	18	57.1	57.5	58.3	58.6	58.0	54.4	54.7	56.7	61.7	—	No
R13	18	56.0	56.5	57.0	57.2	56.6	53.9	55.7	56.3	61.3	—	No
R14	8	61.1	61.8	62.8	63.2	63.4	60.9	62.2	67.9	72.9	—	No
R15	0	58.4	58.9	60.0	60.4	59.7	56.6	57.4	60.1	65.1	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels are equal to or exceed those significance thresholds, a construction-related noise impact is identified.

<sup>b</sup> Noise reduction provided by temporary noise barrier along the Project boundaries.

<sup>c</sup> Noise barriers would not be effective in reducing the on-site construction noise at the upper levels of receptor location R3. Construction noise level at the upper levels would be similar to the estimated noise levels without mitigation as provided in Table IV.K-10. Therefore, on-site construction noise impacts would remain significant and unavoidable. On-site construction noise levels shown for R3 are for the ground level of the building only.

Source: AES, 2024. See Appendix L of this Draft EIR.

reach the maximum noise reduction for receptor location R8, the temporary noise barrier would need to be as high as the building (up to 45 feet tall) in order to be effective at the upper levels of the multi-story residential buildings and, as such, would not be feasible (i.e., cost prohibitive and impractical). Generally, installing a 45-foot-high temporary wall is not a financially or logistically practical solution and would be extremely difficult to implement. At 45 feet in height, there is a significant increase in wind loading, which typically requires lateral bracing. In addition, the 45-foot temporary sound barrier would interfere with the construction sequencing requiring a complicated phased installation and removal. The added complexity would inhibit construction progress in this vicinity causing the overall construction duration to be lengthened considerably. As such, there are no other feasible mitigation measures to further reduce the construction noise at receptor locations R3 and R8 below the significance threshold. Therefore, temporary construction noise impacts associated with on-site noise sources would remain significant and unavoidable.

*(b) Off-Site Construction Noise*

Project-level noise impacts from off-site construction activities (i.e., construction truck noise) would be potentially significant. As discussed above, there are no feasible mitigation measures to reduce the temporary significant noise impacts associated with the off-site construction trucks. **As such, Project-level noise impacts from off-site construction trucks would be significant and unavoidable.**

Noise impacts from the construction of the off-site improvements would be potentially significant. Temporary noise barriers, as specified in Mitigation Measure NOI-MM-2, would provide a minimum 5-dBA to 10-dBA reduction, which would reduce the perceptible sound level in half (which is considered a substantial reduction) at the off-site sensitive receptors. As provided in Table IV.K-29 on page IV.K-74, the estimated construction noise levels would be reduced to less than significant at receptor locations R2, R5, R9, and R14. However, noise impacts would remain significant at receptor locations R1, R3, R8, and R13. In addition, the temporary noise barriers would reduce the construction noise (associated with the LADWP Water Line Upgrades) at the residences on the north side of Valleyheart Drive to a less than significant level, but not for the residences on the south side of Valleyheart Drive (adjacent to the construction area). The temporary movable sound barrier would not be effective in reducing the construction noise at these locations due to limitation of the sound barrier height, and there are no feasible mitigation measures to reduce construction noise to a less-than-significant level.<sup>53</sup> **Therefore, temporary construction noise impacts associated with the off-site improvements would remain significant and unavoidable.**

In addition, Table IV.K-30 on page IV.K-75 provides the estimated composite construction noise levels with implementation of Mitigation Measures NOI-MM-1 and

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<sup>53</sup> Higher noise reduction would require fixed barriers, installed with foundation.

**Table IV.K-29  
Off-Site Improvements Construction Noise Levels—With Mitigation Measures**

Off-Site Receptor Location	Minimum Noise Reduction Provided by Mitigation Measures <sup>b</sup> (dBA)				Estimated Off-Site Construction Noise Levels (L <sub>eq</sub> (dBA))				Existing Daytime Ambient Noise Levels (L <sub>eq</sub> (dBA))	Significance Threshold (L <sub>eq</sub> (dBA)) <sup>a</sup>	Maximum Noise Exceedance Above the Threshold (L <sub>eq</sub> (dBA))	Significant Impact With Mitigation?
	Radford Ave. and Alley Utilities/Trenching	Radford, Carpenter, and Colfax Ave. Paving	Radford Bridge	LADWP Water Line Upgrade	Radford Ave. and Alley Utilities/Trenching	Radford, Carpenter, and Colfax Ave. Paving	Radford Bridge	LADWP Water Line Upgrade				
R1	10	10	7	10	75.5	71.8	67.2	75.1	62.9	67.9	7.6	Yes
R2	10	10	5	10	52.3	49.6	51.6	51.2	55.6	60.6	—	No
R3	10	10	0	10	75.5	73.2	51.8	75.1	61.5	66.5	9.0	Yes <sup>c</sup>
R4	10	10	0	10	51.1	47.4	46.3	50.0	60.1	65.1	—	No
R5	0	10	0	0	58.0	62.9	42.1	60.6	62.4	67.4	—	No
R6	0	5	0	5	56.3	55.2	41.0	55.5	56.3	61.3	—	No
R7	0	0	0	0	65.8	61.2	49.9	53.0	64.6	69.6	—	No
R8	10	0	0	0	82.2	66.1	41.5	56.3	61.1	66.1	16.1	Yes
R9	0	10	0	0	66.2	65.8	51.9	65.0	67.9	72.9	—	No
R10	5	0	0	0	56.1	56.4	54.0	50.7	59.1	64.1	0.0	No
R11	0	0	0	0	46.9	46.7	43.6	43.2	54.7	59.7	—	No
R12	0	0	5	0	56.1	51.8	54.4	54.4	56.7	61.7	—	No
R13	10	10	10	10	63.2	58.6	65.5	61.3	56.3	61.3	4.2	Yes
R14	10	10	10	10	58.1	53.7	66.3	58.0	67.9	72.9	—	No
R15	0	0	5	0	54.3	50.1	59.5	53.5	60.1	65.1	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels exceed those significance thresholds, a construction-related noise impact is identified.

<sup>b</sup> Noise reduction provided by temporary noise barrier along the construction area boundaries.

<sup>c</sup> Noise barriers would not be effective in reducing the on-site construction noise at the upper levels of receptor location R3. Off-site construction noise levels shown for R3 are for the ground level of the building only.

Source: AES, 2024. See Appendix L of this Draft EIR.

**Table IV.K-30  
Composite Construction Noise Impacts—With Mitigation Measures**

Off-Site Receptor Location	Estimated Construction Noise Levels ( $L_{eq}$ (dBA))				Existing Daytime Ambient Noise Levels ( $L_{eq}$ (dBA))	Significance Threshold ( $L_{eq}$ (dBA)) <sup>a</sup>	Maximum Noise Exceedance Above the Threshold ( $L_{eq}$ (dBA))	Significant Impact With Mitigation?
	Peak On-Site Construction (A)	Peak Off-Site Improvements (B)	Peak Off-Site Trucks (C)	Composite On-Site and Off-Site Construction Noise Levels (A+B+C)				
R1	60.8	75.5	72.3	77.3	62.9	67.9	9.4	Yes
R2	56.7	52.3	56.2	60.2	55.6	60.6	—	No
R3	60.5	75.5	72.3	77.3	61.5	66.5	10.8	Yes
R4	61.7	51.1	55.6	62.9	60.1	65.1	—	No
R5	63.0	62.9	59.8	66.9	62.4	67.4	—	No
R6	53.5	56.3	54.6	59.7	56.3	61.3	—	No
R7	64.6	65.8	62.9	69.4	64.6	69.6	—	No
R8	67.9	82.2	55.3	82.4	61.1	66.1	16.3	Yes
R9	63.6	66.2	70.9	72.7	67.9	72.9	—	No
R10	57.4	56.4	59.4	62.7	59.1	64.1	0.0	No
R11	54.3	46.9	56.3	58.7	54.7	59.7	—	No
R12	58.6	56.1	50.1	60.9	56.7	61.7	—	No
R13	57.2	65.5	59.1	66.9	56.3	61.3	5.6	Yes
R14	63.2	66.3	70.9	72.7	67.9	72.9	—	No
R15	60.4	59.5	53.6	63.4	60.1	65.1	—	No

<sup>a</sup> Significance thresholds are equivalent to the measured daytime ambient noise levels (see Table IV.K-6 on page IV.K-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels are equal to or exceed those significance thresholds, a construction-related noise impact is identified.

Source: AES, 2024. See Appendix L of this Draft EIR.

NOI-MM-2. As indicated therein, the estimated composite construction noise levels (both on-site and off-site construction activities) would exceed the 5-dBA significance thresholds at off-site receptor locations R1, R3, R8, and R13. As discussed above, there are limitations in noise reduction for both on-site sound barriers and off-site temporary movable sound barriers, and there are no feasible mitigation measures to reduce construction noise to a less-than-significant level. **Therefore, temporary composite construction noise impacts associated with on-site and off-site noise sources would remain significant and unavoidable.**

*(c) Operational Noise*

Noise impacts associated with on-site noise sources and off-site vehicles during operation of the Project were determined to be less than significant without mitigation. Therefore, no mitigation measures are required or included, and the impacts would remain less than significant.

***Threshold (b): Would the Project result in the generation of excessive groundborne vibration or groundborne noise levels?***

**(1) Impact Analysis**

*(a) Construction*

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies, depending on soil type, ground strata, and construction characteristics of the receptor buildings. The effects of vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibration at moderate levels. However, groundborne vibrations from construction activities rarely reach levels that damage structures.

*(i) Building Damage Impacts from On-Site Construction*

With regard to potential building damage, the Project would generate groundborne construction vibration during building demolition, site excavation/grading, and off-site construction activities when heavy construction equipment, such as vibratory rollers, large bulldozers, drill rigs, and loaded trucks, would be used. The FTA has published standard vibration velocities for various construction equipment operations. Table IV.K-31 on page IV.K-77 provides the estimated ground vibration velocity levels (in terms of inch per second PPV) at the nearest off-site structures and on-site historic structures. The Project

**Table IV.K-31  
Construction Vibration Impacts—Building Damage**

Nearest Off-Site Buildings <sup>a</sup>	Approximate Distance Between the Off-Site Buildings and the Construction Equipment (feet)	Estimated Vibration Velocity Levels at the Outside of and Adjacent to the Nearest Off-Site Structures from the Project Construction Equipment (inch/second (PPV)) <sup>b</sup>						Significance Threshold (PPV)	Significant Impact?
		Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Levels at 25 feet	25	0.210	0.089	0.089	0.076	0.035	0.003	—	—
Multi-story residential building to the North	150	0.037 <sup>d</sup>	0.006	0.006	0.005	0.002	<0.001	0.30 <sup>c</sup>	No
Commercial Buildings to the South	25	0.087 <sup>e</sup>	0.089	0.089	0.076	0.035	0.003	0.30 <sup>c</sup>	No
Multi-story residential building to the East	170	0.037 <sup>f</sup>	0.005	0.005	0.004	0.002	<0.001	0.30 <sup>c</sup>	No
Multi-story residential building to the West	90	0.268 <sup>g</sup>	0.013	0.013	0.011	0.005	<0.001	0.30 <sup>c</sup>	No

<sup>a</sup> Represents off-site building structures located nearest to the Project Site to the north, south, east, and west.

<sup>b</sup> Vibration level calculated based on FTA reference vibration level at a 25-foot distance.

<sup>c</sup> FTA criterion for engineered concrete and masonry buildings.

<sup>d</sup> Vibratory roller at 80 feet from the building location.

<sup>e</sup> Vibratory roller at 45 feet from the building location.

<sup>f</sup> Vibratory roller at 80 feet from the building location.

<sup>g</sup> Vibratory roller at 20 feet from the building location.

Source: FTA, 2018; AES, 2024. See Construction Noise & Vibration Calculations provided in Appendix L of this Draft EIR.

would not utilize impact pile driving methods. Installation of piles for shoring and foundation would utilize drilling methods to minimize vibration generation.

Vibration impacts associated with potential building damage were evaluated for the nearest off-site buildings to the north, south, east, and west. There are no off-site historic structures in the immediate vicinity of the Project Site (i.e., within 50 feet). As identified in Section IV.D, Cultural Resources, of this Draft EIR, the Project Site includes three potentially historic structures as well as the potential Mack Sennett Historic District. The Project would remove five buildings within the boundary of the potential Mack Sennett Historic District. Two of these buildings are considered contributors and three buildings are non-contributors. Mitigation Measures CUL-MM-1 through CUL-MM-20 in Section IV.D, Cultural Resources, of this Draft EIR shall provide protections for the on-site historical resources. Specifically, Mitigation Measure CUL-MM-1 requires the Project to retain a qualified historic preservation professional to ensure that all rehabilitation, relocation, and alteration of historical resources located on the Radford Studio Center property, including the Mack Sennett Historic District and all its contributing buildings, are conducted in accordance with the Secretary of the Interior's Standards for Rehabilitation to ensure that any alteration, rehabilitation and/or relocation would protect the historic integrity of the historical resources. In addition, Mitigation Measure CUL-MM-1 shall require the preparation of a technical memorandum with findings, recommendations, and conclusions, which would ensure that the Project complies with the Secretary of the Interior's Standards for Rehabilitation.

The assessment of construction vibration provided below for potential building damage due to on-site construction compares the estimated vibration levels generated during construction of the Project to the 0.3-PPV significance threshold for engineered concrete and masonry buildings (applicable to the off-site commercial and multi-story residential buildings to the north, south, east, and west of the Project Site).

As shown in Table IV.K-31 on page IV.K-77, the estimated vibration levels from on-site and off-site construction equipment would be below the building damage significance threshold of 0.3 PPV for the off-site commercial and multi-story residential buildings to the north, south, east and west. **Therefore, on-site vibration impacts- with respect to building damage during construction of the Project would be less than significant.**

*(ii) Human Annoyance Impacts from On-Site Construction*

Table IV.K-32 on page IV.K-79 provides the estimated vibration levels at the off-site sensitive uses due to construction equipment operation and compares the estimated vibration levels to the specified significance threshold for human annoyance. Per FTA guidance, the significance threshold for human annoyance is 72 VdB for residential and hotel uses (receptor locations R1 through R5 and R7 through R15) and 75 VdB for school uses (receptor location R6), assuming there is a minimum of 70 vibration events occurring during

**Table IV.K-32  
On-Site Construction Vibration Impacts—Human Annoyance**

Off-Site Receptor Location	Approximate Distance Between the Off-Site Buildings and the Construction Equipment (feet)	Estimated Vibration Velocity Levels at the Off-Site Sensitive Uses Due to On-Site Construction Equipment Operation <sup>a</sup> (VdB)						Significance Threshold (VdB)	Significant Impact?
		Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Levels at 25 feet	25	94	87	87	86	79	58	—	—
R1	90	73.6 <sup>b</sup>	70.3	70.3	69.3	62.3	41.3	72	Yes
R2	425	57.1	50.1	50.1	49.1	42.1	21.1	72	No
R3	90	77.3	70.3	70.3	69.3	62.3	41.3	72	Yes
R4	480	55.5	48.5	48.5	47.5	40.5	19.5	72	No
R5	385	58.4	51.4	51.4	50.4	43.4	22.4	72	No
R6	810	48.7	41.7	41.7	40.7	33.7	12.7	75	No
R7	500	55.0	48.0	48.0	47.0	40.0	19.0	72	No
R8	25	63.5 <sup>b</sup>	87.0	87.0	86.0	79.0	58.0	72	Yes
R9	205	66.6	59.6	59.6	58.6	51.6	30.6	72	No
R10	170	69.0	62.0	62.0	61.0	54.0	33.0	72	No
R11	705	50.5	43.5	43.5	42.5	35.5	14.5	72	No
R12	150	70.7	64.1	64.1	63.1	56.1	35.1	72	No
R13	155	59.6 <sup>b</sup>	63.2	63.2	62.2	55.2	34.2	72	No
R14	265	52.6 <sup>b</sup>	56.2	56.2	55.2	48.2	27.2	72	No
R15	925	42.5 <sup>b</sup>	40.0	40.0	39.0	32.0	11.0	72	No

<sup>a</sup> Vibration levels calculated based on FTA reference vibration level at a 25-foot distance.

<sup>b</sup> Vibration impacts associated with the use of vibratory roller would be of short duration, approximately one day during paving of on-site driveway. The use of vibratory roller would be minimum 120 feet, 260 feet, 350 feet, 600 feet, and 1,300 feet from receptor locations R1, R8, R13, R14 and R15, respectively.

Source: FTA, 2018; AES, 2024. See Construction Noise & Vibration Calculations provided in Appendix L of this Draft EIR.

a typical construction day. As shown in Table IV.K-32 on page IV.K-79, the estimated groundborne vibration levels from construction equipment would be below the significance threshold for human annoyance at off-site sensitive receptor locations R2, R4, R5, R6, R7, and R9 through R15. However, the estimated vibration levels at receptor locations R1, R3, and R8 would exceed the 72-VdB significance threshold. Specifically, the vibration impacts at receptor locations R1 and R3 are due to the use of vibratory roller, which would be of short duration, approximately one day during paving of on-site driveway (with the vibratory roller operating within 140 feet of the receptor locations). **Therefore, temporary on-site vibration impacts with respect to human annoyance during construction of the Project would be potentially significant.**

*(iii) Building Damage and Human Annoyance Impacts from Off-Site Construction*

As described above, construction delivery/haul trucks would travel between the Project Site and US-101 via Laurel Canyon Boulevard, Ventura Boulevard, Moorpark Street, Colfax Avenue, Carpenter Avenue, and Radford Avenue. Heavy-duty construction trucks would generate groundborne vibration as they travel along the Project's anticipated haul route(s). Thus, an analysis of potential vibration impacts using the building damage and human annoyance thresholds for groundborne vibration along the anticipated haul routes was conducted.

Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck.<sup>54</sup> According to the FTA, "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's anticipated haul routes that are situated approximately 20 feet from the right-of-way and would be exposed to groundborne vibration levels of approximately 0.022 PPV, as provided in the noise calculation worksheets included in Appendix L of this Draft EIR. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be below the most stringent building damage criterion of 0.12 PPV for buildings extremely susceptible to vibration. **Therefore, vibration impacts with respect to building damage from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.**

As discussed above, per FTA guidance, the significance threshold for human annoyance is 72 VdB for residential and hotel uses. It should be noted that buses and trucks rarely create vibration that exceeds 70 VdB at 50 feet from the receptor unless there are bumps in the road.<sup>55</sup> The estimated vibration levels generated by construction trucks

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<sup>54</sup> FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, Figure 5-4.

<sup>55</sup> FTA, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, p. 113.

traveling along the anticipated haul routes were assumed to be driving a minimum of 27 feet from the nearest sensitive uses (i.e., residential and hotel uses) along Laurel Canyon Boulevard, Ventura Boulevard, Moorpark Street, Colfax Avenue, and Radford Avenue. As shown in the noise calculation worksheets included in Appendix L of this Draft EIR, the temporary vibration levels with respect to human annoyance could reach approximately 71 VdB periodically as trucks pass by sensitive receptors along the anticipated haul route(s) at a distance of 22 feet, which would be below the 72-VdB significance threshold. However, construction trucks traveling in the alley for the off-site improvements would generate vibration up to 84 VdB at the motel use (represented by receptor location R8), which would exceed the 72-VdB significance threshold. In addition, off-site improvements would include the use of a vibratory roller for street and bike path paving, which would generate vibration.

Table IV.K-33 on page IV.K-82 provides the estimated vibration levels with respect to human annoyance at the off-site sensitive uses due to off-site construction equipment operation. As shown in Table IV.K-33, the estimated groundborne vibration levels from off-site construction equipment would be below the significance threshold for human annoyance at off-site sensitive receptor locations R2, R4, R6, R7, R8, and R10 through R15. However, the estimated vibration levels at receptor locations R1, R3, R5, and R9 would exceed the 72-VdB significance threshold. The vibration impacts at receptor locations R1, R3, R5, and R9 are due to the use of vibratory roller, which would be of short duration, approximately one day during paving of off-site roadway (with the vibratory roller operating within 140 feet of the receptor locations). In addition, the residential use along the south side of Valleyheart Drive would be exposed to vibration levels up to 77 VdB, during the LADWP water line improvement construction, which would exceed the 72 VdB significance threshold. **Therefore, potential vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks and use of a vibratory roller would be potentially significant.**

*(iv) Summary of Construction Vibration Impacts*

As discussed above, the estimated vibration levels from on-site and off-site construction equipment would be below the building damage significance threshold of 0.3 PPV for the off-site commercial and multi-story residential buildings to the north, south, east, and west. However, the estimated vibration levels from on-site construction equipment would exceed the human annoyance significance threshold of 72 VdB at receptor locations R1, R3, and R8. **Therefore, vibration impacts from on-site construction activities with respect to human annoyance would be potentially significant.**

Vibration impacts associated with temporary and intermittent vibration from off-site construction activities (i.e., off-site improvements and construction trucks traveling along the anticipated truck routes) would be less than significant with respect to building damage; however, estimated vibration levels from off-site construction activities would exceed the

**Table IV.K-33  
Off-Site Construction Vibration Impacts—Human Annoyance**

Off-Site Receptor Location	Approximate Distance Between the Off-Site Buildings and the Construction Equipment (feet)	Estimated Vibration Velocity Levels at the Off-Site Sensitive Uses Due to Off-Site Construction Equipment Operation <sup>a</sup> (VdB)		Significance Threshold (VdB)	Significant Impact?
		Vibratory Roller	Small Bulldozer		
FTA Reference Vibration Levels at 25 feet	25	94	58	—	—
R1	25	94.0 <sup>b</sup>	58.0	72	<b>Yes</b>
R2	315	61.0	25.0	72	No
R3	20	96.2 <sup>b</sup>	60.2	72	<b>Yes</b>
R4	410	57.6	21.6	72	No
R5	110	74.7 <sup>b</sup>	38.7	72	<b>Yes</b>
R6	535	54.1	18.1	75	No
R7	475	55.6	19.6	72	No
R8	15	63.5 <sup>c</sup>	63.0	72	No
R9	75	79.7 <sup>b</sup>	43.7	72	<b>Yes</b>
R10	465	55.9	19.9	72	No
R11	810	48.7	12.7	72	No
R12	800	48.8	12.8	72	No
R13	155	67.6 <sup>c</sup>	34.2	72	No
R14	140	59.6 <sup>c</sup>	35.6	72	No
R15	615	46.1 <sup>c</sup>	16.3	72	No

<sup>a</sup> Vibration levels calculated based on FTA reference vibration level at a 25-foot distance.

<sup>b</sup> Vibration impacts associated with the use of vibratory roller would be of short duration, approximately one day at each affected receptor locations, during paving of the roadway.

<sup>c</sup> The use of vibratory roller would be minimum 260 feet, 190 feet, 350 feet, and 985 feet from receptor locations R8, R13, R14 and R15, respectively.

Source: FTA, 2018; AES, 2024. See Construction Noise & Vibration Calculations provided in Appendix L of this Draft EIR.

human annoyance significance threshold of 72 VdB at receptor locations R1, R3, R5, and R9. **Therefore, vibration impacts from off-site construction activities with respect to human annoyance would be potentially significant.**

*(b) Operational Vibration Impacts*

As described above, sources of vibration related to operation of the Project would include vehicle circulation, delivery trucks, and building mechanical equipment and that it is unusual for vibration from sources, such as rubber-tired buses and trucks, to be perceptible even in locations close to major roads. As such, vehicular-induced vibration, including vehicle circulation within the subterranean, surface, and above-grade parking facilities, would not generate perceptible vibration levels at off-site sensitive uses. Building mechanical equipment installed as part of the Project would include typical commercial-grade stationary mechanical equipment, such as cooling towers (at grade level) and air-handling units (mounted on the roof level), that would be fitted with vibration-attenuation mounts to reduce vibration transmission to ensure that vibration would not be perceptible at the off-site sensitive receptors. **As such, operation of the Project would not result in the generation of excessive ground-borne vibration levels that would be perceptible in the vicinity of the Project Site. Therefore, vibration impacts associated with operation of the Project would be less than significant.**

## (2) Mitigation Measures

*(a) Construction Vibration*

As discussed above, the estimated vibration levels from on-site and off-site construction equipment would be below the building damage significance criteria. Therefore, no mitigation measures are required.

Vibration impacts from on-site and off-site construction activities with respect to human annoyance would be potentially significant. Mitigation measures considered to reduce vibration impacts from off-site construction activities with respect to human annoyance included the installation of a wave barrier, which is typically a trench, or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective, are cost prohibitive for temporary applications, such as construction, and are therefore considered infeasible.<sup>56</sup> Additionally, constructing a wave barrier to reduce the Project's off-site construction-related vibration impacts would, in and of itself, generate groundborne vibration from the excavation equipment. Furthermore, it would not be feasible to install a wave barrier along the public roadways for the off-site construction vibration impacts as an open trench

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<sup>56</sup> Caltrans, *Transportation- and Construction-Induced Vibration Guidance Manual*, June 2004.

would block access to and from the sensitive receptor locations, and the applicant does not have a right to construct a wave barrier on properties they do not own. Consequently, the wave barrier would need to be installed on the public sidewalk, which the City would not permit due to disruption of streets and sidewalks. As such, it is concluded that there are no technically feasible mitigation measures that could be implemented to reduce the potential temporary vibration impacts from on-site and off-site construction associated with human annoyance impacts to a less-than-significant level.

*(b) Operational Vibration*

As discussed above, vibration impacts during operation of the Project would be less than significant. Therefore, no mitigation measures are required.

**(3) Level of Significance After Mitigation**

*(a) Construction Vibration*

Vibration impacts associated with on-site and off-site construction would be less than significant without mitigation regarding building damage. However, vibration impacts from both on-site and off-site construction with respect to human annoyance would remain significant and unavoidable.

*(b) Operational Vibration*

Vibration impacts associated with Project operation were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

***Threshold (c): 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?***

As summarized in Section VI, Other CEQA Considerations, of this Draft EIR, and evaluated in the Initial Study, included as Appendix A of this Draft EIR, the Project Site is not located within the vicinity of a private airstrip or public airport. The closest private airstrip or airport is the Hollywood Burbank Airport, which is approximately 3.6 miles northeast of the Project Site. In addition, the Project Site is not located within two miles of an airport or within an area subject to an airport land use plan. **Since the Project would not be located within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport or public use airport, no noise impacts with respect to Threshold (c) would occur. No further analysis is required.**

## e. Project Impacts with Long-Term Buildout

While Project buildout is anticipated in 2028, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2045. The Development Agreement would confer a vested right to develop the Project in accordance with the Specific Plan and a Mitigation Monitoring and Reporting Program (MMRP) throughout the term of the Development Agreement. The Specific Plan and MMRP would continue to regulate development of the Project Site and provide for the implementation of all applicable Project Design Features and mitigation measures associated with any development activities during and beyond the term of the Development Agreement. Additionally, with the exception of potential mobile noise impacts, a later buildout date would not affect the impacts or significance conclusions presented above as such impacts are not dependent upon buildout year. With regard to Project-related mobile noise impacts, with an extended buildout year, the noise levels under Future without Project conditions would increase as a result of ambient traffic growth occurring between 2028 and 2045. Thus, the Project's contribution to increases in ambient noise levels would be diluted, and overall Project operational impacts related to mobile noise would be expected to be slightly reduced.

## f. Cumulative Impacts

### (1) Impact Analysis

The Project, together with the related projects and future growth, could contribute to cumulative noise impacts. The potential for cumulative noise impacts to occur is specific to the distance between each related project and their stationary noise sources, as well as the cumulative traffic that these projects would add to the surrounding roadway network.

#### (a) Construction Noise

##### (i) On-Site Construction Noise

As indicated in Section III, Environmental Setting, of this Draft EIR, 13 related projects have been identified in the vicinity of the Project Site. Noise from the construction of related projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, based on the *L.A. CEQA Thresholds Guide* screening criteria. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. While the majority of the related projects are located a substantial distance (greater than 1,000 feet) from the Project Site, the following five related projects are within 1,000 feet of the Project Site:

- Related Project No. 1 is a mixed-use development located at 4021 Radford Avenue, approximately 90 feet west of the Project Site. There are noise sensitive receptors located near Related Project No. 1 and the Project Site, as represented by receptor location R3. As analyzed above in Subsection 3.d.(1).(a).(i) (see Table IV.K-10 on page IV.K-38), the estimated Project-related construction noise levels at the uses represented by receptor location R3 would exceed the significance threshold by up to 14.0 dBA due to overlapping construction. Since Related Project No. 1 has a direct line-of-sight to receptor location R3, there is a potential for cumulative construction noise impacts to occur in the event Project construction occurs concurrently with the construction of Related Project No. 1.
- Related Project No. 2 is a mixed-use development located at 11611 Ventura Boulevard, approximately 70 feet southeast of the Project Site. There are noise sensitive receptors located near Related Project No. 2 and the Project Site, as represented by receptor location R8. As analyzed above in Subsection 3.d.(1).(a).(i) (see Table IV.K-10 on page IV.K-38), the estimated Project-related construction noise levels at the uses represented by receptor location R8 would exceed the significance threshold by up to 21.8 dBA due to overlapping construction. Since Related Project No. 2 is approximately 315 feet from receptor location R8 and has a direct line-of-sight to the receptor, there is a potential for cumulative construction noise impacts to occur in the event Project construction occurs concurrently with the construction of Related Project No. 2.
- Related Project No. 3 is a commercial development located at 11601 Ventura Boulevard, approximately 980 feet southeast of the Project Site. There are noise sensitive receptors located between Related Project No. 3 and the Project Site, including the single-family residential uses located north of the Los Angeles River, as represented by receptor location R9. As analyzed above in Subsection 3.d.(1).(a).(i) (see Table IV.K-10 on page IV.K-38), the estimated Project-related construction noise levels at the uses represented by receptor location R9 would exceed the significance threshold by up to 3.7 dBA due to overlapping construction. Since both the Project and Related Project No. 3 have a direct line-of-sight to the residential uses located north of the Los Angeles River (represented by receptor location R9), there is a potential for cumulative construction noise impacts to occur in the event Project construction occurs concurrently with the construction of Related Project No. 3.
- Related Project No. 12 is the City's approved bike lane north of the Los Angeles River, east and northeast of the Project Site, would generate noise during construction. There are residential uses along the approved bike lane, represented by receptor locations R9, R10, R12, and R13, which would be exposed to construction noise levels from both the Project and Related Project No. 12. As analyzed above in Subsection 3.d.(1).(a).(i) (see Table IV.K-10 on page IV.K-38), the estimated Project-related construction noise levels at the uses represented by receptor locations R9, R10, R12, and R13 would exceed the significance Threshold by up to 3.7 dBA, 13.3 dBA, 14.9 dBA, and 13.9 dBA, respectively, due to overlapping construction. Since both the Project and Related

Project No. 12 have a direct line-of-sight to the residential uses located north of the Los Angeles River (represented by receptor locations R9, R10, R12, and R13), there is a potential for cumulative construction noise impacts to occur in the event Project construction occurs concurrently with the construction of Related Project No. 12.

- Related Project No. 13 is the LADWP's City Trunk Line South Project (CTLS) Unit 5 Phase II and Unit 6, which includes installation of approximately 3,000 linear feet of a 60-inch diameter pipe along Coldwater Canyon Avenue, would be located approximately 1.2 miles west of the Project Site. In addition, the LADWP CTLS Project would involve the decommissioning of the existing DWP pump substation (located adjacent to the Project Site to the north), which is anticipated to include, among other things, the removal of the three existing transformers and electrical poles; removal of the existing trunk line pipe that crosses the Los Angeles River and runs parallel to Radford Avenue; and construction of the water main along Radford Avenue between Moorpark Street and Ventura Boulevard. As indicated above, construction noise would have the potential to affect noise-sensitive uses within 500 feet from the construction site. Therefore, due to distance attenuation, noise impacts associated with the installation of the 60-inch diameter pipe along Coldwater Canyon Avenue component would not contribute to the cumulative noise impacts. However, the noise levels associated with the decommissioning of the existing DWP pump station would generate noise levels more than 5 dBA above the ambient at nearby receptors, including receptor locations R1, R3, R13, and R14. As analyzed above in Subsection 3.d.(1).(a).(i) (see Table IV.K-10 on page IV.K-40), the estimated Project-related construction noise levels at the uses represented by receptor locations R1, R3, and R13 would exceed the significance threshold by up to 12.9 dBA, 14.0 dBA, and 13.9 dBA due to overlapping construction, respectively. Since both the Project and the related LADWP CLTS Project have a direct line-of-sight to the receptor locations R1, R3, and R13, there is a potential for cumulative construction noise impacts to occur in the event Project construction occurs concurrently with the construction of the LADWP CTLS Project.

Construction-related noise levels from the related projects would be intermittent and temporary, and it is anticipated that, as with the Project, the related projects would comply with the construction hours and other relevant provisions set forth in the LAMC. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Based on the above, there would be potential cumulative noise impacts at the nearby sensitive uses (e.g., residential uses) located in proximity to the Project Site and Related Project Nos. 1, 2, 3, 12, and 13 in the event of concurrent construction activities. Because the Project would have a significant and unavoidable impact related to on-site construction noise, the Project's contribution to construction noise impacts would be cumulatively considerable. **As such,**

**the Project's cumulative noise impacts from on-site construction would be potentially significant.**

*(ii) Off-Site Construction Noise*

Off-site construction haul trucks would have the potential to result in cumulative impacts if the trucks for the related projects and the Project were to utilize the same haul routes. As analyzed above in Subsection 3.d.(1).(a).(ii) (see Table IV.K-11 on page IV.K-39), the estimated off-site construction noise levels for the Project would exceed the significance thresholds along one of the anticipated truck routes, Radford Avenue. In addition, the estimated noise levels due to Project-related off-site construction trucks would be just below the 5-dBA threshold along Moorpark Street and Colfax Avenue. Therefore, any additional number of trucks from the Project and related projects would incrementally increase the noise levels, which may contribute to the exceedance of the 5-dBA threshold and result in cumulative impacts. Since Related Project Nos. 1, 2, 3, and 13 are located near the Project Site, they would have a potential to use the same construction routes as the Project. Therefore, cumulative noise due to construction truck traffic from the Project and other related projects would increase the ambient noise levels along the truck routes by 5 dBA along Moorpark Street, Colfax Avenue, and Radford Avenue. **As such, the Project's cumulative noise impacts from off-site construction would be potentially significant.**

*(iii) Summary of Cumulative Construction Noise Impacts*

As discussed above, on-site and off-site construction activities from the Project and related projects have the potential to result in the temporary generation of noise levels in excess of standards established by the City. **Therefore, the Project's cumulative noise impacts from on-site and off-site construction activities would be potentially significant.**

*(b) Operational Noise*

The Project Site and surrounding area have been developed with uses that have previously generated, and would continue to generate, noise from a number of community noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. Similar to the Project, each of the related projects that have been identified in the vicinity of the Project Site would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. All related projects are of a residential, retail, commercial, or institutional nature, and these uses are not typically associated with excessive exterior noise levels. However, each project would produce traffic volumes that are capable of generating roadway noise impacts. The potential cumulative noise impacts associated with on-site and off-site noise sources are addressed below.

*(i) On-Site Stationary Noise Sources*

Due to the provisions set forth in the LAMC that limit stationary source noise from equipment, such as rooftop mechanical equipment, noise levels from stationary sources would be less than significant at the property line for each related project. In addition, as discussed above, noise impacts associated with Project operations would be less than significant. **Therefore, based on the distance of the related projects from the Project Site, mandatory LAMC noise regulations, and the operational noise levels associated with the Project, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.**

*(ii) Off-Site Mobile Noise Sources*

The Project and related projects in the area would produce trip volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site vehicles were analyzed by comparing the projected increase in traffic noise levels from “Existing” conditions to “Cumulative Future Plus Project” conditions to the applicable significance thresholds. Cumulative Future Plus Project conditions include traffic volumes from future ambient growth, related projects, and the Project. The calculated traffic noise levels under “Existing” and “Cumulative Future Plus Project” conditions are presented in Table IV.K-34 on page IV.K-90. As shown therein, cumulative traffic volumes would result in a maximum increase of up to 3.9 dBA (CNEL) in traffic noise along the roadway segment of Radford Avenue (between Moorpark Street and Woodbridge Street). At other analyzed roadway segments, the increase in traffic-related noise levels would be 2.8 dBA or lower. The increase in traffic noise levels along analyzed roadway segments would be below the 5-dBA CNEL significance threshold, which is applicable to noise levels that fall within the conditionally acceptable land use category (i.e., between 60 and 70 dBA CNEL). **Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Project, future growth, and related projects would be less than significant.**

*(iii) Summary of Cumulative Operational Noise Impacts*

As discussed above, operation of the Project and related projects would not result in the exposure of persons to, or the generation of noise levels in excess of, the significance criteria established by the City. In addition, the Project and related projects would not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project Site above the levels existing without the Project and the related projects. **Therefore, cumulative operational noise impacts from on-site and off-site sources would be less than significant.**

**Table IV.K-34  
Cumulative Roadway Traffic Noise Impacts**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))			Increase in Noise Levels due to Project (CNEL (dBA))		Significant Impact?
		Existing	Future Cumulative Plus Project		Without LA River Connector	With LA River Connector	
			Without LA River Connector	With LA River Connector			
Laurel Canyon Boulevard							
Between Riverside Dr. and US-101	Commercial	70.3	71.3	71.3	1.0	1.0	No
Between US-101 and Moorpark St.	Residential	71.4	72.6	72.6	1.2	1.2	No
Between Moorpark St. and Valleyheart Dr.	Residential	71.2	72.5	72.3	1.3	1.1	No
Between Valleyheart Dr. and Ventura Blvd.	Commercial	70.8	72.0	71.9	1.2	1.1	No
Between Ventura Blvd. and Maxwelton Rd.	Residential, School	71.7	72.5	72.5	0.8	0.8	No
Between Maxwelton Rd. and Sunshine Ter.	Residential	71.6	72.3	72.3	0.7	0.7	No
Between Sunshine Ter. and Fryman Rd.	Residential	72.2	73.0	73.0	0.8	0.8	No
Radford Avenue							
Between Riverside Dr. and Sarah St.	Residential	61.7	62.3	62.3	0.6	0.6	No
Between Sarah St. and Moorpark St.	Residential	65.8	67.3	67.2	1.5	1.4	No
Between Moorpark St. and Woodbridge St.	Residential	60.0	63.9	63.2	3.9	3.2	No
Between Woodbridge St. and Hoffman St.	Residential	63.2	66.0	66.0	2.8	2.8	No
Between Hoffman St. and Ventura Blvd.	Commercial	64.2	66.2	66.2	2.0	2.0	No
Colfax Avenue							
Between Riverside Dr. and Sarah St.	Residential	68.4	69.3	69.3	0.9	0.9	No
Between Sarah St. and Moorpark St.	Residential, School	67.7	68.7	68.7	1.0	1.0	No
Between Moorpark St. and Ventura Blvd.	Residential	67.2	68.8	68.6	1.6	1.4	No

**Table IV.K-34 (Continued)**  
**Cumulative Roadway Traffic Noise Impacts**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))			Increase in Noise Levels due to Project (CNEL (dBA))		Significant Impact?
		Existing	Future Cumulative Plus Project		Without LA River Connector	With LA River Connector	
			Without LA River Connector	With LA River Connector			
Tujunga Avenue							
Between Riverside Dr. and US-101	Residential	69.0	69.8	69.8	0.8	0.8	No
Between US-101 and Moorpark St.	Residential	67.7	68.5	68.5	0.8	0.8	No
Between Moorpark St. and Ventura Blvd.	Residential	66.6	67.6	67.4	1.0	0.8	No
Whitsett Avenue							
Between US-101 and Moorpark St.	Residential	68.2	68.9	68.9	0.7	0.7	No
Between Moorpark St. and Ventura Blvd.	Residential	68.7	69.4	69.4	0.7	0.7	No
Carpenter Avenue							
Between Ventura Blvd. and Laurelwood Dr.	Residential	64.6	65.5	65.5	0.9	0.9	No
Riverside Drive							
Between Laurel Canyon Blvd. and Radford Ave.	Residential	69.9	70.5	70.5	0.6	0.6	No
Between Radford Ave. and Colfax Ave.	Residential	69.8	70.4	70.4	0.6	0.6	No
Between Colfax Ave. and SR-170	Residential	69.2	69.9	69.9	0.7	0.7	No
Sarah Street							
Between Radford Ave. and Colfax Ave.	Residential	59.4	60.0	60.0	0.6	0.6	No
Landale Street							
Between Laurel Canyon Blvd. and Colfax Ave.	Residential	61.2	61.8	61.8	0.6	0.6	No

**Table IV.K-34 (Continued)**  
**Cumulative Roadway Traffic Noise Impacts**

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels <sup>a</sup> (CNEL (dBA))			Increase in Noise Levels due to Project (CNEL (dBA))		Significant Impact?
		Existing	Future Cumulative Plus Project		Without LA River Connector	With LA River Connector	
			Without LA River Connector	With LA River Connector			
Moorpark Street							
Between Whitsett Ave. and Laurel Canyon Blvd.	Residential	69.9	70.7	70.7	0.8	0.8	No
Between Laurel Canyon Blvd. and Radford Ave.	Residential, Park	68.8	69.6	69.9	0.8	1.1	No
Between Radford Ave. and Colfax Ave.	Residential	68.8	69.5	69.9	0.7	1.1	No
Between Colfax Ave. and Tujunga Ave.	Residential	69.2	70.0	70.1	0.8	0.9	No
Woodbridge Street							
Between Laurel Canyon Blvd. and Radford Ave.	Residential	61.5	63.0	61.5	1.5	0.0	No
Valleyheart Drive							
Between Laurel Canyon Blvd. and Radford Ave.	Residential	57.3	57.9	57.9	0.6	0.6	No
Ventura Boulevard							
Between Whitsett Ave. and Laurel Canyon Blvd.	Commercial	70.5	71.4	71.4	0.9	0.9	No
Between Laurel Canyon Blvd. and Radford Ave.	Commercial	69.4	71.3	71.2	1.9	1.8	No
Between Radford Ave. and Colfax Ave.	Motel	69.7	71.3	71.1	1.6	1.4	No
Between Colfax Ave. and Tujunga Ave.	Motel	70.0	71.4	71.3	1.4	1.3	No
<p><sup>a</sup> See Off-Site Traffic Noise Calculations for Future No Project Conditions and Future Plus Project Conditions provided in Appendix L of this Draft EIR.  Source: AES, 2024.</p>							

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(c) *Construction Vibration*

(i) *On-Site Construction Vibration*

As previously discussed, groundborne vibration decreases rapidly with distance. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in proximity to the construction site (i.e., within 15 feet as related to building damage and 80 feet as related to human annoyance at residential uses). As discussed above, the closest related project would be Related Project No. 12, which would be located adjacent to the residential uses on the north side of the Los Angeles River (receptor locations R9, R10, R12 and R13), and Related Project No. 13, which would include construction adjacent to residential uses along Radford Avenue (receptor locations R1 and R3). Cumulative vibration impacts associated with building damage would be less than significant. However, vibration levels from the related projects would exceed the 72-VdB significance thresholds at the adjacent receptor locations R1, R3, R10, R12, and R13. **Therefore, potential cumulative construction vibration impact with respect to human annoyance associated with on-site construction would be potentially significant.**

(ii) *Off-Site Construction Vibration*

As previously discussed, based on FTA data, the vibration generated by a typical heavy truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck.<sup>57</sup> In addition, according to FTA, “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” As discussed above, there are existing buildings that are approximately 20 feet from the right-of-way of the anticipated- truck routes for the Project (i.e., Laurel Canyon Boulevard, Ventura Boulevard, Moorpark Street, Colfax Avenue, Carpenter Avenue, Radford Avenue). These buildings are anticipated to be exposed to groundborne vibration levels of approximately 0.022 PPV. Trucks from the related projects are expected to generate similar groundborne vibration levels. Accordingly, the vibration levels generated from off-site construction trucks associated with the Project and other related projects along the anticipated truck route(s) would be below the most stringent building damage significance threshold of 0.12 PPV for buildings extremely susceptible to vibration. **Therefore, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant.**

As discussed above, potential vibration impacts associated with temporary and intermittent vibration from Project-related construction trucks traveling along the alley south of the Project Site would be potentially significant with respect to human annoyance. The

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<sup>57</sup> FTA, *Transit Noise and Vibration Impact Assessment*, September 2018, Figure 5-w4.

nearby Related Projects No. 1, 2, 3, 12, and 13 are not likely to utilize the alley for their construction trucks. Therefore, the Project would not contribute to the cumulative construction vibration impacts. **As such, potential cumulative vibration impacts with respect to human annoyance associated with temporary and intermittent vibration from haul trucks used by the Project and related projects would be less than significant.**

*(iii) Summary of Cumulative Construction Vibration Impacts*

As discussed above, due to the rapid attenuation characteristics of groundborne vibration and given the distance of the nearest related project to the Project Site, there is no potential for a cumulative construction vibration impact with respect to building damage and associated with groundborne vibration from on-site sources. In addition, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant. **Therefore, on-site and off-site construction activities associated with the Project and related projects would not generate excessive groundborne vibration levels with respect to building damage, and impacts would be less than significant.**

**Cumulative construction vibration impacts from off-site construction activities with respect to human annoyance would be less than significant. However, cumulative construction vibration impacts from on-site construction activities with respect to human annoyance would be significant in the event that concurrent construction of the Project and the related projects were to occur in the event that concurrent construction of the Project and the related projects were to occur.**

*(d) Operational Vibration*

Vibration levels from project operation are generally limited to building mechanical equipment and vehicle circulation and would be limited to the immediate vicinity of the project sites. The related projects (mixed-use, residential and commercial developments) would generate similar vibration levels as the Project. As described above, Related Project No. 1 is located approximately 90 feet west of the Project Site and approximately 110 feet from the nearest sensitive receptor location R3. Since groundborne vibration decreases rapidly with distance, operation of the related projects would not contribute to cumulative vibration impacts due to the distance between the Project and the related projects. As analyzed above, Project operation would not result in the generation of excessive groundborne vibration levels that would be perceptible in the vicinity of the Project Site. **Therefore, based on the distance of the related projects from the Project Site and sensitive receptors and the operational vibration levels associated with the Project, cumulative vibration impacts associated with operation of the Project and related projects would be less than significant.**

## (2) Mitigation Measures

### *(a) Construction Noise*

As analyzed above, there would be potential cumulative noise impacts at the nearby sensitive uses (e.g., residential uses) located in proximity to the Project Site and Related Project Nos. 1, 2, 3, 12, and 13 in the event of concurrent construction activities. Similar to the Project, noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures (e.g., providing temporary noise barriers) for each individual related project. However, beyond these temporary noise barriers, there are no other physical mitigation measures that may be feasible.

As analyzed above, cumulative noise impacts associated with off-site construction trucks from the Project and other related projects could occur along Moorpark Street, Colfax Avenue, and Radford Avenue. Conventional mitigation measures, such as providing temporary noise barrier walls to reduce the off-site construction truck traffic noise impacts, would not be feasible as the barriers would obstruct the access and visibility to the properties along the anticipated truck routes. There are no other feasible mitigation measures to reduce the temporary significant noise impacts associated with the cumulative off-site construction trucks.

### *(b) Operational Noise*

As discussed above, operation of the Project and related projects would result in a less-than-significant noise impact during operation. Therefore, no mitigation measures are required.

### *(c) Construction Vibration*

Cumulative vibration impacts with respect to building damage associated with on-site and off-site construction activities would be less than significant.

As analyzed above, cumulative vibration impacts associated with human annoyance from the Project and other related projects could occur. However, as discussed above, there are no feasible mitigation measures to reduce the potential vibration human annoyance impacts.

### *(d) Operational Vibration*

Cumulative vibration impacts associated with operation of the Project and related projects would be less than significant. Therefore, no mitigation measures are required.

### (3) Level of Significance After Mitigation

#### *(a) Construction Noise*

The Project's proposed mitigation measures would reduce the Project's contribution to on-site cumulative noise to the extent feasible. However, even with these mitigation measures, cumulative noise impacts would continue to occur, and there are no other mitigation measures that would be feasible. Because the Project would have a significant and unavoidable impact related to construction noise and contribute to the number of truck trips that would generate noise level increases exceeding the 5-dBA significance threshold, the Project's contribution to construction noise impacts would be cumulatively considerable. **Therefore, cumulative construction noise impacts associated with on-site noise sources and off-site construction trucks would remain significant and unavoidable.**

#### *(b) Operational Noise*

Cumulative impacts related to operational noise were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

#### *(c) Construction Vibration*

Cumulative vibration impacts associated with respect to building damage from on-site and off-site construction activities were determined to be less than significant without mitigation. However, vibration impacts from on-site construction with respect to human annoyance would remain significant and unavoidable.

#### *(d) Operational Vibration*

Cumulative impacts related to operational vibration were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.