

ARBOR SQUARE PROJECT 922-950 SAN LEANDRO AVENUE NOISE ASSESSMENT

Mountain View, California

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INTRODUCTION

The Arbor Square project is a residential development proposed at 922-950 San Leandro Avenue in Mountain View, California. The project is comprised of one parcel, totaling 1.69 gross acres, on which 38 three-story, for-sale solar all-electric rowhouse-style condominiums would be constructed. These residences would be geared towards first-time homeowners and small families seeking to establish roots in Mountain View. Each home would have its own private garage accessed by a common drive aisle and a front door accessed from the public street or shared paseos. The project proposes 90 parking stalls comprised of two dedicated stalls in each home's garage, as well as 14 surface parking stalls.

This study evaluates the proposed project's compatibility with the future noise environment expected at the project site. The report is divided into two sections: 1) the Setting section provides a brief description of the fundamentals of environmental noise, summarizes applicable regulatory criteria, and discusses ambient noise conditions in the project vicinity; and 2) the Plan Consistency Analysis section discusses noise and land use compatibility utilizing policies in the City's General Plan. This report includes a summary of the future noise levels expected at the project site and describes measures necessary to reduce interior noise levels to acceptable levels.

SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is the intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an

TABLE 1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq} . The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (DNL or L_{dn})* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn} . Typically, the highest steady traffic noise level during the daytime is about equal to the L_{dn} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling.¹ Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA L_{dn} with open windows and 65 to 70 dBA L_{dn} if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels of 75 to 80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

¹ Based on the U.S. Department of Transportation Federal Highway Administration document "Highway Traffic Noise: Analysis and Abatement Guidance" (2010) and data from Illingworth & Rodkin, Inc. noise monitoring projects.

TABLE 2 Typical Noise Levels in the Environment

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

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA L_{dn} . At a L_{dn} of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a L_{dn} of 60 to 70 dBA. Between a L_{dn} of 70 to 80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.²

Regulatory Background

A summary of the applicable regulatory criteria is provided below.

2022 California Building Code, Title 24, Part 2. The current version of the California Building Code (CBC) requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA L_{dn} /CNEL in any habitable room.

City of Mountain View 2030 General Plan. Chapter 7 of the City of Mountain View's General Plan includes the Noise Element with the intent to protect the community from excessive or harmful noise and the goal of sustaining a high quality of life. The following general plan policies are applicable to the project:

Goal NOI-1: *Noise levels that support a high quality of life in Mountain View.*

NOI 1.1: Land use compatibility. Use the Outdoor Noise Environment Guidelines as a guide for planning and development decisions (Table 7.1).

NOI 1.2: Noise-sensitive land uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:

- New single-family developments shall maintain a standard of 65 dBA L_{dn} for exterior noise in private outdoor active use areas.

² Kryter, Karl D. The Effects of Noise on Man. Menlo Park, Academic Press, Inc., 1985.

Table 7.1 Outdoor Noise Environment Guidelines							
Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (Ldn)						
	55	60	65	70	75	80	85
Residential–Single-Family, Duplex, Mobile Homes							
Residential–Multi-Family Transient Lodging–Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

 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.	 NORMALLY UNACCEPTABLE New construction or development should 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.
 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.	 CLEARLY UNACCEPTABLE New construction or development clearly should not be undertaken.

Source: State of California General Plan Guidelines, 2003.

- New multi-family residential developments shall maintain a standard of 65 dBA L_{dn} for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.
- Indoor noise levels shall not exceed 45 dBA L_{dn} in all new single-family and multi-family residential units.

NOI 1.3: Exceeding acceptable noise thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such

projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.

NOI 1.4: Site planning. Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.

Existing Noise Environment

The noise environment at the site and in the surrounding area results primarily from vehicular traffic along the State Route 85 (SR 85)/ U.S. 101 interchange which is elevated with respect to the project site and shielded by noise barriers. Secondary noise sources include local traffic along San Leandro Avenue and operational noise from the adjoining office and commercial uses. Occasional overhead aircraft associated with the Moffett Airfield would also affect the noise environment.

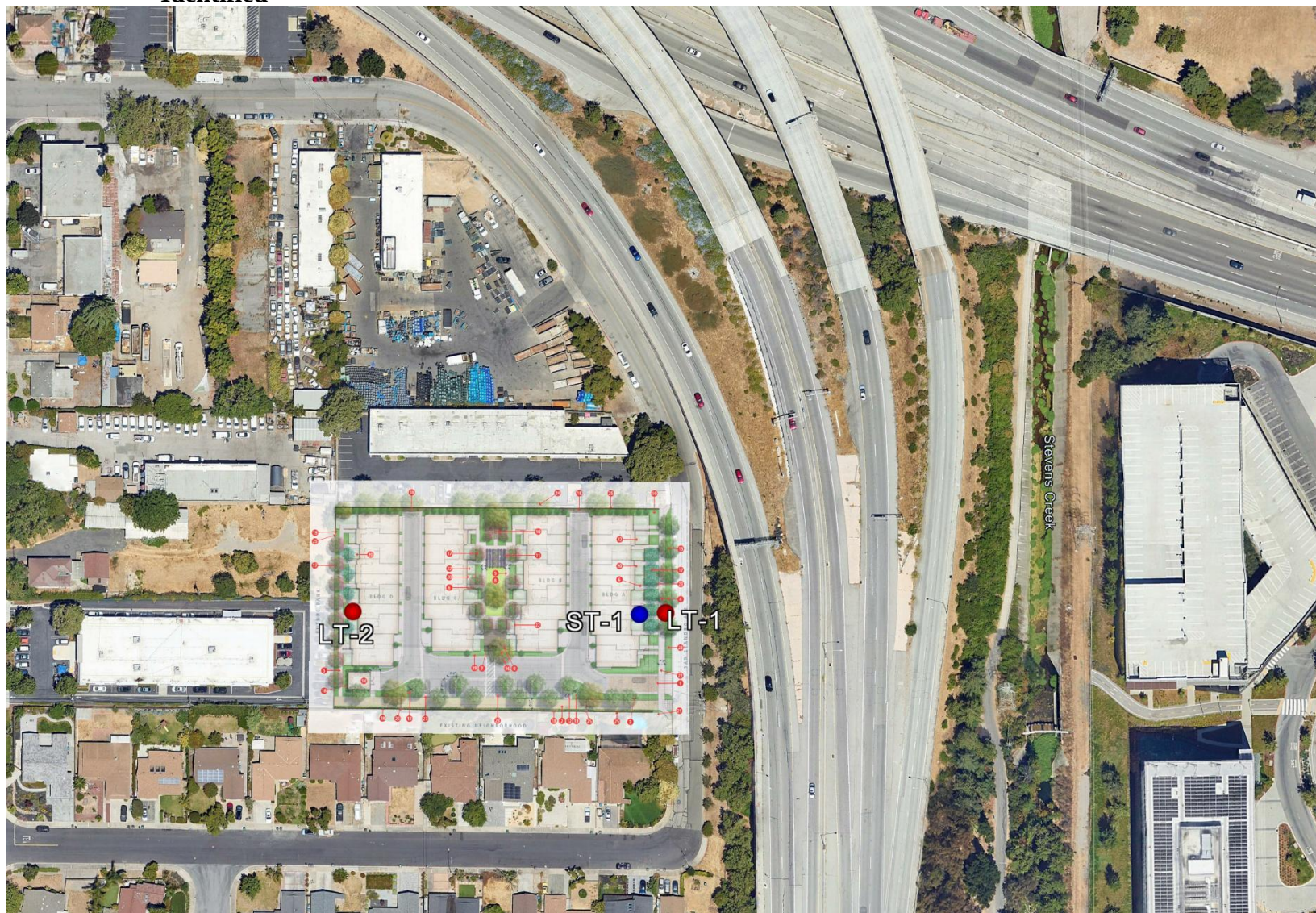
A noise monitoring survey was performed at the site beginning on Tuesday, January 28, 2025, and concluding on Thursday, January 30, 2025. The monitoring survey included two long-term noise measurements (LT-1 and LT-2) and one short-term noise measurements (ST-1), which are shown in Figure 1.

Long-term noise measurement LT-1 was installed in a tree, approximately 25 feet west of the San Leandro Avenue centerline and approximately 105 feet from the centerline of the nearest through lane of the southbound US 101 ramp to southbound SR 85. Hourly average noise levels at LT-1 ranged from 57 to 61 dBA L_{eq} during daytime hours (7:00 a.m. and 10:00 p.m.) and from 46 to 60 dBA L_{eq} during nighttime hours (10:00 p.m. and 7:00 a.m.). The day-night average noise level measured on Wednesday, January 29, 2025, was 62 dBA L_{dn} . The daily trend in noise levels at LT-1 is shown in Figures A1 through A3 in Appendix A.

LT-2 was made at the rear of project site, approximately 360 feet west of the San Leandro Avenue centerline. Hourly average noise levels at LT-2 ranged from 52 to 58 dBA L_{eq} during daytime hours and from 41 to 59 dBA L_{eq} during nighttime hours. The day-night average noise level measured on Wednesday, January 29, 2025, was 60 dBA L_{dn} . The daily trend in noise levels at LT-2 is shown in Figures A4 through A6 in Appendix A.

Short-term noise measurement was made on Tuesday, January 28, 2025, between 10:40 a.m. and 10:50 a.m. The results of the short-term measurement is summarized in Table 3. ST-1 was made approximately 55 feet west of the San Leandro Avenue centerline and approximately 130 feet west of the centerline of the nearest through lane of the southbound US 101 ramp to southbound SR 85. This measurement was made over a 10-minute period. Background noise levels due to vehicles traversing the interchange ranged from 50 to 56 dBA at ST-1. During the 10-minute testing period, one passenger car and one delivery truck drove along San Leandro Avenue, generating noise levels of 62 to 75 dBA. The 10-minute average noise level measured at ST-1 was 55 dBA L_{eq} .

FIGURE 1 Aerial Image of the Project Site and Surrounding Area with Long- and Short-Term Measurement Locations Identified



Source: Google Earth, 2025.

TABLE 3 Summary of Short-Term Noise Measurements (dBA)

Noise Measurement Location	Date, Time	Measured Noise Level, dBA					
		L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq}
ST-1: ~55 feet west of the centerline of San Leandro Avenue	1/28/2025, 10:40-10:50	75	62	54	53	51	55

PLAN CONSISTENCY ANALYSIS

Noise and Land Use Compatibility

The Noise Element provided in the Mountain View 2030 General Plan sets forth policies supporting the goal of maintaining a high quality of noise environment in the City of Mountain View. The applicable General Plan policies are summarized below for the proposed project:

- The City’s acceptable exterior noise level objective is 65 dBA L_{dn} or less for the proposed multi-family residential uses, according to Policy NOI 1.2.
- Policy NOI 1.2 and the State of California requires indoor noise levels at residential uses to be maintained at or below 45 dBA L_{dn}.

The future noise environment at the project site would continue to result primarily from vehicular traffic along SR 85/US 101 interchange, with the local San Leandro Avenue traffic noise remaining as secondary source of noise. A full traffic study was not required for the proposed project. To estimate the future permanent noise level increase, a 1% to 2% traffic increase per year through 2045 was estimated. This increase is typical for a built-out area. The noise level increase by the year 2045 was calculated to be 2 dBA L_{dn}. This increase was applied throughout the project site to represent worst-case conditions.

Future Exterior Noise Environment

SoundPLAN Version 8.2, a three-dimensional ray-tracing computer program, was used in the noise analysis for this project. Calculations accounted for the primary source of noise (traffic), the frequency spectra of the noise source, traffic speeds, vehicle mix information and the topography of the area. Future project buildings and existing building surrounding the project site were input into the model, as well as existing barriers expected to remain under future project conditions. The modeling also assumed a hard ground surface for the plan area since it consists of mostly paved roads and buildings and other features commonly found in built environments. The geometric data used to create the model assumed a relatively flat topography, as is the case for the project site and the surrounding area.

Traffic along SR 85/US 101 interchange was obtained from the California Department of Transportation (Caltrans) website,³ along with the truck mix data, which showed medium trucks to be 2% of the total traffic mix and heavy trucks to be 3% of the total traffic mix along SR 85 and

³ <https://dot.ca.gov/programs/traffic-operations/census>

1% medium truck mix and 1% heavy truck mix along U.S. 101. This traffic mix was used in this analysis.

The site plan shows a common use courtyard area located between Buildings B and C. The center of the courtyard would be set back approximately 205 feet from the centerline of San Leandro Avenue and approximately 250 feet from the nearest southbound lane of SR 85. Buildings A and B and the existing barrier located along SR 85 would adequately shield the courtyard from traffic noise generated by the surrounding roadways. Future exterior noise levels would be 58 dBA L_{dn} at the center of the courtyard, which is below the City's acceptable exterior noise level objective of 65 dBA L_{dn} for the proposed multi-family residential uses.

Future Interior Noise Environment

Standard residential construction, assuming windows to be partially open, provides exterior-to-interior noise reduction of approximately 15 dBA. With the windows maintained closed, standard residential construction typically provides 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA L_{dn} , the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA L_{dn} , forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

Building A is located nearest to San Leandro Avenue and is set back from the centerline by 50 to 100 feet. Building A is further set back from the centerline of the nearest southbound lane of SR 85 by 105 to 180 feet. At the ground-level, exterior-facing rooms at Building A located along the eastern, northern, and southern façades would be exposed to future exterior noise levels ranging from 59 to 62 dBA L_{dn} . At the upper floors, exterior-facing rooms would be exposed to future exterior noise levels ranging from 61 to 69 dBA L_{dn} . Future interior noise levels would be up to 54 dBA L_{dn} at Building A, assuming windows to be partially open.

Building B is located behind Building A, and the eastern façade would be set back approximately 130 feet from the centerline of San Leandro Avenue and approximately 175 to 220 feet from the centerline of the nearest southbound lane of SR 85. At the ground-level, exterior-facing rooms at Building B located along the eastern, northern, and southern façades would be exposed to future exterior noise levels ranging from 57 to 61 dBA L_{dn} . At the upper floors, exterior-facing rooms would be exposed to future exterior noise levels ranging from 57 to 66 dBA L_{dn} . Future interior noise levels would be up to 51 dBA L_{dn} at Building B, assuming windows to be partially open.

Building C is located behind Building B, and the eastern façade would be set back approximately 230 feet from the centerline of San Leandro Avenue and approximately 275 to 310 feet from the centerline of the nearest southbound lane of SR 85. At the ground-level, exterior-facing rooms at Building C located along the eastern, northern, and southern façades would be exposed to future exterior noise levels ranging from 56 to 60 dBA L_{dn} . At the upper floors, exterior-facing rooms

would be exposed to future exterior noise levels ranging from 57 to 64 dBA L_{dn} . Future interior noise levels would be up to 49 dBA L_{dn} at Building C, assuming windows to be partially open.

Building D is located behind Building C, and the eastern façade would be set back approximately 310 feet from the centerline of San Leandro Avenue and approximately 385 to 340 feet from the centerline of the nearest southbound lane of SR 85. At the ground-level, exterior-facing rooms at Building D located along the eastern, northern, and southern façades would be exposed to future exterior noise levels ranging from 56 to 60 dBA L_{dn} . At the upper floors, exterior-facing rooms would be exposed to future exterior noise levels ranging from 56 to 63 dBA L_{dn} . Future interior noise levels would be up to 48 dBA L_{dn} at Building D, assuming windows to be partially open.

To meet the interior noise requirements set forth by the City of Mountain View of 45 dBA L_{dn} , implementation of noise insulation features would be required.

Noise Insulation Recommendations to Reduce Interior Noise Levels

The exterior wall assembly for the three-story townhome units is assumed to consist of a wood framed 2x4 or 2x6 stud wall with cavity insulation, which is finished with a full three coat (7/8" thick) stucco at the exterior and a minimum of one layer of 5/8" gypsum board directly mounted to the interior side of the studs. This exterior wall construction has a rating of STC 46⁴. Additionally, all of these units will require the inclusion of fresh air mechanical ventilation systems to allow occupants to keep windows closed to control noise.

Considering STC rated wall assemblies of 46 with mechanical ventilation systems and the window and door areas shown in the floorplans, the following exterior window and door STC ratings shall be required at the project site to maintain interior noise levels at or below 45 dBA L_{dn} at all residential interiors:

- Townhome units in Building A would require sound-rated exterior windows with a minimum STC rating of 30 and exterior doors with a minimum STC rating of 26.
- Townhome units in Building B, which would be partially shielded by Building A in addition to the existing highway barrier, would require sound-rated exterior windows with a minimum STC rating of 28 and exterior doors with a minimum STC rating of 26.
- The remaining townhome units in Buildings C and D, which would be partially shielded by Buildings A and B in addition to the existing highway barrier, would meet the 45 dBA L_{dn} interior threshold with standard construction materials with forced-air mechanical ventilation.

⁴Based on laboratory test number W-50-71 published by the U.S. National Bureau of Standards.

FIGURE A1 Daily Trend in Noise Levels at LT-1, Tuesday, January 28, 2025

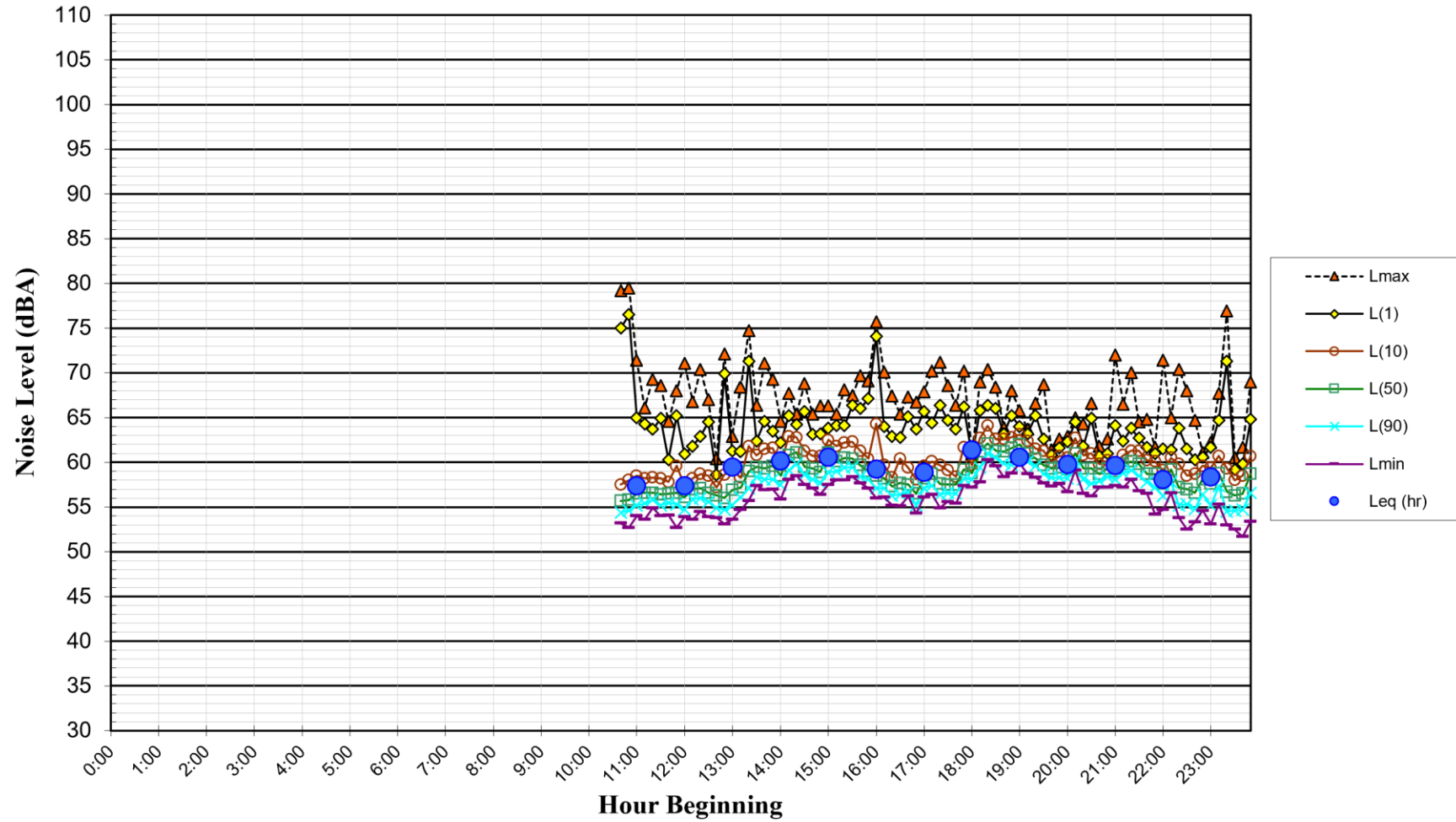


FIGURE A2 Daily Trend in Noise Levels at LT-1, Wednesday, January 29, 2025

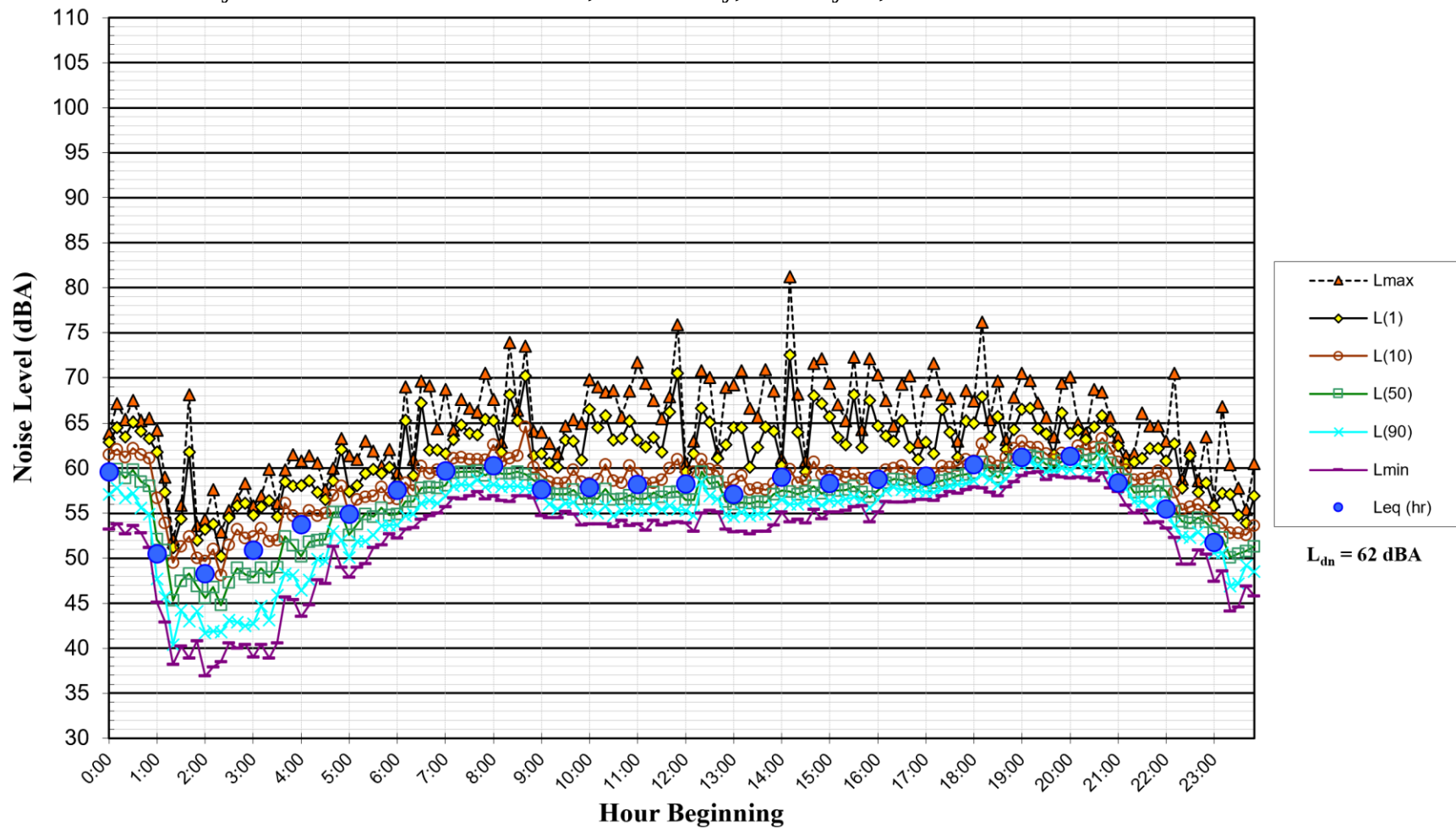


FIGURE A3 Daily Trend in Noise Levels at LT-1, Thursday, January 30, 2025

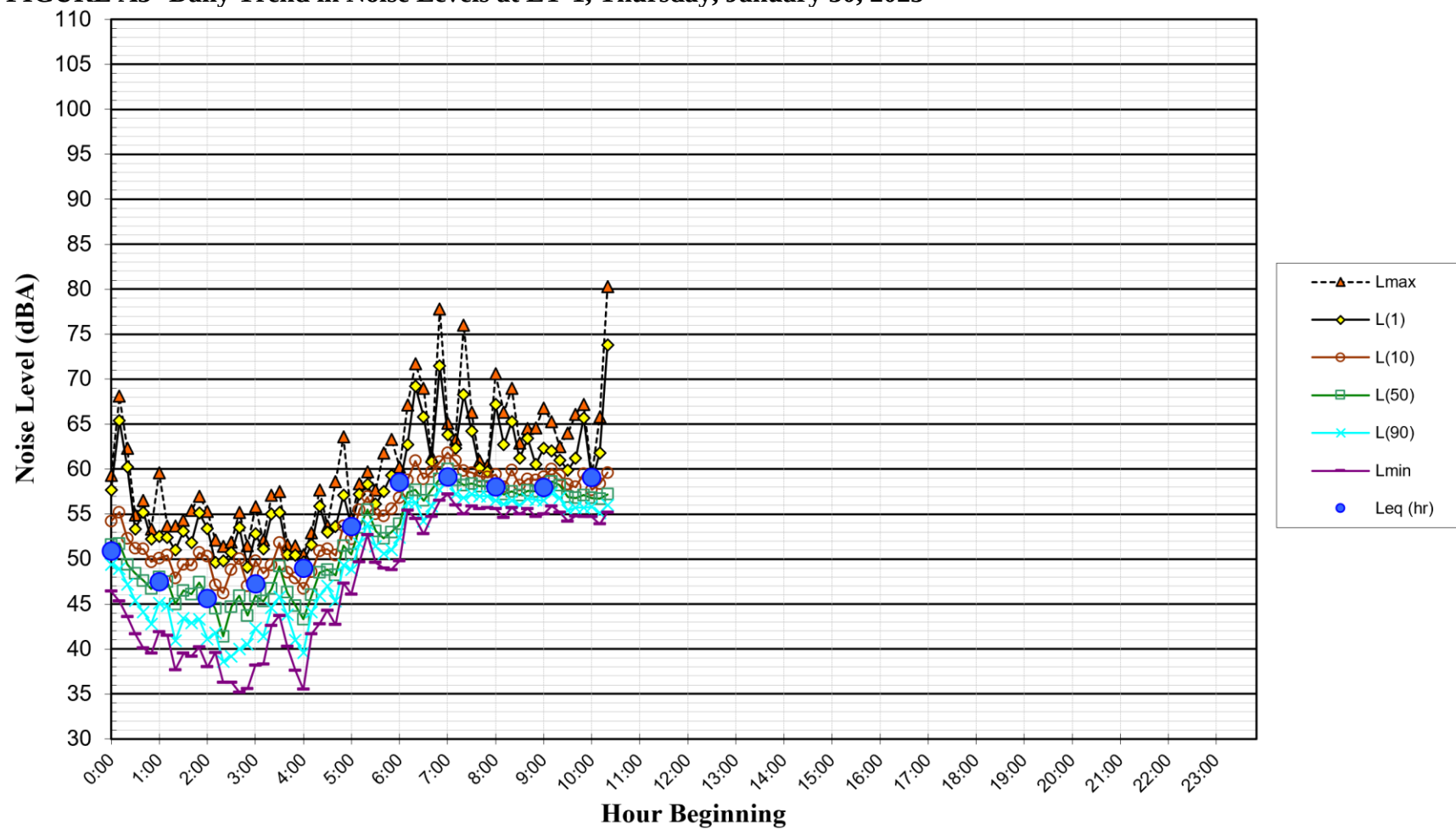


FIGURE A4 Daily Trend in Noise Levels at LT-2, Tuesday, January 28, 2025

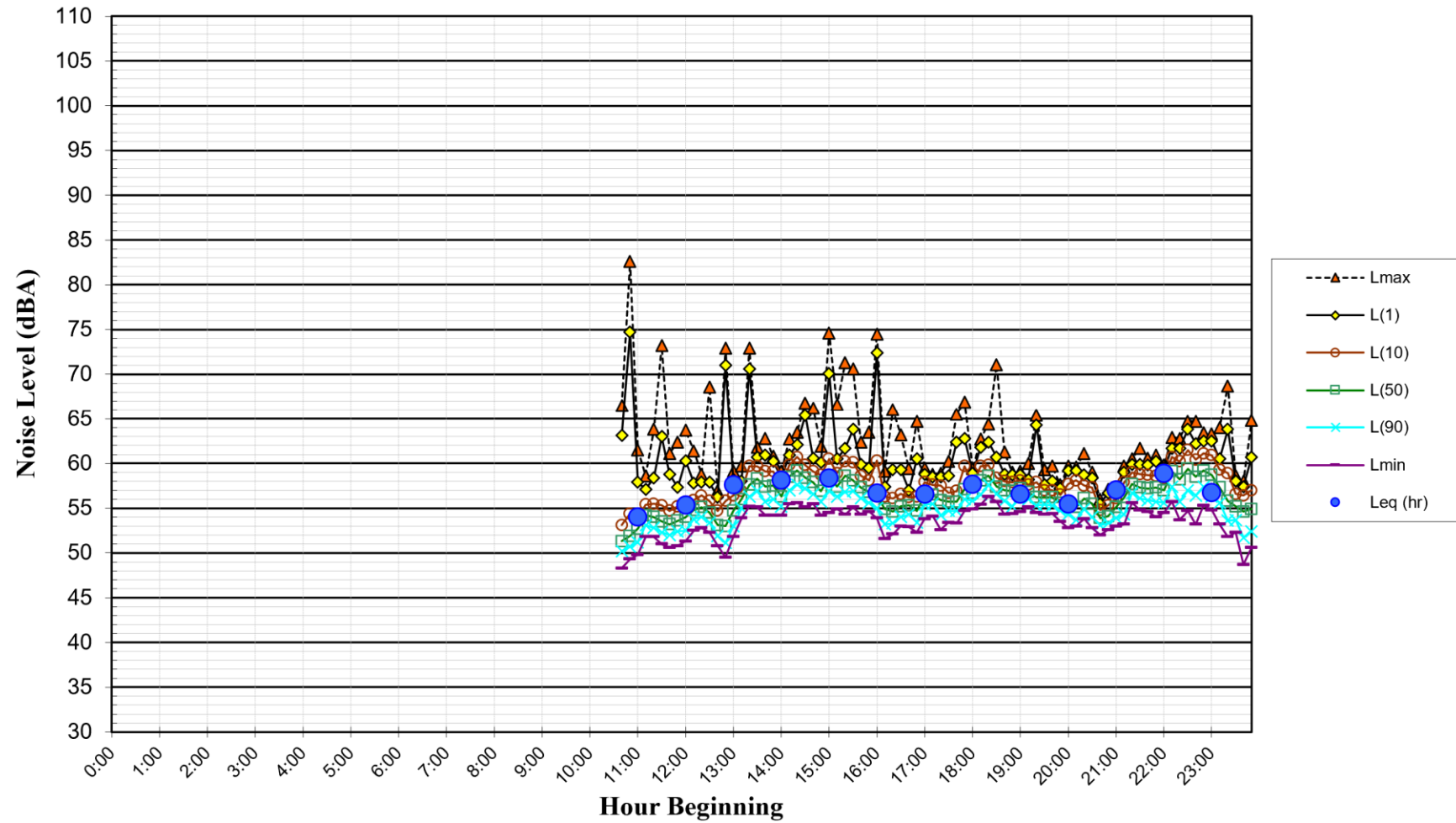


FIGURE A5 Daily Trend in Noise Levels at LT-2, Wednesday, January 29, 2025

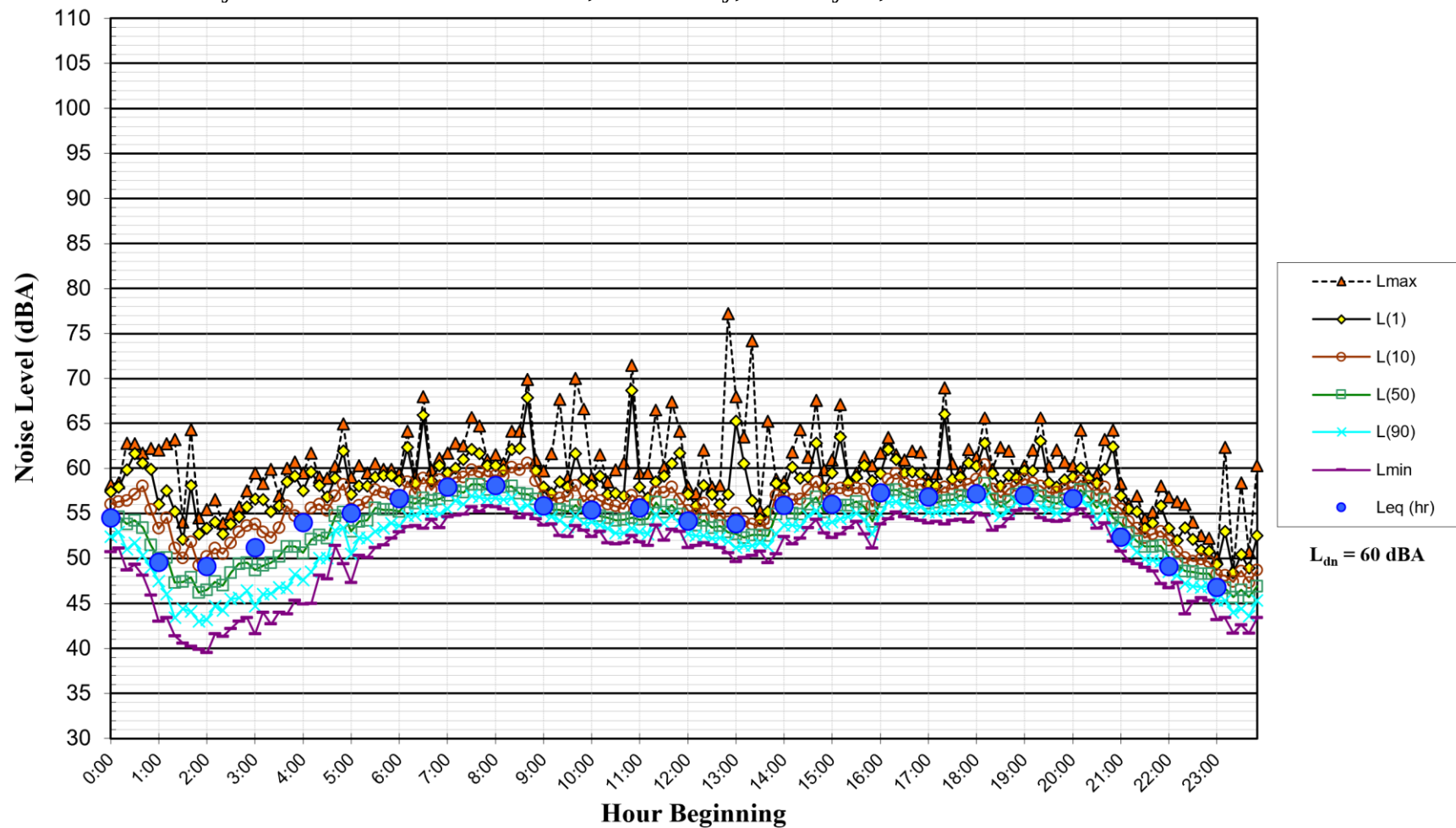


FIGURE A6 Daily Trend in Noise Levels at LT-2, Thursday, January 30, 2025

