Appendix E

UCLA Health Sports Medicine Institute
5210 Pacific Concourse Tenant Improvements Project

Noise Technical Report

Acoustical Engineering Services, Inc.

Noise Technical Report

UCLA HEALTH SPORTS MEDICINE INSTITUTE PROJECT (5210 PACIFIC CONCOURSE DRIVE TENANT IMPROVEMENTS) LOS ANGELES, CA

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Table of Contents

1 Introduction 4
1.1 Project Description 4
2 Environmental Setting 7
2.1 Fundamentals of Sound and Environmental Noise 7
2.1.1 Outdoor Sound Propagation 7
2.1.2 Environmental Noise Descriptors 9
2.2 Ground-borne Vibration 9
2.3 Regulatory Framework 10
2.3.1 University of California, Los Angeles Requirements 10
2.3.2 Federal 12
2.3.3 State 12
2.3.4 Local 15
2.4 Existing Conditions 19
3 Project Impact Analysis 24
3.1 Thresholds of Significance 24
3.1.1 Construction Noise 24
3.1.2 Operational Noise 25
3.1.3 Construction Vibration 25
3.2 Methodology 26
3.2.1 On-Site Construction Activities 26
3.2.2 Off-Site Construction Haul Trucks 27
3.2.3 On-Site Stationary Noise Sources (Operation) 27
3.2.4 Off-Site Roadway Noise (Operation) 27
3.2.5 Construction Vibration 27
3.2.6 Operational Vibration 28
3.3 Analysis of Project Impacts 28
3.3.1 Construction Noise 28
3.3.2 Operational Noise 34
3.3.3 Construction Vibration 40
3.3.4 Airport Noise 42
4 Project-Specific Mitigation Measure 43
5 References 44

List of Figures

Figure 1. Project Site Map 6
Figure 2. Guidelines for Noise Compatibility by Land Use 14
Figure 3. Noise Measurement Locations 21

List of Tables

Table 1. Typical Noise Levels 8
Table 2. Construction Vibration Damage Criteria 12
Table 3. County of Los Angeles Exterior Standards 18
Table 4. County of Los Angeles Construction Noise Limits 19
Table 5. Existing Ambient Noise Levels 23
Table 6. Construction Equipment Noise Emission Reference Levels and Usage Factors 30
Table 7. On-Site Construction Noise Impacts by Construction Phase 32
Table 8. Construction Truck Activity by Construction Phase 33
Table 9. Mechanical Equipment Noise Levels 34
Table 10. Loading Areas and Trash Compactors Noise Levels 35
Table 11. Emergency Generators Noise Levels 36
Table 12. Off-Site Traffic Noise Levels 37
Table 13. Composite Noise Impacts Prior to Mitigation 38
Table 14. Composite Noise Impacts With Mitigation 39
Table 15. Construction Vibration Impacts – Building Damage 41
Table 16. Construction Vibration Impacts – Human Annoyance 42

Appendices

Appendix A – Ambient Noise Measurements
Appendix B – Construction Noise Calculations
Appendix C – Operation Noise Calculations

1 INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA), this Noise Technical Report (Noise Report) has been prepared to evaluate potential noise impacts associated with the renovation and operation of an existing building located at 5210 Pacific Concourse Drive Project (Project) by UCLA Health.

The Project is located at 5210 Pacific Concourse Drive in unincorporated Los Angeles County, as shown in Figure 1 (on page 6). UCLA Health proposes the adaptive reuse of an existing approximately 170,000-gross-square-foot (gsf) two-story life sciences building on the 9.2-acre Project Site. The proposed Project would create a new Sports Medicine Institute, relocate an off-campus UCLA Clinical Microbiology Laboratory, and include a community fill pharmacy and specialty pharmacy. In addition to the adaptive reuse of the existing building to accommodate these uses, the proposed Project includes improvements to the building mechanical systems, accessibility improvements, safety and security upgrades, utility infrastructure upgrades, and minor modifications to the existing landscaping and surface parking. The proposed renovations would address both the immediate and future needs of various units within UCLA Health, including meeting the rising demand for orthopedic and pharmacy services. The Project is expected to be completed in 2028.

The objectives of this Noise Report are to:

a) Evaluate the Project's potential construction-related noise impacts on existing off-site noise sensitive uses in the vicinity of the Project Site.

b) Determine potential Project operation-related on-site stationary sources (i.e., building services mechanical equipment) and off-site mobile sources (auto traffic) noise impacts on existing off-site noise sensitive uses.

1.1 Project Description

The existing approximately 170,00 square-foot life sciences building was constructed in 2002 and partially renovated in 2020. The Project will convert the existing two-story laboratory and office building into an orthopedic outpatient treatment facility, with associated outpatient diagnostic and treatment services and related functions. In summary, the Project will provide an approximately 71,300 square-foot Sports Medicine Institute, an approximately 35,850 square-foot UCLA Clinical Microbiology Laboratory (relocated from Brentwood), and a 38,400 square-foot specialty pharmacy. The remaining areas of the building will include support and amenity spaces.

Interior demolition and renovation will be performed to adapt the building for the proposed uses. Utilities, including the heating, ventilation and air conditioning (HVAC) system, boilers, and water heaters would be upgraded. A limited number of existing parking spaces would be removed to allow for site circulation improvements and the installation of new exterior equipment, including trash compactors and emergency generators.

Construction of the Project is anticipated to commence in mid-2026 and to be complete in early 2028.



Source: Google Map, 2025

Figure 1. Project Site Map

2 ENVIRONMENTAL SETTING

2.1 Fundamentals of Sound and Environmental Noise

Noise is commonly defined as sound that is undesirable because it interferes with speech communication and hearing, causes sleep disturbance, or is otherwise annoying (unwanted sound). The decibel (dB) is a conventional unit for measuring the amplitude of sound because it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude. The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human frequency-dependent response, the A-weighted filtering system is used to adjust measured sound levels (dBA). The term "A-weighted" refers to filtering the noise signal in a manner that corresponds to the way the human ear perceives sound. Examples of various sound levels in different environments are provided in Table 1 (on page 8).[1]

Generally, people judge the relative magnitude of sound sensation by subjective terms such as "loudness" or "noisiness." To a person with normal hearing, a change in sound level of 3 dB is considered "just perceptible," a change in sound level of 5 dB is considered "clearly noticeable," and a change (i.e., increase) of 10 dB is generally recognized as "twice as loud" as the original sound.[2]

2.1.1 Outdoor Sound Propagation

In an outdoor environment, sound levels attenuate (reduce) through the air as a function of distance. Such attenuation is commonly referred to as "distance loss" or "geometric spreading," and is based on the noise source configuration (e.g., point source or line source). For a point source, such as a piece of mechanical/electrical/construction equipment (e.g., air conditioner, electrical transformer, or bulldozer), the rate of sound attenuation is about 6 dB per doubling of distance from the noise source. For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of five feet would attenuate to 54 dBA at a distance of 10 feet. For a line source, such as a constant flow of traffic on a roadway, the rate of sound attenuation is about 3 dB per doubling of distance.[3]

In addition, structures (e.g., buildings and solid walls) and natural topography (e.g., hills) that obstruct the acoustics line-of-sight between a noise source and a receptor further reduce the noise level at the receptor 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

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1 *All sound levels measured in decibel (dB) in this study are relative to $2x10^{-5}$ N/m^2.*

2 *Caltrans, Technical Noise Supplement (TeNS), Table 2.10, 2013.*

3 *Caltrans, Technical Noise Supplement (TeNS), Chapter 2.1.4.1, 2013.*

a receptor is located behind the wall but still has a view of the source (i.e., line-of-sight is not fully blocked), some barrier insertion loss would still occur, however 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 reflects noise back to the receptor, thereby compounding the noise. Outdoor noise barriers can provide noise level reductions ranging from approximately 5 dBA (where a barrier just breaks the acoustic line-of-sight between the noise source and receiver) to an upper range of 20 dBA with a more substantial barrier.[4]

Table 1. Typical Noise Levels

Common Outdoor Activities	Noise Levels, dBA	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 1000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
Gas Lawn Mower at 100 feet	**70**	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	**60**	
		Large Business Office
Quiet Urban Daytime	**50**	Dishwasher Next Room
Quiet Urban Nighttime	**40**	Theater, Large Conference Room
Quiet Suburban Nighttime		(Background)
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall
	20	(Background)
		Broadcast/Recording Studio
	10	
	0	

Source: Caltrans, Technical Noise Supplement (TeNS), Table 2-5, 2013

[4] *Caltrans, Technical Noise Supplement (TeNS), Chapter 2.1.4.4, 2013.*

2.1.2 Environmental Noise Descriptors

Several rating scales have been developed to analyze the adverse effect of environmental noise on people. Since environmental noise fluctuates over time, these scales consider the total acoustical energy content, as well as the time and duration of occurrence. The most frequently used noise descriptors are summarized below.

Equivalent Sound Level (L_{eq}). L_{eq} is a measurement of the acoustic energy content of noise averaged over a specified time period. Thus, the L_{eq} of a time-varying sound and that of a steady sound are the same if they deliver the same amount of energy to the receptor's ear during exposure. L_{eq} for one-hour periods, during the daytime or nighttime hours, and 24 hours are commonly used in environmental noise assessments. L_{eq} can be measured for any time period, but is typically measured for an increment of no less than 15 minutes for environmental studies.

Statistical Sound Level (Ln). Ln is a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L50 noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L8 and L25 represent the noise levels that are exceeded 8 and 25 percent of the time, respectively, or for 5 and 15 minutes during a 1-hour period, respectively. The County of Los Angeles noise limits are provided in terms of statistical sound levels.

Community Noise Equivalent Level (CNEL). CNEL is the time average of all A-weighted sound levels for a 24-hour day period with a 10 dBA adjustment (increase) added to the sound levels that occur in the nighttime hours (10:00 P.M. to 7:00 A.M.) and a 5 dBA adjustment (increase) added to the sound levels that occur in the evening hours (7:00 P.M. to 10:00 P.M.). These adjustments attempt to account for increased human sensitivity to noise during the quieter nighttime periods, when the ambient background noise is lower and where sleep is the most probable activity. CNEL has been adopted by the State of California as the rating scale to be used to define the community noise environment for development of the community noise element of a General Plan and is also used by the County of Los Angeles for its land use planning.[5]

2.2 Ground-borne Vibration

Vibration is commonly defined as an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root-mean square (RMS) velocity is usually used to describe

[5] *State of California, General Plan Guidelines, 2017.*

vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal and is typically used for evaluating potential building damage.[6] The RMS velocity is defined as the square-root of the average of the squared amplitude of the vibration signal and is used for evaluating human response to ground-borne vibration.[7] Decibel notation (VdB) is commonly used to express RMS vibration velocity amplitude.[8] 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; the Federal Transit Administration (FTA) uses a crest factor of 4.[9] Ground-borne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance away from the source of the vibration. The vibration impact studies show in most circumstances common ground-induced vibrations related to roadway traffic and construction activities pose no threat to buildings or structures.[10]

2.3 Regulatory Framework

UCLA and various government agencies have established noise regulations and policies to protect citizens from potential hearing damage and other adverse effects associated with noise and ground-borne vibration. An overview of regulations and policies that are relevant to construction and operation of the Project is provided below.

2.3.1 University of California, Los Angeles Requirements

In conjunction with certification of the UCLA Long Range Development Plan Amendment (2017) and Student Housing Projects Final Subsequent Environmental Impact Report (LRDP Final SEIR) (State Clearinghouse No. 2017051024) and approval of the LRDP Amendment (2017) and Student Housing Projects, The Regents of the University of California adopted a Mitigation Monitoring and Reporting Program (LRDP MMRP). The LRDP MMRP ensures that mitigation measures (MMs) that are the responsibility of the University of California are implemented in a timely manner. Although the Project site is not located within the UCLA campus which is subject to the LRDP, this report identifies applicable programs, practices, and procedures (PPs) and mitigation measures (MMs) from the LRDP MMRP related to noise and vibration that would reduce noise and vibration generated by the Project. As a standard practice,

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6 *Vibration levels described in this report are in terms peak particle velocity level in the unit of inches per second.*

7 *FTA, "Transit Noise and Vibration Impact Assessment," Section 5, September 2018.*

8 *VdB (velocity level in decibel) = 20 x Log (V / V_{ref}), where V is the RMS velocity amplitude in micro-inch per second and V_{ref} is the reference velocity amplitude of $1x10^{-6}$ inch per second (1 micro-inch per second).*

9 *FTA, "Transit Noise and Vibration Impact Assessment," Section 5, September 2018.*

10 *FTA, "Transit Noise and Vibration Impact Assessment," Section 5, September 2018.*

relevant LRDP PPs and MMs are implemented for all UCLA development projects, including those located off-campus.

The following adopted PPs and MMs from the LRDP MMRP have been incorporated into the Project and are assumed in the analysis presented in this report. Changes in the text from the LRDP MMRP are signified by strikeouts (~~strikeouts~~) where non-applicable text has been removed; and by bold and underline (**bold and underline**) where text has been added. Changes have been made so the stated requirement better applies to the Project, which is located off campus; to ensure implementation of the mitigation; and to reflect Project-specific requirements as identified in this Noise Technical Report.

PP 4.9-6(a) *The ~~campus~~ **University** shall continue to shield all new stationary sources of noise that would be located in close proximity to noise-sensitive buildings and uses.*

PP 4.9-7(a) *~~To the extent feasible,~~ Construction activities shall be limited to 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturday, and no construction on Sunday and national holidays, as appropriate, in order to minimize disruption to area residences surrounding the ~~campus and to on-campus uses~~ **Project site** that are sensitive to noise.*

Project-Specific Implementing Measure: Exterior construction activities Monday through Friday shall be limited to 7:00 AM to 7:00 PM.

PP 4.9-7(b) *The ~~campus~~ University shall continue to require by contract specifications that construction equipment be required to be muffled or otherwise shielded. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.*

PP 4.9-7(c) *The ~~campus~~ University shall continue to require that stationary construction equipment material and vehicle staging be placed to direct noise away from sensitive receptors.*

PP 4.9-8 *The ~~campus~~ University shall continue to conduct meetings, as needed, with off-campus constituents that are affected by ~~campus~~ construction to provide advance notice of construction activities and ensure that the mutual needs of the particular construction project and of those impacted by construction noise are met~~, to the extent feasible~~.*

MM 4.9-2 *The ~~campus~~ **University** shall require by contract specifications that~~, to the extent feasible,~~ large bulldozers, large heavy trucks, and other similar equipment not be used ~~within 43 feet of occupied residence halls, within 34 feet of non-residential/non-sensitive buildings, and within 135 feet of buildings that house sensitive instrumentation or similar vibration-sensitive equipment or activities~~. The work shall be done with medium-sized equipment or smaller ~~within these prescribed distances to the extent practicable~~.*

MM 4.9-7 *A solid noise barrier that would break the line of sight between the construction site and a sensitive use area would reduce construction noise by at least 5 dBA. ~~Therefore,~~*

~~*when detailed construction plans are complete, the campus shall review the locations of sensitive receptor areas in relation to the construction site. If it is determined that a 12-foot-high barrier would break the line of sight between an 11-foot-high noise source and adjacent sensitive use areas,*~~ *A temporary* ***12-foot-high*** *barrier shall be erected* ***along the southwestern property line between the construction areas and existing residential uses to the west (receptor location R3) and to the south (receptor location R4).*** ~~*to the extent practicable*~~*. The barrier shall be solid from the ground to the top with no openings.*

2.3.2 Federal

2.3.2.1 Federal Transit Administration Vibration Standards

The Federal Transit Administration (FTA) has adopted vibration criteria for use in evaluating vibration impacts from construction activities.[11] The vibration damage criteria adopted by the FTA are shown in Table 2 **(**below**)**.

Table 2. Construction Vibration Damage Criteria

Building Category	**PPV (in/sec)**
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
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018	

In addition, the FTA has also adopted standards for groundborne vibration associated with human annoyance. The FTA vibration limit for human annoyance at residences and buildings where people normally sleep is 80 VdB, based on infrequent events.[12]

2.3.3 State

2.3.3.1 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) (now referred to as the Office of Land Use and Climate Innovation) has established guidelines for evaluating the compatibility of various

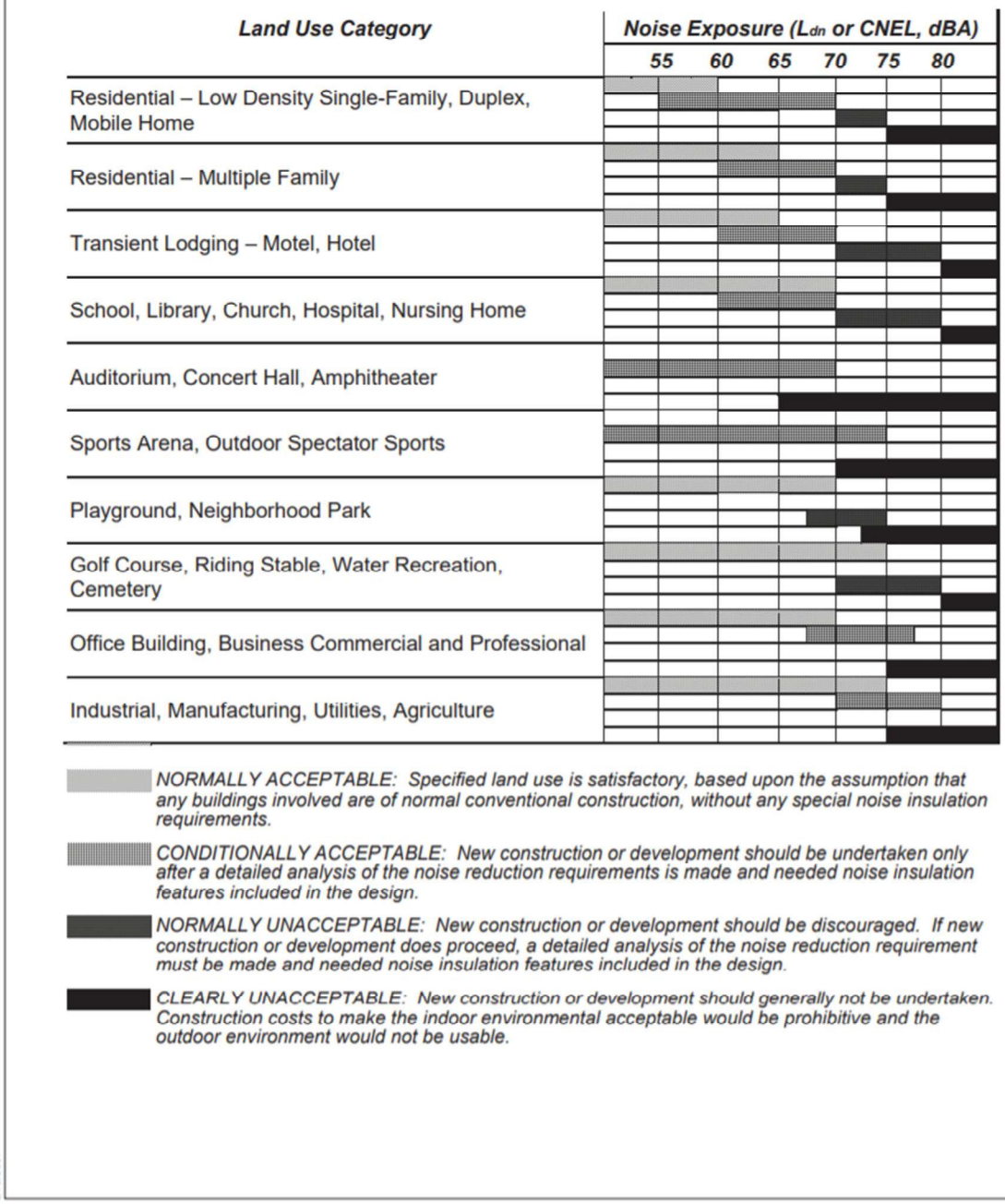
[11] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Table 7-5, p. 86.*

[12] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018, Table 6-1, p. 124. Infrequent events represent fewer than 30 vibration events per day.*

land uses as a function of community noise exposure, as presented in Figure 2 (on page 14). 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 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 provided 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 construction or renovation 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 $L_{eq(1hr)}$.



Source: State of California, General Plan Guidelines, Governor's Office of Planning and Research, 2003.

Figure 2. Guidelines for Noise Compatibility by Land Use

2.3.4 Local

UCLA is part of the University of California, a constitutionally created entity of the State of California. As a constitutional entity, the University of California is not subject to municipal regulations, such as the County and City General Plans or ordinances. However, in the absence of established noise standards, UCLA may elect to utilize relevant standards established by other agencies for purposes of analysis. Based on the location of the Project within an unincorporated area of the County of Los Angeles, the County's General Plan and Noise Ordinance are summarized below, and while not required, the County's noise thresholds have been selected for use in the analysis below.

2.3.4.1 Los Angeles County General Plan

The County Board of Supervisors (Board) adopted the Los Angeles County General Plan 2035 (County General Plan) on October 6, 2015 and subsequently updated certain components and elements of the General Plan. The County General Plan directs future growth and development in the County's unincorporated areas and establishes goals, policies, and objectives that pertain to the entire County. The County General Plan includes a Noise Element that addresses land use compatibility as it relates to noise levels, noise abatement to achieve acceptable noise levels as defined by the County's Exterior Noise Standards, and cumulative noise impacts. The noise guidelines used by the County are based on the community noise compatibility guidelines established by the State of California, described above. Specific regulations that implement these guidelines are set forth in the Los Angeles County Code (County Code), discussed below. Relevant policies in the Noise Element focus on minimizing transportation-related noise and promoting public awareness of noise effects.

2.3.4.2 County of Los Angeles Noise Control Ordinance

The Noise Control Ordinance of the County of Los Angeles (County Noise Ordinance Section 12.08.010, *et seq.*, of the County Code) identifies exterior noise standards for any source of sound, as well as specific exemptions for exterior noise sources. The primary components of the County Noise Ordinance are described below.

The County Noise Ordinance provides maximum exterior noise level standards for four general noise zones and establishes maximum exterior noise levels for each zone. These noise zones are:

1. Noise-Sensitive Areas—Noise-sensitive zones are designated by the County Health Officer.
2. Residential Properties—This category includes all types of residential developments and properties subject to residential zoning.

3. Commercial Properties—This category includes all types of commercial developments and also includes properties subject to commercial zoning classifications.
4. Industrial Properties—This category includes all properties developed with manufacturing uses and also includes properties subject to industrial zoning.

With regard to maximum exterior noise levels, for each of these zones, the County Noise Ordinance states that exterior operational noise levels caused by Project-related on-site fixed sources (i.e., point noise sources) shall not exceed the levels identified in Table 3 (on page 18), or the ambient noise level, whichever is greater, when the ambient noise level is determined without the noise source operating.[13] These standards are based on the duration of the noise. Thus, the louder the noise, the shorter the duration that such noise can last. To define these specific durations of noise, the noise metrics used include L_{50}, L_{25}, $L_{8.3}$, $L_{1.7}$, and L_0 (L_0 represents the maximum noise level, which can also be described as L_{max}). As described above, these metrics are based upon a 1-hour timeframe and indicate exceedances of 50, 25, 8.3, and 1.7 percent of the time, plus the maximum sound level during that time period.

The County Noise Ordinance also identifies specific restrictions regarding construction noise. Pursuant to the County Noise Ordinance, the operation of equipment used in exterior construction, drilling, repair, alteration or demolition work is prohibited between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, and anytime on Sundays or legal holidays if such noise would create a noise disturbance across a residential or commercial real-property line.[14] The County Noise Ordinance further states the contractor must conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in

Table 4 (on page 19). All mobile and stationary internal-combustion-powered equipment and machinery are also required to be equipped with suitable exhaust and air-intake silencers in proper working order.

The County Noise Ordinance Section 12.08.130 provides an exemption from the noise standard for emergency machinery, vehicle or alarm. "Emergency machinery, vehicle or alarm" means any machinery, vehicle or alarm used, employed, performed or operated in an effort to protect,

[13] *Ambient noise level is the existing background noise level at the time of measurement or prediction.*

[14] *County of Los Angeles Ordinance No. 11743, codified in Los Angeles County Code Section 12.08.440. Noise disturbance is defined in Los Angeles County Code Section 12.08.230 as "an alleged intrusive noise which violates an applicable noise standard as set forth in this chapter." The County Health Officer has the authority to define and determine the extent of a noise disturbance on a case-by-case basis.*

provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

The County Code also provides exemptions from the construction standards set forth under Chapter 12.12 of the County Code. Specifically, Section 12.12.050 of the County Code provides an exemption for construction work performed with the County Engineer's permission if the County Engineer can make the finding that: (1) the work proposed to be done is effected with a public interest; (2) that hardship, injustice or unreasonable delay would result from the interruption of construction activities; or (3) that the building or structure involved is devoted or intended to be devoted to a use immediately incident to public defense. In addition, Section 12.12.060 of the County Code exempts construction work by public utilities that are subject to the jurisdiction of the Public Utilities Commission where such work is necessary for the preservation of life or property, and where such necessity makes it necessary to construct, repair or excavate during prohibited hours.

Table 3. County of Los Angeles Exterior Standards

Noise Zone	Designated Noise Zone Land Use (Receptor Property)	Time Interval	Exterior Noise Levels,[a] dBA
I	Noise-Sensitive Area[b]	Anytime	45
II	Residential Properties	10:00 P.M. to 7:00 A.M. 7:00 A.M. to 10:00 P.M.	45 50
III	Commercial Properties	10:00 P.M. to 7:00 A.M. 7:00 A.M. to 10:00 P.M.	55 60
IV	Industrial Properties	Anytime	70

[a] *This Table is used by the County to develop noise standards based on the duration of the noise source. These standards are described below.*
Standard No. 1 *shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level; or, if the ambient L_{50} exceeds the forgoing level, then the ambient L_{50} becomes the exterior noise level for Standard No. 1.*
Standard No. 2 *shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from Standard No. 1 plus 5 dBA; or, if the ambient L_{25} exceeds the forgoing level, then the ambient L_{25} becomes the exterior noise level for Standard No. 2*
Standard No. 3 *shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Standard No. 1 plus 10 dBA; or, if the ambient $LB_{8.3}$ exceeds the forgoing level, then the ambient $L_{8.3}$ becomes the exterior noise level for Standard No. 3.*
Standard No. 4 *shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from Standard No. 1 plus 15 dBA, or, if the ambient $L_{1.7}$ exceeds the forgoing level, then the ambient $L_{1.7}$ becomes the exterior noise level for Standard No. 4.*
Standard No. 5 *shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from Standard No. 1 plus 20 dBA; or, if the ambient L_0 exceeds the forgoing level, then the ambient L_0 becomes the exterior noise level for Standard No. 5.*

[b] *Not defined in the County Noise ordinance. To be designated by the County Health Officer.*

Source: County of Los Angeles Ordinance No. 11743, §12.08.390

Section 12.08.560 of the County Noise Ordinance establishes maximum vibration thresholds during construction activities. Specifically, the operation of any device that creates vibration above the vibration perception threshold (motion velocity of 0.01 inch per second over the range of 1 to 100 hertz) of an individual at or beyond the property boundary of the source if on private property, or at 150 feet from the source if on a public space or public right-of-way is prohibited.

Table 4. County of Los Angeles Construction Noise Limits

	Noise Limits, dBA (L_{eq})		
	Single-Family Residential	**Multi-Family Residential**	**Commercial[a]**
Residential Structures			
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment			
Daily, except Sundays and legal holidays, 7:00 A.M. to 8:00 P.M.	75	80	85
Daily, 8:00 P.M. to 7:00 A.M. and all day Sunday and legal holidays	60	64	70
Stationary Equipment: Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment			
Daily, except Sundays and legal holidays, 7:00 A.M. to 8:00 P.M.	60	65	70
Daily, 8:00 P.M. to 7:00 A.M. and all day Sunday and legal holidays	50	55	60
	All Structures		
Business Structures			
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment			
Daily, including Sundays and legal holidays, all hours	85		

[a] *Refers to residential structures within a commercial area. This standard does not apply to commercial structures.*

Source: County of Los Angeles Ordinance No. 11743, §12.08.440

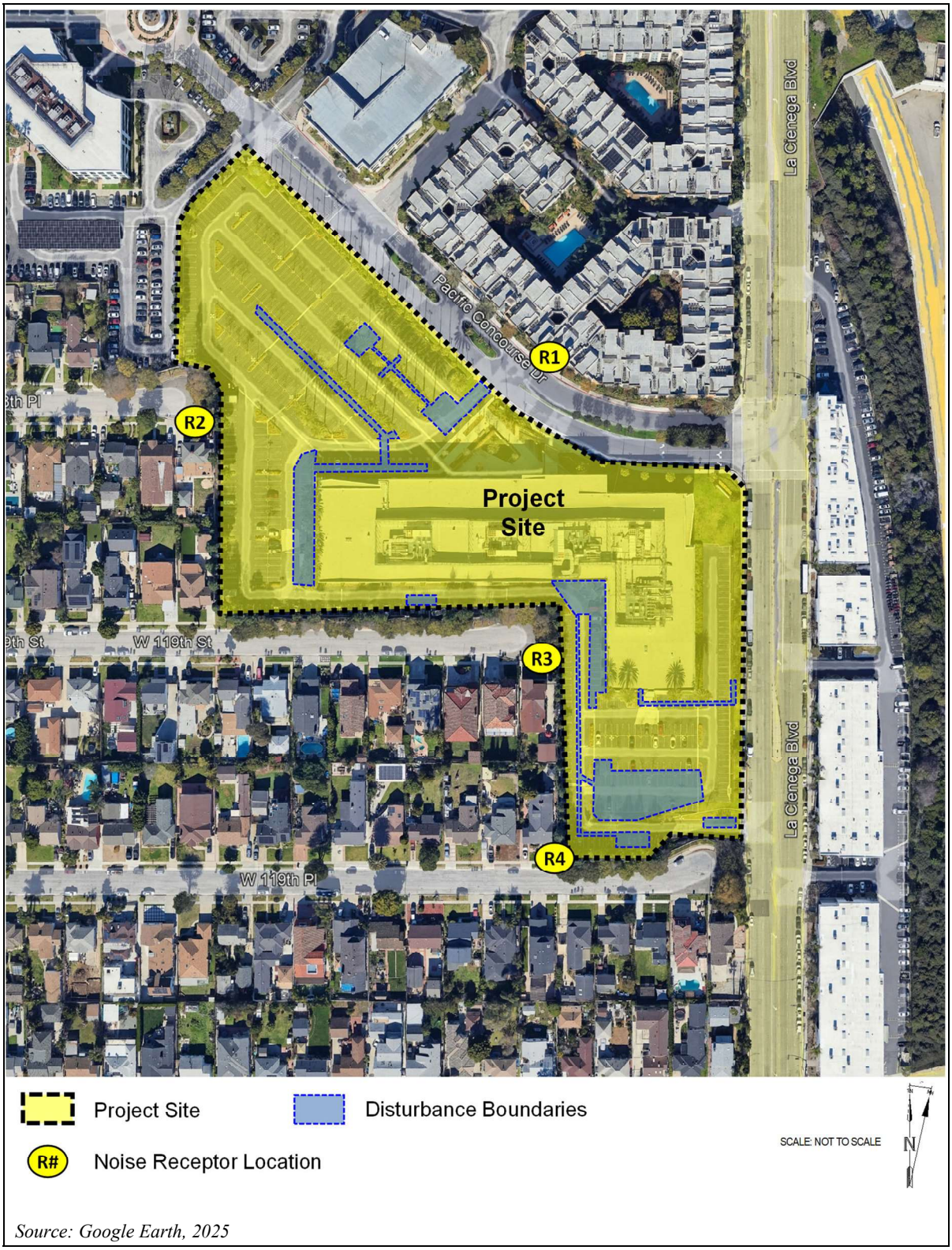
2.4 Existing Conditions

The predominant source of noise in the vicinity of the Project Site is vehicular traffic on adjacent roadways, particularly along La Cienega Boulevard, which has a high volume of traffic. Other ambient noise sources in the vicinity of the Project Site include aircraft flyovers (the Project Site is less than one mile from the Los Angeles International Airport); commercial activities; and other miscellaneous noise sources associated with typical urban activities such as human voices, and emergency vehicle sirens.

2.4.1.1 Noise-Sensitive Receptors

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically engaged in at those land uses. The County's Noise Element defines noise-sensitive land uses as residences, hospitals, schools, childcare facilities, and places of assembly, which are especially vulnerable to excessive noises generated by airports, rail, freeways and primary arterials, heavy industry and warehousing facilities.

Based on a review of the land uses in the vicinity of the Project Site, four noise receptor locations were selected to represent existing noise-sensitive uses within 500 feet of the Project Site (receptor locations R1 through R4). These locations represent areas with land uses that could qualify as noise-sensitive uses according to the definition above. As discussed below, noise measurements were conducted at the four off-site locations to establish baseline noise conditions in the vicinity of the Project Site. In addition, the measurement locations provide an adequate basis to evaluate potential noise impacts at other sensitive receptors located beyond the measurement location in the same direction from the Project Site. The locations of the four off-site noise-sensitive receptor locations are shown on Figure 3 (on page 21) and described in Table 5 (on page 23).



Source: Google Earth, 2025

Figure 3. Noise Measurement Locations

2.4.1.2 Ambient Noise Levels

The baseline noise monitoring program was conducted on July 10, 2025, using a NTI Audio Model XL2 Integrating/Logging Sound Level Meters.[15] Two 15-minute measurements were conducted at each of the receptor locations during daytime and nighttime hours. The daytime ambient noise levels were measured between 10:00 A.M. and 12:00 P.M., and the nighttime ambient noise levels were measured between 10:00 P.M. and 12:00 A.M. The results of the ambient sound measurements are summarized in Table 5 (on page 23). Based on field observations, the current ambient noise at the measurement locations is dominated by local traffic and, to a lesser extent, aircraft flyovers and other typical urban noises. As indicated in Table 5, the existing daytime ambient noise levels at the off-site noise receptor locations ranged from 49.4 dBA (L_{eq}) at receptor location R2 to 56.7 dBA (L_{eq}) at receptor location R1. The measured nighttime ambient noise levels ranged from 50.1 dBA (L_{eq}) at receptor location R3 to 55.4 dBA (L_{eq}) at receptor location R1. Thus, the existing ambient noise levels at all off-site locations are above the County's presumed daytime and nighttime ambient noise levels of 50 dBA (L_{eq}) and 45 dBA (L_{eq}), respectively, for residential uses. Therefore, the measured existing ambient noise levels are used as the baseline conditions for the purposes of determining the Project's potential noise impacts.

[15] *The sound level meter meets the minimum industry standard performance requirements for "Type 1." The sound meter was calibrated prior to the measurements and operated according to the manufacturer's written specifications.*

Table 5. Existing Ambient Noise Levels

Receptor Location	Approximate Distance to Project Site	Measured Ambient Noise Levels, dBA L_{eq}	
		Daytime Hours (7 A.M. to 10 P.M.)	Nighttime Hours (10 P.M. to 7 A.M.)
R1 – Multi-family residential use on the north side of Pacific Concourse Drive, north of the Project Site	70 Feet [a]	56.7	55.4
R2 – Single-family residential use located at the cul-de-sac of W 118th Place, west of the Project Site	Adjacent to the Project Site	49.4	50.7[b]
R3 – Single-family residential use located at the cul-de-sac of W 119th Street, west of the Project Site	Adjacent to the Project Site	50.7	50.1
R4 – Single-family residential use located at the cul-de-sac of W 119th Place, west of the Project Site	Adjacent to the Project Site	56.5	52.7

[a] *Distances are estimated based on Google Earth map and are referenced to the Project nearest boundary.*
[b] *Nighttime ambient noise at receptor location R2 was influenced by nearby residential mechanical equipment in operation at the time ambient measurements were taken.*
Source: AES, 2025; Detail measurements data are provided in Appendix A.

2.4.1.3 Existing Ground-Borne Vibration Levels

Based on field observations, the primary source of existing ground-borne 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." Trucks and buses typically generate ground-borne vibration velocity levels of around 63 VdB (at 50 feet distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road. Per the FTA, 75 VdB is the dividing line between barely perceptible (with regards to ground vibration) and distinctly perceptible.[16] Therefore, existing ground vibration in the vicinity of the Project Site is assumed to be generally below the perceptible level. However, ground vibration associated with heavy trucks traveling on road surfaces with irregularities, such as speed bumps and potholes, could reach the perceptible threshold.

[16] *FTA, "Transit Noise and Vibration Impact Assessment," Table 5-5, September 2018.*

3 PROJECT IMPACT ANALYSIS

3.1 Thresholds of Significance

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

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.

3.1.1 Construction Noise

UCLA is not subject to municipal regulations, such as the County and City General Plans or ordinances. However, in the absence of established noise standards, UCLA may elect to utilize relevant standards established by other agencies for purposes of analysis. Based on the location of the Project within an unincorporated area of the County of Los Angeles, for purposes of this analysis, a significant construction noise impact could occur if off-site sensitive receptors would be subjected to Project-related construction noise levels in excess of the County's Noise Ordinance standards.

- For mobile source equipment, including intermittent and short-term use (less than 10 days), the significance thresholds are 75 dBA for single-family residences and 80 dBA for multi-family residences between the hours of 7:00 A.M. to 8:00 P.M., every day, except Sundays and legal holidays. At all other times, the construction noise thresholds for these uses are 60 dBA for single-family residences and 64 dBA for multi-family residences.

- For stationary source equipment, including repetitively scheduled and relatively long-term operation (10 days or more), the thresholds are 60 dBA for single-family residences and 65 dBA for multi-family residences between the hours of 7:00 A.M. to 8:00 P.M. every day, except Sundays and legal holidays. At all other times, the construction noise thresholds for these uses are 50 dBA for single-family residences and 55 dBA for multi-family residences.

3.1.2 Operational Noise

In the context of the above questions from Appendix G of the CEQA Guidelines, the thresholds of significance for the Project's on-site (stationary) and off-site (mobile) operational noise sources are based on the County's Noise Ordinance (i.e., not to exceed the ambient). Therefore, potential operational noise impacts would be considered significant if:

- The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see Figure 2. Guidelines for Noise Compatibility by Land Use for a description of these categories); or

- The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA in CNEL or greater and remain within the "normally acceptable" or "conditionally acceptable" category: or

- Project-related on-site and off-site operational noise sources, such as outdoor building mechanical, loading docks and trash compactors, or off-site roadway traffic, exceed the ambient noise level (hourly L_{eq}) at noise-sensitive uses.[17]

3.1.3 Construction Vibration

UCLA does not have an adopted significance threshold to assess vibration impacts with respect to building damage during construction. Thus, based on FTA guidance, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if any of the following future events were to occur:[18]

- Project construction activities cause ground-borne vibration levels to exceed the following building damage thresholds for identified structures:
  - Building extremely susceptible to vibration damage: 0.12 PPV
  - Non-engineered timber and masonry buildings: 0.20 PPV
  - Engineered concrete and masonry (no plaster): 0.3 PPV
  - Reinforced-concrete, steel or timber (no plaster): 0.5 PPV

With respect to human annoyance, the County has a vibration limit of 0.01 inch/second, which is equal to 80 VdB and consistent with the FTA vibration limit for

[17] *This hourly threshold is used to address impacts especially during nighttime hours when surrounding uses are more sensitive to noise.*

[18] *The FTA vibration criteria for building damage are consistent with Caltrans vibration criteria.*

residential uses. Therefore, construction vibration impacts associated with human annoyance would be significant if the following were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 80 VdB at the off-site sensitive uses.

3.2 Methodology

3.2.1 On-Site Construction Activities

Noise impacts due to on-site construction activities associated with the Project were evaluated by estimating the construction-related noise levels at representative sensitive receptor locations and comparing these to the existing ambient noise levels (i.e., noise levels without construction noise from the Project). Construction noise associated with the Project was calculated 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)."[19] These 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 a typical construction site often operates under less than full power conditions, or partial power. To more accurately characterize construction-period noise levels, the average (Hourly L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage.[20] These noise levels are typically associated with multiple pieces of equipment operating simultaneously. The on-site construction-related noise levels assume distribution of all construction equipment throughout the limits of disturbance within the project site. The on-site construction noise levels were then calculated using the SoundPLAN (version 9.1) computer noise prediction model.[21] SoundPLAN is widely used by acoustical engineers as a noise modeling tool for environmental noise analysis. The ambient noise levels at surrounding sensitive receptor locations were based on field measurement data (see Table 5 on page 23).

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[19] *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 a USEPA report referenced in other agency publications dating to 1971.*

[20] *Pursuant to the FHWA Roadway Construction Noise Model User's Guide, 2006, page 7, the usage factor is the percentage of time during a construction noise operation that a piece of construction is operating at full power.*

[21] *SoundPLAN GmbH, SoundPLAN version 9.1, 2025.*

3.2.2 Off-Site Construction Haul Trucks

Off-site construction noise impacts from haul trucks associated with the Project were analyzed using construction-related off-site truck volumes obtained from construction data prepared for the Project, provided by UCLA's Construction Management Services.

3.2.3 On-Site Stationary Noise Sources (Operation)

The Project's potential on-site stationary point-source noise impacts were evaluated by: (1) identifying the noise levels that would be generated by the Project's stationary noise sources, such as rooftop mechanical equipment, loading area, trash compactors, and emergency generators; (2) calculating the noise level from each noise source at the identified surrounding representative sensitive-receptor property line locations; and (3) comparing such noise levels to the measured ambient noise levels to determine significance. The on-site stationary noise sources were calculated using SoundPLAN computer noise prediction model.

3.2.4 Off-Site Roadway Noise (Operation)

Off-site roadway noise during Project operation was analyzed using the SoundPLAN computer noise prediction model (based on FHWA's TNM emission levels) and traffic data from the Project's Vehicle Miles Traveled (VMT) Study.[22] Roadway noise levels were calculated at the sensitive receptor locations based on the estimated Project-generated traffic volumes, conservatively assuming that 100% of Project traffic would utilize Pacific Concourse Drive to La Cienega Boulevard with 100% going north and south on La Cienega. Roadway noise was calculated and compared to ambient noise levels to determine Project-related noise impacts for operational off-site roadway noise.

3.2.5 Construction Vibration

Ground-borne 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 identified representative sensitive-receptor locations, and comparing the Project's vibration levels at those locations to the applicable vibration significance criteria, as described above. Vibration levels were calculated based on the FTA published standard vibration velocities for various construction equipment operations. The vibration velocities were calculated based on a point source with standard distance propagation conditions, pursuant to FTA procedures. Construction of the Project would not use impact pile driving methods and as such, impact pile driving vibration is not included in this construction vibration analysis.[23]

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[22] *Fehr & Peers, 5210 Pacific Concourse Drive, Project Trip Generation Estimates, September 19, 2025.*

[23] *FTA, "Transit Noise and Vibration Impact Assessment," Table 7-4, September 2018.*

3.2.6 Operational Vibration

The primary source of vibration related to the operation of the Project would include vehicle circulation within the existing surface parking areas and off-site vehicular trips. However, as discussed above, vehicle-induced vibration is generally not perceptible by people. The Project would also include typical commercial-grade stationary mechanical equipment, such as air-handling units (mounted at grade or roof level), that would include appropriate vibration-attenuation mounts to reduce vibration transmission. The Project does not include land uses that would generate high levels of vibration. In addition, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. Therefore, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project Site, and, as such, vibration impacts associated with operation of the Project are concluded to be less than significant. No further analysis of operational vibration is provided herein.

3.3 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?

3.3.1 Construction Noise

Project construction is anticipated to commence in mid 2026 and be completed in 2028. Construction of the Project would commence with the demolition of portions of the existing surface parking lots, followed by limited grading and utility trenching, construction of interior tenant improvements and limited exterior equipment pads/enclosures, and paving. While not required to comply with County requirements, construction activities would generally occur Monday through Friday from 7:00 A.M. to 7:00 P.M. and Saturday from 8:00 A.M. to 6:00 P.M., consistent with the County Noise Ordinance. Construction delivery/haul trucks would travel on approved truck routes between the Project Site and the I-105 and/or the I-405 Freeways. Trucks leaving the Project Site are anticipated to exit on Pacific Concourse Drive, heading east to La Cienega Boulevard, north to Imperial Highway, and then to the regional transportation facilities.

3.3.1.1 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 limited demolition, construction (mostly interior plus exterior equipment

installation), trenching/grading, and paving. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. In addition, certain Project construction phases would have the potential to overlap. Therefore, overlapping construction noise activities were evaluated to determine the full extent of potential impacts.

Individual pieces of construction equipment that would typically be used for construction produce maximum noise levels of 74 dBA to 90 dBA at a reference distance of 50 feet from the construction equipment, as shown in Table 6 (on page 30). The construction equipment noise levels produced at the 50-foot distance (Reference Maximum Noise Levels at 50 Feet) shown in Table 6 are taken from the FHWA Roadway Construction Noise Model User's Guide (RCNM, 2006), which is a technical report containing actual measured noise data for construction equipment.[24] These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine operating at maximum speed). However, equipment used on construction sites often operates under less than full power conditions, or partial power. To characterize construction-period noise levels more accurately, the average (Hourly L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage.[25] These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

[24] *FHWA, Roadway Construction Noise Model User's Guide, 2006.*

[25] *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.*

Table 6. Construction Equipment Noise Emission Reference Levels and Usage Factors

Type of Equipment	Acoustical Usage Factor (%)	Reference Maximum Noise Levels at 50 Feet,[a] L_{max} (dBA)
Air Compressor	40	78
Aerial Lift	10	75
Backhoe	40	78
Cement and Mortar Mixers	50	85
Concrete Mixer Truck	40	79
Concrete Saw	20	90
Crane (mobile)	16	81
Delivery Truck	40	74
Dump/Haul Truck	40	76
Forklift	20	75
Jackhammer	20	80
Paving Equipment	50	77
Pump	50	81
Rollers	20	80
Rubber Tired Loader	40	79
Tractors/Loader/Backhoe	40	84
Water Truck	10	82
Welders	40	74

[a] *Construction equipment noise levels are based on the FHWA RCNM.*
Source: FHWA Roadway Construction Noise Model User's Guide, Table 1, 2006

Table 7 (on page 32) provides the estimated construction noise levels for the Project's construction phases, including potential overlapping construction activities, at the four off-site noise-sensitive receptor locations. As indicated in Table 7, the estimated noise levels during all stages of Project construction, including overlapping construction, would be below the significance threshold at all off-site receptor locations. No additional noise mitigation measures are required. However, in accordance with previously adopted LRDP MM 4.9-7, which would be incorporated into the proposed Project (with minor modifications to reflect site conditions), solid temporary noise barriers would be constructed to reduce the construction-related noise levels at the nearest receptors.

Noise attenuation would also be provided with the Project's incorporation of LRDP PP 4.9-7(b), which requires the muffling or shielding of equipment; and LRDP PP 4.9-7(c), which requires that stationary construction equipment material and vehicle staging be placed away from sensitive receptors. Nonetheless, even with the required noise attenuation measures, construction activities would be heard at neighboring residences above the existing noise levels and would create temporary annoyance. The Project also incorporates LRDP PP 4.9-8, which requires the campus to contact off-campus constituents to provide notice of construction

activities. With adherence to established construction hours and incorporation of LRPD PPs and MMs described above, the construction activities associated with the Project would not conflict with standards established to reduce construction-related noise and would be less than significant.

Table 7. On-Site Construction Noise Impacts by Construction Phase

Off-Site Receptor Location	Estimated Noise Levels by Construction Phase,[a] dBA (L_{eq})						Significance Criteria,[e] dBA (L_{eq})	Maximum Noise Exceedance Above the Criteria, dBA (L_{eq})	Significant Impact Without Mitigation?
	Demo.[a]	Building Construction[b]	Paving	Trenching	Building + Paving[dc]	Building + Trenching[d]			
R1	70.9	62.0	64.7	65.2	66.6	66.9	80.0	0.0	No
R2	65.8	56.7	59.4	62.1	61.3	63.2	75.0	0.0	No
R3	72.8	64.5	67.1	72.0	69.0	72.7	75.0	0.0	No
R4	70.5	61.9	64.6	64.7	66.5	66.5	75.0	0.0	No

[a] *Consists primarily of interior demolition and limited exterior site areas. The existing building would remain.*
[b] *Construction activities would primarily consist of interior improvements, with limited exterior equipment installation.*
[c] *Activities are anticipated to overlap for a total of four weeks.*
[d] *Activities are anticipated to overlap for a total of ten weeks.*
[e] *Significance criteria based on County of Los Angeles Noise Ordinance (Municipal Code Section 12.08.440) for mobile equipment noise at single-family residential (75 dBA) and multi-family residential (80 dBA).*

Source: AES, 2025, See Appendix B.

3.3.1.2 Off-Site Construction Noise

In addition to on-site construction noise sources, other noise sources may include materials delivery and haul trucks (collectively called 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. Accordingly, 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 the I-105 or I-405 Freeway via Pacific Concourse Drive, La Cienega Boulevard and Imperial Highway. There are no noise-sensitive use along the Imperial Highway roadway segment.

Table 8 (below) provides the estimated number of construction-related truck trips for the various stages of construction. As shown, the peak period (i.e., in terms of daily truck trips) of construction with the highest number of construction trucks would occur during the overlapping building and paving stage, with up to 20 truck trips per day and an average of 3 truck trips per hour. While any single truck passing may be audible, it is expected that the noise from Project-related construction truck traffic would be indistinguishable from typical traffic along the construction haul routes. A doubling of traffic volumes is required to increase average traffic noise levels by 3 dBA, a change which is barely discernable to human hearing. The quantitative increase in hourly noise level associated with up to 20 truck trips per day would be negligible at sensitive uses adjacent to the roadways along the construction traffic route, including existing residential uses north of Pacific Concourse Drive and, thus, would be less than significant. No mitigation measures would be required for mobile (truck) noise during construction.

Table 8. Construction Truck Activity by Construction Phase

Construction Stage	Estimated Number of Construction Truck Trips per Day	Estimated Number of Construction Truck Trips per Hour[a]
Demolition	8	1
Building Construction	12	2
Trenching	2	1
Paving/Landscape	8	1
Building + Trenching	14	2
Building + Paving	20	3

[a] *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.*

3.3.2 Operational Noise

This section provides a discussion of potential operational noise impacts at nearby noise-sensitive receptors. Specific operational noise sources addressed herein are: (a) on-site stationary noise sources, including outdoor-mounted mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment), loading areas, trash compactors, and emergency generators; and (b) off-site mobile (roadway traffic) noise sources.

3.3.2.1 Mechanical Equipment

As part of the Project, new building mechanical equipment (e.g., air ventilation equipment) would be located at the building roof level and at the ground level. Although operation of this equipment would generate noise, Project-related outdoor mechanical equipment would be sited and designed so as not to increase the existing ambient noise levels. In addition, as provided in PP 4.9-6(a), all outdoor mechanical equipment would be shielded from off-site noise-sensitive receptors. Table 9 (below) presents the estimated on-site mechanical equipment noise levels at the off-site receptor locations with the required shielding. As shown in Table 9, the estimated noise levels from the mechanical equipment would range from 48.3 dBA (L_{eq}) at receptor location R2 to 56.1 dBA (L_{eq}) at receptor location R3. The estimated noise levels would be below the existing ambient noise levels at all off-site receptors, except for receptor R3, which would exceed the significance criteria by 6 dBA. Therefore, noise impacts from mechanical equipment would be significant, without mitigation measures. Implementation of Mitigation Measure NOI-1, which identifies the required sound attenuation for roof-mounted mechanical equipment, would reduce the Project's mechanical noise level at receptor location R3 by 6.7 dBA (from 56.1 dBA to 49.6 dBA). With installation of sound attenuation features for the mechanical equipment, the noise level at receptor location R3 would be reduced to below the significance threshold, and all receptors would experience a noise reduction.

Table 9. Mechanical Equipment Noise Levels

Receptor Location	Estimated Noise from Project Mechanical Equipment, dBA (L_{eq})	Significance Criteria[a] dBA (L_{eq})	Exceedance over Significance Criteria (Prior to Mitigation)	Estimated Noise from Project Mechanical Equipment with Mitigation, dBA (L_{eq})	Significant Impact with Mitigation?
R1	53.1	55.4	0.0	45.3	No
R2	48.3	49.4	0.0	46.1	No
R3	**56.1**	50.1	6.0	49.4	No
R4	50.6	52.7	0.0	44.5	No

[a] *Significance Criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower.*
Source: AES, 2025, See Appendix C.

3.3.2.2 Loading Areas and Trash Compactors

Loading areas and trash compactors would be located at the ground level of the building and generally shielded to the off-site sensitive receptors. Noise sources associated with loading activities and waste management would include delivery/trash collection trucks and operation of the trash compactors. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery/trash collection trucks and trash compactors could generate noise levels of approximately 70 dBA (L_{eq}) and 66 dBA (L_{eq}), respectively, at a distance of 50 feet.[26] Table 10 (below) presents the estimated noise levels at the off-site sensitive receptors resulting from these activities. As indicated in Table 10, the estimated noise levels from the loading areas and trash compactors would range from 29.4 dBA (L_{eq}) at receptor location R2 to 48.7 dBA (L_{eq}) at receptor location R3. These estimated noise levels would be below the significance criteria at all off-site receptor locations. Therefore, noise impacts from loading and trash compactor operations would be less than significant.

Table 10. Loading Areas and Trash Compactors Noise Levels

Receptor Location	Estimated Noise from Project Loading and Trash Compactors, dBA (L_{eq})	Significance Criteria[a] dBA (L_{eq})	Exceedance over Significance Criteria	Significant Impact?
R1	31.4	56.7	0.0	No
R2	29.4	49.4	0.0	No
R3	48.7	50.7	0.0	No
R4	45.1	56.5	0.0	No

Notes:
[a] *Significance Criteria are equivalent to the measured daytime ambient noise levels since it is assumed that loading and trash compactors would operate during the daytime hours.*
Source: AES, 2025, See Appendix C.

3.3.2.3 Emergency Generators

The Project includes four emergency generators located at the south portion of the Project Site, which would be shielded to the off-site sensitive receptors by an approximately 12-foot high enclosure. The emergency generators will be provided with a Quiet Site II Second Stage sound enclosure to minimize noise levels.[27] By their nature, emergency generators are only operated during a major loss of power in order to keep critical equipment and buildings systems running.

[26] *RK Engineering Group, Inc., Wal-Mart/Sam's Club Reference Noise Level Study, 2003.*

[27] *Cummins Diesel Generator Set, 450 kW-500 kW Standby with Quiet Site II Second Stage sound enclosure, 73 dBA at 7 meters. This noise level conservatively does not take into consideration the noise reduction that can be attributed to the short-term nature of the emergency generator testing (estimated to be approximately 15 minutes).*

However, periodic testing of the emergency generators would be required and is expected to occur during the daytime hours, proceeding with one generator at a time. Table 11 (below) presents the estimated noise levels at the off-site sensitive receptors resulting from the periodic testing of the emergency generators. As indicated in Table 11, the estimated noise levels from periodic testing would range from 29.9 dBA (L_{eq}) at receptor location R1 to 50.6 dBA (L_{eq}) at receptor location R4. These estimated noise levels would be below the significance criteria at all off-site receptor locations. Therefore, noise impacts from periodic testing of the emergency generators would be less than significant.

Table 11. Emergency Generators Noise Levels

Receptor Location	Estimated Noise from Project Emergency Generators Testing, dBA (L_{eq})	Significance Criteria[a] dBA (L_{eq})	Exceed over Significance Criteria	Significant Impact?
R1	29.9	56.7	0.0	No
R2	32.2	49.4	0.0	No
R3	47.9	50.7	0.0	No
R4	50.6	56.5	0.0	No

Notes:
[a] *Significance Criteria are equivalent to the measured daytime ambient noise levels since it is assumed that loading and trash compactors would operate during the daytime hours.*
Source: AES, 2025, See Appendix C.

3.3.2.4 Off-Site Mobile Noise Sources

The off-site roadway noise levels were calculated using the traffic data prepared for the Project. The Project is expected to generate a net increase of 2,048 daily vehicle trips.[28] Table 12 (on page 37) presents the estimated noise levels associated with the Project's off-site traffic (traveling along Pacific Concourse Drive and La Cienega Boulevard). As shown on Table 12, the estimated noise levels from off-site traffic range from 28.5 dBA (L_{eq}) at receptor R2 to 55.3 dBA (L_{eq}) at receptor location R1, which would be below the existing ambient noise levels and below the significance criteria. Therefore, noise impacts from off-site traffic would be less than significant.

[28] *Fehr & Peers, 5210 Pacific Concourse Drive, Project Trip Generation Estimates, September 19, 2025. The noise analysis conservatively assumed a maximum net increase of 2,190 daily vehicle trips.*

Table 12. Off-Site Traffic Noise Levels

Receptor Location	Estimated Noise from Project Traffic, dBA (L_{eq})	Significance Criteria[a] dBA (L_{eq})	Exceed over Significance Criteria	Significant Impact?
R1	55.3	56.7	0.0	No
R2	28.5	49.4	0.0	No
R3	31.5	50.7	0.0	No
R4	36.7	56.5	0.0	No

Notes:
[a] *Significance Criteria are equivalent to the measured daytime ambient noise levels, whichever is lower. It is assumed that loading and trash compactors would operate during the daytime hours.*
Source: AES, 2025, See Appendix C.

3.3.2.5 Composite Noise Impacts from Project Operations

In addition to considering the Project's potential noise impacts to neighboring noise-sensitive receptors from each specific on-site and off-site noise source (e.g., mechanical equipment, loading areas/trash compactors, emergency generators, and off-site traffic), an evaluation of potential composite noise level increases (i.e., noise levels from all on-site noise sources combined) at the analyzed sensitive receptor locations was also performed. This evaluation of composite noise levels from all Project-related noise sources, evaluated using the CNEL noise metric, was conducted to determine the total contributions at the noise-sensitive receptor locations.

Table 13 (on page 38) presents the estimated composite noise levels in terms of CNEL at the four off-site sensitive receptor locations resulting from Project-related noise sources. As indicated in Table 13, the Project would result in an increase in composite noise levels ranging from 2.6 dBA at receptor location R4 to 8.6 dBA at receptor location R3. The composite noise level from Project operation at three of the four receptor locations would be below the 5-dBA significance criterion, as the ambient plus Project composite noise level falls within the conditionally acceptable (55 to 70 CNEL) range for residential land use categories. The estimated composite noise levels at receptor location R3 would exceed the significance criterion by 3.6 dBA CNEL. However, implementation of Mitigation Measure NOI-1 would reduce this impact to a less than significant level, as indicated in Table 14 (on page 39). Specifically, with additional sound attenuation for roof-mounted mechanical equipment, the estimated noise level increase at receptor location R3 would be reduced from 8.6 to 4.0 dBA, which would reduce the noise impact to a less than significant level. All nearby receptors would experience a reduction in composite noise levels with implementation of Mitigation Measure NOI-1.

Table 13. Composite Noise Impacts Prior to Mitigation

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[a] (CNEL (dBA))	Significant Impact?
		Traffic	Mechanical	Loading& Trash Compactors	Emergency Generators					
R1	60.4	58.0	59.8	28.6	22.2	62.0	64.3	3.9	65.4	No
R2	55.2	31.5	55.0	26.6	24.5	55.0	58.1	2.9	60.2	No
R3	54.9	35.5	62.8	45.9	40.1	62.9	63.5	8.6	59.9	**Yes**
R4	58.4	41.8	57.3	42.3	42.8	57.7	61.1	2.7	63.4	No

[a] *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 County of Los Angeles Noise Element. If the estimated noise levels exceed those significance thresholds, a potentially significant noise impact is identified.*

Source: AES, 2025. See Appendix C.

Table 14. Composite Noise Impacts With Mitigation

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[b] (CNEL (dBA))	Significant Impact with Mitigation Measure?
		Traffic	Mechanical[a]	Loading & Trash Compactors	Emergency Generators					
R1	60.4	58.0	51.6	28.6	22.2	58.9	62.7	2.3	65.4	No
R2	55.2	31.5	52.8	26.6	24.5	52.8	57.2	2.0	60.2	No
R3	54.9	35.5	56.3	45.9	40.1	56.8	58.9	4.0	59.9	No
R4	58.4	41.8	51.3	42.3	42.8	52.7	59.4	1.0	63.4	No

[a] *Noise levels associated with mechanical equipment reflect noise attenuation per Mitigation Measure NOI-1.*

[b] *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 County of Los Angeles Noise Element. If the estimated noise levels exceed those significance thresholds, a potentially significant noise impact is identified.*

Source: AES, 2025. See Appendix C.

Threshold (b): Would the Project result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

3.3.3 Construction Vibration

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 results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibration at moderate levels. However, ground-borne vibrations from construction activities rarely reach levels that damage structures.

3.3.3.1 Building Damage Impacts from On-Site Construction

With regard to potential building damage, the Project would generate ground-borne vibration during demolition and trenching activities when heavy construction equipment, such as jackhammer and loaded trucks, would be used. FTA has published standard vibration velocities for various construction equipment operations. Table 15 (on page 41) provides the estimated ground vibration velocity levels (in terms of inch per second PPV) at the nearest off-site structures to the Project Site. The assessment of construction vibration for potential building damage due to on-site construction compares the estimated vibration levels generated during construction of the Project to the 0.2 PPV significance criterion for the nearest residential uses to the south and west, and to the 0.5 PPV significance criterion for the nearest multi-family residential building to the north and the industrial building to the east. As indicated in Table 15, the estimated vibration levels at the off-site buildings would be well below both the 0.2 and 0.5 PPV building damage significance criteria. Therefore, vibration impacts (pursuant to the significance criteria for building damage) from on-site construction activities would be less than significant.

Table 15. Construction Vibration Impacts – Building Damage

Receptor Location[a]	Estimated Vibration Velocity Levels at the Off-Site Buildings, PPV (inch/second)[b]			Significance Criteria, PPV (inch/ second)	Sig. Impacts?
	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Levels at 25 feet	0.076	0.035	0.003	—	—
Multi-Family Residential Building to the North	0.016	0.007	0.001	0.5[d]	No
Single-family Residential Building to the South	0.036	0.016	0.001	0.2[c]	No
Industrial Building to the East	0.014	0.007	0.001	0.5[d]	No
Single-family Residential Building to the South	0.040	0.018	0.002	0.2[c]	No

[a] *Represents nearby off-site structures located nearest to the Project Site to the north, south, east, and west.*
[b] *Vibration level calculated based on FTA reference vibration level at 25 foot distance.*
[c] *FTA criterion for non-engineered timber and masonry buildings (applicable for the existing residential buildings to the south and west).*
[d] *FTA criterion for reinforced-concrete, steel or timber buildings (applicable for the existing multi-family residential to the north and industrial building to the east).*
Source: FTA, 2018; AES, 2025

3.3.3.2 Human Annoyance Impacts from On-Site Construction

Table 16 (on page 42) 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 criteria for human annoyance. As indicated in Table 16, the estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at all off-site sensitive receptor locations. Therefore, on-site vibration impacts as related to human annoyance during construction of the Project would be less than significant.

Table 16. Construction Vibration Impacts – Human Annoyance

Receptor Location[a]	Estimated Vibration Velocity Levels at the Off-Site Buildings, VdB,[b]			Significance Criteria, VdB	Sig. Impacts?
	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Levels at 25 feet	86	79	58	—	—
R1	67	60	39	80	No
R2	66	59	38	80	No
R3	78	71	50	80	No
R4	77	70	49	80	No

[a] *Represents nearby off-site sensitive receptors*
[b] *Vibration level calculated based on FTA reference vibration level at 25 foot distance.*
Source: FTA, 2018; AES, 2025

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?

3.3.4 Airport Noise

The nearest airport is the Los Angeles International Airport (LAX) located less than one mile northwest of the Project Site. However, the Project Site is located outside of the 65 dBA CNEL LAX Noise Contour (i.e., lower airport noise exposure).[29] As such, the Project would not expose people to excessive airport-related noise levels, and impacts with respect to Threshold (c) would not occur. No further analysis is required.

[29] *LAWA, Los Angeles Internation Airport, 1Q25 Airport Noise Contour, May 07, 2025.*

4 PROJECT-SPECIFIC MITIGATION MEASURE

As analyzed above, even with implementation of the LRDP MMs, operation of the Project would have the potential to result in a significant noise impact at some of the off-site sensitive receptor locations from operation of exterior mechanical equipment, specifically the rooftop equipment. Thus, the Project will incorporate the following Project-specific measure to reduce the Project's operational-related noise impact. With incorporation of this mitigation, all noise impacts will be less than significant.

Mitigation Measure NOI-1: Roof-mounted mechanical equipment shall be provided with sound attenuation (e.g., sound attenuator, duct silencer) to reduce the noise levels at receptor R3, as follows:

- Roof-mounted exhaust fans: minimum 10 dBA noise reduction.
- Roof-mounted lab exhaust fans: minimum 15 dBA noise reduction.
- Roof-mounted chillers: minimum 10 dBA noise reduction.

5 REFERENCES

California Department of Transportation (Caltrans), *Technical Noise Supplement (TeNS),* September 2013.

California Governor's Office of Planning and Research, *State of California General Plan Guidelines,* 2017.

County of Los Angeles, *Municipal Code, Chapter 12.08 Noise Control*.

County of Los Angeles, *Los Angeles County General Plan 2035 (County General Plan),* October 6, 2015.

Cyril M. Harris, *Handbook of Acoustical Measurements and Noise Control,* Third Edition, 1991.

Federal Highway Administration (FHWA), *FHWA Roadway Construction Noise Model User's Guide*, January 2006.

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

5120 Pacific Concourse Drive Project
Noise Impact Analysis

Noise and Vibration Calculations Worksheets

Provided by Acoustical Engineering Services

Appendix A – Ambient Measurements

Appendix B – Construction Noise and Vibration Calculations

Appendix C – Operation Noise Calculations

Appendix A
Ambient Noise Measurements

XL2 Broadband Logging: 071025\2025-07-10_SLM_003_123_Log.txt
Receptor: R1
LEQ: 55.4
Start: 2025-07-10, 23:27:20
End: 2025-07-10, 23:42:20

Broadband LOG Results

Date	Time	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq
[YYYY-MM-DD]	[hh:mm:ss]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]
7/10/2025	23:27:21	0:14:59	53.5	23:29:51	53.5	23:32:21	65.6	23:34:51	56.7	23:37:21	53.1	23:39:51	53.1
7/10/2025	23:27:22	0:14:58	53.1	23:29:52	53	23:32:22	68	23:34:52	55.4	23:37:22	53.5	23:39:52	53.1
7/10/2025	23:27:23	0:14:57	53.2	23:29:53	53.1	23:32:23	63	23:34:53	55.4	23:37:23	53.5	23:39:53	53.1
7/10/2025	23:27:24	0:14:56	53.6	23:29:54	53.2	23:32:24	58.3	23:34:54	55.8	23:37:24	54.5	23:39:54	52.9
7/10/2025	23:27:25	0:14:55	53.9	23:29:55	53.5	23:32:25	55	23:34:55	56.5	23:37:25	54.2	23:39:55	53.7
7/10/2025	23:27:26	0:14:54	55.6	23:29:56	53.2	23:32:26	53.8	23:34:56	56.3	23:37:26	53.8	23:39:56	53.3
7/10/2025	23:27:27	0:14:53	56.4	23:29:57	53.3	23:32:27	53.7	23:34:57	56.5	23:37:27	55	23:39:57	53.4
7/10/2025	23:27:28	0:14:52	55.1	23:29:58	54	23:32:28	53.1	23:34:58	56.5	23:37:28	54.7	23:39:58	53.2
7/10/2025	23:27:29	0:14:51	53.9	23:29:59	54.6	23:32:29	53.2	23:34:59	56.5	23:37:29	55	23:39:59	52.7
7/10/2025	23:27:30	0:14:50	54	23:30:00	55.4	23:32:30	53.4	23:35:00	55.9	23:37:30	54.7	23:40:00	52.6
7/10/2025	23:27:31	0:14:49	53.4	23:30:01	56.9	23:32:31	54.6	23:35:01	56.1	23:37:31	55.1	23:40:01	52.9
7/10/2025	23:27:32	0:14:48	53.3	23:30:02	56.2	23:32:32	57	23:35:02	55.1	23:37:32	55.3	23:40:02	52.5
7/10/2025	23:27:33	0:14:47	53.1	23:30:03	54.8	23:32:33	58.3	23:35:03	54.3	23:37:33	56.5	23:40:03	52.9
7/10/2025	23:27:34	0:14:46	53.3	23:30:04	54.3	23:32:34	60.3	23:35:04	53.4	23:37:34	57.2	23:40:04	52.6
7/10/2025	23:27:35	0:14:45	53.4	23:30:05	55	23:32:35	59.5	23:35:05	53.5	23:37:35	57.6	23:40:05	52.8
7/10/2025	23:27:36	0:14:44	53.4	23:30:06	57.7	23:32:36	56.2	23:35:06	53	23:37:36	59.7	23:40:06	53.1
7/10/2025	23:27:37	0:14:43	53.5	23:30:07	58.3	23:32:37	55.1	23:35:07	53.1	23:37:37	59.5	23:40:07	52.6
7/10/2025	23:27:38	0:14:42	53.2	23:30:08	57.6	23:32:38	54.2	23:35:08	53.1	23:37:38	58	23:40:08	53.1
7/10/2025	23:27:39	0:14:41	53.1	23:30:09	56.2	23:32:39	54	23:35:09	53	23:37:39	61.3	23:40:09	54.2
7/10/2025	23:27:40	0:14:40	53	23:30:10	55.5	23:32:40	54.2	23:35:10	52.4	23:37:40	59.5	23:40:10	54.6
7/10/2025	23:27:41	0:14:39	52.8	23:30:11	56.3	23:32:41	55.3	23:35:11	52.1	23:37:41	58.1	23:40:11	56
7/10/2025	23:27:42	0:14:38	52.7	23:30:12	57	23:32:42	54.1	23:35:12	52.6	23:37:42	57.5	23:40:12	56.2
7/10/2025	23:27:43	0:14:37	52.5	23:30:13	58.7	23:32:43	54.1	23:35:13	52	23:37:43	56.3	23:40:13	56.5
7/10/2025	23:27:44	0:14:36	52.2	23:30:14	56.5	23:32:44	54.5	23:35:14	52	23:37:44	55.1	23:40:14	57.3
7/10/2025	23:27:45	0:14:35	52.6	23:30:15	54.7	23:32:45	53.7	23:35:15	52.5	23:37:45	54.5	23:40:15	57.7
7/10/2025	23:27:46	0:14:34	52.4	23:30:16	54.4	23:32:46	53.5	23:35:16	52.4	23:37:46	54.4	23:40:16	57.7
7/10/2025	23:27:47	0:14:33	52.3	23:30:17	54.1	23:32:47	52.8	23:35:17	52.3	23:37:47	54	23:40:17	57.1
7/10/2025	23:27:48	0:14:32	52.7	23:30:18	54	23:32:48	52.5	23:35:18	52.3	23:37:48	54.6	23:40:18	57
7/10/2025	23:27:49	0:14:31	52.3	23:30:19	54	23:32:49	53.2	23:35:19	51.9	23:37:49	54.2	23:40:19	58.3
7/10/2025	23:27:50	0:14:30	52.9	23:30:20	54.1	23:32:50	52.1	23:35:20	51.8	23:37:50	56.3	23:40:20	58.6
7/10/2025	23:27:51	0:14:29	53	23:30:21	53.5	23:32:51	52.3	23:35:21	52	23:37:51	53.9	23:40:21	57.9
7/10/2025	23:27:52	0:14:28	52.9	23:30:22	53.5	23:32:52	52.2	23:35:22	52.4	23:37:52	53.4	23:40:22	59
7/10/2025	23:27:53	0:14:27	53	23:30:23	53.4	23:32:53	52.2	23:35:23	52.4	23:37:53	53.9	23:40:23	59.5
7/10/2025	23:27:54	0:14:26	54	23:30:24	53.5	23:32:54	52.1	23:35:24	52.6	23:37:54	54.3	23:40:24	56.7
7/10/2025	23:27:55	0:14:25	54.5	23:30:25	53.9	23:32:55	52.1	23:35:25	53.1	23:37:55	57.6	23:40:25	58.3
7/10/2025	23:27:56	0:14:24	53.1	23:30:26	53.7	23:32:56	52.3	23:35:26	52.8	23:37:56	57.7	23:40:26	57.3
7/10/2025	23:27:57	0:14:23	53.7	23:30:27	53.8	23:32:57	52.6	23:35:27	53.1	23:37:57	57.1	23:40:27	59.4
7/10/2025	23:27:58	0:14:22	54.4	23:30:28	53.4	23:32:58	52.7	23:35:28	53.2	23:37:58	56.6	23:40:28	62.5
7/10/2025	23:27:59	0:14:21	54.4	23:30:29	53.8	23:32:59	52.4	23:35:29	53.2	23:37:59	57.4	23:40:29	61.4
7/10/2025	23:28:00	0:14:20	54.4	23:30:30	54.1	23:33:00	52	23:35:30	53.1	23:38:00	56	23:40:30	57.6
7/10/2025	23:28:01	0:14:19	55.2	23:30:31	54.3	23:33:01	52.6	23:35:31	53.7	23:38:01	56.1	23:40:31	56.6
7/10/2025	23:28:02	0:14:18	56.2	23:30:32	54.6	23:33:02	52.8	23:35:32	53.1	23:38:02	55.3	23:40:32	56.1
7/10/2025	23:28:03	0:14:17	55.7	23:30:33	53.6	23:33:03	52.5	23:35:33	53.1	23:38:03	54.6	23:40:33	55.1
7/10/2025	23:28:04	0:14:16	54.9	23:30:34	53	23:33:04	52.2	23:35:34	53.4	23:38:04	54.5	23:40:34	66.7
7/10/2025	23:28:05	0:14:15	55.3	23:30:35	52.9	23:33:05	52	23:35:35	53.4	23:38:05	54.5	23:40:35	56.7
7/10/2025	23:28:06	0:14:14	55.1	23:30:36	53	23:33:06	51.7	23:35:36	52.9	23:38:06	54.7	23:40:36	56.8
7/10/2025	23:28:07	0:14:13	56.3	23:30:37	52.8	23:33:07	52.2	23:35:37	53.1	23:38:07	55.1	23:40:37	58.4
7/10/2025	23:28:08	0:14:12	55.1	23:30:38	52.4	23:33:08	52.4	23:35:38	53	23:38:08	55.4	23:40:38	58
7/10/2025	23:28:09	0:14:11	54.3	23:30:39	52.5	23:33:09	53	23:35:39	53.3	23:38:09	55.7	23:40:39	56
7/10/2025	23:28:10	0:14:10	54.7	23:30:40	52.7	23:33:10	52.7	23:35:40	52.9	23:38:10	54.8	23:40:40	57.7
7/10/2025	23:28:11	0:14:09	54.2	23:30:41	52.3	23:33:11	53.2	23:35:41	53	23:38:11	54.9	23:40:41	56.1
7/10/2025	23:28:12	0:14:08	54.6	23:30:42	52.5	23:33:12	52.9	23:35:42	53	23:38:12	55	23:40:42	56.1
7/10/2025	23:28:13	0:14:07	54.8	23:30:43	53.3	23:33:13	54.7	23:35:43	52.5	23:38:13	54.5	23:40:43	56.3

7/10/2025	23:28:14	0:14:06	54.5	23:30:44	53.4	23:33:14	61.3	23:35:44	52.6	23:38:14	54.8	23:40:44	56.8
7/10/2025	23:28:15	0:14:05	54.5	23:30:45	53.1	23:33:15	66.8	23:35:45	52.7	23:38:15	54.1	23:40:45	57.7
7/10/2025	23:28:16	0:14:04	54.7	23:30:46	53.4	23:33:16	70.4	23:35:46	52.8	23:38:16	54.2	23:40:46	57.7
7/10/2025	23:28:17	0:14:03	54.5	23:30:47	52.9	23:33:17	67.2	23:35:47	52.7	23:38:17	55	23:40:47	57
7/10/2025	23:28:18	0:14:02	54	23:30:48	52.9	23:33:18	61.2	23:35:48	52.8	23:38:18	56	23:40:48	56.4
7/10/2025	23:28:19	0:14:01	54	23:30:49	52.8	23:33:19	57.1	23:35:49	52.9	23:38:19	56.2	23:40:49	56.4
7/10/2025	23:28:20	0:14:00	53.5	23:30:50	52.8	23:33:20	55.5	23:35:50	52.9	23:38:20	57.3	23:40:50	55
7/10/2025	23:28:21	0:13:59	53	23:30:51	53	23:33:21	54.2	23:35:51	53.2	23:38:21	56.2	23:40:51	56.6
7/10/2025	23:28:22	0:13:58	53	23:30:52	52.8	23:33:22	53.3	23:35:52	52.7	23:38:22	56.2	23:40:52	55.1
7/10/2025	23:28:23	0:13:57	53	23:30:53	53	23:33:23	53.2	23:35:53	52.9	23:38:23	55.3	23:40:53	53.6
7/10/2025	23:28:24	0:13:56	52.5	23:30:54	53.1	23:33:24	53.7	23:35:54	53.6	23:38:24	54.9	23:40:54	53.3
7/10/2025	23:28:25	0:13:55	52.9	23:30:55	52.9	23:33:25	53.8	23:35:55	54.3	23:38:25	54.7	23:40:55	54.9
7/10/2025	23:28:26	0:13:54	52.6	23:30:56	52.9	23:33:26	53.9	23:35:56	54.2	23:38:26	55.1	23:40:56	58.3
7/10/2025	23:28:27	0:13:53	53	23:30:57	52.8	23:33:27	53.4	23:35:57	54.4	23:38:27	54.5	23:40:57	58.7
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7/10/2025	23:28:30	0:13:50	52.8	23:31:00	52.7	23:33:30	52.6	23:36:00	57.1	23:38:30	53.9	23:41:00	55.5
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7/10/2025	23:29:49	0:12:31	53.8	23:32:19	56.2	23:34:49	55.3	23:37:19	53.4	23:39:49	53.4	23:42:19	54.4
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XL2 Broadband Logging: 071025\2025-07-10_SLM_002_123_Log.txt
Receptor: R2
LEQ: 50.7
Start: 2025-07-10, 23:07:58
End: 2025-07-10, 23:22:58

Broadband LOG Results

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7/10/2025	23:08:00	0:14:58	51	23:10:30	52	23:13:00	49.9	23:15:30	51.3	23:18:00	49.6	23:20:30	49.5
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7/10/2025	23:10:14	0:12:44	49.4	23:12:44	49.6	23:15:14	51.2	23:17:44	54.2	23:20:14	50.1	23:22:44	49.2
7/10/2025	23:10:15	0:12:43	49.4	23:12:45	49.3	23:15:15	51.6	23:17:45	53.7	23:20:15	50.4	23:22:45	49.3
7/10/2025	23:10:16	0:12:42	49.6	23:12:46	49.8	23:15:16	51.9	23:17:46	53.9	23:20:16	49.7	23:22:46	49.9
7/10/2025	23:10:17	0:12:41	50.2	23:12:47	50.5	23:15:17	52.5	23:17:47	54.3	23:20:17	49.5	23:22:47	49.9
7/10/2025	23:10:18	0:12:40	50.3	23:12:48	50	23:15:18	52.8	23:17:48	52.9	23:20:18	49.7	23:22:48	49.7
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7/10/2025	23:10:20	0:12:38	50.4	23:12:50	49.7	23:15:20	54.6	23:17:50	52.4	23:20:20	49.3	23:22:50	49.3
7/10/2025	23:10:21	0:12:37	51.6	23:12:51	49.6	23:15:21	53.3	23:17:51	52.2	23:20:21	49.5	23:22:51	49.2
7/10/2025	23:10:22	0:12:36	52.3	23:12:52	50.5	23:15:22	53.1	23:17:52	52	23:20:22	49.3	23:22:52	49.7
7/10/2025	23:10:23	0:12:35	*54.9*	23:12:53	49.9	23:15:23	52.6	23:17:53	52.3	23:20:23	49.6	23:22:53	49.7
7/10/2025	23:10:24	0:12:34	*56.8*	23:12:54	49.8	23:15:24	51.8	23:17:54	52.9	23:20:24	49.8	23:22:54	50.5
7/10/2025	23:10:25	0:12:33	*56.5*	23:12:55	49.2	23:15:25	52.2	23:17:55	52	23:20:25	50.2	23:22:55	49.8
7/10/2025	23:10:26	0:12:32	*54.4*	23:12:56	49.3	23:15:26	51.5	23:17:56	52.3	23:20:26	49.7	23:22:56	49.9
7/10/2025	23:10:27	0:12:31	*53.9*	23:12:57	49.7	23:15:27	51	23:17:57	51.3	23:20:27	50.3	23:22:57	49.5
7/10/2025	23:10:28	0:12:30	*53.7*	23:12:58	49.7	23:15:28	51.1	23:17:58	50.5	23:20:28	50	23:22:58	50

XL2 Broadband Logging: 071025\2025-07-10_SLM_001_123_Log.txt
Receptor: R3
LEQ: 50.1
Start: 2025-07-10, 22:50:04
End: 2025-07-10, 23:05:04

Broadband LOG Results

Date	Time	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq
[YYYY-MM-DD]	[hh:mm:ss]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]
7/10/2025	22:50:05	0:14:59	49	22:52:35	47.9	22:55:05	48.1	22:57:35	46.8	23:00:05	47.6	23:02:35	50.1
7/10/2025	22:50:06	0:14:58	48.8	22:52:36	48.1	22:55:06	47.8	22:57:36	46.6	23:00:06	48.1	23:02:36	48.1
7/10/2025	22:50:07	0:14:57	49	22:52:37	48.2	22:55:07	48.1	22:57:37	47.2	23:00:07	47.9	23:02:37	49.8
7/10/2025	22:50:08	0:14:56	48.5	22:52:38	47.9	22:55:08	48.3	22:57:38	46.9	23:00:08	48	23:02:38	52
7/10/2025	22:50:09	0:14:55	49.1	22:52:39	46.7	22:55:09	48	22:57:39	46.6	23:00:09	47.9	23:02:39	52.1
7/10/2025	22:50:10	0:14:54	47.7	22:52:40	47.1	22:55:10	48.7	22:57:40	47.4	23:00:10	48	23:02:40	47.9
7/10/2025	22:50:11	0:14:53	47.8	22:52:41	46.7	22:55:11	48.1	22:57:41	47	23:00:11	48	23:02:41	48
7/10/2025	22:50:12	0:14:52	48.6	22:52:42	46.8	22:55:12	47.8	22:57:42	47.1	23:00:12	47.5	23:02:42	47.4
7/10/2025	22:50:13	0:14:51	49	22:52:43	47.3	22:55:13	47.9	22:57:43	47	23:00:13	47.5	23:02:43	58.5
7/10/2025	22:50:14	0:14:50	49	22:52:44	47.7	22:55:14	47.7	22:57:44	47.2	23:00:14	47.9	23:02:44	54
7/10/2025	22:50:15	0:14:49	48.1	22:52:45	47.6	22:55:15	48.4	22:57:45	47.7	23:00:15	48.1	23:02:45	50.2
7/10/2025	22:50:16	0:14:48	47.8	22:52:46	47	22:55:16	48.2	22:57:46	47.8	23:00:16	48.5	23:02:46	47.5
7/10/2025	22:50:17	0:14:47	48	22:52:47	46.9	22:55:17	48.1	22:57:47	47.4	23:00:17	48.6	23:02:47	47
7/10/2025	22:50:18	0:14:46	48.1	22:52:48	47.7	22:55:18	48.7	22:57:48	47.8	23:00:18	48.2	23:02:48	55.1
7/10/2025	22:50:19	0:14:45	48.1	22:52:49	47.3	22:55:19	48	22:57:49	47.3	23:00:19	48.1	23:02:49	57.6
7/10/2025	22:50:20	0:14:44	47.4	22:52:50	47.9	22:55:20	48.6	22:57:50	47.8	23:00:20	48.3	23:02:50	52.9
7/10/2025	22:50:21	0:14:43	47.1	22:52:51	47.2	22:55:21	48.6	22:57:51	47.2	23:00:21	48.2	23:02:51	49.2
7/10/2025	22:50:22	0:14:42	47.2	22:52:52	47.7	22:55:22	48.4	22:57:52	48.1	23:00:22	48.1	23:02:52	50.2
7/10/2025	22:50:23	0:14:41	47.2	22:52:53	47.7	22:55:23	48.2	22:57:53	47.4	23:00:23	48.4	23:02:53	47.3
7/10/2025	22:50:24	0:14:40	47.3	22:52:54	47.4	22:55:24	47.6	22:57:54	47.3	23:00:24	48.2	23:02:54	47
7/10/2025	22:50:25	0:14:39	47.2	22:52:55	48.1	22:55:25	48.1	22:57:55	48.1	23:00:25	48.9	23:02:55	54.5
7/10/2025	22:50:26	0:14:38	47	22:52:56	48.5	22:55:26	48.2	22:57:56	47.9	23:00:26	48.2	23:02:56	50.4
7/10/2025	22:50:27	0:14:37	47.4	22:52:57	47.9	22:55:27	47.7	22:57:57	47.5	23:00:27	48.5	23:02:57	47.9
7/10/2025	22:50:28	0:14:36	47.2	22:52:58	47.7	22:55:28	47.8	22:57:58	48.1	23:00:28	48.6	23:02:58	54.2
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7/10/2025	22:50:30	0:14:34	47.5	22:53:00	47.8	22:55:30	47.8	22:58:00	47.6	23:00:30	49.4	23:03:00	48.4
7/10/2025	22:50:31	0:14:33	47.3	22:53:01	47.8	22:55:31	48.2	22:58:01	47.9	23:00:31	49.2	23:03:01	52.2
7/10/2025	22:50:32	0:14:32	48.4	22:53:02	47.4	22:55:32	47.8	22:58:02	47.7	23:00:32	49.1	23:03:02	47.5
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7/10/2025	22:50:36	0:14:28	48.5	22:53:06	46.8	22:55:36	47.9	22:58:06	47.9	23:00:36	48.2	23:03:06	48.7
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7/10/2025	22:51:36	0:13:28	47.8	22:54:06	48.3	22:56:36	47.5	22:59:06	47.3	23:01:36	53.3	23:04:06	48.3
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7/10/2025	22:52:15	0:12:49	47.8	22:54:45	48.8	22:57:15	47.7	22:59:45	48.1	23:02:15	55.2	23:04:45	49.4
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7/10/2025	22:52:20	0:12:44	48.6	22:54:50	49	22:57:20	48	22:59:50	47.9	23:02:20	49.8	23:04:50	47
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7/10/2025	22:52:22	0:12:42	48.5	22:54:52	48.1	22:57:22	47.7	22:59:52	47.9	23:02:22	50.2	23:04:52	46.6
7/10/2025	22:52:23	0:12:41	47.8	22:54:53	48.4	22:57:23	47.8	22:59:53	47.9	23:02:23	47.6	23:04:53	46.8
7/10/2025	22:52:24	0:12:40	47.8	22:54:54	48.4	22:57:24	48.6	22:59:54	47.6	23:02:24	47.2	23:04:54	47
7/10/2025	22:52:25	0:12:39	47.4	22:54:55	49.4	22:57:25	48.6	22:59:55	47.6	23:02:25	47	23:04:55	46.9
7/10/2025	22:52:26	0:12:38	47.6	22:54:56	48.8	22:57:26	49.3	22:59:56	47.1	23:02:26	47.1	23:04:56	47.3
7/10/2025	22:52:27	0:12:37	47.4	22:54:57	49	22:57:27	49.9	22:59:57	47	23:02:27	55.7	23:04:57	47.2
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7/10/2025	22:52:29	0:12:35	47.4	22:54:59	48.6	22:57:29	48.9	22:59:59	47.9	23:02:29	47.2	23:04:59	46.9
7/10/2025	22:52:30	0:12:34	48.2	22:55:00	48.2	22:57:30	49.2	23:00:00	47.5	23:02:30	49	23:05:00	47.2
7/10/2025	22:52:31	0:12:33	47.8	22:55:01	48.3	22:57:31	49.5	23:00:01	47.6	23:02:31	47.3	23:05:01	47.3
7/10/2025	22:52:32	0:12:32	47.7	22:55:02	47.9	22:57:32	48.6	23:00:02	47.6	23:02:32	55.6	23:05:02	47.3
7/10/2025	22:52:33	0:12:31	47.4	22:55:03	47.4	22:57:33	47.4	23:00:03	47.7	23:02:33	54.7	23:05:03	47.5
7/10/2025	22:52:34	0:12:30	47.2	22:55:04	48.2	22:57:34	47.6	23:00:04	47.5	23:02:34	52.6	23:05:04	47.5

XL2 Broadband Logging: 071025\2025-07-10_SLM_001_123_Log.txt
Receptor: R4
LEQ: 52.7
Start: 2025-07-10, 22:30:44
End: 2025-07-10, 22:45:44

Broadband LOG Results

Date	Time	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq
[YYYY-MM-DD]	[hh:mm:ss]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]
7/10/2025	22:30:45	0:14:59	50.2	22:33:15	50.3	22:35:45	54.1	22:38:15	53.2	22:40:45	51.4	22:43:15	51.3
7/10/2025	22:30:46	0:14:58	50.6	22:33:16	50.6	22:35:46	55.3	22:38:16	53.2	22:40:46	50.2	22:43:16	51.6
7/10/2025	22:30:47	0:14:57	50.3	22:33:17	50.7	22:35:47	56.7	22:38:17	53.5	22:40:47	49.8	22:43:17	51.4
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7/10/2025	22:31:11	0:14:33	52.2	22:33:41	50.8	22:36:11	50.6	22:38:41	51.1	22:41:11	57.2	22:43:41	49.9
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7/10/2025	22:31:32	0:14:12	54.3	22:34:02	50.6	22:36:32	51.7	22:39:02	50.6	22:41:32	53.8	22:44:02	52.2
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7/10/2025	22:31:34	0:14:10	54.7	22:34:04	52.1	22:36:34	52.5	22:39:04	51.1	22:41:34	53.6	22:44:04	52.5
7/10/2025	22:31:35	0:14:09	54.3	22:34:05	52.1	22:36:35	53.4	22:39:05	51.7	22:41:35	52.3	22:44:05	52
7/10/2025	22:31:36	0:14:08	54.7	22:34:06	52.2	22:36:36	55.5	22:39:06	50.8	22:41:36	51.7	22:44:06	52.8
7/10/2025	22:31:37	0:14:07	55.9	22:34:07	52.3	22:36:37	56.9	22:39:07	51.2	22:41:37	50.6	22:44:07	53.1

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7/10/2025	22:31:39	0:14:05	55.1	22:34:09	52.3	22:36:39	55.9	22:39:09	51.6	22:41:39	50.6	22:44:09	53.7
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7/10/2025	22:31:43	0:14:01	51.8	22:34:13	55.9	22:36:43	53.4	22:39:13	55.6	22:41:43	50.4	22:44:13	53.4
7/10/2025	22:31:44	0:14:00	51.7	22:34:14	56.6	22:36:44	54.9	22:39:14	53.6	22:41:44	50.1	22:44:14	53.5
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7/10/2025	22:31:46	0:13:58	51.2	22:34:16	56.7	22:36:46	54.7	22:39:16	52	22:41:46	50.4	22:44:16	53.1
7/10/2025	22:31:47	0:13:57	52.5	22:34:17	57.6	22:36:47	55.9	22:39:17	51.5	22:41:47	51.7	22:44:17	53.7
7/10/2025	22:31:48	0:13:56	53.8	22:34:18	59	22:36:48	57.1	22:39:18	51.8	22:41:48	50.2	22:44:18	54.3
7/10/2025	22:31:49	0:13:55	54.3	22:34:19	59	22:36:49	57.5	22:39:19	51.2	22:41:49	50.3	22:44:19	54.3
7/10/2025	22:31:50	0:13:54	53.6	22:34:20	57.3	22:36:50	58.7	22:39:20	50.5	22:41:50	50.2	22:44:20	53.8
7/10/2025	22:31:51	0:13:53	52.5	22:34:21	55.3	22:36:51	60.2	22:39:21	50.3	22:41:51	50.7	22:44:21	53.7
7/10/2025	22:31:52	0:13:52	51.6	22:34:22	54.1	22:36:52	60.5	22:39:22	50.6	22:41:52	50.1	22:44:22	54.1
7/10/2025	22:31:53	0:13:51	52.1	22:34:23	53.2	22:36:53	59.8	22:39:23	50.2	22:41:53	50	22:44:23	56.1
7/10/2025	22:31:54	0:13:50	52.6	22:34:24	53	22:36:54	57.9	22:39:24	50.1	22:41:54	49.7	22:44:24	56.4
7/10/2025	22:31:55	0:13:49	52.5	22:34:25	52.7	22:36:55	56.2	22:39:25	50.2	22:41:55	50.7	22:44:25	54.9
7/10/2025	22:31:56	0:13:48	52.1	22:34:26	53.6	22:36:56	54.1	22:39:26	50.5	22:41:56	49.9	22:44:26	52.8
7/10/2025	22:31:57	0:13:47	51.4	22:34:27	53.8	22:36:57	54.5	22:39:27	51	22:41:57	50.1	22:44:27	51.4
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7/10/2025	22:31:59	0:13:45	50.5	22:34:29	56.8	22:36:59	56	22:39:29	50.6	22:41:59	50	22:44:29	49.8
7/10/2025	22:32:00	0:13:44	50.1	22:34:30	57.7	22:37:00	55.6	22:39:30	51	22:42:00	50.1	22:44:30	49.8
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7/10/2025	22:32:02	0:13:42	50.3	22:34:32	53.3	22:37:02	55.3	22:39:32	49.8	22:42:02	50.6	22:44:32	50.6
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7/10/2025	22:32:04	0:13:40	50.6	22:34:34	51.7	22:37:04	54.3	22:39:34	49.9	22:42:04	51.1	22:44:34	50.6
7/10/2025	22:32:05	0:13:39	50.8	22:34:35	50.9	22:37:05	53.4	22:39:35	49.7	22:42:05	53.1	22:44:35	51.5
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7/10/2025	22:32:08	0:13:36	51	22:34:38	50.1	22:37:08	51.8	22:39:38	52.1	22:42:08	56.9	22:44:38	52.5
7/10/2025	22:32:09	0:13:35	51.6	22:34:39	50.2	22:37:09	51.5	22:39:39	51.5	22:42:09	56	22:44:39	52.8
7/10/2025	22:32:10	0:13:34	52.3	22:34:40	50.2	22:37:10	51.8	22:39:40	50.6	22:42:10	53.1	22:44:40	53.8
7/10/2025	22:32:11	0:13:33	53.9	22:34:41	51.3	22:37:11	52.3	22:39:41	49.8	22:42:11	51.2	22:44:41	51.7
7/10/2025	22:32:12	0:13:32	54.3	22:34:42	52.6	22:37:12	54.2	22:39:42	50.2	22:42:12	50.8	22:44:42	51
7/10/2025	22:32:13	0:13:31	53.8	22:34:43	53.3	22:37:13	54	22:39:43	50.7	22:42:13	51.1	22:44:43	50.7
7/10/2025	22:32:14	0:13:30	52.9	22:34:44	54.5	22:37:14	53.6	22:39:44	50.7	22:42:14	51.2	22:44:44	50.3
7/10/2025	22:32:15	0:13:29	52.2	22:34:45	54.3	22:37:15	54.5	22:39:45	49.8	22:42:15	51.6	22:44:45	50.2
7/10/2025	22:32:16	0:13:28	52.1	22:34:46	53.9	22:37:16	56.5	22:39:46	49.7	22:42:16	51.5	22:44:46	50.2
7/10/2025	22:32:17	0:13:27	51.6	22:34:47	53.1	22:37:17	56.3	22:39:47	49.3	22:42:17	51.6	22:44:47	50.1
7/10/2025	22:32:18	0:13:26	51.5	22:34:48	53.3	22:37:18	56.5	22:39:48	49.1	22:42:18	52.4	22:44:48	50
7/10/2025	22:32:19	0:13:25	51.3	22:34:49	53.7	22:37:19	56.2	22:39:49	49.4	22:42:19	53.2	22:44:49	50.7
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7/10/2025	22:32:24	0:13:20	58.6	22:34:54	56.9	22:37:24	52.7	22:39:54	50.3	22:42:24	55.5	22:44:54	51.9
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7/10/2025	22:32:28	0:13:16	53.2	22:34:58	54.2	22:37:28	53.6	22:39:58	51.5	22:42:28	53.7	22:44:58	50
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7/10/2025	22:32:31	0:13:13	51.9	22:35:01	51.4	22:37:31	50.9	22:40:01	51.6	22:42:31	52.1	22:45:01	49.4
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7/10/2025	22:32:33	0:13:11	52.1	22:35:03	50.5	22:37:33	51	22:40:03	56.2	22:42:33	51.4	22:45:03	49.3
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7/10/2025	22:32:36	0:13:08	51.1	22:35:06	49.9	22:37:36	54.4	22:40:06	53.5	22:42:36	52.9	22:45:06	49.7
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7/10/2025	22:32:39	0:13:05	50.3	22:35:09	50.1	22:37:39	53.6	22:40:09	50.5	22:42:39	51.5	22:45:09	49.2

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7/10/2025	22:32:46	0:12:58	49.7	22:35:16	49.5	22:37:46	52.7	22:40:16	51	22:42:46	53.4	22:45:16	50.8
7/10/2025	22:32:47	0:12:57	49.9	22:35:17	49.8	22:37:47	52.1	22:40:17	51.7	22:42:47	53	22:45:17	50.6
7/10/2025	22:32:48	0:12:56	50.1	22:35:18	50	22:37:48	52.5	22:40:18	52.7	22:42:48	53.5	22:45:18	50
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7/10/2025	22:32:51	0:12:53	50.4	22:35:21	50.5	22:37:51	52.7	22:40:21	55.1	22:42:51	51.8	22:45:21	49.6
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7/10/2025	22:32:53	0:12:51	50.6	22:35:23	50.6	22:37:53	53.1	22:40:23	52.1	22:42:53	52.8	22:45:23	48.5
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7/10/2025	22:33:01	0:12:43	51	22:35:31	53.8	22:38:01	50.8	22:40:31	50.8	22:43:01	51.5	22:45:31	49.3
7/10/2025	22:33:02	0:12:42	50.9	22:35:32	55.6	22:38:02	50	22:40:32	50.8	22:43:02	52	22:45:32	49.4
7/10/2025	22:33:03	0:12:41	51	22:35:33	56.8	22:38:03	49.5	22:40:33	50.8	22:43:03	51.5	22:45:33	50.4
7/10/2025	22:33:04	0:12:40	50.7	22:35:34	58.1	22:38:04	49.6	22:40:34	50.7	22:43:04	51.8	22:45:34	50.8
7/10/2025	22:33:05	0:12:39	50.6	22:35:35	58.1	22:38:05	49.8	22:40:35	50.9	22:43:05	52	22:45:35	51.6
7/10/2025	22:33:06	0:12:38	50.9	22:35:36	56.1	22:38:06	49.7	22:40:36	51.4	22:43:06	52.5	22:45:36	51.3
7/10/2025	22:33:07	0:12:37	50.8	22:35:37	54.3	22:38:07	49.6	22:40:37	51.2	22:43:07	53.4	22:45:37	50.9
7/10/2025	22:33:08	0:12:36	51.3	22:35:38	52.4	22:38:08	49.8	22:40:38	51.4	22:43:08	53.7	22:45:38	50.9
7/10/2025	22:33:09	0:12:35	50.5	22:35:39	51.2	22:38:09	50.1	22:40:39	51.3	22:43:09	53.3	22:45:39	50.6
7/10/2025	22:33:10	0:12:34	50.4	22:35:40	53.8	22:38:10	50.2	22:40:40	50.6	22:43:10	52	22:45:40	50.4
7/10/2025	22:33:11	0:12:33	50.4	22:35:41	52.5	22:38:11	50.6	22:40:41	50.2	22:43:11	51.8	22:45:41	49.7
7/10/2025	22:33:12	0:12:32	50.8	22:35:42	51.9	22:38:12	51.5	22:40:42	50.1	22:43:12	51.4	22:45:42	50
7/10/2025	22:33:13	0:12:31	50.6	22:35:43	52.7	22:38:13	53	22:40:43	50.1	22:43:13	51.3	22:45:43	50.3
7/10/2025	22:33:14	0:12:30	50.6	22:35:44	53.3	22:38:14	53.6	22:40:44	50.8	22:43:14	51.1	22:45:44	50.9

XL2 Broadband Logging: 071025\2025-07-10_SLM_001_123_Log.txt
Receptor: R1
LEQ: 56.7
Start: 2025-07-11, 12:10:50
End: 2025-07-11, 12:25:50

Broadband LOG Results

Date	Time	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq
[YYYY-MM-DD]	[hh:mm:ss]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]
7/11/2025	12:10:51	0:14:59	52.9	12:13:21	52.3	12:15:51	51.9	12:18:21	58	12:20:51	51.2	12:23:21	50.6
7/11/2025	12:10:52	0:14:58	53.5	12:13:22	52.5	12:15:52	51.5	12:18:22	59.2	12:20:52	50.8	12:23:22	50.1
7/11/2025	12:10:53	0:14:57	56.4	12:13:23	52.2	12:15:53	51.2	12:18:23	62.1	12:20:53	50.9	12:23:23	50.5
7/11/2025	12:10:54	0:14:56	53.3	12:13:24	52.6	12:15:54	50.8	12:18:24	65.9	12:20:54	50.9	12:23:24	50.5
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7/11/2025	12:10:56	0:14:54	52.3	12:13:26	54.9	12:15:56	51	12:18:26	59.1	12:20:56	52.2	12:23:26	50.7
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7/11/2025	12:12:47	0:13:03	59	12:15:17	52.3	12:17:47	57.8	12:20:17	51.5	12:22:47	51.6	12:25:17	53.9
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7/11/2025	12:13:02	0:12:48	51.5	12:15:32	52.2	12:18:02	52.6	12:20:32	55.4	12:23:02	51.8	12:25:32	52.5
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7/11/2025	12:13:08	0:12:42	58.6	12:15:38	52.7	12:18:08	54.7	12:20:38	53.5	12:23:08	57.3	12:25:38	66.6
7/11/2025	12:13:09	0:12:41	58	12:15:39	52.8	12:18:09	55.1	12:20:39	52.1	12:23:09	56.8	12:25:39	64.4
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7/11/2025	12:13:14	0:12:36	52.2	12:15:44	53.5	12:18:14	52.2	12:20:44	50.1	12:23:14	55.1	12:25:44	59.4
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7/11/2025	12:13:17	0:12:33	51.5	12:15:47	54.3	12:18:17	52.7	12:20:47	51.2	12:23:17	51.5	12:25:47	56.7
7/11/2025	12:13:18	0:12:32	51.7	12:15:48	52.6	12:18:18	52.4	12:20:48	50.9	12:23:18	51.1	12:25:48	55.6
7/11/2025	12:13:19	0:12:31	51.8	12:15:49	51.9	12:18:19	54.4	12:20:49	51.4	12:23:19	50.7	12:25:49	52.7
7/11/2025	12:13:20	0:12:30	52	12:15:50	52.1	12:18:20	58.9	12:20:50	51.1	12:23:20	50.6	12:25:50	53.2

XL2 Broadband Logging: 071025\2025-07-10_SLM_001_123_Log.txt
Receptor: R2
LEQ: 49.4
Start: 2025-07-11, 11:50:06
End: 2025-07-11, 12:05:06

Broadband LOG Results

Date	Time	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq
[YYYY-MM-DD]	[hh:mm:ss]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]
7/11/2025	11:50:07	0:14:59	47.5	11:52:37	49.4	11:55:07	46.6	11:57:37	48.7	12:00:07	46.5	12:02:37	48.1
7/11/2025	11:50:08	0:14:58	47.3	11:52:38	49.1	11:55:08	47.7	11:57:38	47.7	12:00:08	46.4	12:02:38	48.6
7/11/2025	11:50:09	0:14:57	47.5	11:52:39	48.9	11:55:09	49.6	11:57:39	47.7	12:00:09	46.4	12:02:39	49.1
7/11/2025	11:50:10	0:14:56	47.6	11:52:40	49	11:55:10	48	11:57:40	47.6	12:00:10	46.7	12:02:40	49
7/11/2025	11:50:11	0:14:55	47.3	11:52:41	48.8	11:55:11	47.3	11:57:41	47.6	12:00:11	46.2	12:02:41	49
7/11/2025	11:50:12	0:14:54	47	11:52:42	48.3	11:55:12	46.7	11:57:42	48.1	12:00:12	46.5	12:02:42	48.7
7/11/2025	11:50:13	0:14:53	46.8	11:52:43	48.4	11:55:13	46.7	11:57:43	47.9	12:00:13	46.2	12:02:43	48.7
7/11/2025	11:50:14	0:14:52	46.6	11:52:44	48.3	11:55:14	46.9	11:57:44	48	12:00:14	46.7	12:02:44	49.4
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7/11/2025	11:50:25	0:14:41	49.2	11:52:55	48.1	11:55:25	48.5	11:57:55	50.9	12:00:25	47	12:02:55	48.4
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7/11/2025	11:50:30	0:14:36	47.9	11:53:00	49	11:55:30	48.4	11:58:00	50.8	12:00:30	47.8	12:03:00	47.8
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7/11/2025	11:50:33	0:14:33	48.1	11:53:03	48.5	11:55:33	48.3	11:58:03	52.7	12:00:33	49	12:03:03	47.3
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7/11/2025	11:50:38	0:14:28	47.1	11:53:08	48.5	11:55:38	47.5	11:58:08	51.2	12:00:38	47.8	12:03:08	47.1
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7/11/2025	11:51:31	0:13:35	51.1	11:54:01	48.3	11:56:31	47.3	11:59:01	48.7	12:01:31	49.3	12:04:01	48.8
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7/11/2025	11:52:33	0:12:33	50.3	11:55:03	46.4	11:57:33	50.1	12:00:03	46.7	12:02:33	49	12:05:03	46.4
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XL2 Broadband Logging: 071025\2025-07-10_SLM_001_123_Log.txt
Receptor: R3
LEQ: 50.7
Start: 2025-07-11, 11:32:28
End: 2025-07-11, 11:47:28

Broadband LOG Results

Date	Time	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq
[YYYY-MM-D	[hh:mm:ss]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]
7/11/2025	11:32:29	0:14:59	53.7	11:34:59	50.4	11:37:29	49.1	11:39:59	48.5	11:42:29	49.3	11:44:59	48.3
7/11/2025	11:32:30	0:14:58	53.8	11:35:00	50.5	11:37:30	49.5	11:40:00	48.6	11:42:30	49	11:45:00	48.4
7/11/2025	11:32:31	0:14:57	54.6	11:35:01	50.3	11:37:31	50.3	11:40:01	48.5	11:42:31	49.3	11:45:01	48.5
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7/11/2025	11:34:49	0:12:39	50.8	11:37:19	50.9	11:39:49	48.8	11:42:19	48.2	11:44:49	48.3	11:47:19	48.2
7/11/2025	11:34:50	0:12:38	50.5	11:37:20	49.4	11:39:50	49.5	11:42:20	48.7	11:44:50	48.3	11:47:20	48.3
7/11/2025	11:34:51	0:12:37	51.6	11:37:21	49.3	11:39:51	49.3	11:42:21	48.2	11:44:51	48.3	11:47:21	48
7/11/2025	11:34:52	0:12:36	51.3	11:37:22	49.4	11:39:52	49	11:42:22	48.7	11:44:52	48.1	11:47:22	47.9
7/11/2025	11:34:53	0:12:35	50.8	11:37:23	49.4	11:39:53	48.9	11:42:23	48.9	11:44:53	48.3	11:47:23	49.8
7/11/2025	11:34:54	0:12:34	51.2	11:37:24	55.3	11:39:54	48.8	11:42:24	49	11:44:54	48.2	11:47:24	47.8
7/11/2025	11:34:55	0:12:33	50.2	11:37:25	49.6	11:39:55	48.5	11:42:25	49.3	11:44:55	48.2	11:47:25	48.3
7/11/2025	11:34:56	0:12:32	50.8	11:37:26	49.5	11:39:56	48.5	11:42:26	49.7	11:44:56	52.9	11:47:26	48.5
7/11/2025	11:34:57	0:12:31	50.7	11:37:27	49.6	11:39:57	48.3	11:42:27	49.5	11:44:57	49.5	11:47:27	48.4
7/11/2025	11:34:58	0:12:30	50.6	11:37:28	49.4	11:39:58	47.9	11:42:28	49.2	11:44:58	48.3	11:47:28	48.4

XL2 Broadband Logging: 071025\2025-07-10_SLM_001_123_Log.txt
Receptor: R4
LEQ: 56.5
Start: 2025-07-11, 11:13:16
End: 2025-07-11, 11:28:16

Broadband LOG Results

Date	Time	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq	Timer	LAeq
[YYYY-MM-D	[hh:mm:ss]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]	[hh:mm:ss]	[dB]
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7/11/2025	11:13:18	0:14:58	56.1	11:15:48	55.9	11:18:18	55.2	11:20:48	56.1	11:23:18	56.4	11:25:48	55.3
7/11/2025	11:13:19	0:14:57	56.8	11:15:49	55.9	11:18:19	54.9	11:20:49	55.8	11:23:19	55.7	11:25:49	55.3
7/11/2025	11:13:20	0:14:56	57.1	11:15:50	56.2	11:18:20	54.9	11:20:50	55.9	11:23:20	55.6	11:25:50	55.6
7/11/2025	11:13:21	0:14:55	57.6	11:15:51	55.7	11:18:21	54.8	11:20:51	55.9	11:23:21	55.2	11:25:51	55.3
7/11/2025	11:13:22	0:14:54	58.4	11:15:52	55.3	11:18:22	54.6	11:20:52	56.9	11:23:22	55.2	11:25:52	55.1
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7/11/2025	11:13:24	0:14:52	58.4	11:15:54	55	11:18:24	55.7	11:20:54	56.7	11:23:24	55	11:25:54	54.9
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7/11/2025	11:13:27	0:14:49	58	11:15:57	56.1	11:18:27	56.6	11:20:57	56.3	11:23:27	54.2	11:25:57	55.2
7/11/2025	11:13:28	0:14:48	57.6	11:15:58	55.7	11:18:28	56.6	11:20:58	57.3	11:23:28	54.7	11:25:58	55.2
7/11/2025	11:13:29	0:14:47	57.1	11:15:59	55.5	11:18:29	56.7	11:20:59	58.9	11:23:29	53.9	11:25:59	55.1
7/11/2025	11:13:30	0:14:46	57.3	11:16:00	55.1	11:18:30	56.9	11:21:00	58.3	11:23:30	54.1	11:26:00	54.7
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7/11/2025	11:13:32	0:14:44	58.3	11:16:02	55.6	11:18:32	56.4	11:21:02	57.7	11:23:32	54.7	11:26:02	54.8
7/11/2025	11:13:33	0:14:43	57.6	11:16:03	55.5	11:18:33	56.1	11:21:03	56.9	11:23:33	55.1	11:26:03	54.9
7/11/2025	11:13:34	0:14:42	58.1	11:16:04	55.5	11:18:34	55.9	11:21:04	56.3	11:23:34	55.8	11:26:04	55
7/11/2025	11:13:35	0:14:41	58.4	11:16:05	54.9	11:18:35	56	11:21:05	56.5	11:23:35	55.9	11:26:05	54.9
7/11/2025	11:13:36	0:14:40	58.2	11:16:06	54.9	11:18:36	55.8	11:21:06	58.2	11:23:36	55.3	11:26:06	55.5
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7/11/2025	11:13:38	0:14:38	58.6	11:16:08	55.1	11:18:38	55.5	11:21:08	60.5	11:23:38	55.3	11:26:08	55.2
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7/11/2025	11:13:43	0:14:33	57.4	11:16:13	55.2	11:18:43	55.3	11:21:13	62.5	11:23:43	55.4	11:26:13	56.3
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7/11/2025	11:13:45	0:14:31	57.6	11:16:15	55.4	11:18:45	55.9	11:21:15	61.1	11:23:45	55.5	11:26:15	55.7
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7/11/2025	11:13:48	0:14:28	57.5	11:16:18	54.9	11:18:48	55.8	11:21:18	57.1	11:23:48	56.2	11:26:18	55.2
7/11/2025	11:13:49	0:14:27	57.7	11:16:19	54.7	11:18:49	56	11:21:19	56.9	11:23:49	55.9	11:26:19	55.6
7/11/2025	11:13:50	0:14:26	57.3	11:16:20	54.7	11:18:50	55.8	11:21:20	56.4	11:23:50	56.2	11:26:20	55.3
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7/11/2025	11:13:59	0:14:17	58.7	11:16:29	56.3	11:18:59	55.8	11:21:29	55.6	11:23:59	55.1	11:26:29	56.1
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7/11/2025	11:14:05	0:14:11	57.8	11:16:35	54.3	11:19:05	55.6	11:21:35	55.3	11:24:05	56.5	11:26:35	55.4
7/11/2025	11:14:06	0:14:10	58.1	11:16:36	53.8	11:19:06	55.3	11:21:36	55.1	11:24:06	56.6	11:26:36	54.8
7/11/2025	11:14:07	0:14:09	58.2	11:16:37	53.5	11:19:07	56	11:21:37	55.3	11:24:07	54.9	11:26:37	54.8
7/11/2025	11:14:08	0:14:08	59.6	11:16:38	53.9	11:19:08	55.6	11:21:38	55.7	11:24:08	55	11:26:38	55.7
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7/11/2025	11:14:11	0:14:05	58.5	11:16:41	53.3	11:19:11	57.2	11:21:41	55.3	11:24:11	54.1	11:26:41	55.6
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7/11/2025	11:14:20	0:13:56	56.8	11:16:50	53.8	11:19:20	55.7	11:21:50	56.3	11:24:20	54.9	11:26:50	56.2
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7/11/2025	11:14:52	0:13:24	56.2	11:17:22	55.5	11:19:52	55	11:22:22	55.6	11:24:52	56.3	11:27:22	56.5
7/11/2025	11:14:53	0:13:23	56.3	11:17:23	55.6	11:19:53	54.9	11:22:23	56.1	11:24:53	56.2	11:27:23	56.2
7/11/2025	11:14:54	0:13:22	55.6	11:17:24	55.6	11:19:54	55.4	11:22:24	56.4	11:24:54	55.7	11:27:24	56.7
7/11/2025	11:14:55	0:13:21	56	11:17:25	55	11:19:55	56.4	11:22:25	56.3	11:24:55	56	11:27:25	57.4
7/11/2025	11:14:56	0:13:20	56.6	11:17:26	55.2	11:19:56	56	11:22:26	56.9	11:24:56	55.7	11:27:26	56.5
7/11/2025	11:14:57	0:13:19	57.6	11:17:27	54.7	11:19:57	55.1	11:22:27	56.7	11:24:57	55.7	11:27:27	56.3
7/11/2025	11:14:58	0:13:18	59.2	11:17:28	55	11:19:58	55.5	11:22:28	56.3	11:24:58	55.9	11:27:28	56.5
7/11/2025	11:14:59	0:13:17	59.5	11:17:29	55.1	11:19:59	55.3	11:22:29	56.3	11:24:59	55.6	11:27:29	56.2
7/11/2025	11:15:00	0:13:16	60.9	11:17:30	54.2	11:20:00	55.4	11:22:30	56.1	11:25:00	55.8	11:27:30	56.6
7/11/2025	11:15:01	0:13:15	61.6	11:17:31	54.9	11:20:01	55.4	11:22:31	55.8	11:25:01	55.8	11:27:31	56.9
7/11/2025	11:15:02	0:13:14	62.8	11:17:32	54.7	11:20:02	54.8	11:22:32	55.6	11:25:02	55.4	11:27:32	56.4
7/11/2025	11:15:03	0:13:13	63.5	11:17:33	54.6	11:20:03	54.8	11:22:33	55.5	11:25:03	55.1	11:27:33	57.1
7/11/2025	11:15:04	0:13:12	62.6	11:17:34	54.8	11:20:04	54.6	11:22:34	55.6	11:25:04	55.4	11:27:34	56.8
7/11/2025	11:15:05	0:13:11	64	11:17:35	54.8	11:20:05	54.5	11:22:35	55.6	11:25:05	55.9	11:27:35	56.4
7/11/2025	11:15:06	0:13:10	61.2	11:17:36	55.2	11:20:06	54.2	11:22:36	55.3	11:25:06	55.3	11:27:36	56.2
7/11/2025	11:15:07	0:13:09	60.9	11:17:37	55.6	11:20:07	54.4	11:22:37	55.5	11:25:07	55.3	11:27:37	56.2
7/11/2025	11:15:08	0:13:08	60.7	11:17:38	56.4	11:20:08	54.3	11:22:38	56	11:25:08	55.7	11:27:38	56.5
7/11/2025	11:15:09	0:13:07	58.4	11:17:39	56.5	11:20:09	54.8	11:22:39	57.6	11:25:09	55.7	11:27:39	57.2
7/11/2025	11:15:10	0:13:06	57	11:17:40	57	11:20:10	55.1	11:22:40	57.1	11:25:10	56.1	11:27:40	57.2
7/11/2025	11:15:11	0:13:05	55.9	11:17:41	56.9	11:20:11	55.4	11:22:41	56.5	11:25:11	56.1	11:27:41	57.7

7/11/2025	11:15:12	0:13:04	56	11:17:42	56.3	11:20:12	56.5	11:22:42	56.9	11:25:12	56.2	11:27:42	57.4
7/11/2025	11:15:13	0:13:03	55.9	11:17:43	56.2	11:20:13	57.1	11:22:43	56.2	11:25:13	55.6	11:27:43	57.6
7/11/2025	11:15:14	0:13:02	55.9	11:17:44	56.6	11:20:14	56.5	11:22:44	56.4	11:25:14	55.4	11:27:44	58.2
7/11/2025	11:15:15	0:13:01	56.1	11:17:45	56.4	11:20:15	57	11:22:45	56.7	11:25:15	55.8	11:27:45	57.9
7/11/2025	11:15:16	0:13:00	55.9	11:17:46	56.6	11:20:16	56.7	11:22:46	56.7	11:25:16	54.9	11:27:46	58.1
7/11/2025	11:15:17	0:12:59	55.7	11:17:47	56.9	11:20:17	56.7	11:22:47	57	11:25:17	54.9	11:27:47	58.1
7/11/2025	11:15:18	0:12:58	56.1	11:17:48	56.5	11:20:18	56.2	11:22:48	57.2	11:25:18	55.1	11:27:48	58.1
7/11/2025	11:15:19	0:12:57	55.9	11:17:49	56.5	11:20:19	55.9	11:22:49	56.9	11:25:19	55.1	11:27:49	57.2
7/11/2025	11:15:20	0:12:56	55.6	11:17:50	56.9	11:20:20	56.8	11:22:50	57.2	11:25:20	55.1	11:27:50	57
7/11/2025	11:15:21	0:12:55	55.9	11:17:51	56.5	11:20:21	57	11:22:51	56.8	11:25:21	54.9	11:27:51	56.7
7/11/2025	11:15:22	0:12:54	55.2	11:17:52	56.8	11:20:22	57.7	11:22:52	56.5	11:25:22	55.4	11:27:52	56.5
7/11/2025	11:15:23	0:12:53	55.4	11:17:53	56.6	11:20:23	58.3	11:22:53	56.8	11:25:23	55.3	11:27:53	56.5
7/11/2025	11:15:24	0:12:52	55.2	11:17:54	56.8	11:20:24	58.9	11:22:54	57.1	11:25:24	55.1	11:27:54	56.4
7/11/2025	11:15:25	0:12:51	55.4	11:17:55	57.1	11:20:25	57.4	11:22:55	56.8	11:25:25	55.1	11:27:55	56.5
7/11/2025	11:15:26	0:12:50	56.1	11:17:56	57.4	11:20:26	56.8	11:22:56	57.5	11:25:26	55.2	11:27:56	56.4
7/11/2025	11:15:27	0:12:49	55.5	11:17:57	57.4	11:20:27	58	11:22:57	58.1	11:25:27	55.4	11:27:57	56.8
7/11/2025	11:15:28	0:12:48	54.6	11:17:58	57	11:20:28	58.9	11:22:58	58.7	11:25:28	56	11:27:58	57.4
7/11/2025	11:15:29	0:12:47	55.1	11:17:59	57.2	11:20:29	59.8	11:22:59	58.7	11:25:29	55.7	11:27:59	57.4
7/11/2025	11:15:30	0:12:46	57.1	11:18:00	57.4	11:20:30	61.5	11:23:00	57.4	11:25:30	55.9	11:28:00	57.6
7/11/2025	11:15:31	0:12:45	56.6	11:18:01	57.6	11:20:31	60.1	11:23:01	57.3	11:25:31	56	11:28:01	58.1
7/11/2025	11:15:32	0:12:44	55.5	11:18:02	57.8	11:20:32	58.2	11:23:02	57.1	11:25:32	55.3	11:28:02	58.5
7/11/2025	11:15:33	0:12:43	56	11:18:03	57.2	11:20:33	59.1	11:23:03	57.7	11:25:33	55.3	11:28:03	58.3
7/11/2025	11:15:34	0:12:42	57.5	11:18:04	56.3	11:20:34	57.4	11:23:04	58.2	11:25:34	55.5	11:28:04	58.3
7/11/2025	11:15:35	0:12:41	56.9	11:18:05	56.4	11:20:35	57.2	11:23:05	57.5	11:25:35	56.3	11:28:05	58.7
7/11/2025	11:15:36	0:12:40	56.6	11:18:06	56.5	11:20:36	56.6	11:23:06	58.3	11:25:36	55.9	11:28:06	58.1
7/11/2025	11:15:37	0:12:39	56.1	11:18:07	56.6	11:20:37	58	11:23:07	57.8	11:25:37	56.2	11:28:07	58.1
7/11/2025	11:15:38	0:12:38	56.4	11:18:08	56.1	11:20:38	56.5	11:23:08	57	11:25:38	57.1	11:28:08	57.8
7/11/2025	11:15:39	0:12:37	56.4	11:18:09	55.8	11:20:39	55.6	11:23:09	57.2	11:25:39	56.2	11:28:09	57.6
7/11/2025	11:15:40	0:12:36	55.7	11:18:10	55.8	11:20:40	55	11:23:10	56.7	11:25:40	55.5	11:28:10	57.4
7/11/2025	11:15:41	0:12:35	55.6	11:18:11	55.5	11:20:41	55.5	11:23:11	56.6	11:25:41	54.7	11:28:11	57.7
7/11/2025	11:15:42	0:12:34	56	11:18:12	55.4	11:20:42	56.8	11:23:12	58.5	11:25:42	54.7	11:28:12	57.7
7/11/2025	11:15:43	0:12:33	56.4	11:18:13	55.2	11:20:43	56	11:23:13	58.3	11:25:43	54.9	11:28:13	58
7/11/2025	11:15:44	0:12:32	56.1	11:18:14	55.1	11:20:44	55.9	11:23:14	58.9	11:25:44	55.1	11:28:14	58.1
7/11/2025	11:15:45	0:12:31	56.3	11:18:15	54.7	11:20:45	55.5	11:23:15	58.6	11:25:45	54.9	11:28:15	57.4
7/11/2025	11:15:46	0:12:30	56.5	11:18:16	54.8	11:20:46	55.6	11:23:16	57.7	11:25:46	55.4	11:28:16	57.5

Appendix B
Construction Noise & Vibration Calculations

AES
ACOUSTICAL ENGINEERING SERVICES

Project: 5120 Pacific Concourse

On-Site Construction Noise Analysis

DAYTIME CONSTRUCTION ACTIVITIES

Estimated Construction Noise Levels, dBA Leq
(from SoundPLAN Model)

Receptor	Demo	Building Construction	Paving	Trenching	Buiding + Paving	Buiding + Trenching
R1	70.9	62.0	64.7	65.2	66.6	66.9
R2	65.8	56.7	59.4	62.1	61.3	63.2
R3	72.8	64.5	67.1	72.0	69.0	72.7
R4	70.5	61.9	64.6	64.7	66.5	66.5

AES
ACOUSTICAL ENGINEERING SERVICES

Project: 5120 Pacific Concourse

Construction Equipment Noise Levels

					Construction Equipment by Project Phase					
Description	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Sound Pressure Levels (SPL), Leq	Sound Power Levels (Lw), Leq	Demo	Building Construction	Paving	Trenching		
Air Compressor	78	40%	74	105.7						
Aerial Lift	75	20%	68	99.7						
Backhoe	78	40%	74	70.9	1	1	1	1		
Bore Drill Rig	84	20%	77	108.7						
Cement and Mortar Mixers	80	50%	77	108.6			1			
Concrete/Industrial Saw	90	20%	83	114.7	1			1		
Crane (Tower)	81	16%	73	104.7						
Crane (Mobile)	81	16%	73	104.7		1				
Crawler Tractor	84	40%	80	111.7						
Crushing/Proc. Equipment	85	50%	82	113.6						
Excavator	81	40%	77	108.7						
Forklifts	75	20%	68	99.7		2				
Generator Sets	81	50%	78	109.6						
Grader	85	40%	81	112.7						
Jackhammer	89	20%	82	113.7	2					
Off-Highway Tractors	84	40%	80	111.7						
Water Truck	82	10%	72	103.7						
Paver	77	50%	74	105.6			1			
Paving Equipment	77	50%	74	105.6						
Personnel Lift	75	20%	68	99.7		1				
Pump	81	50%	78	109.6						
Plate Compactor	83	20%	76	107.7						
Roller	80	20%	73	104.7			1			
Rough Terrain Forklifts	83	40%	79	110.7						
Rubber Tired Dozer	82	40%	78	109.7						
Rubber Tired Loader	79	40%	75	106.7						
Scraper	84	40%	80	111.7						
Signal Boards	73	50%	70	101.6						
Skid Steer Loader	79	40%	75	106.7						
Surfacing Equipment	90	20%	83	114.7						
Tractors/Loaders/Backhoes	84	40%	80	111.7						
Trencher	80	50%	77	108.6						
Welders	74	40%	70	101.7						
					4	5	4	2	0	0

Source for Ref. Noise Levels: FHWA RCNM, 2006

Pacific Concourse
Sources Levels in dB(A) - 01a Demo

Name	Source type	Lw dB(A)	
Cons 1 - Backhoe	Area	105.7	
Cons 1 - Concrete Saw	Area	114.7	
Cons 1 - Jackhammer 1	Area	113.7	
Cons 1 - Jackhammer 2	Area	113.7	
Cons 2 - Backhoe	Area	105.7	
Cons 2 - Concrete Saw	Area	114.7	
Cons 2 - Jackhammer 1	Area	113.7	
Cons 2 - Jackhammer 2	Area	113.7	

Pacific Concourse
Contribution level - 01a Demo

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 70.9 dB(A)			
Cons 1 - Backhoe	Area	58.0	
Cons 2 - Backhoe	Area	34.0	
Cons 1 - Concrete Saw	Area	66.6	
Cons 2 - Concrete Saw	Area	42.5	
Cons 1 - Jackhammer 1	Area	65.6	
Cons 2 - Jackhammer 1	Area	41.5	
Cons 1 - Jackhammer 2	Area	65.6	
Cons 2 - Jackhammer 2	Area	41.5	
Receiver R2 Leq,d 65.8 dB(A)			
Cons 1 - Backhoe	Area	52.6	
Cons 2 - Backhoe	Area	32.7	
Cons 1 - Concrete Saw	Area	61.4	
Cons 2 - Concrete Saw	Area	41.2	
Cons 1 - Jackhammer 1	Area	60.4	
Cons 2 - Jackhammer 1	Area	40.2	
Cons 1 - Jackhammer 2	Area	60.4	
Cons 2 - Jackhammer 2	Area	40.2	
Receiver R3 Leq,d 72.8 dB(A)			
Cons 1 - Backhoe	Area	39.3	
Cons 2 - Backhoe	Area	60.4	
Cons 1 - Concrete Saw	Area	47.7	
Cons 2 - Concrete Saw	Area	68.4	
Cons 1 - Jackhammer 1	Area	46.7	
Cons 2 - Jackhammer 1	Area	67.4	
Cons 1 - Jackhammer 2	Area	46.7	
Cons 2 - Jackhammer 2	Area	67.4	
Receiver R4 Leq,d 70.5 dB(A)			
Cons 1 - Backhoe	Area	36.3	
Cons 2 - Backhoe	Area	57.8	
Cons 1 - Concrete Saw	Area	44.1	
Cons 2 - Concrete Saw	Area	66.1	
Cons 1 - Jackhammer 1	Area	43.1	
Cons 2 - Jackhammer 1	Area	65.1	
Cons 1 - Jackhammer 2	Area	43.1	
Cons 2 - Jackhammer 2	Area	65.1	

Pacific Concourse
Source Levels in dB(A) - 01b Building Construction

Name	Source type	Lw dB(A)	
Cons 1 - Backhoe	Area	105.7	
Cons 1 - Crane	Area	104.7	
Cons 1 - Forklift	Area	99.7	
Cons 1 - Forklift	Area	99.7	
Cons 1 - Personel Lift	Area	99.7	
Cons 2 - Backhoe	Area	105.7	
Cons 2 - Crane	Area	104.7	
Cons 2 - Forklift	Area	99.7	
Cons 2 - Forklift	Area	99.7	
Cons 2 - Personel Lift	Area	99.7	

Pacific Concourse
Contribution level - 01b Building Construction

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 62.0 dB(A)			
Cons 2 - Personel Lift	Area	28.0	
Cons 2 - Forklift	Area	28.0	
Cons 2 - Forklift	Area	28.0	
Cons 2 - Crane	Area	33.0	
Cons 2 - Backhoe	Area	34.0	
Cons 1 - Personel Lift	Area	52.0	
Cons 1 - Forklift	Area	52.0	
Cons 1 - Forklift	Area	52.0	
Cons 1 - Crane	Area	57.0	
Cons 1 - Backhoe	Area	58.0	
Receiver R2 Leq,d 56.7 dB(A)			
Cons 2 - Personel Lift	Area	26.7	
Cons 2 - Forklift	Area	26.7	
Cons 2 - Forklift	Area	26.7	
Cons 2 - Crane	Area	31.7	
Cons 2 - Backhoe	Area	32.7	
Cons 1 - Personel Lift	Area	46.6	
Cons 1 - Forklift	Area	46.6	
Cons 1 - Forklift	Area	46.6	
Cons 1 - Crane	Area	51.6	
Cons 1 - Backhoe	Area	52.6	
Receiver R3 Leq,d 64.5 dB(A)			
Cons 2 - Personel Lift	Area	54.4	
Cons 2 - Forklift	Area	54.4	
Cons 2 - Forklift	Area	54.4	
Cons 2 - Crane	Area	59.4	
Cons 2 - Backhoe	Area	60.4	
Cons 1 - Personel Lift	Area	33.3	
Cons 1 - Forklift	Area	33.3	
Cons 1 - Forklift	Area	33.3	
Cons 1 - Crane	Area	38.3	
Cons 1 - Backhoe	Area	39.3	
Receiver R4 Leq,d 61.9 dB(A)			
Cons 2 - Personel Lift	Area	51.8	
Cons 2 - Forklift	Area	51.8	
Cons 2 - Forklift	Area	51.8	
Cons 2 - Crane	Area	56.8	
Cons 2 - Backhoe	Area	57.8	
Cons 1 - Personel Lift	Area	30.3	
Cons 1 - Forklift	Area	30.3	
Cons 1 - Forklift	Area	30.3	
Cons 1 - Crane	Area	35.3	

Pacific Concourse
Contribution level - 01b Building Construction

Source	Source type	Leq,d dB(A)	
Cons 1 - Backhoe	Area	36.3	

Pacific Concourse
Sources Levels in dB(A) - 01c Paving

Name	Source type	Lw dB(A)	
Cons 1 - Backhoe	Area	105.7	
Cons 1 - Cement & Mortar Mixer	Area	108.6	
Cons 1 - Paver	Area	105.6	
Cons 1 - Roller	Area	104.7	
Cons 2 - Backhoe	Area	105.7	
Cons 2 - Cement & Mortar Mixer	Area	108.6	
Cons 2 - Paver	Area	105.6	
Cons 2 - Roller	Area	104.7	

Pacific Concourse
Contribution level - 01c Paving

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 64.7 dB(A)			
Cons 1 - Backhoe	Area	58.0	
Cons 2 - Backhoe	Area	34.0	
Cons 1 - Cement & Mortar Mixer	Area	60.9	
Cons 2 - Cement & Mortar Mixer	Area	36.9	
Cons 1 - Paver	Area	57.9	
Cons 2 - Paver	Area	33.9	
Cons 1 - Roller	Area	57.0	
Cons 2 - Roller	Area	33.0	
Receiver R2 Leq,d 59.4 dB(A)			
Cons 1 - Backhoe	Area	52.6	
Cons 2 - Backhoe	Area	32.7	
Cons 1 - Cement & Mortar Mixer	Area	55.5	
Cons 2 - Cement & Mortar Mixer	Area	35.6	
Cons 1 - Paver	Area	52.5	
Cons 2 - Paver	Area	32.6	
Cons 1 - Roller	Area	51.6	
Cons 2 - Roller	Area	31.7	
Receiver R3 Leq,d 67.1 dB(A)			
Cons 1 - Backhoe	Area	39.3	
Cons 2 - Backhoe	Area	60.4	
Cons 1 - Cement & Mortar Mixer	Area	42.2	
Cons 2 - Cement & Mortar Mixer	Area	63.3	
Cons 1 - Paver	Area	39.2	
Cons 2 - Paver	Area	60.3	
Cons 1 - Roller	Area	38.3	
Cons 2 - Roller	Area	59.4	
Receiver R4 Leq,d 64.6 dB(A)			
Cons 1 - Backhoe	Area	36.3	
Cons 2 - Backhoe	Area	57.8	
Cons 1 - Cement & Mortar Mixer	Area	39.2	
Cons 2 - Cement & Mortar Mixer	Area	60.7	
Cons 1 - Paver	Area	36.2	
Cons 2 - Paver	Area	57.7	
Cons 1 - Roller	Area	35.3	
Cons 2 - Roller	Area	56.8	

Pacific Concourse
Sources Levels in dB(A) - 01d Trenching

Name	Source type	Lw dB(A)	
Trenching 1 - Backhoe	Line	105.7	
Trenching 1 - Concrete Saw	Line	114.7	
Trenching 2 - Backhoe	Line	105.7	
Trenching 2 - Concrete Saw	Line	114.7	

Pacific Concourse
Contribution level - 01d Trenching

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 65.2 dB(A)			
Trenching 1 - Backhoe	Line	34.8	
Trenching 2 - Backhoe	Line	56.0	
Trenching 1 - Concrete Saw	Line	43.0	
Trenching 2 - Concrete Saw	Line	64.6	
Receiver R2 Leq,d 62.1 dB(A)			
Trenching 1 - Backhoe	Line	33.7	
Trenching 2 - Backhoe	Line	52.9	
Trenching 1 - Concrete Saw	Line	41.8	
Trenching 2 - Concrete Saw	Line	61.5	
Receiver R3 Leq,d 72.0 dB(A)			
Trenching 1 - Backhoe	Line	64.3	
Trenching 2 - Backhoe	Line	36.7	
Trenching 1 - Concrete Saw	Line	71.2	
Trenching 2 - Concrete Saw	Line	44.8	
Receiver R4 Leq,d 64.7 dB(A)			
Trenching 1 - Backhoe	Line	56.1	
Trenching 2 - Backhoe	Line	33.3	
Trenching 1 - Concrete Saw	Line	64.1	
Trenching 2 - Concrete Saw	Line	40.9	

Project: 5120 Pacific Concourse

Construction Vibration Impacts

Reference Levels at 25 feet are based on FTA, 2006 (Transit Noise and Vibration Impact Assessment)
Calculations using FTA procedure with n= **1.1** (for receptors 25 feet or greater)
n= **1.1** (for receptors less than 25 feet, per Caltrans procedure)

ON-SITE CONSTRUCTION ACTIVITIES

Table 1: Construction Equipment Vibration Levels (PPV) - Building Damage

Equipment	Reference Vibration Levels at 25 ft., PPV	Estimated Vibration Levels at nearest off-site building structures, distance in feet, PPV							
		Multi-family Residential Building to the North		Residential Buildings to the South		Comercial Building to the East		Residential Buildings to the West	
		Distance	Level	Distance	Level	Distance	Level	Distance	Level
Loaded Trucks	0.076	105	0.016	50	0.036	115	0.014	45	0.040
Jackhammer	0.035	105	0.007	50	0.016	115	0.007	45	0.018
Small bulldozer	0.003	105	0.001	50	0.001	115	0.001	45	0.002

Table 2: Construction Equipment Vibration Levels (VdB) - Human Annoyance

Equipment	Reference Vibration Levels at 25 ft., VdB	Estimated Vibration Levels at Off-Site Receptors (at note distance in feet), VdB							
		R1		R2		R3		R4	
		Distance	Level	Distance	Level	Distance	Level	Distance	Level
Loaded Trucks	86	105	67	115	66	45	78	50	77
Jackhammer	79	105	60	115	59	45	71	50	70
Small bulldozer	58	105	39	115	38	45	50	50	49

Appendix C
Operation Noise Calculations

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Project Composite Noise Calculations (CNEL)

Project: 5120 Pacific Concourse

Receptor	Ambient	Traffic[a]	Mechanical	Loading & Trash Compactor	Emergency Generator			Project Composite	Ambient + Project	Increase
R1	60.4	58.0	59.8	28.6	22.2			62.0	64.3	3.9
R2	55.2	31.5	55.0	26.6	24.5			55.0	58.1	2.9
R3	54.9	35.5	62.8	45.9	40.1			62.9	63.5	8.6
R4	58.4	41.8	57.3	42.3	42.8			57.7	61.1	2.7

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Project Composite Noise Calculations (CNEL)

Project: 5120 Pacific Concourse

"MITIGATED"

Receptor	Ambient	Traffic[a]	Mechanical	Loading & Trash Compactor	Emergency Generator			Project Composite	Ambient + Project	Increase
R1	60.4	58.0	51.6	28.6	22.2			58.9	62.7	2.3
R2	55.2	31.5	52.8	26.6	24.5			52.8	57.2	2.0
R3	54.9	35.5	56.3	45.9	40.1			56.8	58.9	4.0
R4	58.4	41.8	51.3	42.3	42.8			52.7	59.4	1.0

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Off-Site Traffic Noise Calculations

Project: 5120 Pacific Concourse

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	12	3	9
R1	55.3	58.0	55.3	55.3	49.4
R2	28.5	31.5	28.5	28.5	23.2
R3	31.5	35.5	31.5	31.5	27.9
R4	36.7	41.8	36.7	36.7	34.7

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.4	62.4	2.0	55.4	58.4	3.0
R2	55.2	55.2	0.0	49.4	49.4	0.0
R3	54.9	54.9	0.0	50.1	50.2	0.1
R4	58.4	58.5	0.1	52.7	52.8	0.1

For Report

Receptor	ambient (Leq)	Project (Leq)	Threshold	Exceedance (Leq)	
R1	56.7	55.3	56.7	0.0	
R2	49.4	28.5	49.4	0.0	
R3	50.7	31.5	50.7	0.0	
R4	56.5	36.7	56.5	0.0	

AES
ACOUSTICAL ENGINEERING SERVICES

Outdoor Mechanical Equipment Noise Calculations

Project: 5120 Pacific Concourse

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	12	3	9
R1	53.1	59.8	53.1	53.1	53.1
R2	48.3	55.0	48.3	48.3	48.3
R3	56.1	62.8	56.1	56.1	56.1
R4	50.6	57.3	50.6	50.6	50.6

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.4	63.1	2.7	55.4	57.4	2.0
R2	55.2	58.1	2.9	49.4	51.9	2.5
R3	54.9	63.4	8.5	50.1	57.1	7.0
R4	58.4	60.9	2.5	52.7	54.8	2.1

For Report

Receptor	ambient (Leq)	Project (Leq)	Threshold	Exceedance (Leq)	
R1	55.4	53.1	55.4	0.0	
R2	49.4	48.3	49.4	0.0	
R3	50.1	56.1	50.1	6.0	
R4	52.7	50.6	52.7	0.0	

AES
ACOUSTICAL ENGINEERING SERVICES

Outdoor Mechanical Equipment Noise Calculations

Project: 5120 Pacific Concourse

"MITIGATED"

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	12	3	9
R1	44.9	51.6	44.9	44.9	44.9
R2	46.1	52.8	46.1	46.1	46.1
R3	49.6	56.3	49.6	49.6	49.6
R4	44.6	51.3	44.6	44.6	44.6

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.4	60.9	0.5	55.4	55.8	0.4
R2	55.2	57.2	2.0	49.4	51.1	1.7
R3	54.9	58.6	3.7	50.1	52.9	2.8
R4	58.4	59.2	0.8	52.7	53.3	0.6

For Report

Receptor	ambient (Leq)	Project (Leq)	Threshold	Exceedance (Leq)	
R1	55.4	44.9	55.4	0.0	
R2	49.4	46.1	49.4	0.0	
R3	50.1	49.6	50.1	0.0	
R4	52.7	44.6	52.7	0.0	

AES
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Loading & Trash Compactor Noise Calculations

Project: 5120 Pacific Concourse

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	3	3	0
R1	31.4	28.6	25.4	31.4	0.0
R2	29.4	26.6	23.4	29.4	0.0
R3	48.7	45.9	42.7	48.7	0.0
R4	45.1	42.3	39.1	45.1	0.0

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.4	60.4	0.0	55.4	55.4	0.0
R2	55.2	55.2	0.0	49.4	49.4	0.0
R3	54.9	55.4	0.5	50.1	52.5	2.4
R4	58.4	58.5	0.1	52.7	53.4	0.7

For Report

Receptor	ambient (Leq)	Project (Leq)	Threshold	Exceedance (Leq)	
R1	56.7	31.4	56.7	0.0	
R2	49.4	29.4	49.4	0.0	
R3	50.7	48.7	50.7	0.0	
R4	56.5	45.1	56.5	0.0	

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Emergency Generator Noise Calculations

Project: 5120 Pacific Concourse

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	4	0	0
R1	29.9	22.2	25.1	0.0	0.0
R2	32.2	24.5	27.4	0.0	0.0
R3	47.9	40.1	43.1	0.0	0.0
R4	50.6	42.8	45.8	0.0	0.0

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.4	60.4	0.0	55.4	55.4	0.0
R2	55.2	55.2	0.0	49.4	49.5	0.1
R3	54.9	55.0	0.1	50.1	52.1	2.0
R4	58.4	58.5	0.1	52.7	54.8	2.1

For Report

Receptor	ambient (Leq)	Project (Leq)	Threshold	Exceedance (Leq)	
R1	56.7	29.9	56.7	0.0	
R2	49.4	32.2	49.4	0.0	
R3	50.7	47.9	50.7	0.0	
R4	56.5	50.6	56.5	0.0	

Pacific Concourse
Sources Levels in dB(A) - 02a Mechanical

Name	Source type	Lw dB(A)	
Mechanical AHU-1	Point	95.0	
Mechanical AHU-2	Point	95.0	
Mechanical AHU-3	Point	95.0	
Mechanical AHU-4	Point	98.0	
Mechanical AHU-5	Point	91.0	
Mechanical CH-1	Point	102.0	
Mechanical CH-2	Point	102.0	
Mechanical CHWP-1	Point	89.0	
Mechanical CHWP-2	Point	89.0	
Mechanical CHWP-3	Point	89.0	
Mechanical EF-1A	Point	94.0	
Mechanical EF-1B	Point	94.0	
Mechanical EF-1c	Point	94.0	
Mechanical EF-1d	Point	94.0	
Mechanical EF-2A	Point	90.0	
Mechanical EF-2B	Point	90.0	
Mechanical EF-3A	Point	95.0	
Mechanical EF-3B	Point	95.0	
Mechanical EF-4A	Point	106.0	
Mechanical EF-4B	Point	106.0	
Mechanical EF-5A	Point	95.0	
Mechanical EF-5B	Point	95.0	
Mechanical EF-06	Point	81.0	
Mechanical EF-7	Point	81.0	
Mechanical EF-8	Point	81.0	
Mechanical HHWP-1	Point	89.0	
Mechanical HHWP-2	Point	89.0	
Mechanical HHWP-3	Point	89.0	
MRI Chiller 1	Point	93.0	
MRI Chiller 2	Point	93.0	
MRI Chiller 3	Point	93.0	

Pacific Concourse
Contribution level - 02a Mechanical

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 53.1 dB(A)			
Mechanical EF-06	Point	19.4	
MRI Chiller 2	Point	18.2	
MRI Chiller 1	Point	18.5	
MRI Chiller 3	Point	18.1	
Mechanical CH-2	Point	40.5	
Mechanical AHU-1	Point	34.3	
Mechanical EF-1A	Point	33.7	
Mechanical AHU-2	Point	34.5	
Mechanical AHU-3	Point	34.7	
Mechanical EF-8	Point	24.0	
Mechanical EF-7	Point	24.0	
Mechanical EF-1c	Point	35.9	
Mechanical EF-5B	Point	39.6	
Mechanical EF-2A	Point	34.5	
Mechanical AHU-5	Point	30.0	
Mechanical EF-4A	Point	47.8	
Mechanical EF-1d	Point	35.9	
Mechanical AHU-4	Point	38.3	
Mechanical EF-3A	Point	35.0	
Mechanical CHWP-1	Point	27.5	
Mechanical CHWP-2	Point	27.5	
Mechanical CHWP-3	Point	27.5	
Mechanical HHWP-1	Point	27.7	
Mechanical HHWP-2	Point	27.7	
Mechanical HHWP-3	Point	27.7	
Mechanical CH-1	Point	40.0	
Mechanical EF-1B	Point	33.5	
Mechanical EF-5A	Point	39.6	
Mechanical EF-2B	Point	34.5	
Mechanical EF-4B	Point	47.8	
Mechanical EF-3B	Point	35.0	
Receiver R2 Leq,d 48.3 dB(A)			
Mechanical EF-06	Point	18.4	
MRI Chiller 2	Point	39.6	
MRI Chiller 1	Point	39.8	
MRI Chiller 3	Point	41.8	
Mechanical CH-2	Point	39.2	
Mechanical AHU-1	Point	29.3	
Mechanical EF-1A	Point	26.9	

Pacific Concourse
Contribution level - 02a Mechanical

Source	Source type	Leq,d dB(A)	
Mechanical AHU-2	Point	28.7	
Mechanical AHU-3	Point	27.7	
Mechanical EF-8	Point	12.6	
Mechanical EF-7	Point	12.7	
Mechanical EF-1c	Point	24.4	
Mechanical EF-5B	Point	26.5	
Mechanical EF-2A	Point	21.9	
Mechanical AHU-5	Point	22.2	
Mechanical EF-4A	Point	36.3	
Mechanical EF-1d	Point	24.4	
Mechanical AHU-4	Point	26.9	
Mechanical EF-3A	Point	23.6	
Mechanical CHWP-1	Point	25.6	
Mechanical CHWP-2	Point	25.5	
Mechanical CHWP-3	Point	25.4	
Mechanical HHWP-1	Point	25.3	
Mechanical HHWP-2	Point	25.3	
Mechanical HHWP-3	Point	25.3	
Mechanical CH-1	Point	39.1	
Mechanical EF-1B	Point	26.8	
Mechanical EF-5A	Point	26.5	
Mechanical EF-2B	Point	21.9	
Mechanical EF-4B	Point	36.3	
Mechanical EF-3B	Point	23.6	
Receiver R3 Leq,d 56.1 dB(A)			
Mechanical EF-06	Point	24.9	
MRI Chiller 2	Point	20.0	
MRI Chiller 1	Point	21.0	
MRI Chiller 3	Point	21.9	
Mechanical CH-2	Point	46.2	
Mechanical AHU-1	Point	40.3	
Mechanical EF-1A	Point	41.3	
Mechanical AHU-2	Point	41.6	
Mechanical AHU-3	Point	39.7	
Mechanical EF-8	Point	26.5	
Mechanical EF-7	Point	26.6	
Mechanical EF-1c	Point	39.3	
Mechanical EF-5B	Point	38.2	
Mechanical EF-2A	Point	33.0	
Mechanical AHU-5	Point	34.3	
Mechanical EF-4A	Point	49.7	

Pacific Concourse
Contribution level - 02a Mechanical

Source	Source type	Leq,d dB(A)	
Mechanical EF-1d	Point	38.8	
Mechanical AHU-4	Point	43.6	
Mechanical EF-3A	Point	35.7	
Mechanical CHWP-1	Point	33.7	
Mechanical CHWP-2	Point	33.8	
Mechanical CHWP-3	Point	33.8	
Mechanical HHWP-1	Point	33.3	
Mechanical HHWP-2	Point	33.5	
Mechanical HHWP-3	Point	33.6	
Mechanical CH-1	Point	45.6	
Mechanical EF-1B	Point	41.6	
Mechanical EF-5A	Point	38.2	
Mechanical EF-2B	Point	33.0	
Mechanical EF-4B	Point	49.7	
Mechanical EF-3B	Point	35.7	
Receiver R4 Leq,d 50.6 dB(A)			
Mechanical EF-06	Point	20.7	
MRI Chiller 2	Point	21.1	
MRI Chiller 1	Point	19.0	
MRI Chiller 3	Point	35.4	
Mechanical CH-2	Point	42.3	
Mechanical AHU-1	Point	35.8	
Mechanical EF-1A	Point	34.7	
Mechanical AHU-2	Point	35.8	
Mechanical AHU-3	Point	35.9	
Mechanical EF-8	Point	21.4	
Mechanical EF-7	Point	21.4	
Mechanical EF-1c	Point	31.1	
Mechanical EF-5B	Point	35.8	
Mechanical EF-2A	Point	26.6	
Mechanical AHU-5	Point	27.0	
Mechanical EF-4A	Point	42.6	
Mechanical EF-1d	Point	31.0	
Mechanical AHU-4	Point	35.2	
Mechanical EF-3A	Point	31.7	
Mechanical CHWP-1	Point	28.7	
Mechanical CHWP-2	Point	28.8	
Mechanical CHWP-3	Point	28.8	
Mechanical HHWP-1	Point	29.5	
Mechanical HHWP-2	Point	29.5	
Mechanical HHWP-3	Point	29.4	

Pacific Concourse
Contribution level - 02a Mechanical

Source	Source type	Leq,d dB(A)	
Mechanical CH-1	Point	42.5	
Mechanical EF-1B	Point	34.4	
Mechanical EF-5A	Point	35.8	
Mechanical EF-2B	Point	26.6	
Mechanical EF-4B	Point	42.6	
Mechanical EF-3B	Point	31.7	

Pacific Concourse
Sources Levels in dB(A) - 02b Loading & Trash Compactors

Name	Source type	Lw dB(A)	
Loading	Point	101.9	
Trash Compactor 1	Point	97.7	
Trash Compactor 2	Point	97.7	

Pacific Concourse
Contribution level - 02b Loading & Trash Compactors

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 31.4 dB(A)			
Trash Compactor 1	Point	26.9	
Trash Compactor 2	Point	27.3	
Loading	Point	25.5	
Receiver R2 Leq,d 29.4 dB(A)			
Trash Compactor 1	Point	25.7	
Trash Compactor 2	Point	26.2	
Loading	Point	19.1	
Receiver R3 Leq,d 48.7 dB(A)			
Trash Compactor 1	Point	43.3	
Trash Compactor 2	Point	41.9	
Loading	Point	45.7	
Receiver R4 Leq,d 45.1 dB(A)			
Trash Compactor 1	Point	42.7	
Trash Compactor 2	Point	40.7	
Loading	Point	32.0	

Pacific Concourse
Sources Levels in dB(A) - 02c Generators

Name	ource typ	Lw dB(A)	
Generator 3	Point	104.0	

Pacific Concourse
Contribution level - 02c Generators

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 29.9 dB(A)			
Generator 3	Point	29.9	
Receiver R2 Leq,d 32.2 dB(A)			
Generator 3	Point	32.2	
Receiver R3 Leq,d 47.9 dB(A)			
Generator 3	Point	47.9	
Receiver R4 Leq,d 50.6 dB(A)			
Generator 3	Point	50.6	

Pacific Concourse
Emission calculation road - 02d Traffic

Road	Vehicle Volumes Day Veh/h	Vehicle Volumes Night Veh/h	
Traffic	146.00	24.30	
Traffic	146.00	24.30	
Traffic	146.00	24.30	

Pacific Concourse
Contribution level - 02d Traffic

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 55.3 dB(A)			
Traffic	Road	55.3	
Traffic	Road	14.8	
Receiver R2 Leq,d 28.5 dB(A)			
Traffic	Road	28.1	
Traffic	Road	18.1	
Receiver R3 Leq,d 31.5 dB(A)			
Traffic	Road	21.4	
Traffic	Road	31.1	
Receiver R4 Leq,d 36.7 dB(A)			
Traffic	Road	16.9	
Traffic	Road	36.7	

Pacific Concourse
Sources Levels in dB(A) - 02a Mechanical (Mitigated)

Name	Source type	Lw dB(A)	
Mechanical AHU-1	Point	95.0	
Mechanical AHU-2	Point	95.0	
Mechanical AHU-3	Point	90.0	
Mechanical AHU-4	Point	98.0	
Mechanical AHU-5	Point	91.0	
Mechanical CH-1	Point	92.0	
Mechanical CH-2	Point	92.0	
Mechanical CHWP-1	Point	89.0	
Mechanical CHWP-2	Point	89.0	
Mechanical CHWP-3	Point	89.0	
Mechanical EF-1A	Point	84.0	
Mechanical EF-1B	Point	84.0	
Mechanical EF-1c	Point	84.0	
Mechanical EF-1d	Point	84.0	
Mechanical EF-2A	Point	80.0	
Mechanical EF-2B	Point	90.0	
Mechanical EF-3A	Point	85.0	
Mechanical EF-3B	Point	85.0	
Mechanical EF-4A	Point	91.0	
Mechanical EF-4B	Point	91.0	
Mechanical EF-5A	Point	85.0	
Mechanical EF-5B	Point	85.0	
Mechanical EF-06	Point	81.0	
Mechanical EF-7	Point	81.0	
Mechanical EF-8	Point	81.0	
Mechanical HHWP-1	Point	89.0	
Mechanical HHWP-2	Point	89.0	
Mechanical HHWP-3	Point	89.0	
MRI Chiller 1	Point	93.0	
MRI Chiller 2	Point	93.0	
MRI Chiller 3	Point	93.0	

Pacific Concourse
Contribution level - 02a Mechanical (Mitigated)

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 44.9 dB(A)			
Mechanical AHU-4	Point	38.3	
Mechanical AHU-2	Point	34.5	
Mechanical EF-2B	Point	34.5	
Mechanical AHU-1	Point	34.3	
Mechanical EF-4A	Point	32.8	
Mechanical EF-4B	Point	32.8	
Mechanical CH-2	Point	30.5	
Mechanical AHU-5	Point	30.0	
Mechanical CH-1	Point	30.0	
Mechanical AHU-3	Point	29.7	
Mechanical EF-5A	Point	29.6	
Mechanical EF-5B	Point	29.6	
Mechanical HHWP-2	Point	27.7	
Mechanical HHWP-3	Point	27.7	
Mechanical HHWP-1	Point	27.7	
Mechanical CHWP-3	Point	27.5	
Mechanical CHWP-2	Point	27.5	
Mechanical CHWP-1	Point	27.5	
Mechanical EF-1c	Point	25.9	
Mechanical EF-1d	Point	25.9	
Mechanical EF-3A	Point	25.0	
Mechanical EF-3B	Point	25.0	
Mechanical EF-2A	Point	24.5	
Mechanical EF-7	Point	24.0	
Mechanical EF-8	Point	24.0	
Mechanical EF-1A	Point	23.7	
Mechanical EF-1B	Point	23.5	
Mechanical EF-06	Point	19.4	
MRI Chiller 1	Point	18.5	
MRI Chiller 2	Point	18.2	
MRI Chiller 3	Point	18.1	
Receiver R2 Leq,d 46.1 dB(A)			
MRI Chiller 3	Point	41.8	
MRI Chiller 1	Point	39.8	
MRI Chiller 2	Point	39.6	
Mechanical AHU-1	Point	29.3	
Mechanical CH-2	Point	29.2	
Mechanical CH-1	Point	29.1	
Mechanical AHU-2	Point	28.7	

Pacific Concourse
Contribution level - 02a Mechanical (Mitigated)

Source	Source type	Leq,d dB(A)	
Mechanical AHU-4	Point	26.9	
Mechanical CHWP-1	Point	25.6	
Mechanical CHWP-2	Point	25.5	
Mechanical CHWP-3	Point	25.4	
Mechanical HHWP-2	Point	25.3	
Mechanical HHWP-3	Point	25.3	
Mechanical HHWP-1	Point	25.3	
Mechanical AHU-3	Point	22.7	
Mechanical AHU-5	Point	22.2	
Mechanical EF-2B	Point	21.9	
Mechanical EF-4A	Point	21.3	
Mechanical EF-4B	Point	21.3	
Mechanical EF-06	Point	18.4	
Mechanical EF-1A	Point	16.9	
Mechanical EF-1B	Point	16.8	
Mechanical EF-5A	Point	16.5	
Mechanical EF-5B	Point	16.5	
Mechanical EF-1c	Point	14.4	
Mechanical EF-1d	Point	14.4	
Mechanical EF-3A	Point	13.6	
Mechanical EF-3B	Point	13.6	
Mechanical EF-7	Point	12.7	
Mechanical EF-8	Point	12.6	
Mechanical EF-2A	Point	11.9	
Receiver R3 Leq,d 49.6 dB(A)			
Mechanical AHU-4	Point	43.6	
Mechanical AHU-2	Point	41.6	
Mechanical AHU-1	Point	40.3	
Mechanical CH-2	Point	36.2	
Mechanical CH-1	Point	35.6	
Mechanical AHU-3	Point	34.7	
Mechanical EF-4A	Point	34.7	
Mechanical EF-4B	Point	34.7	
Mechanical AHU-5	Point	34.3	
Mechanical CHWP-3	Point	33.8	
Mechanical CHWP-2	Point	33.8	
Mechanical CHWP-1	Point	33.7	
Mechanical HHWP-3	Point	33.6	
Mechanical HHWP-2	Point	33.5	
Mechanical HHWP-1	Point	33.3	
Mechanical EF-2B	Point	33.0	

Pacific Concourse
Contribution level - 02a Mechanical (Mitigated)

Source	Source type	Leq,d dB(A)	
Mechanical EF-1B	Point	31.6	
Mechanical EF-1A	Point	31.3	
Mechanical EF-1c	Point	29.3	
Mechanical EF-1d	Point	28.8	
Mechanical EF-5A	Point	28.2	
Mechanical EF-5B	Point	28.2	
Mechanical EF-7	Point	26.6	
Mechanical EF-8	Point	26.5	
Mechanical EF-3A	Point	25.7	
Mechanical EF-3B	Point	25.7	
Mechanical EF-06	Point	24.9	
Mechanical EF-2A	Point	23.0	
MRI Chiller 3	Point	21.9	
MRI Chiller 1	Point	21.0	
MRI Chiller 2	Point	20.0	
Receiver R4 Leq,d 44.6 dB(A)			
Mechanical AHU-2	Point	35.8	
Mechanical AHU-1	Point	35.8	
MRI Chiller 3	Point	35.4	
Mechanical AHU-4	Point	35.2	
Mechanical CH-1	Point	32.5	
Mechanical CH-2	Point	32.3	
Mechanical AHU-3	Point	30.9	
Mechanical HHWP-1	Point	29.5	
Mechanical HHWP-2	Point	29.5	
Mechanical HHWP-3	Point	29.4	
Mechanical CHWP-3	Point	28.8	
Mechanical CHWP-2	Point	28.8	
Mechanical CHWP-1	Point	28.7	
Mechanical EF-4A	Point	27.6	
Mechanical EF-4B	Point	27.6	
Mechanical AHU-5	Point	27.0	
Mechanical EF-2B	Point	26.6	
Mechanical EF-5A	Point	25.8	
Mechanical EF-5B	Point	25.8	
Mechanical EF-1A	Point	24.7	
Mechanical EF-1B	Point	24.4	
Mechanical EF-3A	Point	21.7	
Mechanical EF-3B	Point	21.7	
Mechanical EF-7	Point	21.4	
Mechanical EF-8	Point	21.4	

Pacific Concourse
Contribution level - 02a Mechanical (Mitigated)

Source	Source type	Leq,d dB(A)	
Mechanical EF-1c	Point	21.1	
MRI Chiller 2	Point	21.1	
Mechanical EF-1d	Point	21.0	
Mechanical EF-06	Point	20.7	
MRI Chiller 1	Point	19.0	
Mechanical EF-2A	Point	16.6	

UCLA Sports Medicine Institute Project
(5210 Pacific Concourse Drive Tenant Improvements)

All-Electric Option (Mechanical Equipment) – Supplemental Noise Analysis

This supplemental noise analysis evaluates the potential noise impacts associated with the proposed All-Electric Option (as defined in the Initial Study) for the building's rooftop mechanical equipment. Under this option, all-electric heat pumps would replace the natural gas boilers included in the base design. The proposed all-electric heat pumps would be installed at the west end of the building's roof. All other mechanical systems, including the chiller, air-handling units, and exhaust fans would remain consistent with the base design.

Table 1 (below) summarizes the estimated mechanical noise levels for the All-Electric Option at the off-site receptor locations. As shown in Table 1, the estimated noise levels range from 47.8 dBA (L_{eq}) at receptor location R2 to 55.8 dBA (L_{eq}) at R3. The estimated noise levels would be below the existing ambient noise levels at all off-site receptors, except for receptor R3, which would exceed the significance criteria by 5.7 dBA, without mitigation measures. Similar to the Project, the All-Electrical Option would incorporate Mitigation Measure NOI-1, which includes sound attenuation measures for the roof-mounted mechanical equipment. As indicated in Table 1, the mechanical equipment noise level at all receptor locations would be reduced to below the significance criteria with implementation of the mitigation measure. As such, noise impacts from rooftop mechanical equipment under the All-Electric Option would be less than significant with implementation of Mitigation Measure NOI-1.

Table 1. Mechanical Equipment Noise Levels – All-Electric Option

Receptor Location	Estimated Noise from Project Mechanical Equipment, dBA (L_{eq})	Significance Criteria[a] dBA (L_{eq})	Exceedance over Significance Criteria (Prior to Mitigation), dBA (L_{eq})	Estimated Noise from Project Mechanical Equipment with Mitigation, dBA (L_{eq})	Significant Impact with Mitigation?
R1	53.0	55.4	0.0	45.3	No
R2	47.8	49.4	0.0	46.2	No
R3	**55.8**	50.1	5.7	50.0	No
R4	50.2	52.4	0.0	45.3	No

[a] *Significance Criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower. Refer to the Project Noise Report for ambient noise measurements and Project (base design) data.*

Source: AES, 2025, See attached noise worksheets.

5120 Pacific Concourse Drive Project
Noise Impact Analysis

Noise Calculations Worksheets

Provided by Acoustical Engineering Services

AES
ACOUSTICAL ENGINEERING SERVICES

Outdoor Mechanical Equipment Noise Calculations

Project: 5120 Pacific Concourse

ALL-ELECTRIC OPTION

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	12	3	9
R1	53.0	59.7	53.0	53.0	53.0
R2	47.8	54.5	47.8	47.8	47.8
R3	55.8	62.5	55.8	55.8	55.8
R4	50.2	56.9	50.2	50.2	50.2

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.4	63.1	2.7	55.4	57.4	2.0
R2	55.2	57.9	2.7	49.4	51.7	2.3
R3	54.9	63.2	8.3	50.1	56.8	6.7
R4	58.4	60.7	2.3	52.7	54.6	1.9

For Report

Receptor	ambient (Leq)	Project (Leq)	Threshold	Exceedance (Leq)	
R1	55.4	53.0	55.4	0.0	
R2	49.4	47.8	49.4	0.0	
R3	50.1	55.8	50.1	5.7	
R4	52.7	50.2	52.7	0.0	

AES
ACOUSTICAL ENGINEERING SERVICES

Outdoor Mechanical Equipment Noise Calculations

Project: 5120 Pacific Concourse

ALL-ELECTRIC OPTION "MITIGATED"

	Estimated Noise Levels, Leq from SOUNDPLAN		Hours of Operations Ld (7am to 7pm)	Le (7pm to 10pm)	Ln (10pm to 7am)
Receptor	Leq	CNEL	12	3	9
R1	45.3	52.0	45.3	45.3	45.3
R2	46.2	52.9	46.2	46.2	46.2
R3	50.0	56.7	50.0	50.0	50.0
R4	45.3	52.0	45.3	45.3	45.3

Receptor	Ambient CNEL	Ambient + Project (CNEL)	Increase (CNEL)	ambient (Leq)	Ambient + Project (Leq)	Increase (Leq)
R1	60.4	61.0	0.6	55.4	55.8	0.4
R2	55.2	57.2	2.0	49.4	51.1	1.7
R3	54.9	58.9	4.0	50.1	53.1	3.0
R4	58.4	59.3	0.9	52.7	53.4	0.7

For Report

Receptor	ambient (Leq)	Project (Leq)	Threshold	Exceedance (Leq)	
R1	55.4	45.3	55.4	0.0	
R2	49.4	46.2	49.4	0.0	
R3	50.1	50.0	50.1	0.0	
R4	52.7	45.3	52.7	0.0	

Pacific Concourse
Source Levels in dB(A) - 3a Mechanical Electric Option

Name	Source type	Lw dB(A)	
Mechanical AHSP-1	Point	90.0	
Mechanical AHSP-2	Point	90.0	
Mechanical AHU-1	Point	95.0	
Mechanical AHU-2	Point	95.0	
Mechanical AHU-3	Point	95.0	
Mechanical AHU-4	Point	98.0	
Mechanical AHU-5	Point	91.0	
Mechanical CH-1	Point	102.0	
Mechanical CHWP-P-1	Point	89.0	
Mechanical CHWP-P-2	Point	89.0	
Mechanical CHWP-P-3	Point	89.0	
Mechanical CHWP-S-1	Point	89.0	
Mechanical CHWP-S-2	Point	89.0	
Mechanical EF-1A	Point	94.0	
Mechanical EF-1B	Point	94.0	
Mechanical EF-1c	Point	94.0	
Mechanical EF-1d	Point	94.0	
Mechanical EF-2A	Point	90.0	
Mechanical EF-2B	Point	90.0	
Mechanical EF-3A	Point	95.0	
Mechanical EF-3B	Point	95.0	
Mechanical EF-4A	Point	106.0	
Mechanical EF-4B	Point	106.0	
Mechanical EF-5A	Point	95.0	
Mechanical EF-5B	Point	95.0	
Mechanical EF-06	Point	81.0	
Mechanical EF-7	Point	81.0	
Mechanical EF-8	Point	81.0	
Mechanical HHWP-P-1	Point	89.0	
Mechanical HHWP-P-2	Point	89.0	
Mechanical HHWP-P-3	Point	89.0	
Mechanical HHWP-S-1	Point	89.0	
Mechanical HHWP-S-2	Point	89.0	
MRI Chiller 1	Point	93.0	
MRI Chiller 2	Point	93.0	
MRI Chiller 3	Point	93.0	

Pacific Concourse
Contribution level - 3a Mechanical Electric Option

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 53.0 dB(A)			
Mechanical EF-06	Point	19.4	
MRI Chiller 2	Point	18.2	
MRI Chiller 1	Point	18.5	
MRI Chiller 3	Point	18.1	
Mechanical AHU-1	Point	34.3	
Mechanical EF-1A	Point	33.7	
Mechanical AHU-2	Point	34.5	
Mechanical AHU-3	Point	34.7	
Mechanical EF-8	Point	24.0	
Mechanical EF-7	Point	24.0	
Mechanical EF-1c	Point	35.9	
Mechanical EF-5B	Point	39.6	
Mechanical EF-2A	Point	34.5	
Mechanical AHU-5	Point	30.0	
Mechanical EF-4A	Point	47.8	
Mechanical EF-1d	Point	35.9	
Mechanical AHU-4	Point	38.3	
Mechanical EF-3A	Point	35.0	
Mechanical CH-1	Point	40.0	
Mechanical EF-1B	Point	33.5	
Mechanical EF-5A	Point	39.6	
Mechanical EF-2B	Point	34.5	
Mechanical EF-4B	Point	47.8	
Mechanical EF-3B	Point	35.0	
Mechanical AHSP-2	Point	28.6	
Mechanical AHSP-1	Point	28.3	
Mechanical HHWP-S-1	Point	26.8	
Mechanical HHWP-S-2	Point	26.9	
Mechanical HHWP-P-1	Point	26.9	
Mechanical HHWP-P-2	Point	27.0	
Mechanical HHWP-P-3	Point	27.0	
Mechanical CHWP-S-1	Point	27.9	
Mechanical CHWP-S-2	Point	27.9	
Mechanical CHWP-P-1	Point	27.9	
Mechanical CHWP-P-2	Point	27.9	
Mechanical CHWP-P-3	Point	27.9	
Receiver R2 Leq,d 47.8 dB(A)			
Mechanical EF-06	Point	18.4	
MRI Chiller 2	Point	39.6	
MRI Chiller 1	Point	39.8	
MRI Chiller 3	Point	41.8	
Mechanical AHU-1	Point	29.3	

Pacific Concourse
Contribution level - 3a Mechanical Electric Option

Source	Source type	Leq,d dB(A)
Mechanical EF-1A	Point	26.9
Mechanical AHU-2	Point	28.7
Mechanical AHU-3	Point	27.7
Mechanical EF-8	Point	12.6
Mechanical EF-7	Point	12.7
Mechanical EF-1c	Point	24.4
Mechanical EF-5B	Point	26.5
Mechanical EF-2A	Point	21.9
Mechanical AHU-5	Point	22.2
Mechanical EF-4A	Point	36.3
Mechanical EF-1d	Point	24.4
Mechanical AHU-4	Point	26.9
Mechanical EF-3A	Point	23.6
Mechanical CH-1	Point	39.1
Mechanical EF-1B	Point	26.8
Mechanical EF-5A	Point	26.5
Mechanical EF-2B	Point	21.9
Mechanical EF-4B	Point	36.3
Mechanical EF-3B	Point	23.6
Mechanical AHSP-2	Point	26.3
Mechanical AHSP-1	Point	27.4
Mechanical HHWP-S-1	Point	24.9
Mechanical HHWP-S-2	Point	24.8
Mechanical HHWP-P-1	Point	24.7
Mechanical HHWP-P-2	Point	24.6
Mechanical HHWP-P-3	Point	24.5
Mechanical CHWP-S-1	Point	24.6
Mechanical CHWP-S-2	Point	24.6
Mechanical CHWP-P-1	Point	24.6
Mechanical CHWP-P-2	Point	24.6
Mechanical CHWP-P-3	Point	24.6
Receiver R3 Leq,d 55.8 dB(A)		
Mechanical EF-06	Point	24.9
MRI Chiller 2	Point	20.0
MRI Chiller 1	Point	21.0
MRI Chiller 3	Point	21.9
Mechanical AHU-1	Point	40.3
Mechanical EF-1A	Point	41.3
Mechanical AHU-2	Point	41.6
Mechanical AHU-3	Point	39.7
Mechanical EF-8	Point	26.5
Mechanical EF-7	Point	26.6
Mechanical EF-1c	Point	39.3

Pacific Concourse
Contribution level - 3a Mechanical Electric Option

Source	Source type	Leq,d dB(A)	
Mechanical EF-5B	Point	38.2	
Mechanical EF-2A	Point	33.0	
Mechanical AHU-5	Point	34.3	
Mechanical EF-4A	Point	49.7	
Mechanical EF-1d	Point	38.8	
Mechanical AHU-4	Point	43.6	
Mechanical EF-3A	Point	35.7	
Mechanical CH-1	Point	45.6	
Mechanical EF-1B	Point	41.6	
Mechanical EF-5A	Point	38.2	
Mechanical EF-2B	Point	33.0	
Mechanical EF-4B	Point	49.7	
Mechanical EF-3B	Point	35.7	
Mechanical AHSP-2	Point	34.8	
Mechanical AHSP-1	Point	34.3	
Mechanical HHWP-S-1	Point	32.8	
Mechanical HHWP-S-2	Point	32.8	
Mechanical HHWP-P-1	Point	32.9	
Mechanical HHWP-P-2	Point	32.9	
Mechanical HHWP-P-3	Point	32.9	
Mechanical CHWP-S-1	Point	33.7	
Mechanical CHWP-S-2	Point	33.8	
Mechanical CHWP-P-1	Point	33.9	
Mechanical CHWP-P-2	Point	34.0	
Mechanical CHWP-P-3	Point	34.1	
Receiver R4 Leq,d 50.2 dB(A)			
Mechanical EF-06	Point	20.7	
MRI Chiller 2	Point	21.1	
MRI Chiller 1	Point	19.0	
MRI Chiller 3	Point	35.4	
Mechanical AHU-1	Point	35.8	
Mechanical EF-1A	Point	34.7	
Mechanical AHU-2	Point	35.8	
Mechanical AHU-3	Point	35.9	
Mechanical EF-8	Point	21.4	
Mechanical EF-7	Point	21.4	
Mechanical EF-1c	Point	31.1	
Mechanical EF-5B	Point	35.8	
Mechanical EF-2A	Point	26.6	
Mechanical AHU-5	Point	27.0	
Mechanical EF-4A	Point	42.6	
Mechanical EF-1d	Point	31.0	
Mechanical AHU-4	Point	35.2	

Pacific Concourse
Contribution level - 3a Mechanical Electric Option

Source	Source type	Leq,d dB(A)	
Mechanical EF-3A	Point	31.7	
Mechanical CH-1	Point	42.5	
Mechanical EF-1B	Point	34.4	
Mechanical EF-5A	Point	35.8	
Mechanical EF-2B	Point	26.6	
Mechanical EF-4B	Point	42.6	
Mechanical EF-3B	Point	31.7	
Mechanical AHSP-2	Point	30.1	
Mechanical AHSP-1	Point	29.9	
Mechanical HHWP-S-1	Point	30.0	
Mechanical HHWP-S-2	Point	30.0	
Mechanical HHWP-P-1	Point	30.0	
Mechanical HHWP-P-2	Point	30.1	
Mechanical HHWP-P-3	Point	30.1	
Mechanical CHWP-S-1	Point	29.6	
Mechanical CHWP-S-2	Point	29.6	
Mechanical CHWP-P-1	Point	29.5	
Mechanical CHWP-P-2	Point	29.4	
Mechanical CHWP-P-3	Point	29.3	

Pacific Concourse
Source Levels in dB(A) - 3a Mechanical Electric Option (Mitigated)

Name	Source type	Lw dB(A)	
Mechanical AHSP-1	Point	90.0	
Mechanical AHSP-2	Point	90.0	
Mechanical AHU-1	Point	95.0	
Mechanical AHU-2	Point	95.0	
Mechanical AHU-3	Point	90.0	
Mechanical AHU-4	Point	98.0	
Mechanical AHU-5	Point	91.0	
Mechanical CH-1	Point	92.0	
Mechanical CHWP-P-1	Point	89.0	
Mechanical CHWP-P-2	Point	89.0	
Mechanical CHWP-P-3	Point	89.0	
Mechanical CHWP-S-1	Point	89.0	
Mechanical CHWP-S-2	Point	89.0	
Mechanical EF-1A	Point	84.0	
Mechanical EF-1B	Point	84.0	
Mechanical EF-1c	Point	84.0	
Mechanical EF-1d	Point	84.0	
Mechanical EF-2A	Point	80.0	
Mechanical EF-2B	Point	90.0	
Mechanical EF-3A	Point	85.0	
Mechanical EF-3B	Point	85.0	
Mechanical EF-4A	Point	91.0	
Mechanical EF-4B	Point	91.0	
Mechanical EF-5A	Point	85.0	
Mechanical EF-5B	Point	85.0	
Mechanical EF-06	Point	81.0	
Mechanical EF-7	Point	81.0	
Mechanical EF-8	Point	81.0	
Mechanical HHWP-P-1	Point	89.0	
Mechanical HHWP-P-2	Point	89.0	
Mechanical HHWP-P-3	Point	89.0	
Mechanical HHWP-S-1	Point	89.0	
Mechanical HHWP-S-2	Point	89.0	
MRI Chiller 1	Point	93.0	
MRI Chiller 2	Point	93.0	
MRI Chiller 3	Point	93.0	

Pacific Concourse
Contribution level - 3b Mechanical Electric Option (Mitigated)

Source	Source type	Leq,d dB(A)	
Receiver R1 Leq,d 45.3 dB(A)			
Mechanical EF-06	Point	19.4	
MRI Chiller 2	Point	18.2	
MRI Chiller 1	Point	18.5	
MRI Chiller 3	Point	18.1	
Mechanical AHSP-1	Point	28.3	
Mechanical AHU-1	Point	34.3	
Mechanical EF-1A	Point	23.7	
Mechanical AHU-2	Point	34.5	
Mechanical AHU-3	Point	29.7	
Mechanical EF-8	Point	24.0	
Mechanical EF-7	Point	24.0	
Mechanical EF-1c	Point	25.9	
Mechanical EF-5B	Point	29.6	
Mechanical EF-2A	Point	24.5	
Mechanical AHU-5	Point	30.0	
Mechanical EF-4A	Point	32.8	
Mechanical EF-1d	Point	25.9	
Mechanical AHU-4	Point	38.3	
Mechanical EF-3A	Point	25.0	
Mechanical CHWP-S-1	Point	27.9	
Mechanical CHWP-S-2	Point	27.9	
Mechanical CHWP-P-1	Point	27.9	
Mechanical HHWP-S-1	Point	26.8	
Mechanical HHWP-S-2	Point	26.9	
Mechanical HHWP-P-1	Point	26.9	
Mechanical CH-1	Point	30.0	
Mechanical EF-1B	Point	23.5	
Mechanical EF-5A	Point	29.6	
Mechanical EF-2B	Point	34.5	
Mechanical EF-4B	Point	32.8	
Mechanical EF-3B	Point	25.0	
Mechanical AHSP-2	Point	28.6	
Mechanical CHWP-P-2	Point	27.9	
Mechanical CHWP-P-3	Point	27.9	
Mechanical HHWP-P-2	Point	27.0	
Mechanical HHWP-P-3	Point	27.0	
Receiver R2 Leq,d 46.2 dB(A)			
Mechanical EF-06	Point	18.4	
MRI Chiller 2	Point	39.6	
MRI Chiller 1	Point	39.8	
MRI Chiller 3	Point	41.8	
Mechanical AHSP-1	Point	27.4	

Pacific Concourse
Contribution level - 3b Mechanical Electric Option (Mitigated)

Source	Source type	Leq,d dB(A)	
Mechanical AHU-1	Point	29.3	
Mechanical EF-1A	Point	16.9	
Mechanical AHU-2	Point	28.7	
Mechanical AHU-3	Point	22.7	
Mechanical EF-8	Point	12.6	
Mechanical EF-7	Point	12.7	
Mechanical EF-1c	Point	14.4	
Mechanical EF-5B	Point	16.5	
Mechanical EF-2A	Point	11.9	
Mechanical AHU-5	Point	22.2	
Mechanical EF-4A	Point	21.3	
Mechanical EF-1d	Point	14.4	
Mechanical AHU-4	Point	26.9	
Mechanical EF-3A	Point	13.6	
Mechanical CHWP-S-1	Point	24.6	
Mechanical CHWP-S-2	Point	24.6	
Mechanical CHWP-P-1	Point	24.6	
Mechanical HHWP-S-1	Point	24.9	
Mechanical HHWP-S-2	Point	24.8	
Mechanical HHWP-P-1	Point	24.7	
Mechanical CH-1	Point	29.1	
Mechanical EF-1B	Point	16.8	
Mechanical EF-5A	Point	16.5	
Mechanical EF-2B	Point	21.9	
Mechanical EF-4B	Point	21.3	
Mechanical EF-3B	Point	13.6	
Mechanical AHSP-2	Point	26.3	
Mechanical CHWP-P-2	Point	24.6	
Mechanical CHWP-P-3	Point	24.6	
Mechanical HHWP-P-2	Point	24.6	
Mechanical HHWP-P-3	Point	24.5	
Receiver R3 Leq,d 50.0 dB(A)			
Mechanical EF-06	Point	24.9	
MRI Chiller 2	Point	20.0	
MRI Chiller 1	Point	21.0	
MRI Chiller 3	Point	21.9	
Mechanical AHSP-1	Point	34.3	
Mechanical AHU-1	Point	40.3	
Mechanical EF-1A	Point	31.3	
Mechanical AHU-2	Point	41.6	
Mechanical AHU-3	Point	34.7	
Mechanical EF-8	Point	26.5	
Mechanical EF-7	Point	26.6	

Pacific Concourse
Contribution level - 3b Mechanical Electric Option (Mitigated)

Source	Source type	Leq,d dB(A)	
Mechanical EF-1c	Point	29.3	
Mechanical EF-5B	Point	28.2	
Mechanical EF-2A	Point	23.0	
Mechanical AHU-5	Point	34.3	
Mechanical EF-4A	Point	34.7	
Mechanical EF-1d	Point	28.8	
Mechanical AHU-4	Point	43.6	
Mechanical EF-3A	Point	25.7	
Mechanical CHWP-S-1	Point	33.7	
Mechanical CHWP-S-2	Point	33.8	
Mechanical CHWP-P-1	Point	33.9	
Mechanical HHWP-S-1	Point	32.8	
Mechanical HHWP-S-2	Point	32.8	
Mechanical HHWP-P-1	Point	32.9	
Mechanical CH-1	Point	35.6	
Mechanical EF-1B	Point	31.6	
Mechanical EF-5A	Point	28.2	
Mechanical EF-2B	Point	33.0	
Mechanical EF-4B	Point	34.7	
Mechanical EF-3B	Point	25.7	
Mechanical AHSP-2	Point	34.8	
Mechanical CHWP-P-2	Point	34.0	
Mechanical CHWP-P-3	Point	34.1	
Mechanical HHWP-P-2	Point	32.9	
Mechanical HHWP-P-3	Point	32.9	
Receiver R4 Leq,d 45.3 dB(A)			
Mechanical EF-06	Point	20.7	
MRI Chiller 2	Point	21.1	
MRI Chiller 1	Point	19.0	
MRI Chiller 3	Point	35.4	
Mechanical AHSP-1	Point	29.9	
Mechanical AHU-1	Point	35.8	
Mechanical EF-1A	Point	24.7	
Mechanical AHU-2	Point	35.8	
Mechanical AHU-3	Point	30.9	
Mechanical EF-8	Point	21.4	
Mechanical EF-7	Point	21.4	
Mechanical EF-1c	Point	21.1	
Mechanical EF-5B	Point	25.8	
Mechanical EF-2A	Point	16.6	
Mechanical AHU-5	Point	27.0	
Mechanical EF-4A	Point	27.6	
Mechanical EF-1d	Point	21.0	

Pacific Concourse
Contribution level - 3b Mechanical Electric Option (Mitigated)

Source	Source type	Leq,d dB(A)	
Mechanical AHU-4	Point	35.2	
Mechanical EF-3A	Point	21.7	
Mechanical CHWP-S-1	Point	29.6	
Mechanical CHWP-S-2	Point	29.6	
Mechanical CHWP-P-1	Point	29.5	
Mechanical HHWP-S-1	Point	30.0	
Mechanical HHWP-S-2	Point	30.0	
Mechanical HHWP-P-1	Point	30.0	
Mechanical CH-1	Point	32.5	
Mechanical EF-1B	Point	24.4	
Mechanical EF-5A	Point	25.8	
Mechanical EF-2B	Point	26.6	
Mechanical EF-4B	Point	27.6	
Mechanical EF-3B	Point	21.7	
Mechanical AHSP-2	Point	30.1	
Mechanical CHWP-P-2	Point	29.4	
Mechanical CHWP-P-3	Point	29.3	
Mechanical HHWP-P-2	Point	30.1	
Mechanical HHWP-P-3	Point	30.1	