

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise and vibration impacts from construction and operation of a Proposed Project at 8144 North Haskell Avenue in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

Fundamentals of Noise

Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. Table 1 provides examples of A-weighted noise levels from common sources.

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10

Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.
These noise levels are approximations intended for general reference and informational use.

Noise Definitions. This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

- **Equivalent Noise Level (L_{eq}):** L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

- Maximum Noise Level (L_{max}): L_{max} represents the maximum instantaneous noise level measured during a given time period.
- Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Effects of Noise. The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.¹ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.²

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.³ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.⁴ However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁵

¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

² World Health Organization, Guidelines for Community Noise, 1999.

³ Ibid.

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁵ World Health Organization, Guidelines for Community Noise, 1999.

Noise Attenuation. Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁶ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

Fundamentals of Vibration

Characteristics of Vibration. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual*, groundborne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.⁷ In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources such as rubber-tired buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and certain construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.⁸ Groundborne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance from the source of the vibration.

⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>

⁷ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 7, 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed August 20, 2021.

⁸ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 7, 2018.

Vibration Definitions. This analysis discusses vibration in terms of Peak Particle Velocity (PPV). PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are usually measured in inches per second.⁹ This analysis also discusses the vibration of events in decibel scale, known as Vibration Decibels (VdB), which is a unitless measure of vibration that is expressed on a logarithmic scale. Background vibration velocity levels in residential areas is usually 50 VdB or lower and the threshold of perception for humans is about 65 VdB.¹⁰

Effects of Vibration. High levels of vibration may cause physical personal injury or damage to buildings. However, groundborne vibration levels rarely affect human health. Instead, most people consider groundborne vibration to be an annoyance that can disrupt concentration or disturb sleep. Groundborne vibration can also interfere with certain types of highly sensitive equipment and machines, especially imaging devices used in medical laboratories.

Perceptible Vibration Changes. Unlike noise, groundborne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inches per second.¹¹ Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of groundborne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

Regulatory Framework

Noise

Federal. No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

State. The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table 2 illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and

⁹ California Department of Transportation, Transportation and Construction Vibration Guidance Manual, April 2020; <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.

¹⁰ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 7, 2018.

¹¹ Ibid.

appraise noise problems in the community, recognize State noise control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

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

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.¹² However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes a policy and an objective that are relevant for the Proposed Project:

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

¹² The City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance relies on the Noise Elements definition of noise sensitive uses as residences, long-term care facilities, dormitories, motels, hotels, transient lodging, places of assembly (churches, house of worship), hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks.

**Table 2
State of California Noise/Land Use Compatibility Matrix**

Land Use Category	Community Noise Exposure (dB, L _{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

	Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

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

There are also two programs that are applicable to development projects:

Program 11: For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.

Program 12: When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

City of Los Angeles Municipal Code. The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) *No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*

(c) *No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of*

construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...

Section 112.04 of the LAMC bans the use of gas-powered leaf blowers within 500 feet of a residence between 10:00 P.M. and 7:00 A.M. This also includes lawn mowers, lawn edgers, riding tractors, or other equipment that makes loud sounds.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
- (b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
- (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses. This includes Section 111.02, which discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5

minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC prohibits any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) *It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*

(b) *Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*

(c) *Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02 prevents Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) *It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.*

The LAMC also regulates vehicle-related noise. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to elevate ambient noise levels by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of

10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

City of Los Angeles 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies. The City’s August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance call on projects to incorporate noise-related Environmental Protection Measures (EPMs) from the Environmental Impact Reports associated with adopted Community Plan updates. The Proposed Project is located in the Reseda-West Van Nuys Community Plan area, where an update was adopted on September 7, 2016 that did not include EPMs from the CEQA clearance documentation. Nevertheless, the City requires EPMs be implemented as part of development projects as standard conditions of approval. These are summarized in Table 3, along with the applicability of each EPM.

Table 3
Applicability of City of Los Angeles Environmental Protection Measures

EPM	Applicability Threshold	Standard	Applicability to Project
NV1-1: Noise Shielding and Muffling	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from the Los Angeles Department of Building and Safety (LADBS).	Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers’ standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer’s specifications.	Applicable. The Project would use quieter equipment or advanced mufflers, in accordance with EPM NV1-1 (Noise Shielding and Muffling).
NV1-2: Use of Driven Pile Systems	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.	Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.	Not Applicable. The Project would not include driven (impact) pile systems; therefore, EPM NV1-2 (Use of Driven Pile Systems) is not applicable.
NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any offsite Noise-Sensitive Uses.	Applicable. The Project would enclose or screen all outdoor mechanical equipment and break the line of sight between the equipment and any off-site noise-sensitive uses, in accordance with EPM NV1-3 (Enclosure or Screening of Outdoor Mechanical Equipment).

<p>NV1-4: Location of Construction Staging Areas</p>	<p>Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.</p>	<p>Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.</p>	<p>Applicable. The Project would locate its construction staging areas as far from noise-sensitive uses as reasonably and technical feasible, in accordance with EPM NV1-4 (Location of Construction Staging Areas).</p>
<p>NV1-5: Temporary Walls</p>	<p>Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.</p>	<p>Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.</p>	<p>Applicable. The Project assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements.</p>
<p>NV1-6: Noise Study</p>	<p>Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:</p> <ul style="list-style-type: none"> · Two or more subterranean levels; · 20,000 cubic yards or more of excavated material · Simultaneous use of five or more pieces of construction equipment; or · Construction duration (excluding architectural coatings) of 18 months or more. 	<p>A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall</p>	<p>Applicable. The Project has conducted a noise study in accordance with EPM NV1-6 (Noise Study) since it would have the following characteristics that exceed the applicability threshold: possible simultaneous use of five or more pieces of construction equipment. The Project includes 2,830 cubic yards of export, which is below the threshold of 20,000 cubic yards.</p>

	Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.	identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.	
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Vibration

Federal

Federal Transit Administration (FTA). In 2018, the FTA published the Transit Noise and Vibration Impact Assessment Manual to aid in the estimation and analysis of vibration impacts. Typically, potential building and structural damages are the foremost concern when evaluating the impacts of construction-related vibrations. Table 4 summarizes FTA’s vibration guidelines for building and structural damage. While these are reference values for vibration levels at 25 feet of distance, this analysis uses logarithmic equations to determine whether building damage would occur regardless of actual distance between construction activity and nearby buildings.

**Table 4
FTA Vibration Damage Potential Threshold Criteria**

Structure and Condition	Threshold Criteria (in/sec PPV) at 25 Feet
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration “Transit Noise and Vibration Impact Assessment Manual”, September 2018.	

The FTA Assessment Manual also cites criteria for cases where more detailed analysis may be required. For buildings consisting of concrete wall and floor foundations, masonry or concrete walls, or stone masonry retaining walls, continuous vibrations of 0.3 inches per second PPV can be damaging. For buildings consisting of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, continuous vibrations of 0.5 inches per second PPV can be damaging.

Though not regulatory in nature, the FTA has established vibration impact criteria for land uses based on their potential for human annoyance and activity disruption (Table 5). It should be noted that these criteria were developed specifically to apply to long-term or permanent operational groundborne vibration from transit projects (e.g. commuter rail), not from temporary events such

as construction activities. Additionally, because these criteria were designed to assess transit impacts, one primary factor that they account for is the potential for late-running transit systems to impact the quality of residential sleeping environments.

However, unlike transit systems that commonly operate during late evening and early morning hours, construction activities would be prohibited from occurring during nighttime hours when people sleep (see LAMC Section 41.40, below). Therefore, though the same FTA vibration criteria are utilized to evaluate the impacts of construction activities, exceeding them on temporary, short-term timescales and during less-sensitive daytime hours would not necessarily be considered significant, as it would be for the long-term operational vibration impacts of permanent transit systems. In general, groundborne vibrations of 75 dBA are considered potentially annoying. Vibrations of 85 VdB or greater would likely be highly annoying and disruptive, irrespective of the affected land use.

**Table 5
Groundborne Vibration Impact Criteria (Human Annoyance)**

Land Use	Significance Criteria (VdB)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Buildings where vibration would interfere with interior operations.	65	65	65
Residences and buildings where people normally sleep.	72	75	80
Institutional land uses with primarily daytime uses.	75	78	83
Concert halls, TV studios, and recording studios	65	65	65
Auditoriums and theaters	72	80	80
¹ "Frequent Events" is defined as more than 70 vibration events of the same source per day. ² "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. ³ "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. Source: Federal Transit Administration, 2006.			

State

California's Civil Code Section 832 protects adjacent properties when excavation of a site occurs.

Each coterminous owner is entitled to the lateral and subjacent support which his land receives from the adjoining land, subject to the right of the owner of the adjoining land to make proper and usual excavations on the same for purposes of construction or improvement, under the following conditions:

- 1. Any owner of land or his lessee intending to make or to permit an excavation shall give reasonable notice to the owner or owners of adjoining lands and of buildings or other structures, stating the depth to which such excavation is intended to be made, and when the excavating will begin.*

2. In making any excavation, ordinary care and skill shall be used, and reasonable precautions taken to sustain the adjoining land as such, without regard to any building or other structure which may be thereon, and there shall be no liability for damage done to any such building or other structure by reason of the excavation, except as otherwise provided or allowed by law.

3. If at any time it appears that the excavation is to be of a greater depth than are the walls or foundations of any adjoining building or other structure, and is to be so close as to endanger the building or other structure in any way, then the owner of the building or other structure must be allowed at least 30 days, if he so desires, in which to take measures to protect the same from any damage, or in which to extend the foundations thereof, and he must be given for the same purposes reasonable license to enter on the land on which the excavation is to be or is being made.

4. If the excavation is intended to be or is deeper than the standard depth of foundations, which depth is defined to be a depth of nine feet below the adjacent curb level, at the point where the joint property line intersects the curb and if on the land of the coterminous owner there is any building or other structure the wall or foundation of which goes to standard depth or deeper then the owner of the land on which the excavation is being made shall, if given the necessary license to enter on the adjoining land, protect the said adjoining land and any such building or other structure thereon without cost to the owner thereof, from any damage by reason of the excavation, and shall be liable to the owner of such property for any such damage, excepting only for minor settlement cracks in buildings or other structures.

California Building Code (CBC) Section 3307 provides additional protection of adjoining property from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights, and roofs.

Caltrans has identified building damage significance guidance that provides thresholds for different categories of structures, including historic buildings that may not be considered extremely fragile (Table 6).

**Table 6
Caltrans Vibration Damage Potential Threshold Criteria**

Structure and Condition	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/ Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, 2013. Transient noise is that whose average properties do not remain constant over time and are considered extremely short in duration (e.g., single gunshot)		

City of Los Angeles

The Los Angeles Municipal Code (LAMC) governs construction-related vibration issues and public notification. LAMC Section 91.3307 adopts the CBC’s Section 3307, protecting adjoining property and includes the following subsection.

SEC.91.3307.1. PROTECTION REQUIRED.

“Adjoining public and private property shall be protected from damage during construction, remodeling and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities.

For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California.

Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the site shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested.”

LAMC addresses how underpinning is designed, ensuring that temporary shoring standards protect the integrity of soils under adjacent properties while allowing for incremental stressing. LAMC Section 91.3307.2.1 states that “[i]n constructing underpinning, all portions of the structure shall be supported so that no structural material is stressed beyond the yield point.”

LAMC Section 91.3307.2.2 addresses closure of open spaces in foundations, requiring that “[a]ll spaces between the existing footing and the underpinning shall be packed full of mortar conforming to the provisions of CBC Section 2103 and having no slump when tested by the method specified in ASTM C 143.”

LAMC Section 91.3307 regulates structural protections for adjoining property, including underpinning and lateral support requirements.

LAMC Sections 91.3307.3.1 and 91.3307.3.2 address issues relating to adjacent properties.

SEC.91.3307.3.1. GENERAL (TEMPORARY EXCAVATIONS AND SHORING).

Excavations shall not remove the lateral support from a public way, from an adjacent property or from an existing structure. For the purpose of this section, the lateral support shall be considered to have been removed when any of the following conditions exist:

1. The excavation exposes any adverse geological formations, which would affect the lateral support of a public way, an adjacent property or an adjacent structure.

2. The excavation extends below a plane extending downward at an angle of 45 degrees from the edge of the public way or an adjacent property.”

Exception: Normal footing excavations not exceeding two feet in depth will not be construed as removing lateral support.

3. The excavation extends below a plane extending downward at an angle of 45 degrees from the bottom of a footing of an existing structure.

SEC.91.3307.3.2. REMOVAL OF LATERAL SUPPORT.

Approval of the Department of Public Works shall be obtained prior to the issuance of a permit for any excavation that would remove the lateral support from a public way.

The slopes of excavations adjacent to an existing structure, an adjacent property or public way may exceed one horizontal to one vertical where either:

1. A soil report recommending that the slope may be in excess of one to one has been approved by the Department and the Department of Public Works when the excavation is adjacent to a public way.

When justified by the soils engineer, the Department may approve the use of the proposed building and/or shoring to support an adjacent structure on an adjoining property in lieu of underpinning, provided:

(i) Evidence is submitted that the adjoining property owner has been notified in advance of the proposed excavation in compliance with Section 832 of the Civil Code of California.

(ii) The owner of the site records a sworn affidavit with the Office of the County Recorder, which will inform future owners of the site that the lateral support of a portion of the building footings on the adjoining property is provided by the subterranean walls of the building on the site.

2. Underpinning is designed to support adjacent structures, temporary shoring is designed to support the excavation, and plans are approved and permits are issued by the Department.

Temporary shoring shall be designed for an earth pressure equivalent to that exerted by a fluid weighing not less than 30 pounds (13 kg) per cubic foot plus all surcharge loads or as recommended by a soils engineer and approved by the Department.

Soils bearing values shall be those specified in [Division 18, Article 1, Chapter IX](#) of the LAMC or those recommended by a soils engineer and approved by the Department.

The design of the required temporary shoring and necessary underpinning shall include a sequence of construction and installation.

Allowable stresses used in the design of temporary shoring may be increased 33-1/3% for structural and reinforcing steel and 25% for wood. No increase will be permitted for concrete. Other values shall be those prescribed by this Code.

The City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance establish guidelines for evaluating the significance of vibration impacts on buildings and human annoyance.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located in an industrial corridor flanking the San Diego Freeway. The following are the closest noise-sensitive receptors within 1,000 feet of the Project Site:

- Holiday Inn Express, 8244 Orion Avenue; 650 feet east of the Project Site across the San Diego Freeway.
- North Hills Inn. 15711 Roscoe Boulevard; 950 feet north of the Project Site across Roscoe Boulevard.

- Residences, Langdon Avenue; as close as 1,000 feet east of the Project Site.
- Residences, 8330 Haskell Avenue; 1,000 feet northwest of the Project Site across Roscoe Boulevard.

Vibration Sensitive Structures

There are several buildings near the Project Site that could be exposed to groundborne vibration during construction and operation of the proposed development that include:

- Commercial Building at 8200 Haskell Avenue; 25 feet north of the Project Site. This two-story building would be considered a Category I structure (Reinforced-concrete, steel or timber (no plaster)) under FTA guidelines.
- Commercial Building at 8210 Haskell Avenue; 10 feet north of the Project Site. This two-story building would be considered a Category I structure (Reinforced-concrete, steel or timber (no plaster)) under FTA guidelines.
- Industrial Building at 8100 Haskell Avenue, 90 feet south of the Project Site. This one-story timber and stucco structure would be considered a Category III structure (Non-engineered timber and masonry) under FTA guidelines.

Existing Ambient Noise Levels

The Project Site is currently vacant of any improvements. As such, there is no noise generated at the Project Site. Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.¹³ This includes traffic on the San Diego Freeway, which carried about 14,300 vehicles at Roscoe Boulevard in the peak afternoon traffic hour in 2022.¹⁴

In February 2025, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.¹⁵ Noise measurements were taken on February 11, 2025, from 6:54 AM to 7:46 AM, as peak traffic conditions were determined to occur at 7:30 AM, as shown in the Technical Appendix. As shown in Table 7, noise levels along roadways near the Project Site ranged from 52.4 to 65.7 dBA L_{eq} , which was generally consistent with the traffic volumes on local streets shielded from major arterials and volumes influenced by traffic on Roscoe Boulevard, respectively. Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise

¹³ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

¹⁴ California Department of Transportation, Traffic Census Program 2022 data. <https://dot.ca.gov/programs/traffic-operations/census>.

¹⁵ Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the types of land uses near the Project Site.

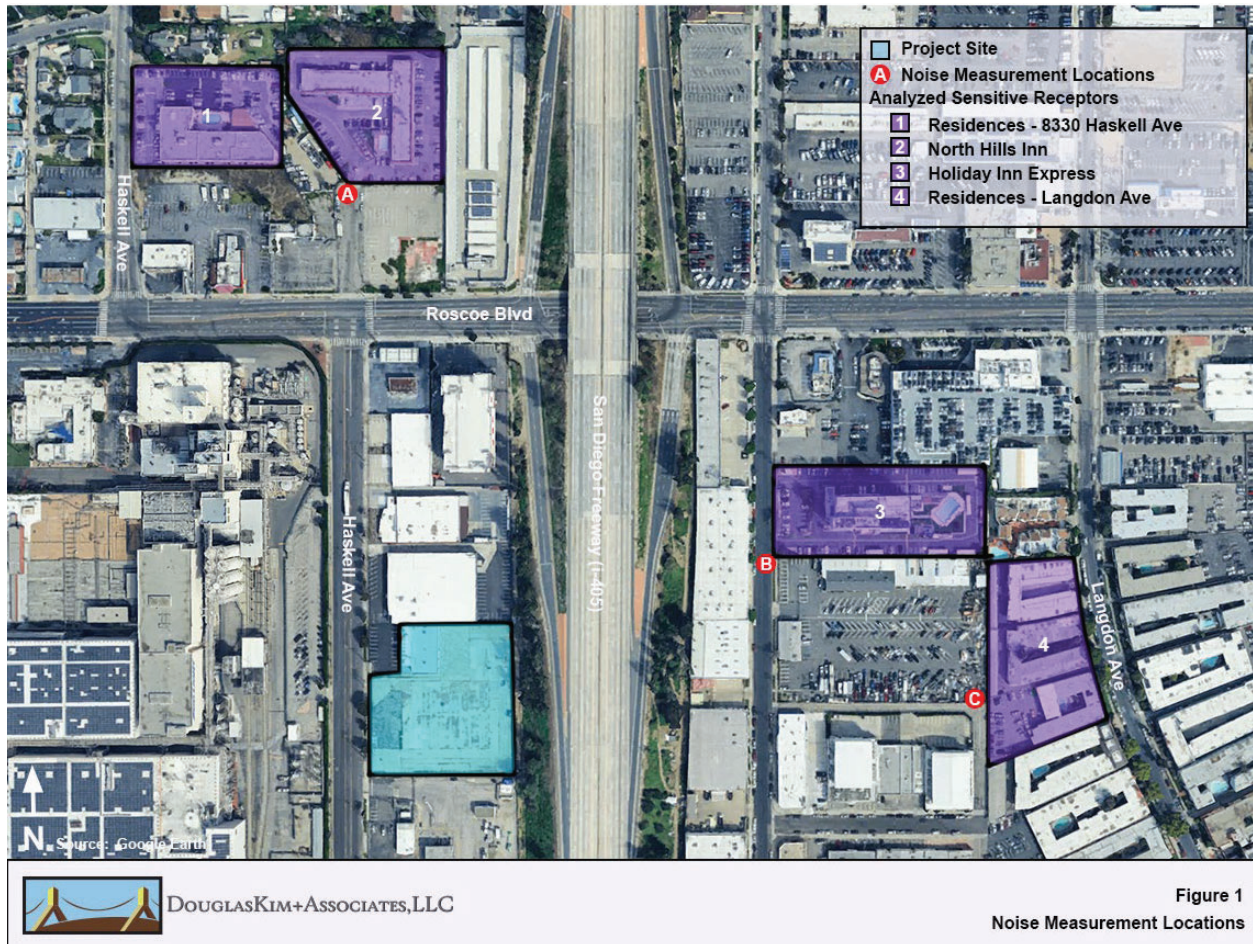


Table 7
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility ^b
		dBA (L _{eq})	dBA (CNEL) ^a		
A. 8330 Haskell Ave.	Traffic on Roscoe Blvd.	63.5	61.5	Residences – 8330 Haskell Ave. North Hills Inn	Conditionally Acceptable
B. Holiday Inn Express	Traffic on Orion Ave./Roscoe Blvd.	65.7	63.7	Holiday Inn Express	Conditionally Acceptable
C. Langdon Avenue driveway	Traffic on local driveways	52.4	50.4	Residences – Langdon Ave.	Normally Acceptable

^a Estimated based on short-term (15-minute) noise measurements provided in Technical Appendix.
^b Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.

Ambient Vibration Levels

The primary source of groundborne vibration near the Project Site is vehicle travel. For example, the San Diego Freeway carried about 14,300 vehicles at Roscoe Boulevard in the peak afternoon traffic hour in 2022.¹⁶ The blend of passenger vehicles, trucks, delivery trucks, transit buses, and other light-, medium-, and heavy-duty vehicles generate minimal levels of vibration. As noted by federal guidance, “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible...”¹⁷ As such, vehicle movement generates imperceptible ground vibration, with the occasional exception of heavy-duty vehicles that travel over speed bumps, potholes, and other street irregularities.

Project Impacts

Noise Methodology

On-Site Construction Activities. Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, maximum allowable noise levels allowed by the LAMC, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project’s property line abuts adjacent structures, as they would retain some setback to preserve maneuverability.

This is considered a worst-case evaluation as the construction equipment needed for each phase is assumed to operate simultaneously. Project construction would typically use fewer pieces of equipment simultaneously at any given time as well as operating throughout the construction site (i.e., most of the time construction equipment would be operating at distances further away from the off-site receptors than assumed in the forecasting of Project construction noise levels). This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations. As such, Project construction would often generate lower noise levels than reported herein.

Off-Site Construction Noise Activities. The Project’s off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project’s anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound

¹⁶ California Department of Transportation, Traffic Census Program 2022 data. <https://dot.ca.gov/programs/traffic-operations/census>.

¹⁷ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

energy it takes to elevate ambient noise levels by 3 dBA,¹⁸ the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.¹⁹ Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.²⁰ For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.²¹ It should be noted that although an approved haul route is not required, it was assumed Roscoe Boulevard would serve as part of the haul route for any soil exported from the Project Site given its direct access to the I-405 freeway.

On-Site Operational Noise Activities. The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

Off-Site Operational Noise Activities. The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Proposed Project would double traffic volumes on key roadways that access the Project Site.

Vibration Methodology

Construction Vibration. Ground-borne vibration impacts during construction activities were evaluated for both on-site and off-site construction activities by identifying potential vibration sources (e.g., construction equipment), estimating the vibration levels at off-site structures, and comparing the proposed impacts against applicable vibration significance thresholds.

Operational Vibration. As with many non-industrial projects, the Proposed Project does not include land uses that would generate high levels of ground-borne vibration. Instead, any vibration related to operation of the Proposed Project would involve vehicle activity traveling to and from the Project Site. However, vibration from vehicle activities using rubber-tired wheels is unlikely to be perceptible by people. Rubber-tired vehicles traveling at a distance of 50 feet typically generate

¹⁸ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

¹⁹ A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

²⁰ Caltrans, Technical Noise Supplement Table 3-3, 2013. Assumes 35 mph speed. While trucks traveling at higher speeds would have lower equivalency values (e.g., PCE is 15.1 at 40 mph), this analysis assumes a posted speed limit typical of major arterials (35 mph). While these equivalent vehicle factors do not consider source heights, Caltrans' factors are appropriate for use, as the local roads used by haul trucks would not involve a sound path where noise levels are intercepted by a barrier or natural terrain feature.

²¹ Caltrans, Technical Noise Supplement Table 3-3, 2013. Medium-duty trucks have a 7.1 PCE at 35 mph.

groundborne vibration of approximately 63.5 VdB.²² The typical threshold of perception for groundborne vibration is approximately 65 VdB.²³ As such, operational impacts on ground-borne vibration are not analyzed further.

Thresholds of Significance

Construction Noise Thresholds. Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:²⁴

- On- and off-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M. to 6:00 P.M. on Saturdays) exceed 80 dBA $L_{eq(8-hour)}$ at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.
- For construction activities that occur between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays and anytime on Sundays or national holidays, noise levels at sensitive uses would not exceed 5 dBA above the ambient noise level at the receptor.²⁵

Operational Noise Thresholds. In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA CNEL or greater noise increase.²⁶

²² Federal Transportation Administration, Transit Noise and Vibration Impact Assessment Manual; Generalized Ground Surface Vibration Equations (Table 6-10); September 2018.

²³ Ibid.

²⁴ City of Los Angeles. Construction Noise and Vibration Updates to Thresholds and Methodologies; August 2024.

²⁵ Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, mat pour activities (and other types of concrete pour that require an extended continuous pour beyond allowable construction hours) that are required to occur during nighttime hours for less than five days are exempt from this provision.

²⁶ As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Groundborne Vibration Thresholds. The City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance recommends the following criteria for determining the significance of groundborne vibration:

- Construction activities shall not exceed the following building damage thresholds for the identified structures:
 - Fragile Buildings: 0.1 PPV
 - Historic Buildings: 0.25 PPV
 - Older Residential Structures: 0.3 PPV
 - New Residential Structures: 0.5 PPV
 - Modern Industrial/Commercial Buildings: 0.5 PPV
- With regard to human annoyance, the City does not recommend a numerical threshold for daytime construction activities (7:00 A.M. and 7:00 P.M. Monday through Friday and between 8:00 A.M. and 6:00 P.M. on Saturdays). For nighttime construction (7:00 P.M. to 7:00 A.M. Monday through Friday, 6:00 P.M. to 8:00 A.M. on Saturdays, Sundays, holidays), the City has set a maximum 0.80 VdB threshold at the exterior of a sensitive use building (i.e., single-family and multi-unit dwellings, long-term care facilities [including convalescent and retirement facilities], dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; outdoor public recreational areas; parks; and recording studios). The City has not established explicit thresholds for gauging the significance of human annoyance impacts from long-term operation of a project.

Analysis of Project Impacts

- 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?**

Less Than Significant Impact.

Construction

On-Site Construction Activities

Construction would generate noise during the construction process that would span 15 months of demolition, grading, utilities trenching, building construction, paving, and application of architectural coatings, as shown in Table 8. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 7:00 P.M. Monday through Friday. On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

**Table 8
Construction Schedule Assumptions**

Phase	Duration	Notes
Demolition	Month 1	Removal of 80,986 square feet of asphalt/concrete parking lot hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 2	Approximately 2,830 cubic yards of soil hauled up to 40 miles to landfill in 10-cubic yard capacity trucks.
Trenching	Month 3	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-14	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Paving	Month 14	Flatwork, including paving of driveways and walkways
Architectural Coatings	Months 12-15	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2025.		

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., trenching, building construction, paving, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. Figure 2 illustrates how noise would propagate from the construction site during the demolition and grading phases.

Because the Project's construction activity would occur between 7:00 A.M. and 7:00 P.M. Monday through Friday, noise from these activities would not be considered significant under the City's guidance, as there is no numerical threshold above ambient levels for construction during these hours. As illustrated in Table 9, on-site construction noise during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and 8:00 A.M to 6:00 P.M. on Saturdays) would not exceed 80 dBA $L_{eq(8-hour)}$ at analyzed sensitive uses near the Project Site.²⁷

²⁷ Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, noise exposure is estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency. This does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

Table 9
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA $L_{eq}(8\text{-hour})$)	Potentially Significant?
1. Residences – 8330 Haskell Ave.	29.1	No
2. North Hills Inn	31.3	No
3. Holiday Inn Express	29.5	No
4. Residences – Langdon Avenue.	30.9	No

Source: DKA Planning, 2025. Using SoundPLAN Essential, estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency, as applicable. Does not include private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

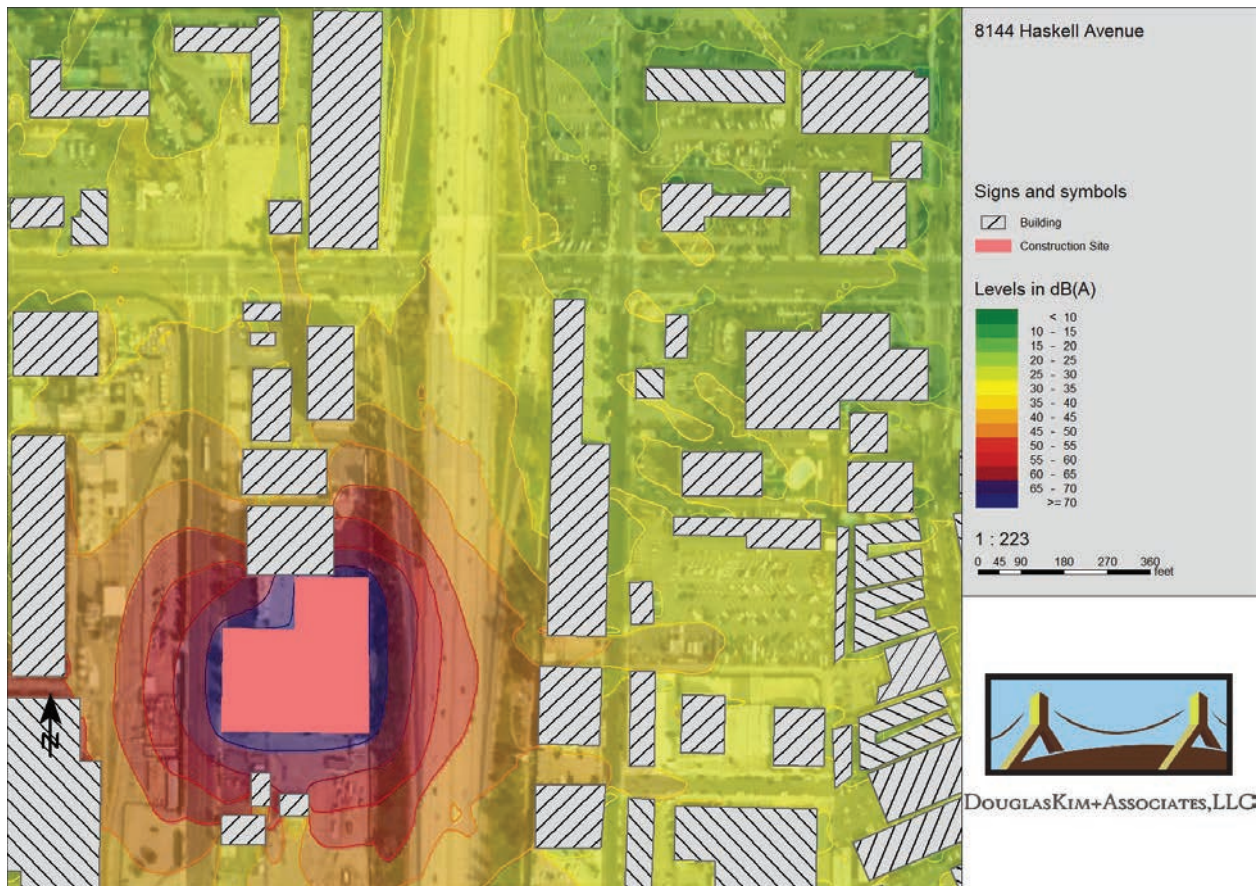


Figure 2
Construction Noise Contours

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 127 peak hourly PCE

trips, as summarized in Table 10, during the building construction phase.²⁸ This would represent about 5.5 percent of traffic volumes at the intersection of Roscoe Boulevard and Haskell Avenue, which carries about 2,291 vehicles in the morning peak hour of traffic.²⁹ Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

Roscoe Boulevard would serve as part of the haul route for any soil exported from the Project Site given its direct access to the San Diego Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase), the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, and would not exceed 80 dBA $L_{eq(8-hour)}$ at analyzed sensitive uses near the Project Site. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

**Table 10
Construction Vehicle Trips (Maximum Hourly)**

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Roscoe Blvd/Haskell Ave. ^e
Demolition	13	0	37 ^b	50	2.2
Grading	10	0	70 ^c	80	3.5
Trenching	3	0	0	3	0.1
Building Construction	52	75 ^d	0	127	5.5
Paving	13	0	0	13	0.5
Architectural Coating	10	0	0	10	0.4

^a Assumes all worker trips occur in the peak hour of construction activity.
^b The project would generate 300 haul trips over a 22-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent
^c The project would generate 566 haul trips over a 22-day period with seven-hour work days. Assumes a 19.1 PCE.
^d This phase would generate about 20 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.
^e Percent of existing traffic volumes at Roscoe Boulevard and Haskell Avenue.

Source: DKA Planning, 2025

²⁸ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

²⁹ DKA Planning, 2025, based on City database of traffic volumes on Roscoe Blvd at Haskell Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HASKELL.ROSECOE.180927.MAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

Operation

On-Site Operational Noise

During long-term operations, the Project would produce noise from on-site sources such as storage-related activities, mechanical equipment, parking, and other outdoor activities in outdoor spaces.

Storage-Related Activities

As all storage units would be accessible from secured, interior corridors, most activities would be shielded from nearby sensitive receptors. On-site loading and unloading activities for customers would be managed via two loading areas facing east toward the San Diego Freeway and south facing the neighboring industrial facility. Given the distance of the nearest sensitive receptors (over 650 feet away) and the presence of traffic noise from the San Diego Freeway, noise from loading activities would be negligible.

Mechanical Equipment

The Project would operate mechanical equipment on the roof 32 feet above grade that would generate incremental long-term noise impacts. HVAC equipment in the form of rooftop units suitable for heating and cooling large volumes of a building would be located on the rooftop. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.³⁰

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors, as the nearest receptors are over 650 away, with intervening structures that would block any line of sight. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.³¹ Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.³² A 3'0" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Finally, the presence of high ambient traffic volumes along the San Diego Freeway and Roscoe Boulevard would negate any noise from rooftop equipment. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

³⁰ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

³¹ Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>. Assumes the Carrier's rated sound power of 76 dB.

³² Ibid.

A pad-mounted oil transformer that lowers high voltage to standard voltage used to power electronics and lighting would be located on the ground level in an unobstructed location fronting Haskell Avenue. This transformer would be housed in a steel cabinet and generally would not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Parking-Related Activities

The majority of parking-related noise impacts at the Project Site would come from vehicles entering and exiting the development from a driveway off Haskell Avenue. About 41 and 45 vehicles would enter and exit the development during the peak A.M. and P.M. hours, respectively.³³ These vehicles would generate incremental noise from tire friction as they navigate to and from parking spaces and minor engine acceleration. Parking-related noise would also include door slamming (generally instantaneous) and car alarms, which could last a few seconds. However, there are no sensitive receptors with a line-of-sight to these activities, as the nearest receptors are over 650 feet away from the Project Site across the San Diego Freeway.

Outdoor Uses

Other outdoor activities could generate noise that could impact local sensitive receptors. This would include trash collection, landscape maintenance, and commercial loading. These are discussed below:

- Trash collection. On-site trash and recyclable materials would be managed from the waste collection area on the first floor of the facility. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Haskell Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.³⁴ As the nearest sensitive receptors are 650 feet away across the San Diego Freeway, there would be no noise exposure from these activities.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby

³³ Gibson Transportation Consulting, Transportation Assessment Screening Analysis for the 8144 Haskell Avenue Self-Storage Project; February 2025. Based on trip rates for 15350 Oxnard Street project counts (303 total daily trips).

³⁴ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

receptors.³⁵ The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. As the nearest sensitive receptors are 650 feet away across the San Diego Freeway, there would be no noise exposure from these activities.

- Commercial loading. On-site loading and unloading activities would be managed through the loading docks facing east toward the San Diego Freeway or south toward a neighboring industrial facility. As the nearest sensitive receptors are 650 feet away across the San Diego Freeway, there would be no noise exposure from these activities.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant,

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add 282 vehicle trips to the local roadway network on weekdays when the development could be fully operational in 2027.³⁶ The majority of vehicle-related impacts at the Project Site would come from about 41 and 45 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.³⁷ This would represent a small addition to traffic volumes on local roadways. This would represent 1.8 percent of the 2,291 vehicles currently using the Roscoe Boulevard and Haskell Avenue intersection in the A.M. peak hour.³⁸

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

³⁵ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA L_{eq} at 50 feet.

³⁶ Gibson Transportation Consulting, Transportation Assessment Screening Analysis for the 8144 Haskell Avenue Self-Storage Project; February 2025. Uses City of Los Angeles VMT Calculator, version 1.5 screening analysis.

³⁷ Gibson Transportation Consulting, Transportation Assessment Screening Analysis for the 8144 Haskell Avenue Self-Storage Project; February 2025. Based on trip rates for 15350 Oxnard Street project counts (303 total daily trips).

³⁸ DKA Planning, 2025, based on City of Los Angeles database of traffic volumes on Roscoe Boulevard at Haskell Avenue, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HASKELL.ROSECOE.180927.MAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

Consistency with City General Plan Noise Element

While the City’s Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. Table 11 summarizes the Proposed Project’s consistency with these.

**Table 11
Project Consistency with City of Los Angeles General Plan Noise Element**

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	Consistent. The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	Consistent. The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	Consistent. The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	Consistent. The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2025.	

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction

Building Damage Vibration Impact – On-Site Sources

Construction equipment can produce groundborne vibration based on equipment and methods employed. While this spreads through the ground and diminishes in strength with distance, buildings on nearby soil can be affected. This ranges from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. Table 12 summarizes vibratory levels for common construction equipment.

Table 12
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV at 25 feet (in/sec)
Pile Driver (impact)	0.644
Pile Drive (sonic)	0.170
Clam shovel drop (slurry wall)	0.202
Hydromill (slurry wall)	0.008
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

Groundborne vibration would be generated by a number of construction activities at the Project site. As a result of equipment that could include on-site bulldozer operations or the vibrational equivalent, vibration velocities of up to 0.352 inches per second PPV are projected to occur at the nearest structures on Haskell Avenue (Table 13). This impact is below the 0.5 in/sec PPV threshold of significance for modern industrial and commercial buildings, pursuant to the City of Los Angeles guidelines for analyzing vibration impacts. Other potential construction activities would produce less vibration and have lesser impacts on nearby sensitive receptors. As a result, construction-related structural vibration impacts would be considered less than significant.

Table 13
Building Damage Vibration Levels – On-Site Sources

Off-Site Receptor Location	Distance to Project Site (feet)	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Potentially Significant Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
Commercial Building, 8200 Haskell Ave.	25	0.089	0.089	0.076	0.035	0.003	0.50 ^a	No
Commercial Building, 8210 Haskell Ave.	10	0.352	0.353	0.300	0.138	0.012	0.50 ^a	No
Commercial Building, 8100 Haskell Ave.	90	0.013	0.013	0.011	0.005	0.000	0.20 ^b	No

^a FTA criterion for Category I (reinforced concrete, steel or timber building)
^b FTA criterion for Category III (non-engineered timber and masonry buildings)
 All distances assume ten-foot buffer from property lines for equipment maneuverability.
 Source: DKA Planning, 2025.

Construction of the Project would protect adjacent properties during the excavation process by complying with California Civil Code Section 832. It would also comply with LAMC Section 91.3307 and applicable subsections that govern the protection of adjoining property.

Building Damage Vibration Impact – Off-Site Sources

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.³⁹ According to the FTA “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” Nonetheless, there are buildings along the Project’s anticipated haul route on arterials that are situated away from the right-of-way and would be exposed to groundborne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul routes would be well below the building damage criterion of 0.5 PPV for modern industrial and commercial buildings and for new residential structures, and would be below the threshold of 0.3 PPV for older residential structures. The Project’s potential to damage roadside buildings and structures as the result of groundborne vibration generated by its truck trips would therefore be considered less than significant.

Human Annoyance Vibration Impact – On-Site Sources

The City does not recommend a numerical threshold for daytime construction activities (7:00 A.M. and 7:00 P.M. Monday through Friday and between 8:00 A.M. and 6:00 P.M. on Saturdays). Construction activities at the Project Site would involve sources of groundborne vibration that could be felt by people nearby. While these activities could temporarily annoy people or disrupt concentration during daytime hours, they would not impact human health. Moreover, they would not disturb sleep, as activities would be done during the day. As the Project would be constructed during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and between 8:00 A.M. and 6:00 P.M. on Saturdays), it would not result in significant impacts on human annoyance at sensitive uses nearby, as the City does not have a threshold for daytime activities.

Human Annoyance Vibration Impact – Off-Site Sources

Construction activities would involve travel of vehicles and trucks to the Project Site to deliver workers, material, and potentially haul soil to and/or from the job site. These activities could temporarily annoy or disrupt concentration for those living near the Project Site or along routes used to transport workers, material, or soil. However, these temporary activities would not impact human health. Moreover, they would not disturb sleep, as activities would be done during the day. As the Project would be constructed during daytime hours (7:00 A.M. and 7:00 P.M. Monday through Friday and between 8:00 A.M. and 6:00 P.M. on Saturdays), it would not result in

³⁹ Federal Transit Administration, “Transit Noise and Vibration Impact Assessment,” May 2006, Figure 7-3.

significant impacts on human annoyance at sensitive uses along roadways used to serve the construction site, as the City does not have a threshold for daytime activities.

Operation

The City has not established explicit thresholds for gauging the significance of human annoyance impacts from long-term operation of a project. During operation of the storage facility, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. Operational groundborne vibration in the Project Site's vicinity would be generated by its related vehicle travel on local roadways. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. As a result, the Project's long-term vibration impacts (both building damage and human annoyance) would be less than significant.

- 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?**

Less Than Significant Impact.

The Project Site is located about 4,300 feet east of the Van Nuys Airport and about 100 feet west of the I-405 freeway and neither located within the Airport's Planning Boundary/Airport Influence Area nor within the Airport Land Use Plan's 65 dBA CNEL Noise Contour (Figure 3). As such, the Proposed Project would not expose future workers to excessive noise levels. This would be considered a less than significant impact.



Figure 3
Van Nuys Airport Noise Contours

Cumulative Impacts

Construction

On-Site Construction Noise

During construction of the proposed Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between.

There are two potential related projects identified by the City of Los Angeles within 1,500 feet of the Proposed Project (Table 14), illustrated in Figure 4.⁴⁰ Of the potential projects, one (Related Project #1) has completed construction and is operational. As a result, one project (Related

⁴⁰ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, January 2025.

Project #2) is assumed to potentially undergo concurrent construction with the Proposed Project. The impact of cumulative development on noise during short-term construction and long-term operations is discussed below.

Table 14
Related Projects Within 1,500 Feet of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	15554 Roscoe Bl.	725 feet northeast	Coffee Shop	2,597 sf	Complete. Development operational.
2	15701 Roscoe Bl.	675 feet north	Gas Station	4,006 sf	Awaiting construction

Source: Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, January 14, 2025

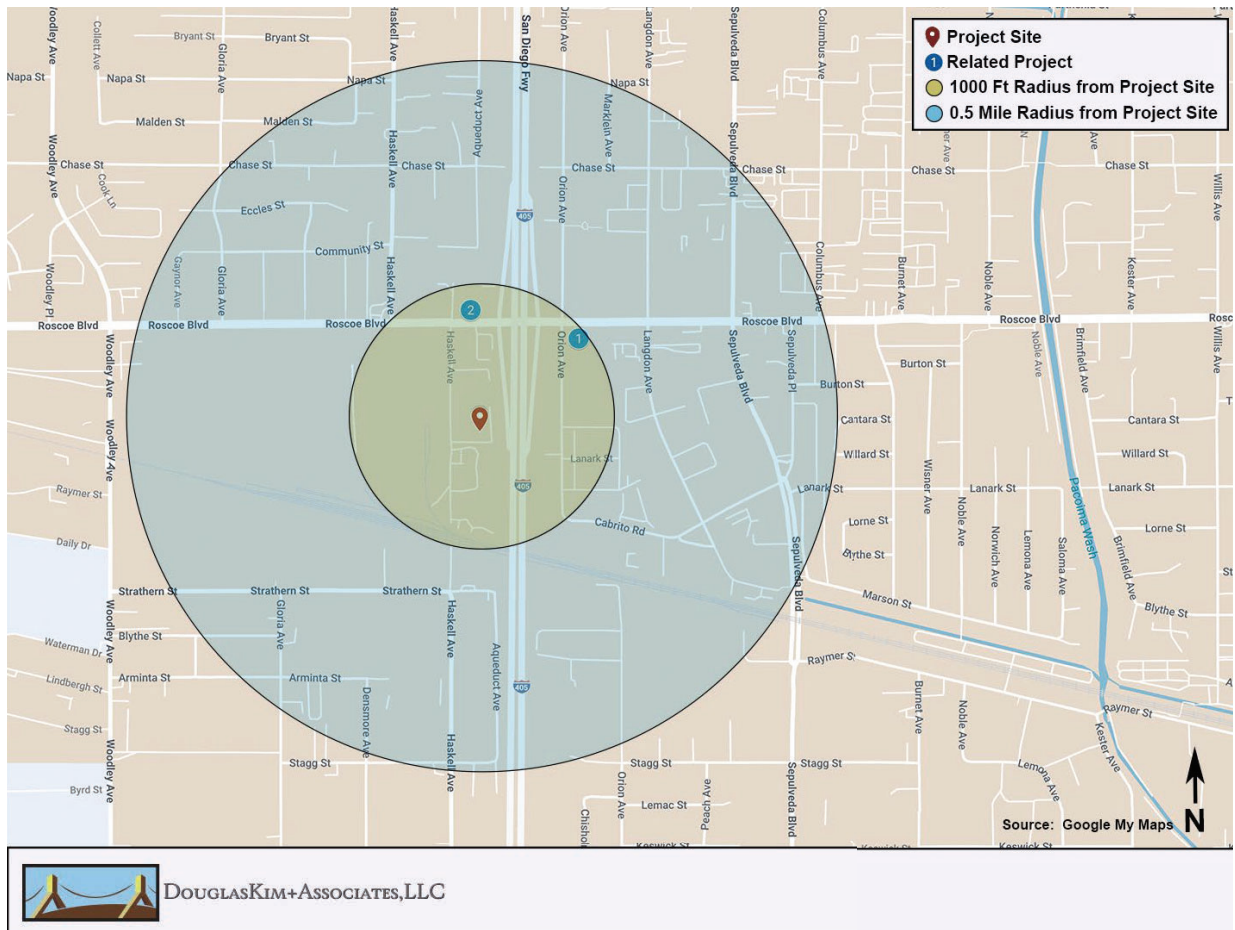


Figure 4
Related Projects

Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

Any concurrent construction from related projects that occur between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays) would not have individually significant impacts on noise based on the City's guidance. As the City does not establish a numerical threshold above ambient noise levels, cumulative noise from concurrent construction projects would not be considered significant.

Any related project that involves nighttime construction activities could elevate ambient noise levels by 5 dBA or more at sensitive receptors and produce significant noise impacts during off-hours, pursuant to the City's guidance. However, the Proposed Project would not contribute to any cumulative construction noise impacts after hours, as it would not involve nighttime construction activities (i.e., between 7:00 P.M. and 7:00 A.M. Monday through Friday and between 6:00 P.M. and 8:00 A.M. on Saturdays, and anytime on Sundays or national holidays). Therefore, the Proposed Project would not contribute to any significant cumulative noise impacts from on-site construction activities.

Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA.

The Proposed Project would contribute an estimated 127 peak hourly PCE trips during the building construction phase.⁴¹ This would represent about 5.5 percent of traffic volumes at the intersection of Roscoe Boulevard and Haskell Avenue, which carries about 2,291 vehicles in the morning peak hour of traffic.⁴²

Any concurrent construction from related projects that occurs between 7:00 A.M. and 7:00 P.M. Monday through Friday (and between 8:00 A.M. and 6:00 P.M. on Saturdays) would not have significant impacts on off-site noise based on the City's guidance. As the City does not establish a numerical threshold above ambient noise levels, cumulative daytime noise from off-site traffic from concurrent construction projects would not be considered significant. In terms of absolute

⁴¹ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

⁴² DKA Planning, 2025, based on City database of traffic volumes on Roscoe Blvd at Haskell Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HASKELL.ROSECOE.180927.MAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

noise impacts, cumulative traffic noise from multiple construction projects would not exceed 80 dBA $L_{eq(8-hour)}$ at sensitive uses along project roadways. As noted earlier, a doubling of traffic volumes on local roads would be necessary to generate noise levels equivalent to existing noise levels and elevate noise by 3 dBA L_{eq} . Instead, the marginal increase in traffic volumes from cumulative construction traffic would represent less than 60 dBA L_{eq} at sensitive receptors along local roads.

Any related project that involves nighttime construction activities could elevate ambient noise levels by 5 dBA or more at sensitive receptors and produce significant noise impacts during off-hours, pursuant to the City's guidance. Therefore, cumulative noise impacts from off-site construction would be less than significant.

Operation

The Project Site and local neighborhood has been developed with industrial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The one related project in the vicinity of the Project Site is a gas station with a convenience store and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. The presence of intervening multi-story buildings will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

Off-Site Mobile Noise Sources

The Project would add 282 vehicle trips to the local roadway network on weekdays when the development could be fully operational in 2027.⁴³ The majority of vehicle-related impacts at the Project Site would come from about 41 and 45 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.⁴⁴ This would represent a small addition to traffic volumes on local roadways. For example, it would represent 1.8 percent of the 2,291

⁴³ Gibson Transportation Consulting, Transportation Assessment Screening Analysis for the 8144 Haskell Avenue Self-Storage Project; February 2025. Uses City of Los Angeles VMT Calculator, version 1.5 screening analysis.

⁴⁴ Gibson Transportation Consulting, Transportation Assessment Screening Analysis for the 8144 Haskell Avenue Self-Storage Project; February 2025. Based on trip rates for 15350 Oxnard Street project counts (303 total daily trips).

vehicles currently using the intersection of Roscoe Boulevard at Haskell Avenue in the A.M. peak hour.⁴⁵

To substantially elevate traffic noise by 3 dBA, related projects would have to add 2,250 peak A.M. hourly trips onto local roads. However, the proposed gas station and convenience store at 15701 Roscoe Boulevard (Related Project #2) would generate about 162 net A.M. peak hour trips.⁴⁶ When combined with the Proposed Project, these two developments would add 203 A.M. peak hour trips, an 8.9 percent increase in volume to traffic at Haskell Avenue at Roscoe Boulevard in the A.M. peak hour, assuming all vehicle trips use this roadway segment. As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

⁴⁵ DKA Planning, 2025, based on City of Los Angeles database of traffic volumes on Roscoe Boulevard at Haskell Avenue, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HASKELL.ROSECOE.180927.MAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, January 2025.

⁴⁶ City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, January 2025.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



Session Report

2/13/2025

Information Panel

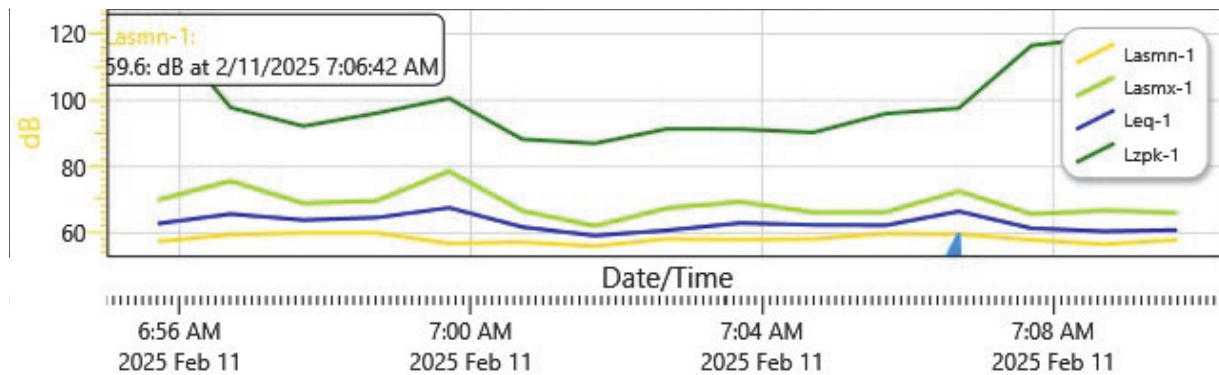
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Stop Time 2/11/2025 7:09:43 AM
Run Time 00:15:01
Serial Number SE40213991
Device Name SE40213991
Model Type Sound Examiner
Device Firmware Rev R.11F
Company Name
Description
Location
User Name

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

8330 Haskell Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
2/11/2025 6:55:42 AM	124.4	57.4	69.9	62.8
6:56:42 AM	97.8	59.5	75.7	65.7
6:57:42 AM	92.2	60	68.9	63.9
6:58:42 AM	96.1	60	69.7	64.6
6:59:42 AM	100.6	56.8	78.6	67.6
7:00:42 AM	88.3	57.2	66.7	61.8
7:01:42 AM	87	56	62.1	59.2
7:02:42 AM	91.4	58.2	67.5	60.8
7:03:42 AM	91.3	58	69.4	63
7:04:42 AM	90.3	58.2	66.2	62.4
7:05:42 AM	96	59.8	66.3	62.3
7:06:42 AM	97.6	59.6	72.6	66.5
7:07:42 AM	116.5	57.9	65.7	61.4
7:08:42 AM	119.1	56.6	66.8	60.5
7:09:42 AM	118.1	57.9	66.1	60.9

Session Report

2/13/2025

Information Panel

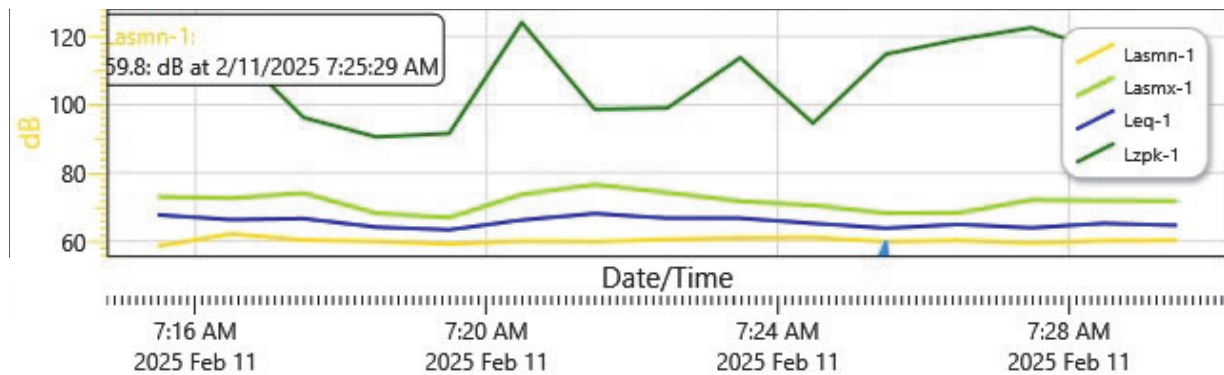
Name: Holiday Inn Express
Comments:
Start Time: 2/11/2025 7:14:29 AM
Stop Time: 2/11/2025 7:29:31 AM
Run Time: 00:15:02
Serial Number: SE40213991
Device Name: SE40213991
Model Type: Sound Examiner
Device Firmware Rev: R.11F
Company Name:
Description:
Location:
User Name:

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Holiday Inn Express: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
2/11/2025 7:15:29 AM	125.1	58.5	73	67.7
7:16:29 AM	117.5	62.1	72.6	66.3
7:17:29 AM	96.3	60.3	74.1	66.6
7:18:29 AM	90.6	59.9	68.2	64.1
7:19:29 AM	91.6	59.1	66.9	63.3
7:20:29 AM	124.2	60	73.7	66.2
7:21:29 AM	98.7	59.8	76.6	68.1
7:22:29 AM	99.1	60.5	74.2	66.7
7:23:29 AM	113.9	60.9	71.7	66.7
7:24:29 AM	94.6	61.1	70.5	65.2
7:25:29 AM	114.9	59.8	68.2	63.8
7:26:29 AM	119.2	60.2	68.3	64.9
7:27:29 AM	122.7	59.4	72.1	63.9
7:28:29 AM	115.8	60.1	71.9	65.2
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Session Report

2/13/2025

Information Panel

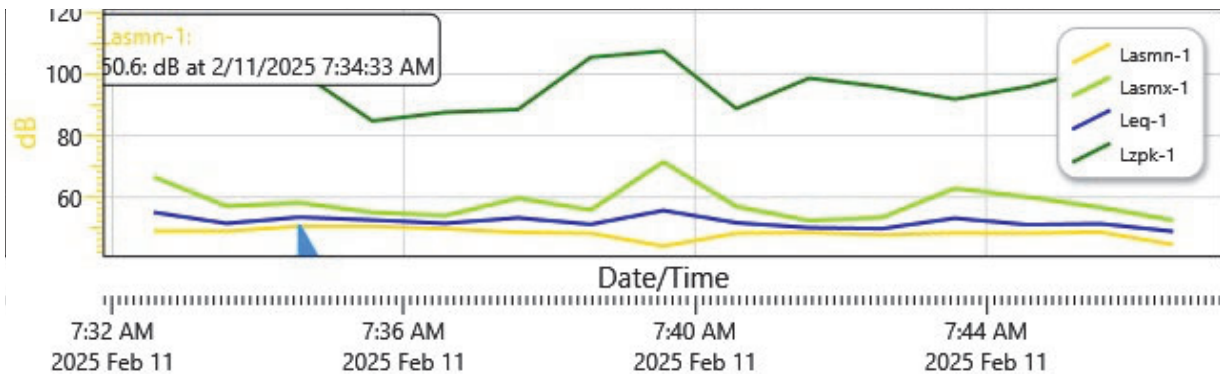
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Comments
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Stop Time 2/11/2025 7:46:37 AM
Run Time 00:15:03
Serial Number SE40213991
Device Name SE40213991
Model Type Sound Examiner
Device Firmware Rev R.11F
Company Name
Description
Location
User Name

Summary Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	52.4 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Langdon Avenue Frontage Road: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
2/11/2025 7:32:34 AM	117.8	49	66.6	55.1
7:33:34 AM	105.1	49	57.1	51.5
7:34:34 AM	100.8	50.6	58.2	53.5
7:35:34 AM	84.8	50.6	55.1	52.6
7:36:34 AM	87.6	49.8	54	51.5
7:37:34 AM	88.5	48.6	59.7	53.3
7:38:34 AM	105.5	48.3	55.9	51.2
7:39:34 AM	107.5	44.1	71.5	55.7
7:40:34 AM	88.8	48.3	57	51.7
7:41:34 AM	98.7	48.5	52.4	50.1
7:42:34 AM	95.9	47.8	53.4	49.8
7:43:34 AM	91.9	48.4	62.9	53.2
7:44:34 AM	95.9	48.3	60.1	51.1
7:45:34 AM	101.9	48.7	56.7	51.4
7:46:34 AM	103.3	44.6	52.5	48.9



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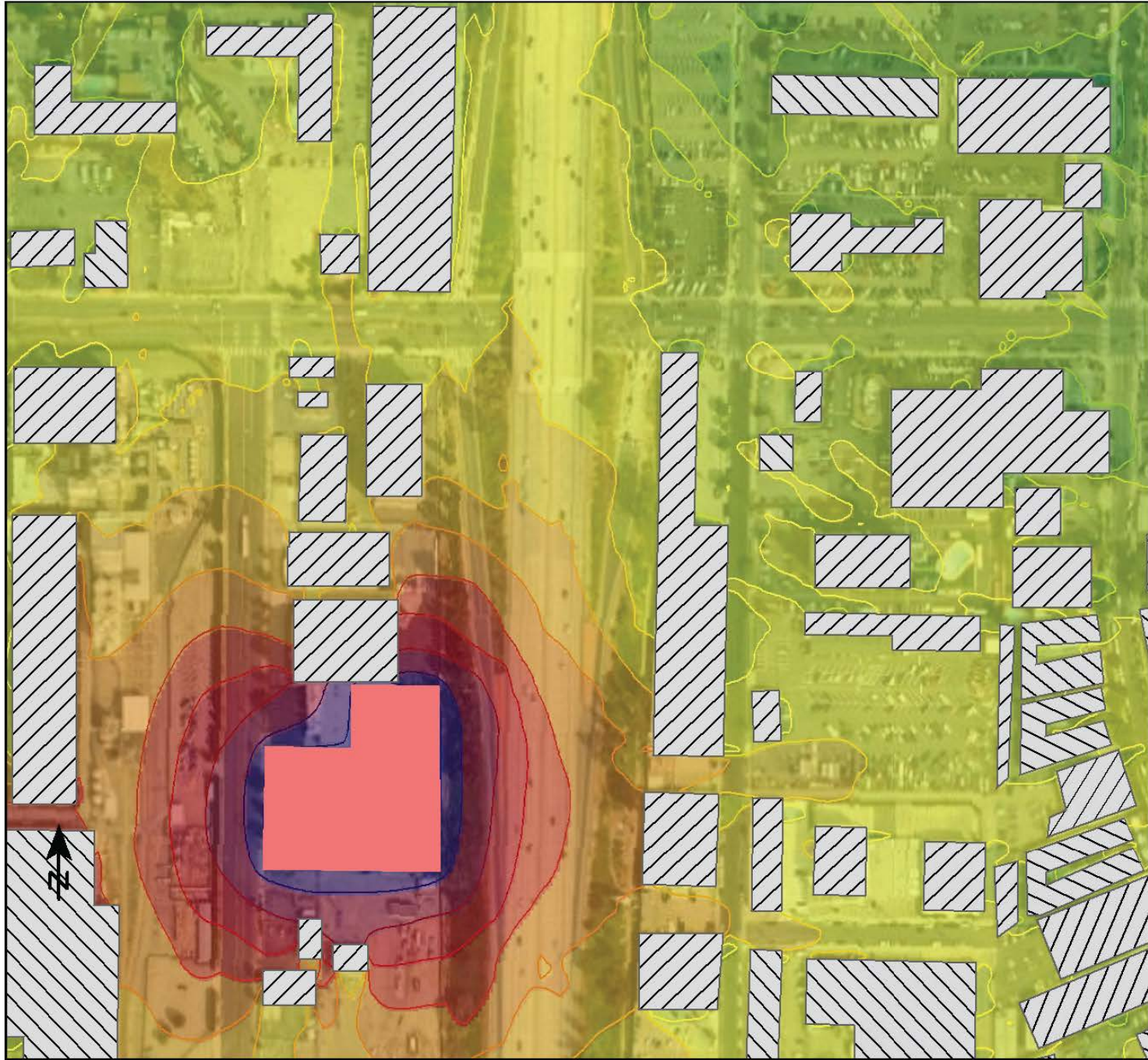
CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m ²	Reference	Day dB(A)	Level		Corrections		
				Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	7732 m ²	Lw/unit	109.7	-	-	-	-	-



Contribution levels of the receivers

Source name	Traffic lane	Level Day dB(A)
Holiday Inn Express GF		29.5
Construction Site	-	29.5
North Hills Inn GF		31.3
Construction Site	-	31.3
Residences - 8330 Haskell Ave. GF		29.1
Construction Site	-	29.1
Residences - Langdon Ave. GF		30.9
Construction Site	-	30.9

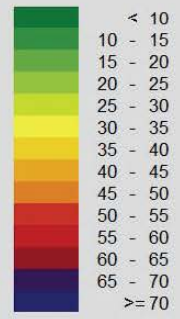


8144 Haskell Avenue

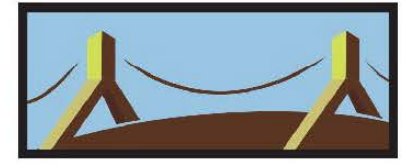
Signs and symbols

-  Building
-  Construction Site

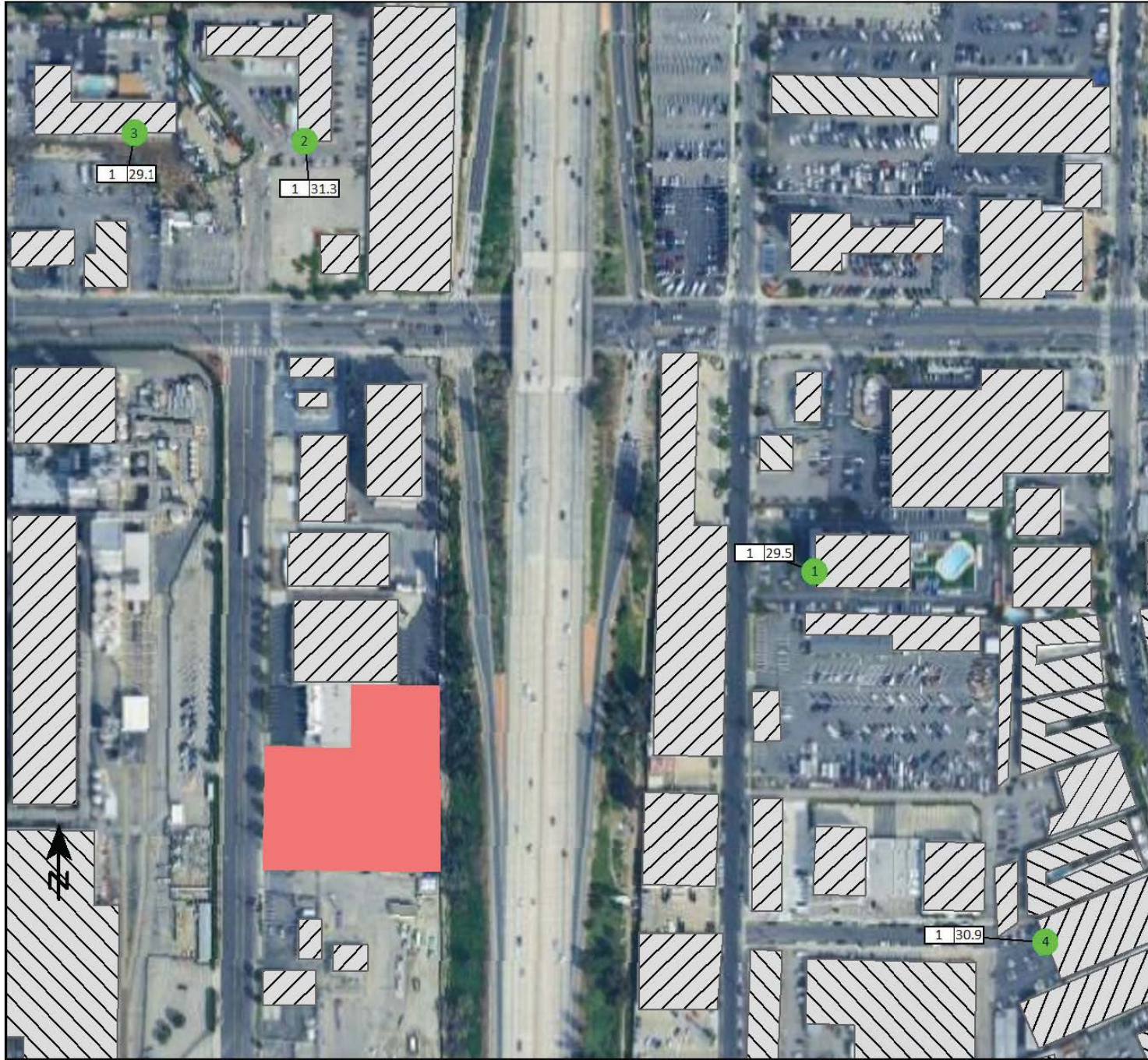
Levels in dB(A)



1 : 223






DOUGLASKIM+ASSOCIATES,LLC

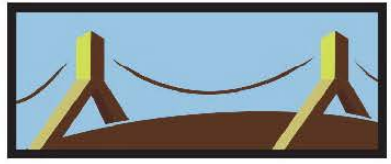


8144 Haskell Avenue

Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 223



DOUGLASKIM+ASSOCIATES,LLC

Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv. grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
		X in meter	Y						
1	Holiday Inn Express	11364440.7	3787554.67	West	GF	245.67	-	29.5	-
2	North Hills Inn	11364169.97	3787783.18	South	GF	247.18	-	31.3	-
3	Residences - 8330 Haskell Ave.	11364079.47	3787787.54	South	GF	247.26	-	29.1	-
4	Residences - Langdon Ave.	11364563.62	3787358.09	West	GF	244.94	-	30.9	-

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	12.5	0	37.2	50	2.2%
Grading	10	0	70	80	3.5%
Trenching	2.5	0		3	0.1%
Building Construction	51.5	75.2		127	5.5%
Paving	12.5	0	0.0	13	0.5%
Architectural Coatings	10.3	0		10.3	0.4%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are an even split of medium- and heavy-duty trucks.

2,291 Traffic Volumes at Roscoe Boulevard and Haskell Avenue in the peak A.M. hour



DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



DOUGLAS KIM + ASSOCIATES, LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity		Source
						(CY)	Truck Trips	
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building		12	-	1,000	-	10	-	Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula
Single Family Residence		12	-	1,000	-	10	-	Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home			-	1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructor	80,986	0.5	1,500	2,400	1,800	10	300	
TOTAL			1,500		1,800		300	



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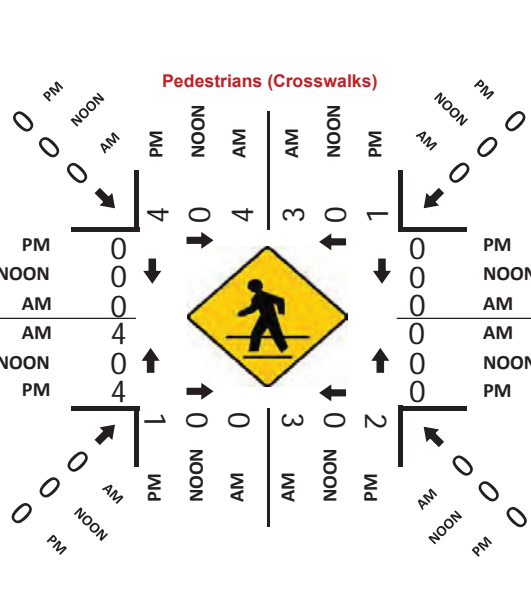
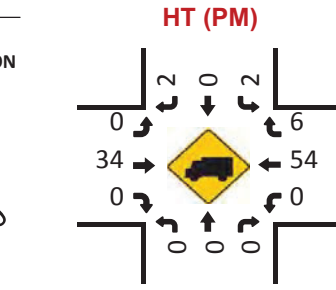
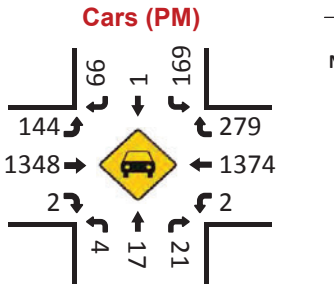
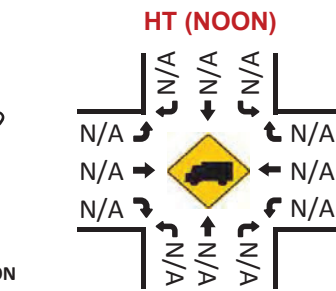
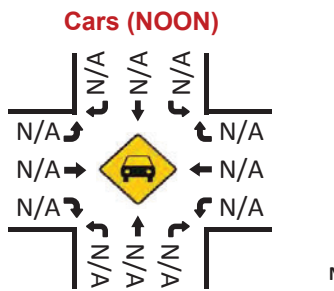
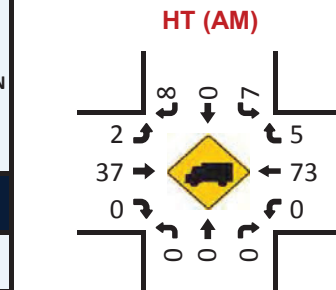
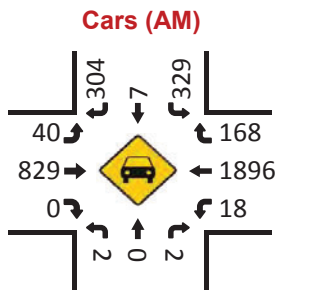
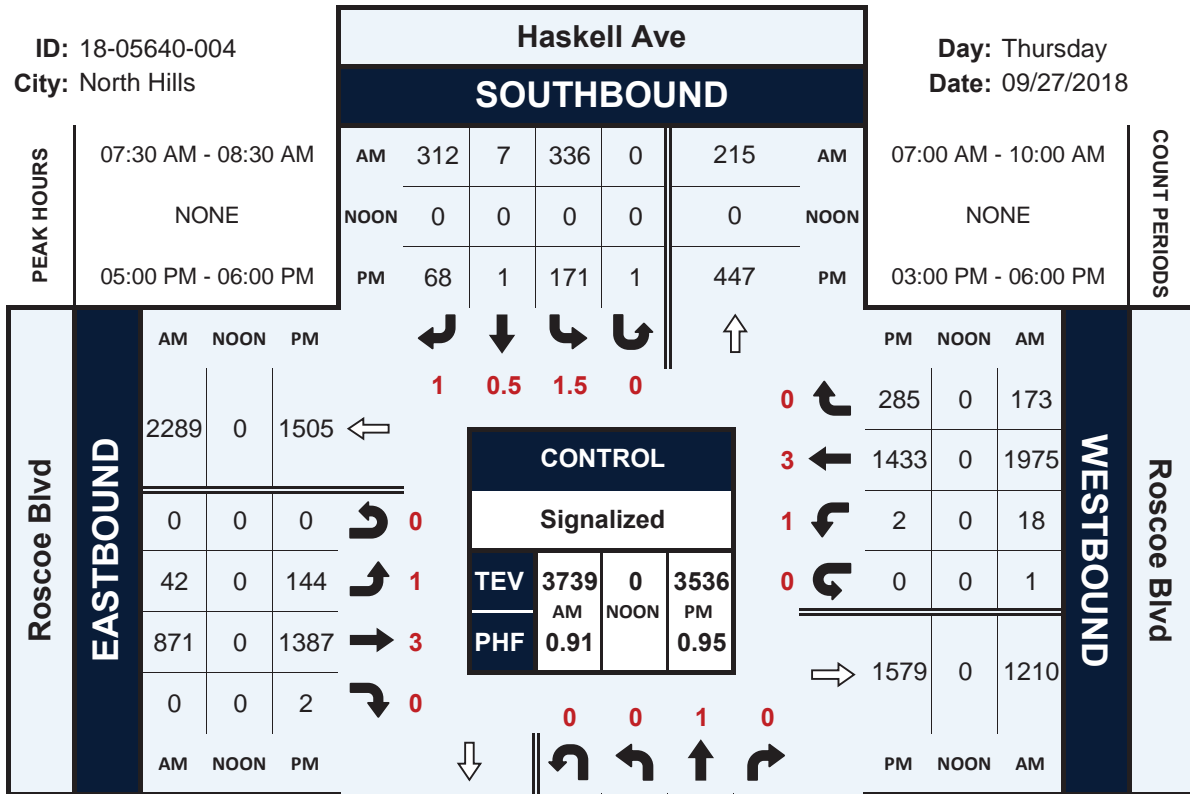
TRAFFIC NOISE CALCULATIONS

Haskell Ave & Roscoe Blvd

Peak Hour Turning Movement Count

ID: 18-05640-004
City: North Hills

Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Haskell Ave & Roscoe Blvd
 City: North Hills
 Control: Signalized

Project ID: 18-05640-004
 Date: 9/27/2018

Total

NS/EW Streets:	Haskell Ave				Haskell Ave				Roscoe Blvd				Roscoe Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	1	0	43	2	59	0	5	213	0	0	1	450	15	0	790
7:15 AM	0	0	2	0	72	1	84	0	7	199	0	0	0	502	21	0	888
7:30 AM	1	0	2	0	66	3	100	0	8	247	0	0	5	550	44	1	1027
7:45 AM	1	0	0	0	93	2	74	0	12	224	0	0	4	491	53	0	954
8:00 AM	0	0	0	0	80	1	66	0	10	186	0	0	6	482	34	0	865
8:15 AM	0	0	0	0	97	1	72	0	12	214	0	0	3	452	42	0	893
8:30 AM	0	1	0	0	55	1	50	0	15	212	0	0	1	446	35	0	816
8:45 AM	1	0	0	0	42	0	63	0	10	220	0	0	0	429	26	0	791
9:00 AM	2	1	1	0	33	0	67	0	19	265	0	0	3	453	25	0	869
9:15 AM	1	0	0	0	21	0	39	1	16	252	0	0	1	434	23	0	788
9:30 AM	0	0	0	0	32	0	14	0	14	242	0	0	1	461	15	0	779
9:45 AM	0	0	0	0	28	0	28	0	12	275	0	0	0	444	25	0	812
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	3	6	0	662	11	716	1	140	2749	0	0	25	5594	358	1	10272
	40.00%	20.00%	40.00%	0.00%	47.63%	0.79%	51.51%	0.07%	4.85%	95.15%	0.00%	0.00%	0.42%	93.58%	5.99%	0.02%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	0	2	0	336	7	312	0	42	871	0	0	18	1975	173	1	3739
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.866	0.583	0.780	0.000	0.875	0.882	0.000	0.000	0.750	0.898	0.816	0.250	0.910
	0.333				0.963				0.895				0.903				

NS/EW Streets:	Haskell Ave				Haskell Ave				Roscoe Blvd				Roscoe Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	1	0	1	0	45	0	15	0	24	349	0	0	1	322	63	2	823
3:15 PM	1	0	0	0	62	0	9	0	24	344	0	1	0	332	48	0	821
3:30 PM	0	2	7	0	41	0	15	0	26	344	0	0	0	327	43	0	805
3:45 PM	1	2	3	0	48	0	14	0	32	241	0	0	0	332	61	0	734
4:00 PM	1	4	5	0	28	1	19	0	52	343	2	0	1	367	54	0	877
4:15 PM	1	4	1	0	39	0	17	0	31	334	0	0	0	348	54	0	829
4:30 PM	0	4	6	0	49	0	20	0	40	312	0	0	0	334	49	0	814
4:45 PM	0	5	5	0	39	0	15	0	33	321	0	0	0	348	70	0	836
5:00 PM	0	5	5	0	41	0	21	1	44	346	0	0	0	393	72	0	928
5:15 PM	2	7	4	0	44	1	17	0	29	329	1	0	1	356	82	0	873
5:30 PM	2	2	4	0	44	0	18	0	34	391	0	0	0	341	60	0	896
5:45 PM	0	3	8	0	42	0	12	0	37	321	1	0	1	343	71	0	839
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	9	38	49	0	522	2	192	1	406	3975	4	1	4	4143	727	2	10075
	9.38%	39.58%	51.04%	0.00%	72.80%	0.28%	26.78%	0.14%	9.26%	90.63%	0.09%	0.02%	0.08%	84.97%	14.91%	0.04%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	17	21	0	171	1	68	1	144	1387	2	0	2	1433	285	0	3536
PEAK HR FACTOR :	0.500	0.607	0.656	0.000	0.972	0.250	0.810	0.250	0.818	0.887	0.500	0.000	0.500	0.912	0.869	0.000	0.953
	0.808				0.956				0.902				0.925				

TRAFFIC VOLUME ADJUSTMENTS

North/South Haskell Avenue
 East/West Roscoe Boulevard
 Year 2018
 Hour 7:00-8:00 A.M.
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/HASKELL.ROSECOE.180927.MAN.pdf



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	NB Approach	SB Approach	EB Approach	WB Approach	
LT					
TH					
RT					
Total	8	599	915	2137	1.07%

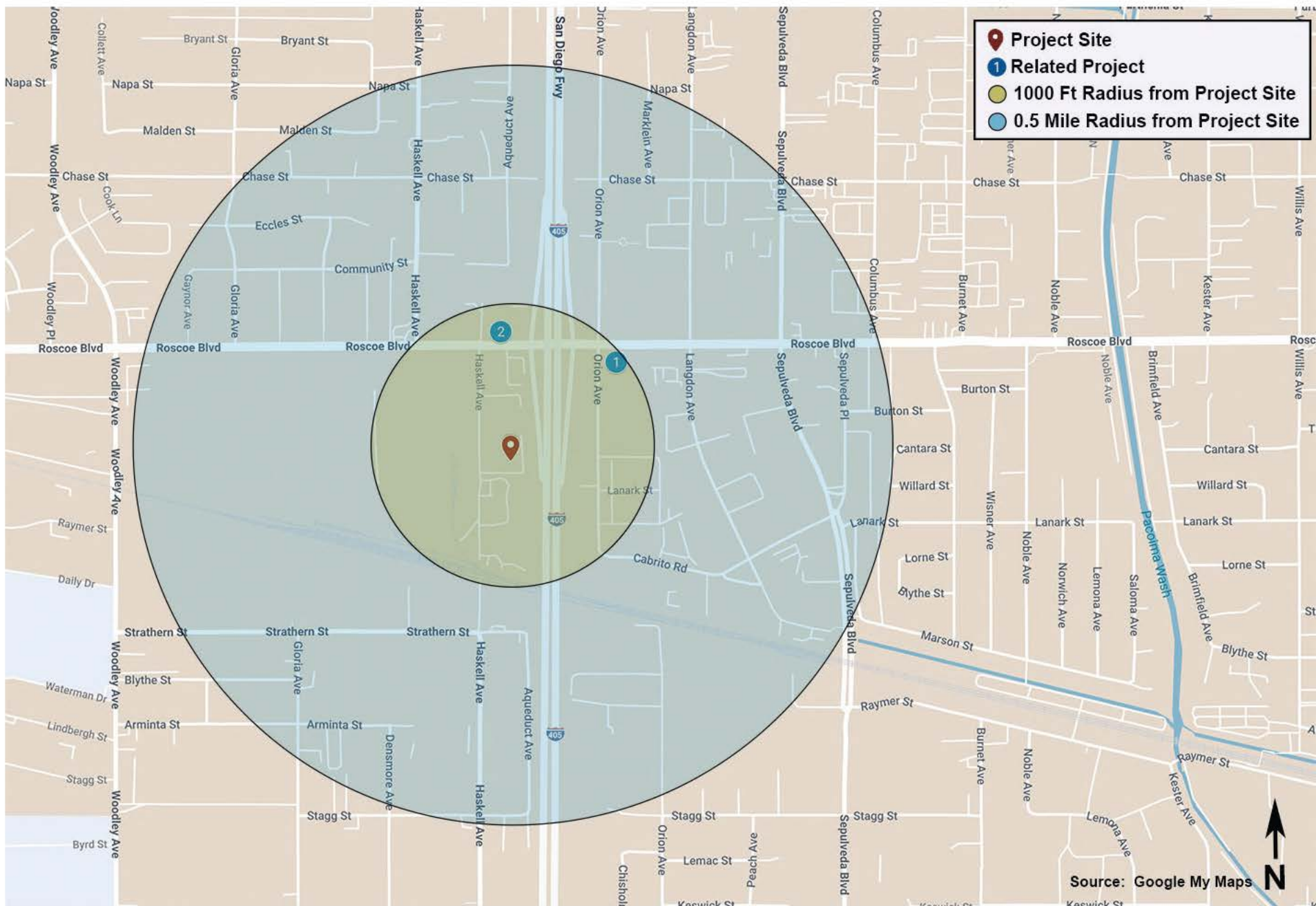
2018	8	599	915	2,137
2019	8	605	924	2,158
2020	8	611	933	2,180
2021	8	617	943	2,202
2022	8	623	952	2,224
2023	8	630	962	2,246
2024	8	636	971	2,268
2025	9	642	981	2,291

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	7	519	793	1,852	6,048,810	82.5%
MDT	1	81	123	288	940,092	12.8%
HDT	0	2	3	8	25,348	0.3%
Buses	0	1	1	3	9,386	0.1%
MCY	0	14	22	51	167,287	2.3%
Aux	0	12	19	44	142,856	1.9%
Total	8	630	962	2,246	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS



Project Site
1 Related Project
1000 Ft Radius from Project Site
0.5 Mile Radius from Project Site

Source: Google My Maps



DOUGLASKIM+ASSOCIATES, LLC



DOUGLASKIM+ASSOCIATES,LLC

RELATED PROJECT TRIP GENERATION ESTIMATES

CLATS

Case Logging and Tracking System

Welcome durre! | Log Out | Profile | Admin

RELATED PROJECTS

Centroid Info: PROJ ID: 58572
Address: 8144 HASKELL AVE
, CA
Lat/Long: 34.219, -118.475

Buffer Radius: mile

Record Count: 2 | Record Per Page: **All Records**

Include NULL "Trip info":
 Include NULL "FirstStudySubmittalDate" (latest):
 Include "Inactive" projects:
 Include "Do not show in Related Project":
 Net_AM_Trips - Select -
 Net_PM_Trips - Select -
 Net_Daily_Trips - Select -

Results generated since: (1/14/2025 11:46:09 AM)

Proj ID	Office Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Inactive	Do not show in Related Project	Distance (mile)	Trip Info	
50643	SF Valley	SFV	6	2020	Starbucks w/drive thru	2,597sft Starbucks with drive thru & existing 2,621sft of fast food w/	15554 ROSCOE BL	07/28/2021	<input type="checkbox"/>	<input type="checkbox"/>	0.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Retail	S.F. Net Area	2597	140	22	449	73	70	11	11
			140	22	449		73	70	11

54285	SF Valley	SFV	12	2022	Convenience Store and Fuel Pumps	Convenience Store and Fuel Pumps	15701 W ROSCOE BL	07/28/2023	<input type="checkbox"/>	<input type="checkbox"/>	0.2	
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Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Gas Station	S.F. Gross Area	4006	162	136	2815	81	81	68	68
			162	136	2815		81	81	68



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CONSTRUCTION VIBRATION CALCULATIONS

**8144 Haskell Avenue Project****Construction Vibration**

Receptor: Commercial Building, 8200 Haskell Ave.
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	25
Vibration Level (in/sec)	0.089

Receptor: Commercial Building, 8200 Haskell Ave.
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	25
Vibration Level (in/sec)	0.076

Receptor: Commercial Building, 8210 Haskell Ave.
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	10
Vibration Level (in/sec)	0.352

Receptor: Commercial Building, 8210 Haskell Ave.
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	10
Vibration Level (in/sec)	0.300

Receptor: Commercial Building, 8100 Haskell Ave.
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	100
Vibration Level (in/sec)	0.022

Receptor: Commercial Building, 8100 Haskell Ave.
Equipment: Loaded Trucks

Source PPV (in/sec)	0.076
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	100
Vibration Level (in/sec)	0.019

8144 Haskell Avenue Project

Receptor: Commercial Building, 8200 Haskell Ave.
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	25
Vibration Level (in/sec)	0.003

Receptor: Commercial Building, 8200 Haskell Ave.
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	25
Vibration Level (in/sec)	0.035

Receptor: Commercial Building, 8210 Haskell Ave.
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	10
Vibration Level (in/sec)	0.012

Receptor: Commercial Building, 8210 Haskell Ave.
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	10
Vibration Level (in/sec)	0.138

Receptor: Commercial Building, 8100 Haskell Ave.
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	100
Vibration Level (in/sec)	0.001

Receptor: Commercial Building, 8100 Haskell Ave.
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	100
Vibration Level (in/sec)	0.009

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*,
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, September 2018