

August 11, 2026

Department of City Planning
City of Los Angeles
221 N Figueroa St. Suite 1350
Los Angeles, CA 90012

RE: MOUNT HOLYOKE RESIDENCE PROJECT NOISE STUDY
CASE NO: ENV-2024-3280-EIR

To Whom it May Concern,

This Noise Study has been prepared for the Mount Holyoke Residence Project (Project). The Project includes the construction of one (1) single family residence (SFR) and attached Accessory Dwelling Unit (ADU) located at 425 N Mount Holyoke.

In compliance with the City's Housing Element Project Checklist Instructions, Project Sites within 500 feet of a noise-sensitive use and involve one of the following are required to prepare a project-specific construction noise study: two or more subterranean levels or 20,000 cubic yards or more of excavated material, construction duration (excluding architectural coatings) of 18 months or more, use of large, heavy-duty equipment rated 300 horsepower or greater, or the potential for impact pile driving. The Project Site is located within 500 feet of single-family residences and the Project's construction duration is projected to take 30 months, thus a noise study analyzing the Project's potential construction noise impacts has been prepared.

The Department of City Planning (Planning) has adopted a daytime construction noise significance threshold criteria based on an absolute noise level. As no construction activities will occur during the night, the following construction noise assessment does not analyze nighttime impacts.

In accordance with the City's Thresholds and Methodology for Construction Noise, a project would normally have a significant impact on noise levels from on- and off-site construction if:

- During Daytime hours (between 7:00 am to 7:00 pm Monday through Friday, and between 8:00 am to 6:00 pm on Saturdays) project construction related noise exceeds 80 dBA Leq(8-hour) at sensitive uses (at the property line or at the exterior of the building).¹

¹ Daytime noise-sensitive uses include single-family residences. The definition does not apply to private residential balconies, which may or may not extend past the exterior of a building, or to private outdoor spaces.

On-Site Construction

Noise impacts from Project-related construction activities occurring within or adjacent to the site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Construction activities for the Project would generally include site grading and excavation, building foundation, building construction, paving/landscape, and architectural coating. Each stage of construction would involve the use of various types of construction equipment and would have its own distinct noise characteristics. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site. While Project construction stages can often overlap, in compliance with the conclusions in the Project's Housing Element Checklist to comply and implement the Housing Element's Program EIR Mitigation Measure MM4.10-3(b), "The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment when allowed by best engineering practices."

As shown in the Construction Noise Calculations (Attached), individual pieces of construction equipment anticipated to be used during construction of the Project could produce a maximum noise level of 76 dBA Lmax to 84 dBA Lmax at a reference distance of 50 feet from the noise source. These maximum noise levels would occur when equipment is operating under full power conditions. However, equipment used on construction sites often operates under less than full power conditions, or partial power. To more accurately characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction phase is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction phase.² These noise levels are typically associated with multiple pieces of equipment operating simultaneously. The analysis uses a significance criterion of 80 dBA Leq (8-hour). The on-site construction related noise levels were calculated by distributing all construction equipment over the entire construction site.

Table 1, Construction Noise Levels, provides the estimated construction noise levels for various construction phases at the nearest sensitive receptors (437 Mount Holyoke Avenue and 505 Radcliffe Avenue). As indicated in Table 1, the estimated on-site noise levels during all stages of Project construction would be less than the significance threshold criteria at the maximum exposed sensitive receptor. Therefore, temporary noise impacts associated with the Project's on-site construction activities would be less than significant.

Further, the sound would continue to attenuate through the air as a function of distance. Such attenuation is called "distance loss" or "geometric spreading" and is based on the type of source configuration (i.e., a point source or a line source). The rate of sound attenuation of a point source, such as a piece of equipment is 6 dBA per doubling of distance from the noise source to the receptor over acoustically "hard" sites (e.g. asphalt and concrete surfaces) and 7.5 dBA per doubling of distance from the noise source to the receptor over acoustically "soft" sites (e.g., soft dirt, grass or scattered bushes and trees). Additionally, as the Project is tiering from the Housing Element Program EIR, the Project would be required, unless technically infeasible, to implement the following mitigation measures, all of which would further reduce the Project's less than significant on-site construction noise level.

MM 4.10-1(a) Noise Shielding and Silencing: For all discretionary projects, power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with

² Pursuant to the FHWA Roadway Construction Noise Model User's Guide 2006, the usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the Project 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. Measures shall be shown on plans.

MM 4.10-1(b) Use of Driven Pile Systems: For all discretionary projects, driven (impact), sonic, or vibratory pile drivers shall not be used, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report. Requirement shall show on plans.

Table 1. Construction Noise Levels

Construction Phase	Noise Level (dBA Leq(8-hr))	Threshold (dBA Leq(8-hr))	Exceeds Threshold?
Site Preparation	68	80	No
Grading/Excavation	72		No
Building Construction	72		No
Paving	73		No
Architectural Coating	66		No

Off-Site Noise

Off-site construction noise would primarily be associated with worker commutes and the transport of materials and equipment to and from the Project site. Construction-related vehicle activity would be temporary and typical of a small-scale residential development project. Construction activities for the Project are limited in scope and would generally require between four and 20 workers on-site depending on the construction phase. Heavy equipment utilized during grading, excavation, and building construction would remain on-site for the duration of each phase, thereby minimizing the frequency of off-site trips for that purpose. A total of approximately 2,000 cubic yards (cy) of material would be exported from the site during the grading phase. At an average rate of 8 cy per load and 150 days of grading, on average 3.33 trips would occur each day and the maximum day could have as many as 60 trips.³ Intermittent deliveries of materials, such as concrete, building materials, and supplies, would occur throughout construction but primarily during the building phase at an average rate of six (6) trips per day.

Construction haul trucks would travel between the Project Site and Pacific Coast Highway before merging onto the I-10 Freeway via Sunset Blvd, Earlham Street, Radcliffe Avenue, Bowdoin Street, and Temescal Canyon Road. Within the City, existing daytime ambient noise for uses along major roadways is in the range of 65 to 70 dBA and along quiet residential streets is between 55 and 60 dBA.⁴ A majority of the noise in the residential areas are from vehicles traveling on roadways. Doubling the traffic volume on a road (i.e., adding two equal noise sources together) would result in increase of the noise

³ (2,000 cy/8 cy per load/150 days) * 2 one-way trips per load = 3.33 trips per day.

⁴ City of Los Angeles Construction Noise and Vibration Updates to Threshold and Methodology, August 2024.

<https://planning.lacity.gov/project-review/environmental-resources>, accessed July 9, 2026.

level at a given distance of 3 dB. For example, for a road having 500 trips per day, which is typical of a residential street like those in the vicinity of the project, that would increase to 1,000 trips per day with a project would increase the noise level from a range of 55 to 60 dBA to a range of 58 to 63 dBA. Although the noise level increases relative to the existing level, it results in noise levels much less than the threshold criteria (e.g., 80 dBA for daytime construction). In this case, the 60 additional trips that may occur on the peak day would result in an increase in the range less than described above which is already a less than significant amount. Therefore, vehicular traffic associated with this project would result in acceptable noise levels and mitigation is unwarranted.

Given the surrounding residential roadway characteristics, it is unlikely that more than one construction truck would be travelling to the site (along the residential streets) at one time. In addition, the Project would be required to comply with the California Code of Regulations Title 13, Section 2485 which requires that diesel-fueled commercial vehicles (weighing 10,000 lbs or more) not idle longer than five minutes. Therefore, off-site construction-related noise impacts would be temporary, intermittent, and less than significant.

Similar to on-site construction noise impacts analysis above, as the Project is tiering from the Housing Element Program EIR, the Project would be required to implement the following mitigation measure, which would further reduce the Project's less than significant off-site construction noise level.

Housing Element Mitigation Measures

In compliance with the Project's Housing Element Checklist Form, the Project will, implement the following Housing Element Program EIR Mitigation Measures:

- MM 4.10-1(a) Noise Shielding and Silencing, which would require all power construction equipment to be equipped with noise shielding and silencing devices and properly maintained;
- MM 4.10-1(b) Use of Driven Pile Systems, prohibiting the use of pile drivers;
- MM 4.10-1(c) Enclosures and Screening requiring all outdoor equipment to be screened from off-site noise sensitive uses;
- MM 4.10-1(d) Construction Staging Areas, requiring construction staging areas to be located as far from noise sensitive uses as possible and this requirement shall be shown on plans; and
- MM 4.10-3(b), which will ensure construction phases will not overlap (demolition, earthmoving, and ground-impacting operations), as well as use low-impact construction technologies and avoid the use of vibrating equipment when allowed by best engineering practices.

In accordance with CEQA, when a project would result in a significant and unavoidable impact, a lead agency must implement all feasible mitigation measures to reduce the potential impact. The Housing Element Program EIR included MM 4.10-1(c), Temporary Sound Barriers, a mitigation measure which would further reduce significant and unavoidable on-site construction noise impacts. MM 4.10-1(c) states, "Sound barriers, such as temporary walls or sound blankets, shall be erected between construction activities and noise-sensitive uses when construction activities are located within a line-of-sight to and within 500 feet of noise-sensitive uses. Requirement shall show on plans." As shown in the on-site and off-site noise analysis, the Project would not exceed the City's absolute construction noise threshold of 80 dBA. Thus, the Project's on- and off-site construction noise would be less than significant and no mitigation is necessary. As stated, the in the Housing Element's Program EIR Mitigation Monitoring Program, modifications and deletions to the Housing Element's Program EIR mitigation measures are allowed if the Department of City Planning cannot find substantial conformance with the measure, the Project analysis discloses the impacts without implementation of the mitigation measure(s), and the analysis explains why the measure is no longer needed.

The Department of City Planning's *Construction Noise and Vibration Updates to Thresholds and Methodology* document, dated August 2024, states that:

"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."⁵

For a noise barrier to have any meaningful effect, the temporary wall or barrier would need to be constructed to a height that would obstruct or shield the equipment within a line of sight to and within 500 feet of Noise-Sensitive Uses and/or any observer within this distance. Given the steep topography and site access constraints, constructing such a noise barrier is technically infeasible.

For example, construction equipment will operate across the Project site at an approximate elevation between 259 feet to 289 feet. Mount Holyoke Avenue has an approximate street elevation of 289 feet fronting the entire Project site. The existing home along the northern boundary at 505 Radcliffe Avenue has a second-story floor elevation of approximately 300 feet, as will the homes currently being constructed across the street at 400 to 436 Mount Holyoke Avenue. To obstruct the line of sight from these Noise-Sensitive Uses to the equipment being operated on the Project site would require the construction of a temporary wall being approximately 40 feet tall along the western boundary as well as portions of the northern and southern boundaries. It would also require a temporary wall height of approximately 20 feet along the eastern boundary fronting the street which would also not be feasible due to the limited site access and construction staging requirements in this area.

As such, the Project is not required to implement MM 4.10-1(e), as the Project's noise analysis has demonstrated that on- and off-site construction noise impacts would be less than significant and no mitigation is required, and implementation of the mitigation measure is not technically feasible. As stated above, all other applicable Housing Element Program EIR noise mitigation measures shall be implemented as part of the Project.

Cumulative Impacts

While Project construction may occur at the same time as nearby residential construction activities,⁶ the Project's construction noise would not be cumulatively significant.

As the surrounding projects are residential, construction of these projects would require the use of similar construction equipment resulting in comparable noise levels and the following can be determined. The Project would result in 73 dBA at the maximum exposed sensitive receptor (Table 1) which is at 125-feet from the center of the Project site.

⁵ City of Los Angeles Construction Noise and Vibration Updates to Threshold and Methodology, August 2024.
<https://planning.lacity.gov/project-review/environmental-resources>, accessed July 9, 2026.

⁶ Based on information from the City of Los Angeles, up to 8 nearby construction sites within approximately 500 feet are currently active or in the permitting pipeline.

Due to the logarithmic nature of sound levels expressed in units of decibel, simultaneous noise sources that differ in level by approximately 10 dBA do not substantially increase the overall perceived noise environment. Stated another way, if one adds a 50-dBA noise from Source A to a 60-dBA noise from Source B, then the resulting noise level is 60 dBA. In addition, as explained above, noise from a point source decreases by 6 dBA per doubling of distance from the noise source to the receptor over acoustically “hard” sites (e.g. asphalt and concrete surfaces) and 7.5 dBA per doubling of distance from the noise source to the receptor over acoustically “soft” sites (e.g., soft dirt, grass or scattered bushes and trees). If another similar project with noise level 73 dBA is under construction and located 125 feet from the maximum exposed sensitive receptor for this Project, the combined noise level would be 76 dBA. If there were two such other projects with noise levels of 73 dBA within 125 feet of that receptor, then combined noise level would be 78 dBA. Geometry would prevent more than a couple of other projects at this distance from a single receptor. Therefore, the Project would not result in a cumulative noise impact on a sensitive receptor.

The nearest property that may undergo construction at the same time as this Project could be any one of the properties destroyed in Palisades fire located adjacent to the Project site at 361 and 365 Mount Holyoke Avenue or across the street at 400 to 436 Mount Holyoke Avenue. The proximity of these properties to the Project site ranges from approximately 10 feet to 60 feet. However, it is uncertain when (and even if) these properties will be rebuilt. If construction noise sources operating on other sites are greater than approximately 200 feet from the center of the Project site (i.e., a 10 dB difference obscures the smaller noise source and two doubling of distances is 12 dB difference), the cumulative effect of noise from both sites would be less than cumulatively considerable.

Conclusion

In summary, the above analysis demonstrates that Project construction noise impacts will be less than significant and no additional mitigation is required; in compliance with the Housing Element Checklist requirements, the Project would be required to implement all applicable and feasible Housing Element Program EIR’s mitigation measures that would further reduce the Project’s construction noise.

Respectfully submitted,



Scott D. Cohen, P.E., C.I.H.

Principal Engineer

Sespe Consulting – a Trinity Consultants Company

att: Construction Noise Calculations

Construction Phase	Equipment Type	L _{max} @ 50-feet ^A	Usage Factor ^B	Distance (Feet) ^C	Uncontrolled L _{eq} (8-hour) ^D	Noise Controls (dBA) ^F	Controlled L _{eq} (8-hour)	L _{eq} (8-hour) total ^E
Site Preparation	Tractor/Loader/Backhoe	79	0.4	125	67	-5	62	68
	Dump Truck	76	0.4	125	64	-5	59	
	<i>Nearby Operation - Tractor/Loader/Backhoe</i>	79	0.4	30	70	-5	65	
Grading/ Excavation	Grader	82	0.4	125	70	-5	65	72
	Excavator	81	0.4	125	69	-5	64	
	Tractor/Loader/Backhoe	79	0.4	125	67	-5	62	
	Drill Rig (Auger)	84	0.2	125	69	-5	64	
	Dump Truck	76	0.4	125	64	-5	59	
	<i>Nearby Operation - Grader</i>	82	0.4	30	73	-5	68	
Building Construction	Generator Set	81	0.5	125	70	-5	65	72
	Crane	81	0.16	125	65	-5	60	
	Concrete Truck	79	0.4	125	67	-5	62	
	Concrete Pump Truck	81	0.2	125	66	0	66	
	Welders	74	0.4	125	62	-5	57	
	Forklift	75	0.2	125	60	-5	55	
	Tractor/Loader/Backhoe	79	0.4	125	67	-5	62	
	<i>Nearby Operation - Tractor/Loader/Backhoe</i>	79	0.4	30	70	-5	65	
Paving	Cement and Mortar Mixer	80	0.5	125	69	0	69	73
	Paver	77	0.5	125	66	-5	61	
	Roller	80	0.2	125	65	-5	60	
	Tractor/Loader/Backhoe	79	0.4	125	67	-5	62	
	Concrete Truck	79	0.4	125	67	-5	62	
	Concrete Pump Truck	81	0.2	125	66	-5	61	
	<i>Nearby Operation - Tractor/Loader/Backhoe</i>	79	0.4	30	70	-5	65	
Architectural Coating	Air Compressor	78	0.4	125	66	-5	61	66
	<i>Nearby Operation - Air Compressor</i>	78	0.4	30	69	-5	64	

See Footnotes on next page.

Footnotes:

A - Maximum ($L_{\max}$) equipment noise levels are from *Construction Noise and Vibration - Updates to Thresholds and Methodology* Attachment 3 Table 1.

The noise data in this document is based on the FHWA Roadway Construction Noise Model User's Guide (2006), which utilizes a large sample set of actual measured noise levels.

However, this is not true to the grader noise item which is presented using the the specification limit (85 dBA), not on actual noise data, which results in an overly conservative noise estimate.

As such, the noise data for the Dozer (82 dBA) is utilized for the grader line item because it has a similar operation, the same specification limit (85 dBA), and is based on 55 actual data measurements.

B - Usage factor (UF) is "percentage of time during the work period that the equipment is operating under full load or near full power." The UF's presented above are from *Construction Noise and Vibration - Updates to Thresholds and Methodology* Attachment 3 Table 1.

C - Distance from the center of the project to the nearest sensitive receptor (houses located adjacent to the Project on the north and south). For *Nearby Operation* line items, the approximate distance from the nearest expected operation of the equipment to the sensitive receptor is utilized.

D - Per *Construction Noise and Vibration - Updates to Thresholds and Methodology*, $L_{\text{eq}(8 \text{ hr})} = L_{\max} - 20 \cdot \log(D/50) + 10 \cdot \log(UF) + 10 \cdot G \cdot \log(D/50)$.
G (ground effect) is assumed to be 0.

For *Nearby Operation* line items, the above equation is utilized with the addition of the following factor: $10 \cdot \log(T/8)$, where $T = 1$.

E - Per *Construction Noise and Vibration - Updates to Thresholds and Methodology*, $L_{\text{eq}(8 \text{ hr}) \text{ total}} = 10 \cdot \log[\sum_{\text{all sources}} 10^{L_{\text{eq}(8 \text{ hr})/10}]$

F - All heavy construction equipment able to utilize mufflers will do so. The EPA's *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* indicates that these type of controls reduce noise levels by 10 dBA. Conservatively, this analysis assumes only 5 dBA reduction from mufflers.