

NOISE TECHNICAL REPORT

Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 1200 Vine Street 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

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.

increases of 10 dBA or greater are perceived as a doubling in loudness.⁴ However, during the daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁵

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.

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 appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

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

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

⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

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. 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 the following objective and policy that are relevant for the Proposed Project:

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

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

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.

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						
<div> <div></div> <p>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.</p> </div> <div> <div></div> <p>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.</p> </div> <div> <div></div> <p>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.</p> </div> <div> <div></div> <p>Clearly Unacceptable - New construction or development should generally not be undertaken.</p> </div>						
Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.						

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 112.05 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, including but not limited to the following regulations.

Section 111.02 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 would prohibit 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 would prevent 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 provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. 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 exceed the ambient noise level 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.

Existing Conditions

Noise Sensitive Receptors

The Project Site is located on the Vine Street commercial corridor in the Hollywood neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

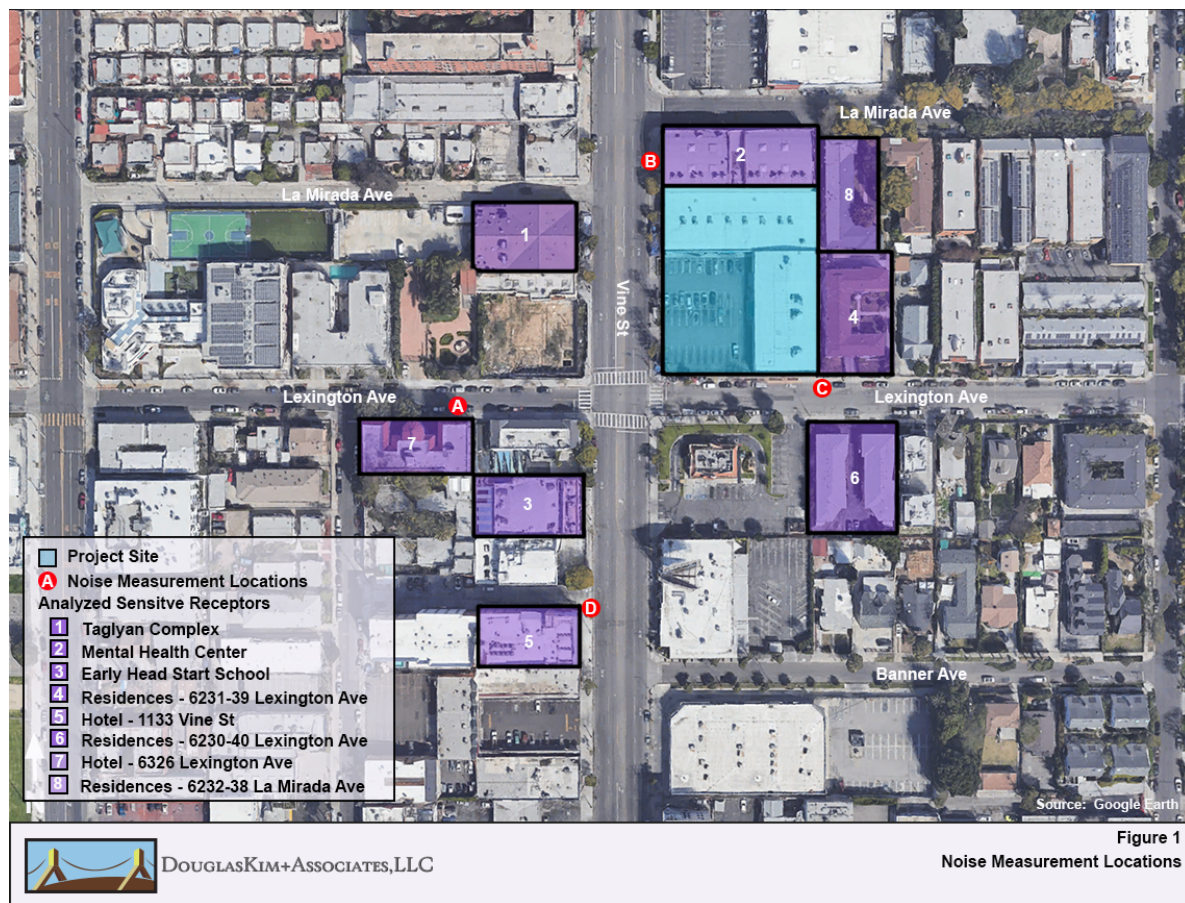
- Mental Health Center, 1224 Vine Street; directly north of the Project Site.
- Residences, 6232-6238 La Mirada Avenue; five feet east of the Project Site.
- Residences, 6231-6239 Lexington Avenue; five feet east of the Project Site.
- Residences, 6236-6240 Lexington Avenue; 80 feet south of the Project Site.
- Taglyan Complex special event center, 1201 Vine Street; 90 feet west of the Project Site.
- Hotel, 6326 Lexington Avenue; 230 feet west of the Project Site.
- Early Head Start School, 1147 Lexington Avenue; 160 feet southwest of the Project Site.
- Hotel, 1133 Vine Street; 300 feet southwest of the Project Site.
- Episcopal School of Los Angeles, 6235 Santa Monica Boulevard, 585 feet southwest of the Project Site.
- Vine Street Elementary School, 955 Vine Street, 1,350 feet southwest of the Project Site.

Existing Ambient Noise Levels

The Project Site is occupied by two buildings totaling 27,011 square feet and a 16,000 square-foot surface parking lot. As both buildings are vacant, 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. This includes traffic on Vine Street, which carries 2,552 north- and south-bound vehicles at Lexington Avenue in the A.M. peak hour.⁷

In September 2022, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.⁸ As shown in Table 3, noise levels along roadways near the Project Site ranged from 57.6 to 68.1 dBA L_{eq} , which was generally consistent with the traffic volumes on Lexington Avenue and Vine Street, 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 levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the types of land uses near the Project Site.



⁷ Gibson Transportation Consulting, Inc. Transportation Assessment for the 1200 Vine Street Project; September 2022.

⁸ 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.

**Table 3
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. 6326 Lexington Ave.	Traffic on Lexington Ave.	57.6	55.6	Hotel, 6326 Lexington Ave.	Normally Acceptable
B. 1224 Vine St.	Traffic on Vine St.	68.1	66.1	Mental Health Center; Taglyan Complex	Conditionally Acceptable
C. 6239 Lexington Ave.	Traffic on Lexington Ave.	59.5	57.5	Residences, 6231-39 and 6236-40 Lexington Ave; 6232-38 La Mirada Ave.	Normally Acceptable
D. Hampton Inn & Suites	Traffic on Vine St.	66.7	64.7	Early Head Start School; Hotel, 1133 Vine St.	Conditionally Acceptable
^a Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4. ^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. Source: DKA Planning, 2022					

Project Impacts

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, 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 equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

Off-Site Construction Noise Activities. The Project's off-site construction noise impact from haul trucks, vendor deliveries, 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 energy it takes to

elevate ambient noise levels by 3 dBA,⁹ 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. 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.¹⁰ It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

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 sources 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.

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:

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

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:

⁹ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

¹⁰ Caltrans, Technical Noise Supplement Table 3-3, 2013.

- 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.¹¹

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 35 months of demolition, grading, utilities trenching, building construction, and application of architectural coatings, as shown in Table 4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Months 1-3	Removal of 27,011 square feet of building floor area and 16,000 square feet of asphalt/concrete parking lot hauled 30 miles to landfill in 10-cubic yard capacity trucks.
Grading	Months 4-5	Approximately 10,000 cubic yards of soil (including swell factors for topsoil and dry clay) hauled 30 miles to landfill in 10-cubic yard capacity trucks. ¹²

¹¹ 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.

¹² Estimates provided by the Applicant, July 2022. Assumes 8,439 cy with a soil swell percent of 18.5% = 10,000 cy.

Table 4
Construction Schedule Assumptions

Trenching	Months 6-7 (6 weeks)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-31	Footings and Foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 27-35	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2022.		

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, architectural coatings), noise impacts are generally lesser than during grading 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 generally 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 phase.



Figure 2
Construction Noise Sound Contours

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in Table 5, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code, such as temporary sound barriers. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Potentially Significant?
1. Taglyan Complex	64.0	68.1	69.5	1.4	No
2. Mental Health Center	58.5	68.1	68.6	0.5	No
3. Early Head Start School	58.6	66.7	67.3	0.6	No

4. Residences – 6231-39 Lexington Ave.	61.4	59.5	63.6	4.1	No
5. Hotel – 1133 Vine St.	53.8	66.7	66.9	0.2	No
6. Residences – 6230-40 Lexington Ave.	60.9	59.5	63.3	3.8	No
7. Hotel – 6326 Lexington Ave.	56.9	57.6	60.3	2.7	No
8. Residences – 6232-38 La Mirada Ave.	49.2	59.5	59.9	0.4	No
Source: DKA Planning, 2022.					

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 and contractor trips; and worker commute trips. Construction activities would generate up to an estimated 193 peak hourly PCE vehicle trips, as summarized in Table 6, during the building construction phase, assuming all workers travel to the worksite at the same time and that all worker trips, vendor trips, and haul trips use the same route to travel to and from the Project Site. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips. This would represent about 7.6 percent of traffic volumes on Vine Street, which carries about 2,552 vehicles at Lexington Avenue in the morning peak hour of traffic.¹³ Because workers, haulers, and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Vine Street is a key part of the initial haul route for any soil exported from the Project Site Freeway, as trucks would then use Santa Monica Boulevard to access the Hollywood Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Vine Street, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Vine St. ^e
Demolition	10	0	36 ^b	46	1.8
Grading	8	0	121 ^c	120	5.0

¹³ Gibson Transportation Consulting, Inc. Transportation Assessment for the 1200 Vine Street Project; September 2022.

Trenching	5	0	0	5	0.2
Building Construction	129	64 ^d	0	193	7.6
Architectural Coating	27	0	0	27	1.0
^a Assumes all worker trips occur in the peak hour of construction activity. ^b The project would generate 852 haul trips over a 64-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 2,000 haul trips over a 45-day period with seven-hour work days. Assumes a 19.1 PCE. ^d This phase would generate about 24 vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE. ^e Percent of existing traffic volumes on Vine Street at Lexington Avenue. Source: DKA Planning, 2022					

Operation

On-Site Operational Noise

During long-term operations, the Project would produce noise from both on- and off-site sources. As discussed below, 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.

Mechanical Equipment

The Project would operate mechanical equipment throughout the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of large rooftop units (RTUs) suitable for cooling large volumes of a building would be located on the rooftop, approximately 85 feet above grade. 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.¹⁴

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. Because the residences adjacent to the Project Site are generally one- to two-stories in height, there would be no sound path from the HVAC equipment to residences and other receptors that would be up to 60 to 70 feet lower than the roof of the Proposed Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further

¹⁴ 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.

reduces noise levels from rooftop HVAC units by 8 dBA or more.¹⁵ A 3'6" 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 RTUs are set back substantially from the edges of those roofs, allowing for more attenuation of any noise. These units are set back almost 30 feet from the west edge of the roof, 20 feet from the north edge, and 25'6" from the east edge. When combined with the ten, ten, and eleven-foot building setbacks, respectively, these RTUs would be negligible additions to the noise environment at nearby receptors. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

All other mechanical equipment would be fully enclosed within the structure, shielded from outside sources. This includes three mechanical equipment rooms and an electrical equipment rooms on the first and second floors of the above-ground parking garage. In addition, elevator equipment (including hydraulic pump, switches, and controllers) would be located on the ground floor of the parking garage structure.

Given the integration of these mechanical equipment facilities into the design of the structure, there would be no external noise impacts from these operational facilities and these operational noise impacts would be considered less than significant.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the development from a driveway off Vine Street for commercial workers and visitors and Lexington Avenue for residents and visitors. During the peak P.M. hour, approximately 54 vehicles would generate noise in and out of the residents' garage via the driveway off Lexington Avenue, with up to 54 vehicles using the garage in the peak A.M. hour.¹⁶ Vehicles accessing the commercial garage would generate about 41 vehicle trips from the driveway off Vine Street in the peak P.M. hour and 43 net trips in the A.M. peak hour.

Two sensitive receptors near the Project Site would generally have a direct line of sight to the development's two driveways. This includes the Taglyan Complex approximately 100 feet west of the Vine Street driveway and the 6236-6240 Lexington Avenue apartments about 80 feet south of the Lexington Avenue driveway. As shown in Table 7, the average vehicle use of the garage during daytime hours (average of 4.5 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of 1.5 vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate

¹⁵ Ibid.

¹⁶ Gibson Transportation Consulting, Inc. Transportation Assessment for the 1200 Vine Street Project; September 2022.

ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

Table 7
Parking Garage-Related Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
Taglyan Complex	36.2	66.1	66.1	<0.1	No
Residences, 6236-6240 Lexington Ave.	38.7	55.6	55.6	<0.1	No
Source: DKA Planning, 2022, using FTA Noise Impact Assessment Spreadsheet. Assumes a 50/50 split between ADT for each garage entrance based on peak hour trip generation estimates.					

Parking garage-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage. Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. As such, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses

Noise associated with everyday residential and commercial activities would largely be contained internally within the Project. This includes the commercial retail space fronting Vine Street and various uses supporting the residences (e.g., pool room, co-work space, club lounges, fitness rooms), all integrated within the development itself. However, there are outdoor activities that could generate noise, including human conversation, trash collection, landscape maintenance, and commercial loading. These are discussed below:

- Human conversation. There are three outdoor spaces that could generate noise from passive activities like human conversation and socializing, including:
 - Ground-level outdoor plaza (1,700 square feet) facing Lexington Avenue near Vine Street.
 - Roof deck on the 8th floor (1,100 square feet) at the northwest corner of the development facing Vine Street.
 - Roof deck on the 8th floor (1,200 square feet) at the southeast corner of the development facing Lexington Avenue.

All these areas would be used for passive socializing and recreation. There would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient

noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.¹⁷

Each of these outdoor areas would have negligible impacts on the local noise environment. The ground-level plaza is oriented Vine Street and any noise affecting residences along Lexington Avenue would be shielded by the leasing office and lobby of the development to the east. The 8th floor roof deck at the northwest corner of the development would face both Vine Street where the Taglyan Complex would be 100 feet west and the mental health building to the north where there are no windows or openings facing the development. The 8th floor roof deck at the southeast corner of the development would be nearly 74 feet above the street level, where it would be about 54 feet above the apartments across Lexington Avenue.

As such, when combined with the nature of human conversation (Lombard effect), these three outdoor areas would produce intermittent noise from socializing that would not result in significant noise impacts and would not elevate noise levels at nearby sensitive receptors over a 24-hour period by 5 dBA CNEL or more.

- Trash collection. On-site trash and recyclable materials for the residents and merchants would be managed from a waste collection area on the ground floor of the parking garage. Haul trucks would likely access solid waste from Vine Street, 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.¹⁸ Intermittent solid waste management activities would operate during the day. Trash collection activities would not substantially elevate 24-hour noise levels at off-site locations by 5 dBA CNEL or more.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.¹⁹ Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase 24-hour noise levels at off-site locations by 5 dBA CNEL or more.²⁰
- Commercial loading. On-site loading and unloading activities would be managed in the ground floor of the parking garage which vehicles would access from the Vine

¹⁷ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

¹⁸ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

¹⁹ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017

²⁰ While AB 1346 (Berman, 2021) bans the sale of new gas-powered leaf blowers by 2024, existing equipment can continue to operate indefinitely.

Street driveway. This internal drop-off zone is obscured from any off-site sensitive receptors by the development itself. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations. Further, LAMC Section 114.03 would regulate loading and unloading activities between 10:00 P.M. and 7:00 A.M.

Based on an assessment of these on-site sources, the impact of on-site operational noise sources 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 up to 892 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027. During the peak P.M. hour, approximately 54 vehicles would generate noise in and out of the residents' garage via the driveway off Lexington Avenue, with up to 54 vehicles using the garage in the peak A.M. hour.²¹ Vehicles accessing the commercial garage would generate about 41 vehicle trips from the driveway off Vine Street in the peak P.M. hour and 43 trips in the A.M. peak hour. Even if all vehicles accessing the development were to use Vine Street, this would represent about 3.8 percent of traffic volumes on Vine Street, which carries about 2,552 vehicles at Lexington Avenue in the morning peak hour of traffic.²²

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.

- b. 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 7.2 miles south of the Hollywood Burbank Airport, 8.5 miles northeast of the Santa Monica Airport, and 10.5 miles east of Los Angeles International Airport. Because the Proposed Project would not be located within the vicinity of a private airstrip or within

²¹ Gibson Transportation Consulting, Inc. Transportation Assessment for the 1200 Vine Street Project; September 2022.

²² Ibid.

two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

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 four related projects identified by the City of Los Angeles within 0.25 miles (1,320 feet) of the Proposed Project (Figure 3):²³

1. 1235 Vine Street (project 28), 109,190 square feet of office and 7,900 square feet of restaurant; 100 feet west of the Project Site.
2. 1360 Vine Street (project 30), 463,521 square feet of office and 20,912 square feet of restaurant; 920 feet north of the Project Site.
3. 1400 Vine Street (project 18), 198 apartments and 16,000 square feet of restaurants; 1,100 feet north of the Project Site.
4. 1149 Gower Street (project 29), 169 apartments.

Two other related projects were identified within the 0.25-mile radius, but are under construction or complete as of October 2022:

1. 1341 Vine Street (project 9), 200 apartments and 301,854 square feet of restaurant and office; 780 feet north of the Project Site.
2. 1310 Cole Avenue (project 6), 369 apartments and 2,570 square feet of office; 890 feet northwest of the Project Site.

²³ Gibson Transportation Consulting, Inc. Transportation Assessment for the 1200 Vine Street Project; September 2022.

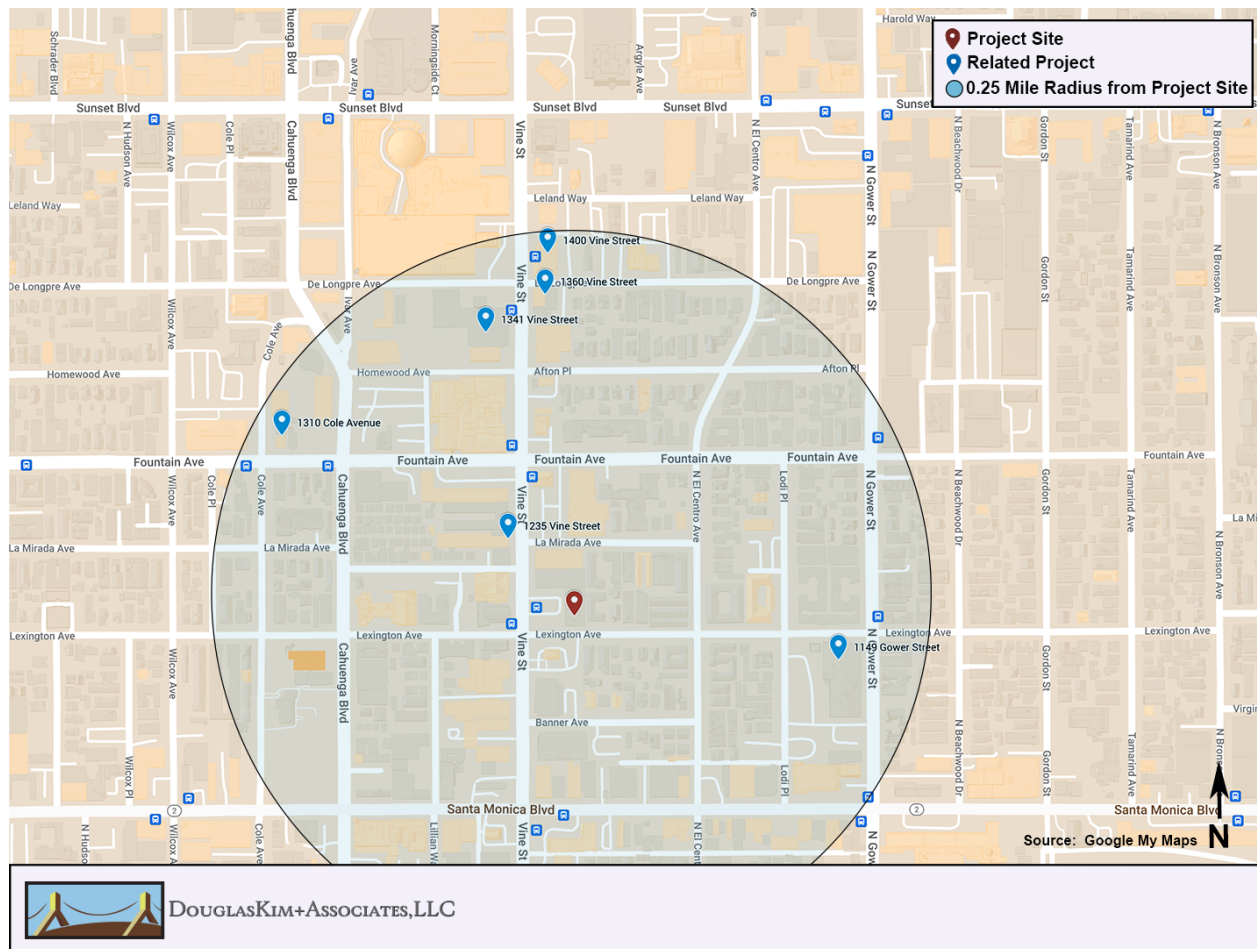


Figure 3
Related Projects

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.

As illustrated in Table 8, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq} . The noise contours from these related project(s) are illustrated in Figure 4. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Proposed Project alone, as more distant related projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 8
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Potentially Significant?
1. Taglyan Complex	64.3	68.1	69.6	1.5	No
2. Mental Health Center	63.0	68.1	69.3	1.2	No
3. Early Head Start School	58.9	66.7	67.4	0.7	No
4. Residences – 6231-39 Lexington Ave.	61.4	59.5	63.6	4.1	No
5. Hotel – 1133 Vine St.	54.7	66.7	67.0	0.3	No
6. Residences – 6230-40 Lexington Ave.	61.5	59.5	63.6	4.1	No
7. Hotel – 6326 Lexington Ave.	58.6	57.6	61.1	3.5	No
8. Residences – 6232-38 La Mirada Ave.	52.4	59.5	60.3	0.8	No
Source: DKA Planning, 2022.					



Figure 4
Construction Noise Contours from Cumulative Development

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 up to 193 PCE vehicles during a peak, would represent about 7.6 percent of traffic volumes on Vine Street, which carries about 2,552 vehicles at Lexington Avenue in the morning peak hour of traffic.²⁴

Any related projects would have to add 2,359 peak hour PCE vehicle trips to double volumes on Vine Street or any downstream roadways further from the Project Site. The four related projects within 1,000 feet of the Project Site would not be capable of generating this much truck traffic, as they would have to average 590 peak hour PCE vehicle trips.

- 1235 Vine Street (project 28) is comparable in scale to the Proposed Project, with 109,190 square feet of office and 7,900 square feet of restaurants. As such, it is likely to generate a comparable amount of construction-related traffic (i.e., around 200 PCE vehicle in a peak hour).
- 1360 Vine Street (project 30) is approximately 3.4 times the floor area as the Proposed Project (i.e., 463,521 square feet of office and 20,912 square feet of restaurant), it is unlikely to generate substantially more peak-hour PCE trips than the Proposed Project, as the construction duration is likely to be longer, thus moderating any peak-hour construction impacts.
- 1400 Vine Street (project 18) is comparable in scale to the Proposed Project, with 198 apartments and 16,000 square feet of restaurants. As such, it is likely to generate a comparable amount of construction-related traffic (i.e., around 200 PCE vehicles in a peak hour).
- 1149 Gower Street (project 29), is comparable in scale to the Proposed Project, with 169 apartments. As such, it is likely to generate a comparable amount of construction-related traffic (i.e., around 200 PCE vehicle in a peak hour).

As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to exceed the ambient noise levels along the haul route by 5 dBA. As such, cumulative noise impacts from off-site construction would be less than significant.

²⁴ Gibson Transportation Consulting, Inc. Transportation Assessment for the 1200 Vine Street Project; September 2022.

Operation

The Project Site and Hollywood neighborhood has been developed with residential and commercial 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 four active related projects in the vicinity of the Project Site are residential or mixed-use in nature 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 along Vine Street and the residential neighborhoods that flank it 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 up to 892 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027, including up to 95 peak hour P.M. and 97 peak hour A.M. vehicle trips. The four active related projects within 1,000 feet of the Project Site are projected to generate about 768 additional vehicle trips in the P.M. peak hour.²⁵ When combined with the Proposed Project, these five developments would add up to 863 P.M. peak hour vehicle trips onto local roadways, which would represent 33.8 percent of the 2,552 vehicles currently using Vine Street at Lexington Avenue in the P.M. peak hour.²⁶ 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.

²⁵ Gibson Transportation Consulting, Inc. Transportation Assessment for the 1200 Vine Street Project; September 2022.

²⁶ Ibid.

TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



Source: Google Earth

Figure 1

Noise Measurement Locations



DOUGLASKIM+ASSOCIATES, LLC

Session Report

9/14/2022

Information Panel

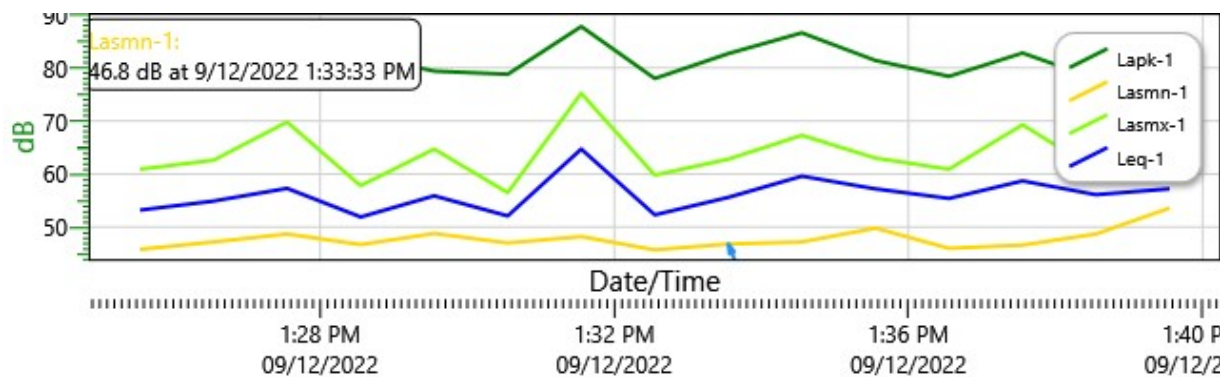
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Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

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

Logged Data Chart

Hotel 6326 Lexington Avenue: Logged Data Chart



Logged Data Table

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-----------	--------	---------	---------	-------

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1:27:33 PM	88.2	48.7	69.8	57.3
1:28:33 PM	82.3	46.7	57.8	51.9
1:29:33 PM	79.4	48.8	64.7	55.9
1:30:33 PM	78.8	47	56.5	52.1
1:31:33 PM	87.8	48.2	75.2	64.7
1:32:33 PM	78	45.7	59.8	52.3
1:33:33 PM	82.7	46.8	62.8	55.6
1:34:33 PM	86.6	47.2	67.3	59.6
1:35:33 PM	81.4	49.8	63	57.2
1:36:33 PM	78.4	46	60.9	55.4
1:37:33 PM	82.8	46.6	69.3	58.7
1:38:33 PM	77.9	48.7	60.7	56.1
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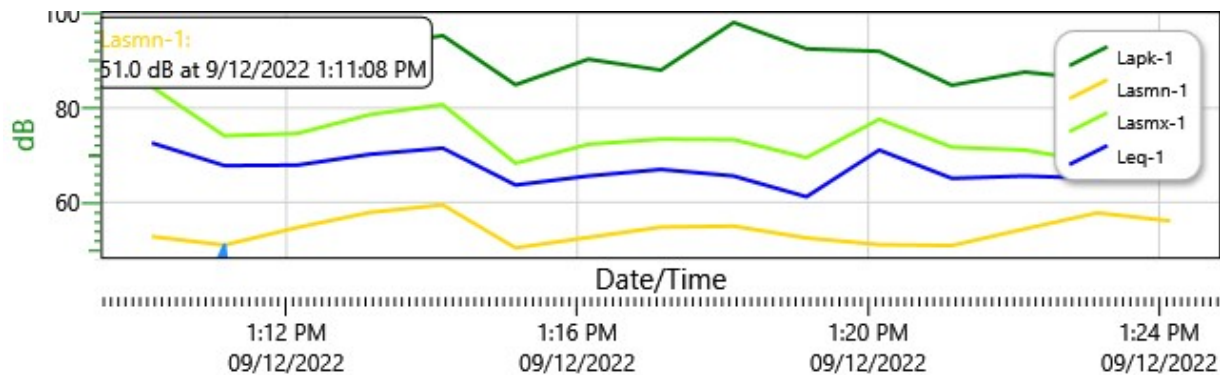
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Location	
User Name	

Summary Data Panel

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

Logged Data Chart

Hollywood Mental Health Center: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
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1:11:09 PM	87.2	51	74.1	67.8
1:12:09 PM	87.4	54.7	74.6	67.9
1:13:09 PM	92.9	57.9	78.6	70.2
1:14:09 PM	95.3	59.5	80.7	71.5
1:15:09 PM	84.9	50.4	68.3	63.7
1:16:09 PM	90.3	52.6	72.3	65.6
1:17:09 PM	88	54.8	73.4	67
1:18:09 PM	98.1	55	73.3	65.6
1:19:09 PM	92.5	52.5	69.5	61.2
1:20:09 PM	92	51.1	77.6	71.1
1:21:09 PM	84.8	50.9	71.7	65.1
1:22:09 PM	87.6	54.4	71.1	65.6
1:23:09 PM	86	57.8	68.5	65.1
1:24:09 PM	92.8	56.1	72	66.7

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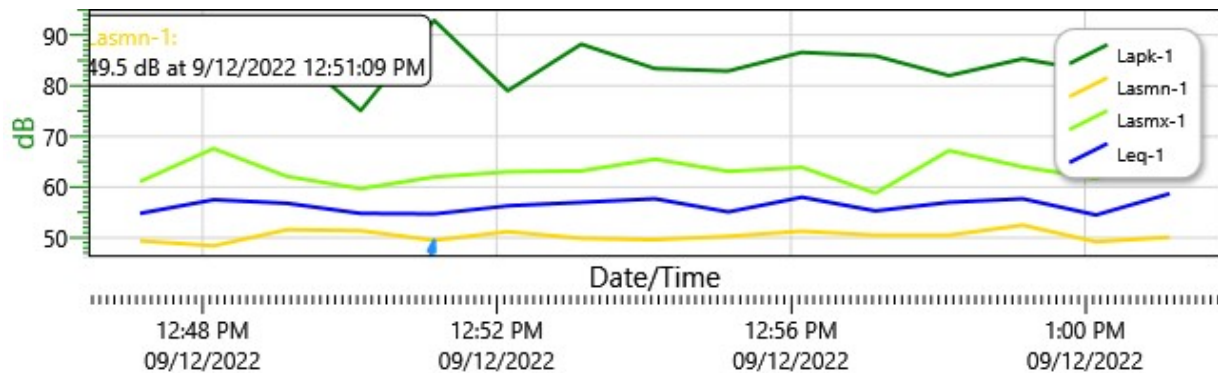
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Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

6239 Lexington Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
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12:48:09 PM	86.3	48.4	67.6	57.5
12:49:09 PM	87.5	51.6	62.1	56.8
12:50:09 PM	75.1	51.4	59.7	54.8
12:51:09 PM	92.9	49.5	62	54.7
12:52:09 PM	79	51.2	63	56.3
12:53:09 PM	88.2	49.9	63.2	57
12:54:09 PM	83.4	49.6	65.5	57.7
12:55:09 PM	82.9	50.3	63.1	55.1
12:56:09 PM	86.6	51.3	63.9	58
12:57:09 PM	85.9	50.5	58.8	55.3
12:58:09 PM	82	50.5	67.2	57
12:59:09 PM	85.3	52.5	64	57.7
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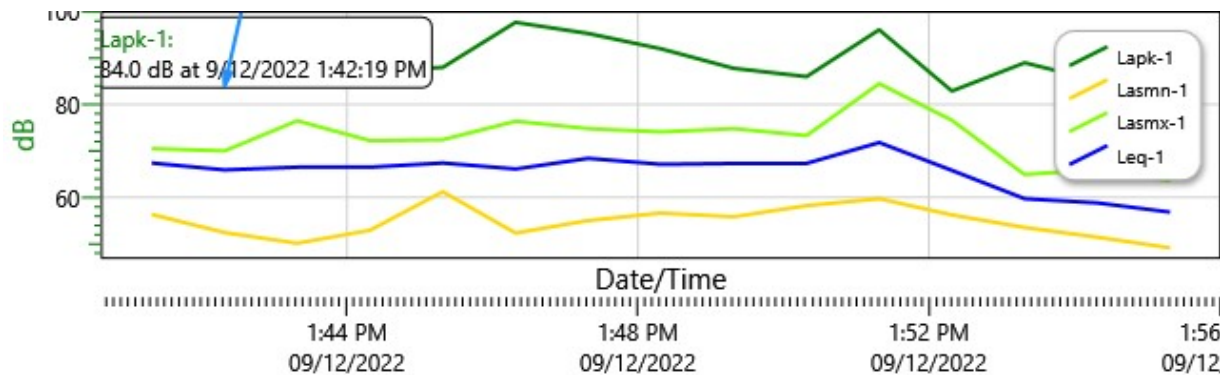
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Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11C
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Hampton Hotel: Logged Data Chart



Logged Data Table

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
-----------	--------	---------	---------	-------

Date/Time	Lapk-1	Lasmn-1	Lasmx-1	Leq-1
9/12/2022 1:41:19 PM	85.1	56.3	70.5	67.4
1:42:19 PM	84	52.4	70	65.9
1:43:19 PM	89.5	50.1	76.5	66.5
1:44:19 PM	87.1	52.9	72.2	66.5
1:45:19 PM	88	61.2	72.4	67.4
1:46:19 PM	97.7	52.3	76.4	66.1
1:47:19 PM	95.3	55	74.8	68.4
1:48:19 PM	92	56.6	74.1	67.1
1:49:19 PM	87.8	55.8	74.8	67.3
1:50:19 PM	86	58.2	73.3	67.3
1:51:19 PM	96.1	59.7	84.5	71.8
1:52:19 PM	82.9	56.2	76.6	65.8
1:53:19 PM	89	53.5	64.9	59.7
1:54:19 PM	85.1	51.4	66	58.8
1:55:19 PM	80.6	49.1	63.5	56.8



DOUGLASKIM+ASSOCIATES,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level			Corrections		
			Day dB(A)	Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	3922 m²	Lw/unit	109.7	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Early Head Start School	11377600.953773181.00	East	GF	97.73	-	58.6	-
2	Hotel -1133 Vine St.	11377597.053773134.38	East	GF	96.08	-	53.8	-
3	Hotel - 6326 Lexington Ave.	11377558.343773208.00	North	GF	96.83	-	56.9	-
4	Mental Health Center	11377631.803773300.35	West	GF	98.40	-	58.5	-
5	Residences - 6230-40 Lexington Ave.	11377691.453773200.49	North	GF	97.35	-	60.9	-
6	Residences - 6231-39 Lexington Ave.	11377701.123773226.73	South	GF	98.57	-	61.4	-
7	Residences - 6232-38 La Mirada Ave.	11377698.853773307.22	North	GF	99.01	-	49.2	-
8	Taglyan Complex	11377601.123773261.83	East	GF	97.81	-	64.0	-

Contribution levels of the receivers

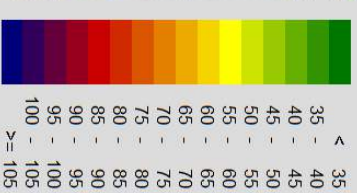
Source name	Traffic lane	Level Day dB(A)
Early Head Start School GF		58.6
Construction Site	-	58.6
Hotel -1133 Vine St. GF		53.8
Construction Site	-	53.8
Hotel - 6326 Lexington Ave. GF		56.9
Construction Site	-	56.9
Mental Health Center GF		58.5
Construction Site	-	58.5
Residences - 6230-40 Lexington Ave. GF		60.9
Construction Site	-	60.9
Residences - 6231-39 Lexington Ave. GF		61.4
Construction Site	-	61.4
Residences - 6232-38 La Mirada Ave. GF		49.2
Construction Site	-	49.2
Taglyan Complex GF		64.0
Construction Site	-	64.0

1200 Vine Street

Signs and symbols

-  Building
-  Construction Site

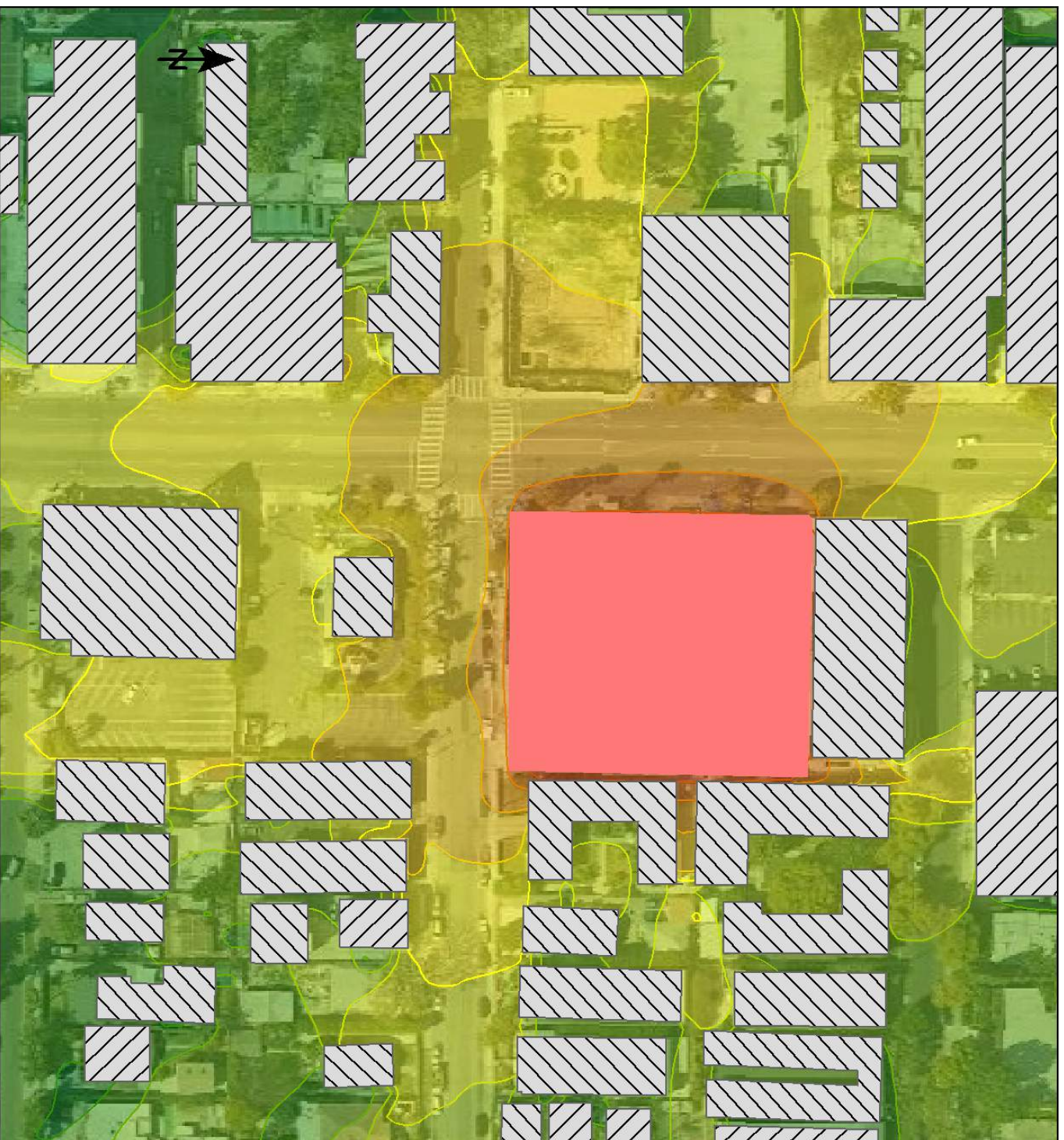
Levels in dB(A)



1 : 94



DOUGLASS KIM + ASSOCIATES, LLC



1200 Vine Street



Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site

1 : 94

0 15 30 60 90 120
feet



DOUGLASS KIM + ASSOCIATES, LLC

Construction Noise Impacts



DOUGLAS KIM + ASSOCIATES, LLC

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Taglyan Complex	68.1	64.0	69.5	1.4	No
Mental Health Center	68.1	58.5	68.6	0.5	No
Early Head Start School	66.7	58.6	67.3	0.6	No
Residences - 6231-39 Lexington Ave.	59.5	61.4	63.6	4.1	No
Hotel - 1133 Vine St.	66.7	53.8	66.9	0.2	No
Residences - 6230-40 Lexington Ave.	59.5	60.9	63.3	3.8	No
Hotel - 6326 Lexington Ave.	57.6	56.9	60.3	2.7	No
Residences - 6232-38 La Mirada Ave.	59.5	49.2	59.9	0.4	No

Note: Sound Power Level (Lw) assumes full sphere propagation



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS



Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 10th Edition

Land Use Code Setting Time Period Trip Type # Data Sites	221 Multifamily Housing (Mid-Rise)					
	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
	Weekday		Weekday		Weekday	
	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3
	Hourly Trips		Average Daytime		Average Nighttime	
12-1 AM	1.0	0.5	2		2	
1-2 AM	0.5	0.25	1		1	
2-3 AM	0.4	0.2	1		1	
3-4 AM	0.7	0.35	2		2	
4-5 AM	1.1	0.55	2		2	
5-6 AM	3.3	1.65	7		7	
6-7 AM	8.0	4	18		18	
7-8 AM	14.9	7.45	33	33		
8-9 AM	12.3	6.15	27	27		
9-10 AM	8.6	4.3	19	19		
10-11 AM	7.4	3.7	17	17		
11-12 PM	9.0	4.5	20	20		
12-1 PM	9.4	4.7	21	21		
1-2 PM	8.9	4.45	20	20		
2-3 PM	10.8	5.4	24	24		
3-4 PM	11.6	5.8	26	26		
4-5 PM	16.8	8.4	37	37		
5-6 PM	20.3	10.15	45	45		
6-7 PM	15.9	7.95	35	35		
7-8 PM	12.6	6.3	28		28	
8-9 PM	10.3	5.15	23		23	
9-10 PM	7.7	3.85	17		17	
10-11 PM	5.5	2.75	12		12	
11-12 AM	3.1	1.55	7		7	
ADT (Vine St Driveway)			446			
				27	10	

Receiver Parameters	
Receiver:	Taplayan Complex
Land Use Category:	3. Institutional
Existing Noise (Measured or Generic Value):	56 dBA

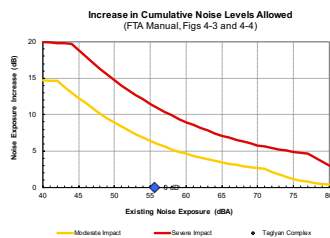
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Existing Leq:	56 dBA
Total Project Leq:	36 dBA
Total Noise Exposure:	56 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour	(Source 1): 11 ft
Dist to Sev. Impact Contour	(Source 1): 6 ft

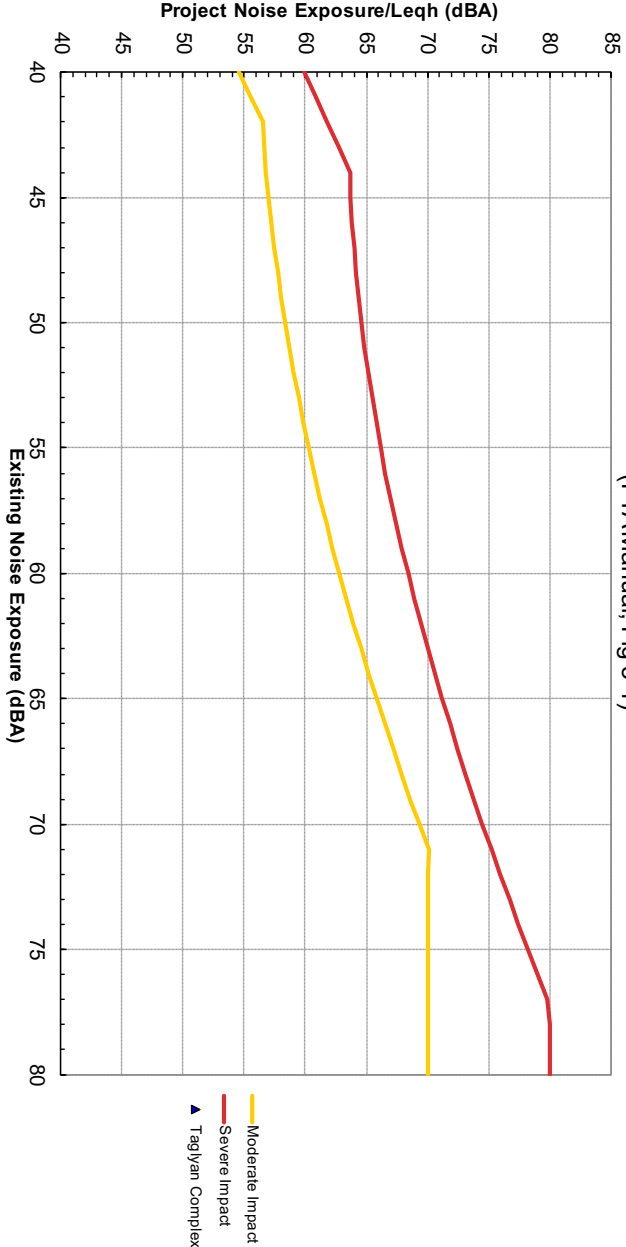
Leqht: 36.2 dBA



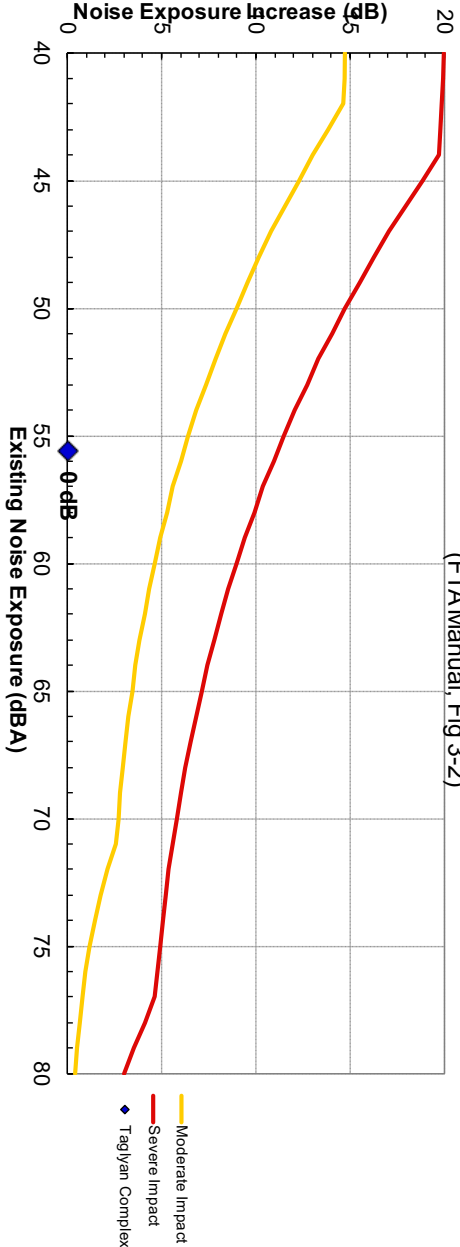
Project: 1200 Vine Street
Receiver: Taglyan Complex

Source	Distance	Project Leq _h	Noise Criteria			Impact?
			Existing Leq _h	Mod. Impact	Sev. Impact	
1 Parking Garage	100 ft	36.2 dBA	56 dBA	60 dBA	66 dBA	None
2 --	50 ft		56 dBA	60 dBA	66 dBA	
3 --	50 ft		56 dBA	60 dBA	66 dBA	
4 --	70 ft		56 dBA	60 dBA	66 dBA	
5 --	ft		56 dBA	60 dBA	66 dBA	
6 --	ft	0.0 dBA	56 dBA	60 dBA	66 dBA	None
Combined Sources		36 dBA	56 dBA	60 dBA	66 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 10th Edition

Land Use Code	221					
Setting	Multifamily Housing (Mid-Rise)					
Time Period	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Trip Type	Weekday		Weekday		Weekday	
# Data Sites	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

	Hourly Trips		Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	2	2
1-2 AM	0.5	0.25	1	1
2-3 AM	0.4	0.2	1	1
3-4 AM	0.7	0.35	2	2
4-5 AM	1.1	0.55	2	2
5-6 AM	3.3	1.65	7	7
6-7 AM	8.0	4	18	18
7-8 AM	14.9	7.45	33	33
8-9 AM	12.3	6.15	27	27
9-10 AM	8.6	4.3	19	19
10-11 AM	7.4	3.7	17	17
11-12 PM	9.0	4.5	20	20
12-1 PM	9.4	4.7	21	21
1-2 PM	8.9	4.45	20	20
2-3 PM	10.8	5.4	24	24
3-4 PM	11.6	5.8	26	26
4-5 PM	16.8	8.4	37	37
5-6 PM	20.3	10.15	45	45
6-7 PM	15.9	7.95	35	35
7-8 PM	12.6	6.3	28	28
8-9 PM	10.3	5.15	23	23
9-10 PM	7.7	3.85	17	17
10-11 PM	5.5	2.75	12	12
11-12 AM	3.1	1.55	7	7
ADT (Lexington Ave Driveway)			446	
			27	10

Noise Source Parameters		Number of Noise Sources:	1
Noise Source Parameters		Source Type:	Stationary Source
		Specific Source:	Parking Garage
Daytime hrs	Ava. Number of Autos/hr		27
Nighttime hrs	Ava. Number of Autos/hr		10
Distance	Distance from Source to Receiver (ft)		80
Adjustments	Number of Intervening Rows of Buildings:		0
	Noise Barrier?		No

	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	No

	Noise Barrier?	

	Noise Barrier?	

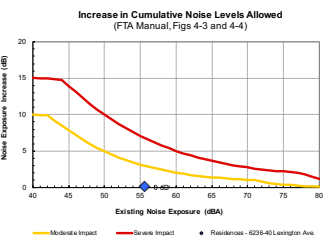
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	Noise Barrier?	

Existing Ldn:	56 dBA
Total Project Ldn:	39 dBA
Total Noise Exposure:	56 dBA
Increase:	0 dB
Impact?:	None

Dist to Mod. Impact Contour:	(Source 1): 17 ft
Dist to Sev. Impact Contour:	(Source 1): 10 ft

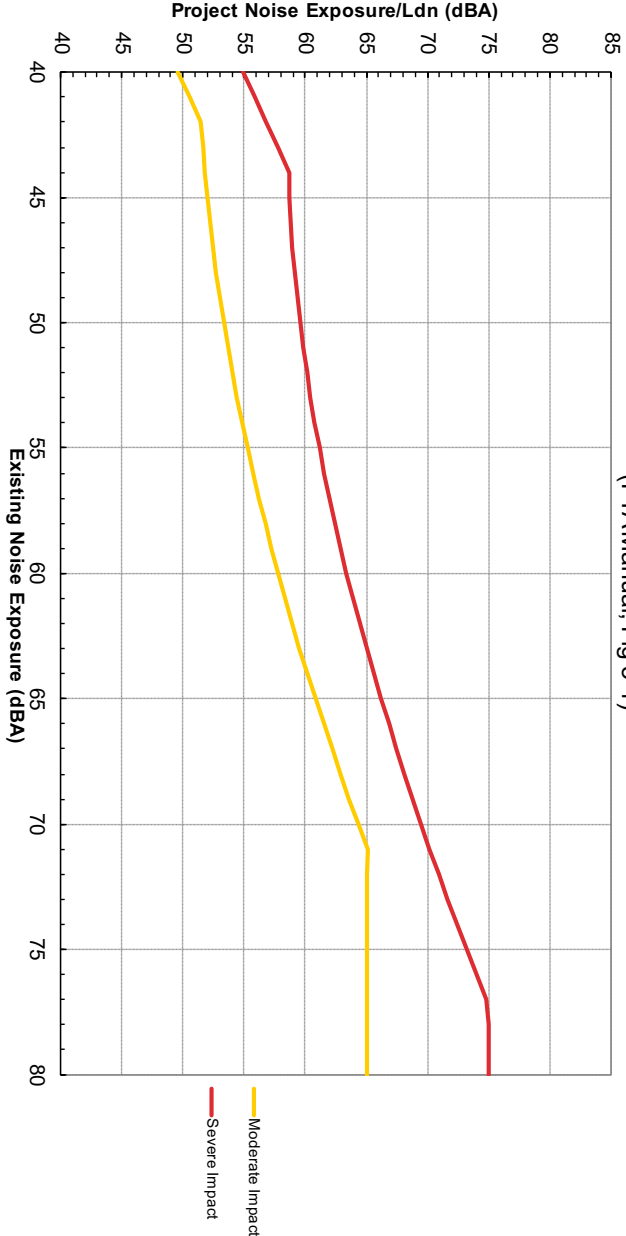
Leq(day): 35.6 dBA
Leq(night): 31.3 dBA
Ldn: 38.7 dBA



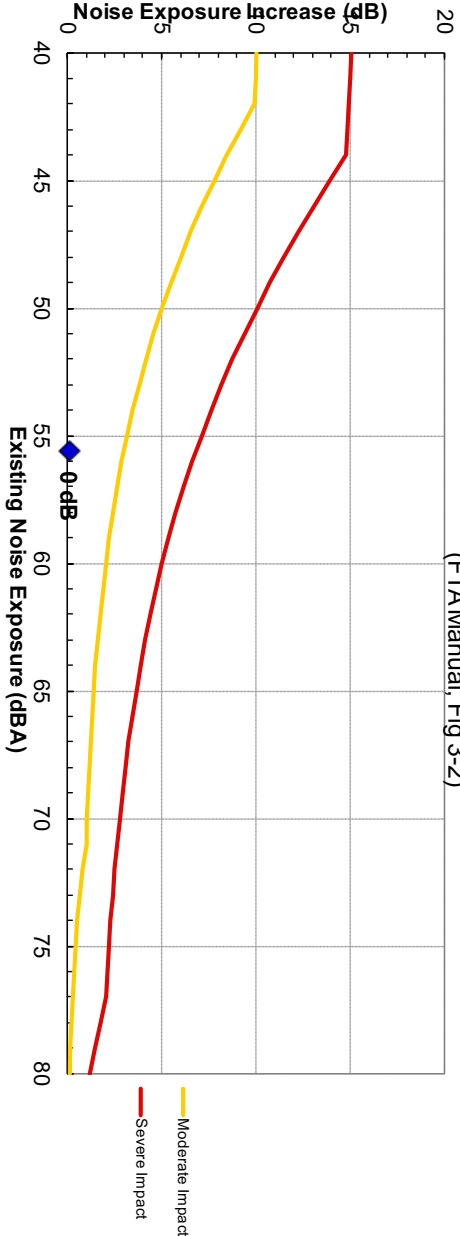
Project: 1200 Vine Street
Receiver: Residences - 6236-40 Lexington Ave.

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact		
1 Parking Garage	80 ft	38.7 dBA	56 dBA	55 dBA	61 dBA		None
2 --	50 ft		56 dBA	55 dBA	61 dBA		
3 --	50 ft		56 dBA	55 dBA	61 dBA		
4 --	70 ft		56 dBA	55 dBA	61 dBA		
5 --	ft		56 dBA	55 dBA	61 dBA		
6 --	ft		56 dBA	55 dBA	61 dBA		
Combined Sources		39 dBA	56 dBA	55 dBA	61 dBA		None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

DEMOLITION ANALYSIS



Douglas Kim + Associates, LLC

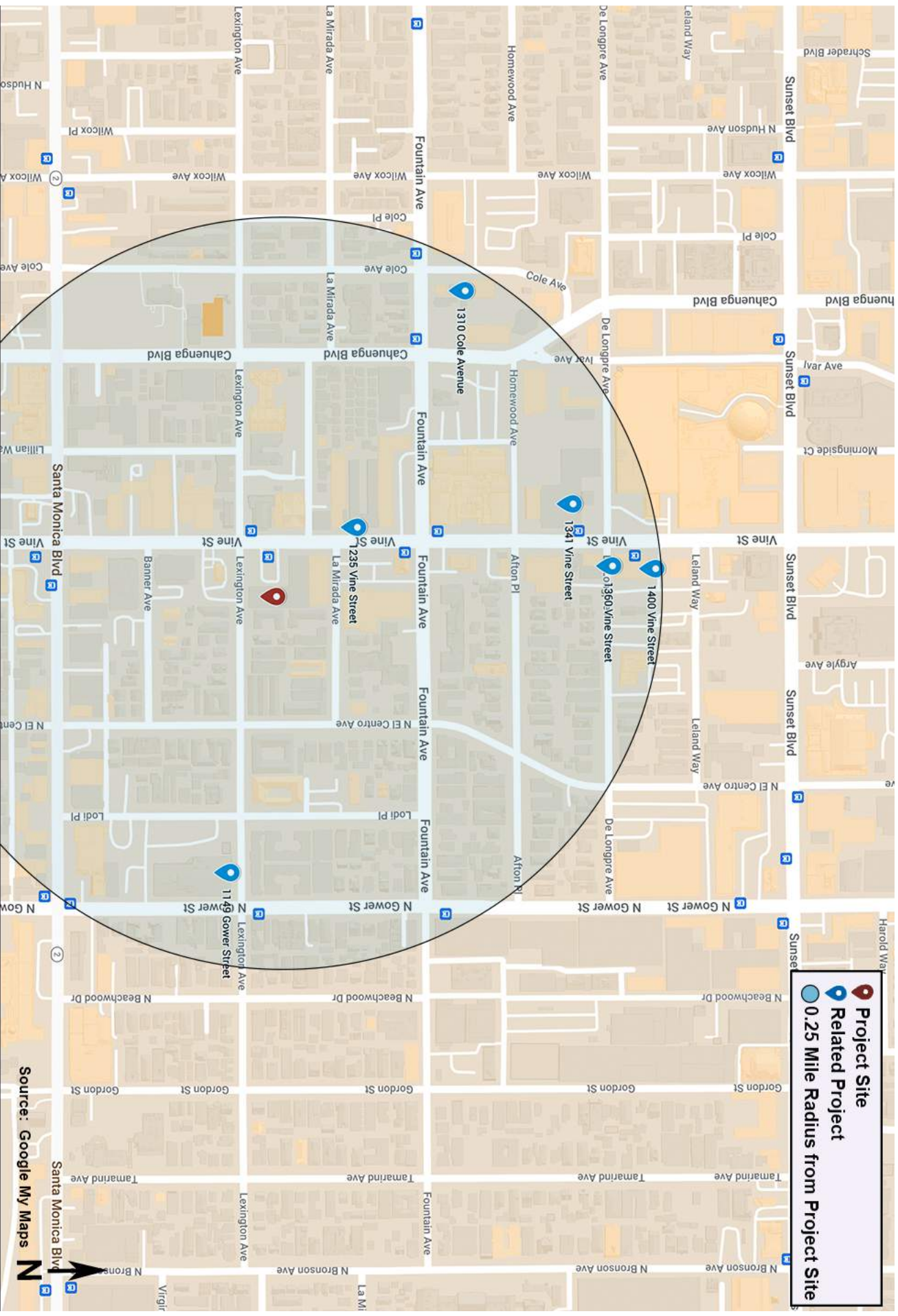
CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators <i>Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula</i>
General Building	27,011	12	3,962	1,000	1,981	10	792	<i>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)</i>
Single Family Residence	-	12	-	1,000	-	10	-	
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 (Construction)	16,000	0.5	296	2,400	356	10	59	
TOTAL			4,258		2,336		852	



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE PROJECTS



DOUGLASKIM+ASSOCIATES, LLC



DOUGLASKIM+ASSOCIATES,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

Source name	Size m/m ²	Reference	Level			Corrections		
			Day dB(A)	Evening dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	3922 m ²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project - 1235 Vine St)	1383 m ²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project - 1360 Vine St)	586 m ²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project - 1440 Vine St)	606 m ²	Lw/unit	109.7	-	-	-	-	-
Construction Site (Related Project - 1149 Gower St	7155 m ²	Lw/unit	109.7	-	-	-	-	-

Receiver list

No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Early Head Start School	11377600.953773181.00	East	GF	97.73	-	58.9	-
2	Hotel -1133 Vine St.	11377597.053773134.38	East	GF	96.08	-	54.7	-
3	Hotel - 6326 Lexington Ave.	11377558.343773208.00	North	GF	96.83	-	58.6	-
4	Mental Health Center	11377631.803773300.35	West	GF	98.40	-	63.0	-
5	Residences - 6230-40 Lexington Ave.	11377691.453773200.49	North	GF	97.35	-	61.5	-
6	Residences - 6231-39 Lexington Ave.	11377701.123773226.73	South	GF	98.57	-	61.4	-
7	Residences - 6232-38 La Mirada Ave.	11377698.853773307.22	North	GF	99.01	-	52.4	-
8	Taglyan Complex	11377601.123773261.83	East	GF	97.81	-	64.3	-

Contribution levels of the receivers

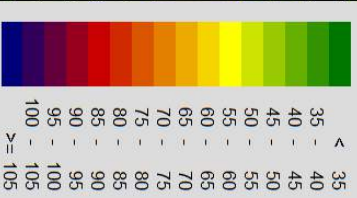
Source name	Traffic lane	Level Day dB(A)
Early Head Start School GF		58.9
Construction Site	-	58.8
Construction Site (Related Project - 114	-	33.1
Construction Site (Related Project - 123	-	36.3
Construction Site (Related Project - 136	-	38.1
Construction Site (Related Project - 144	-	40.4
Hotel -1133 Vine St. GF		54.7
Construction Site	-	54.6
Construction Site (Related Project - 114	-	30.1
Construction Site (Related Project - 123	-	32.9
Construction Site (Related Project - 136	-	23.1
Construction Site (Related Project - 144	-	22.4
Hotel - 6326 Lexington Ave. GF		58.6
Construction Site	-	57.3
Construction Site (Related Project - 114	-	28.1
Construction Site (Related Project - 123	-	52.6
Construction Site (Related Project - 136	-	36.9
Construction Site (Related Project - 144	-	36.4
Mental Health Center GF		63.0
Construction Site	-	58.3
Construction Site (Related Project - 114	-	25.0
Construction Site (Related Project - 123	-	61.2
Construction Site (Related Project - 136	-	33.9
Construction Site (Related Project - 144	-	29.8
Residences - 6230-40 Lexington Ave. GF		61.5
Construction Site	-	61.2
Construction Site (Related Project - 114	-	33.0
Construction Site (Related Project - 123	-	48.7
Construction Site (Related Project - 136	-	28.7
Construction Site (Related Project - 144	-	32.2
Residences - 6231-39 Lexington Ave. GF		61.4
Construction Site	-	61.3
Construction Site (Related Project - 114	-	41.3
Construction Site (Related Project - 123	-	34.5
Construction Site (Related Project - 136	-	28.8
Construction Site (Related Project - 144	-	26.8
Residences - 6232-38 La Mirada Ave. GF		52.4
Construction Site	-	49.4
Construction Site (Related Project - 114	-	34.2
Construction Site (Related Project - 123	-	49.2
Construction Site (Related Project - 136	-	29.7
Construction Site (Related Project - 144	-	31.1
Taglyan Complex GF		64.3
Construction Site	-	64.2
Construction Site (Related Project - 114	-	36.9
Construction Site (Related Project - 123	-	45.5
Construction Site (Related Project - 136	-	40.7
Construction Site (Related Project - 144	-	42.5

1200 Vine Street

Signs and symbols

Construction Site

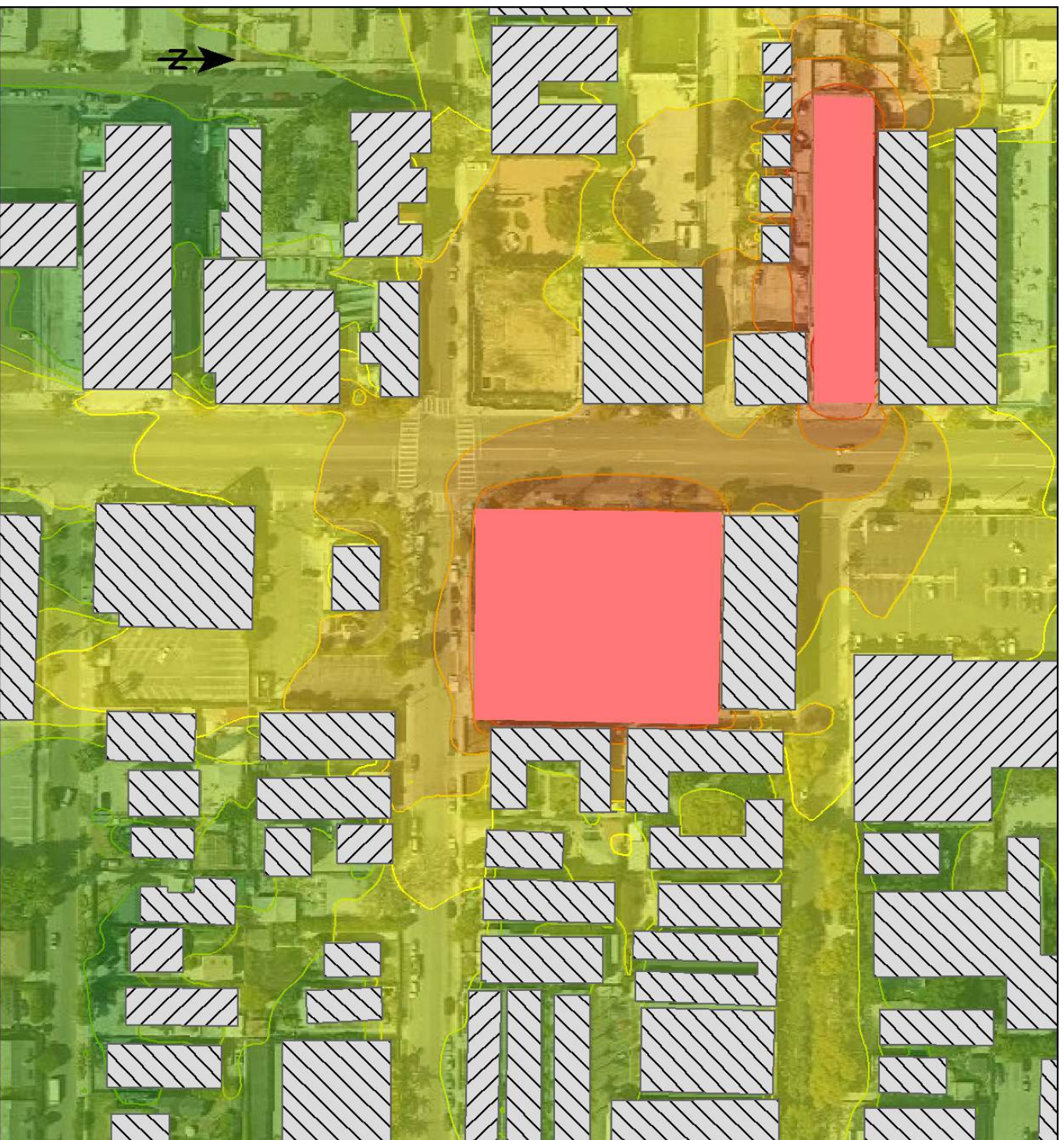
Levels in dB(A)



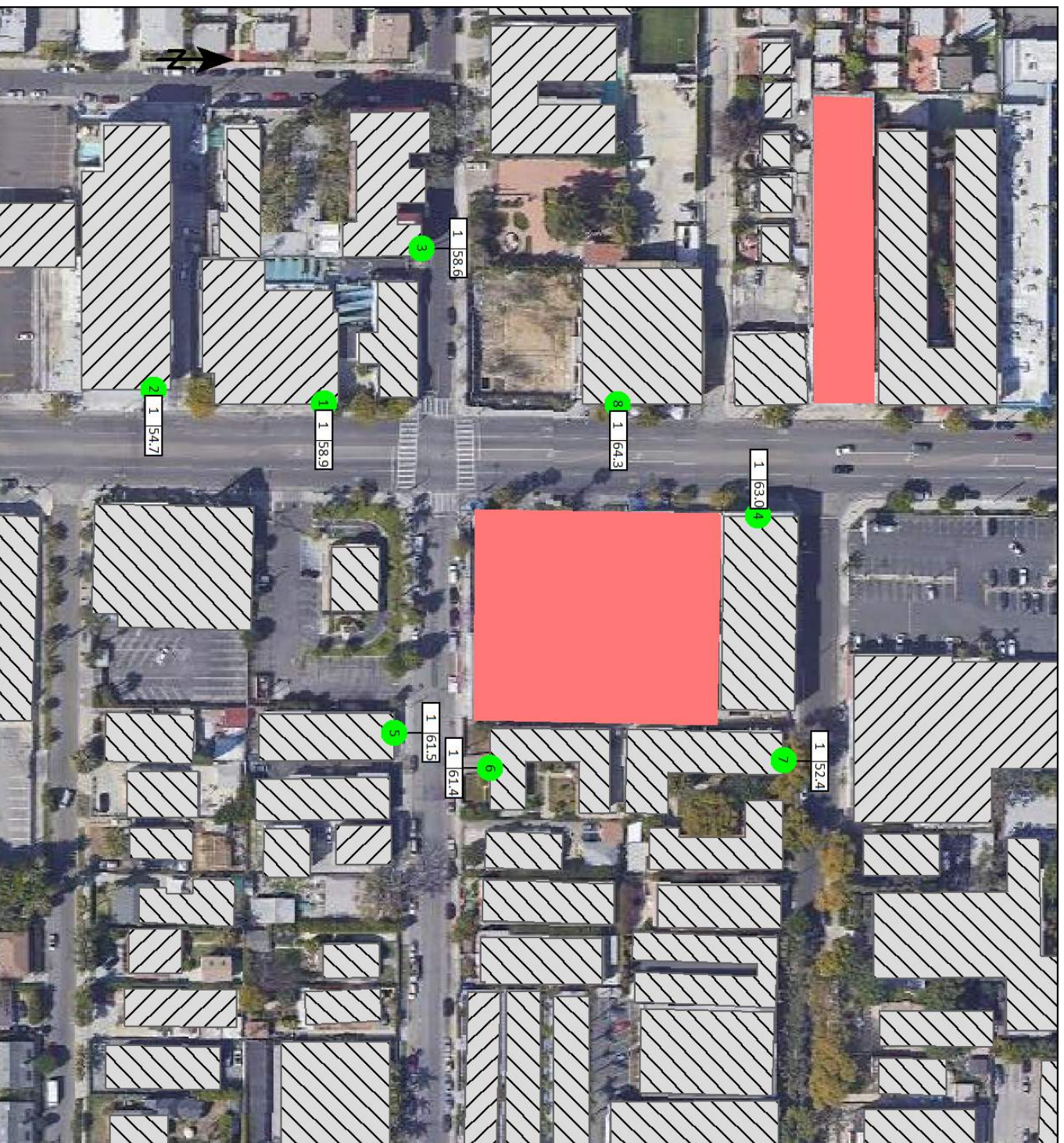
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DOUGLASS KIM + ASSOCIATES, LLC



1200 Vine Street



Signs and symbols

-  Analyzed Sensitive Receptor
-  Construction Site

1 : 116



DOUGLASKIM+ASSOCIATES, LLC

Cumulative Construction Noise Impacts



DOUGLAS KIM + ASSOCIATES, LLC

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Taglyan Complex	68.1	64.3	69.6	1.5	No
Mental Health Center	68.1	63.0	69.3	1.2	No
Early Head Start School	66.7	58.9	67.4	0.7	No
Residences - 6231-39 Lexington Ave.	59.5	61.4	63.6	4.1	No
Hotel - 1133 Vine St.	66.7	54.7	67.0	0.3	No
Residences - 6230-40 Lexington Ave.	59.5	61.5	63.6	4.1	No
Hotel - 6326 Lexington Ave.	57.6	58.6	61.1	3.5	No
Residences - 6232-38 La Mirada Ave.	59.5	52.4	60.3	0.8	No

Note: Sound Power Level (Lw) assumes full sphere propagation