

Appendix L Noise Data

Appendices

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LOCAL REGULATIONS AND STANDARDS

NOISE

Studies have identified noise as an environmental pollutant that can have substantial and permanent impacts on human health and general well-being. Not only is noise a health hazard, excessive noise can be a source of annoyance, tension, and discomfort that disrupts everyday activities. Brea aims to substantially reduce noise and its impacts within the urban environment, with a focus on protecting residential neighborhoods, schools, and similar sensitive uses.

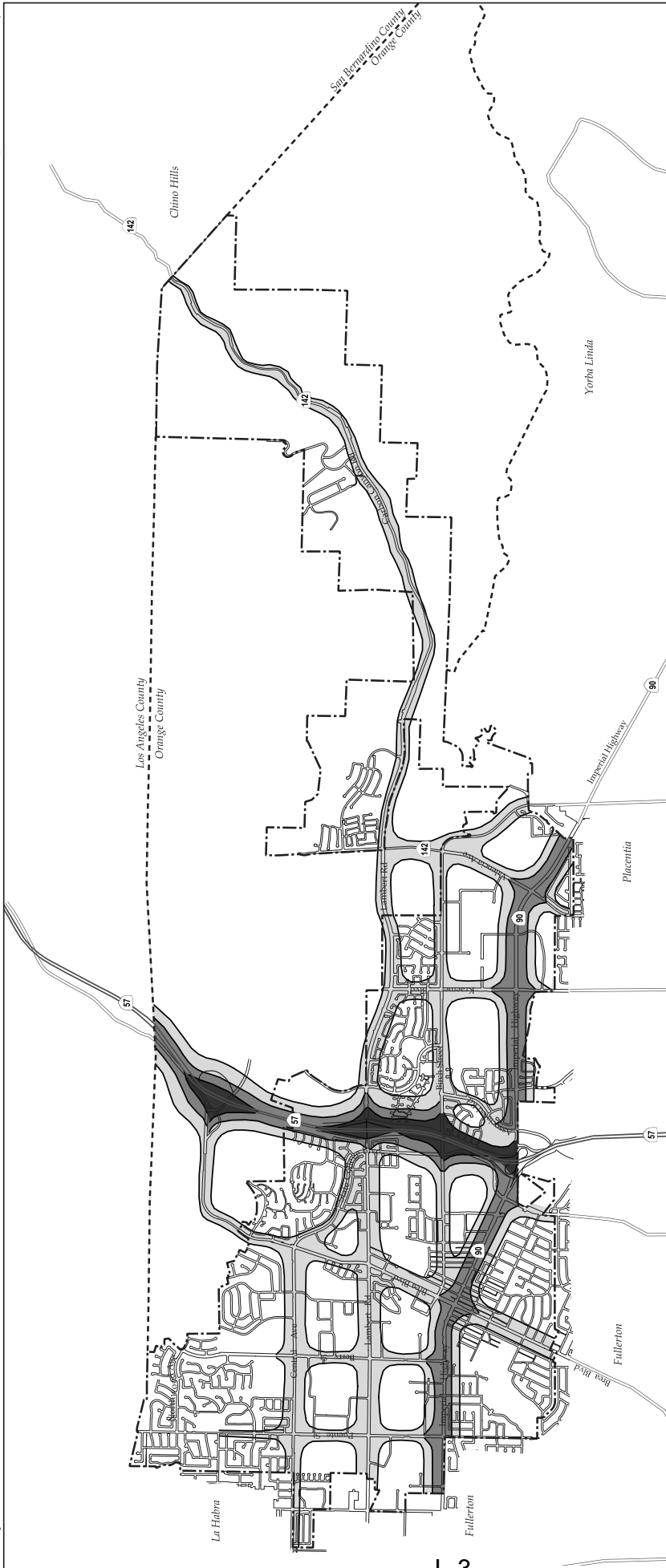
Context

In Brea, street and freeway traffic represent the primary noise sources. Industrial and commercial activity present concerns where adjacent to residential neighborhoods. In addition, mechanical equipment, playgrounds, leaf blowers, and construction equipment are examples of random noise sources that can contribute to neighborhood noise.

Figure PS-5 displays a composite picture of average noise levels in Brea in 2001. As Figure PS-5 illustrates, the loudest noise levels occur along State Highway 57, Imperial Highway, Brea Boulevard, and Valencia Avenue, where truck traffic associated with the Olinda Alpha landfill lingers past homes and places of business. Lambert Road also experiences loud noise levels due to access to State Highway 57.

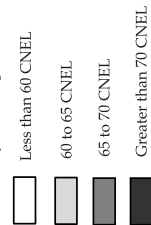
Noise and Land Use Compatibility Guidelines

Noise generally is defined as unwanted or intrusive sound. Because noise consists of pitch, loudness, and duration, describing noise with a single unit of measure presents a challenge. The A-weighted decibel scale, or dB(A), has been developed to describe the loudness of a sound or sound environment based on the sensitivity of the human ear. A sound level meter that measures A-weighted decibels has an electrical circuit that allows the meter to have the same sensitivity to sound at different frequencies as the average human ear. Table PS-3 indicates criteria the State has established to reduce adverse noise effects on human health.



Source: Weiland Associates, 2001.

Community Noise Equivalent Level (CNEL) Contours



Legend

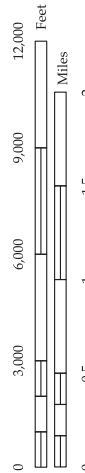
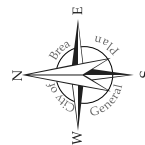


Figure PS-5
Noise Contours (2001)

Table PS-3
State Criteria for Minimizing Adverse Noise Effects on Humans

Objective	dB(A) Range
Prevent Hearing Loss	75-80
Prevent Physiological Effects (Other than hearing loss)	65-75
Prevent Speech Interference	50-60
Address People's Subjective Preference for Noise Control	45-50
Prevent Sleep Interruption	35-45

Source: California General Plan Guidelines, 2000.

The dB(A) descriptor only reports noise from a single source or combination of sources at a point in time. To allow a more comprehensive description of a noise environment, federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (Ldn). To account for increased human sensitivity at night, the CNEL level includes a 5-decibel penalty on noise during the 7:00 A.M. to 10:00 P.M. time period and a 10-decibel penalty on noise during the 10:00 P.M. to 7:00 A.M. time period. The Ldn level includes only the 10 decibel weighting for late-night noise. These values are nearly identical for all but unusual noise sources.

The City will use land use compatibility standards when planning and making development decisions in order to ensure that noise producers do not adversely affect sensitive receptors.

The City's primary goal with regard to community noise is to minimize the exposure of residents to unhealthy or excessive noise levels to the extent possible. To this end, the noise/land use compatibility guidelines in Figure PS-6, based on cumulative noise criteria for outdoor noise, are used to review development proposals and to identify and mitigation measures necessary to avoid or minimize impacts, including traffic noise impacts, a new use may have on established uses.

**Figure PS-6
Noise/Land Use Compatibility**

Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB							
	55	60	65	70	75	80	85	
Residential- Low-Density Single-Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Residential- Multiple Family	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Transient Lodging - Motels, Hotels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Sports Arenas, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	
Office Buildings, Business, Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	

Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB
Very noisy urban areas near arterials, freeways or airports.

75+ dB
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

 **Normally Acceptable**


Specified land use is satisfactory, based on the assumption that any buildings are of normal conventional construction, without any special noise insulation requirements

 **Conditionally Acceptable**

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

 **Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

 **Clearly Unacceptable**

New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Noise Contours and Noise Impact Areas

The use of noise contours based on the major noise sources can describe the noise environment for the community. Noise contours outline areas of equal noise exposure. Future noise contours have been estimated using information about existing and projected land use development and transportation activity.

The projected noise contours and noise impact areas for Brea are displayed in Figure PS-7. These contours will serve as a guide for land use and development decisions. Contours of 60 dB(A) or greater define noise impact areas. An acoustical analysis must be prepared when noise sensitive land uses are proposed within noise impact areas. The analysis must show that the project is designed to attenuate noise to meet the City's noise standards in order to receive approval. If the project design does not meet the noise standards, mitigation can be recommended in the analysis. If the analysis demonstrates that the noise standards can be met by implementing the mitigation measures, the project can be approved conditioned upon implementation of the mitigation measures.

Transportation Related Noise

Transportation activity is the primary source of noise in Brea. The three major sources of transportation related noise are:

- Traffic on the Orange Freeway (SR-57)
- Commercial truck traffic associated with the Olinda Alpha landfill on Valencia Avenue and Imperial Highway
- Automobile traffic on Brea Boulevard, Brea Canyon Road, Central Avenue, and Lambert Road

Residential neighborhoods bordering the Orange Freeway are subject to loud noise levels. Properties directly adjacent to the freeway can experience decibels as high as 70 to 75 dB(A). Sound attenuation walls, landscaped buffers, and dirt mounds all help to reduce the sound intensity of the freeway. Figure PS-7 illustrates the projected noise contours along the freeway.

Commercial trucks associated with the Olinda Alpha landfill contribute to excessive noise levels via the Orange Freeway, Imperial Highway, and Valencia Avenue to connect with the landfill. Commercial trucks are not permitted to access Valencia Avenue via Lambert Road, minimizing some of the noise impacts to adjacent residential neighborhoods. Olinda Alpha is slated to close in the year 2013; however, the County of Orange is investigating extending the life of the landfill much further.

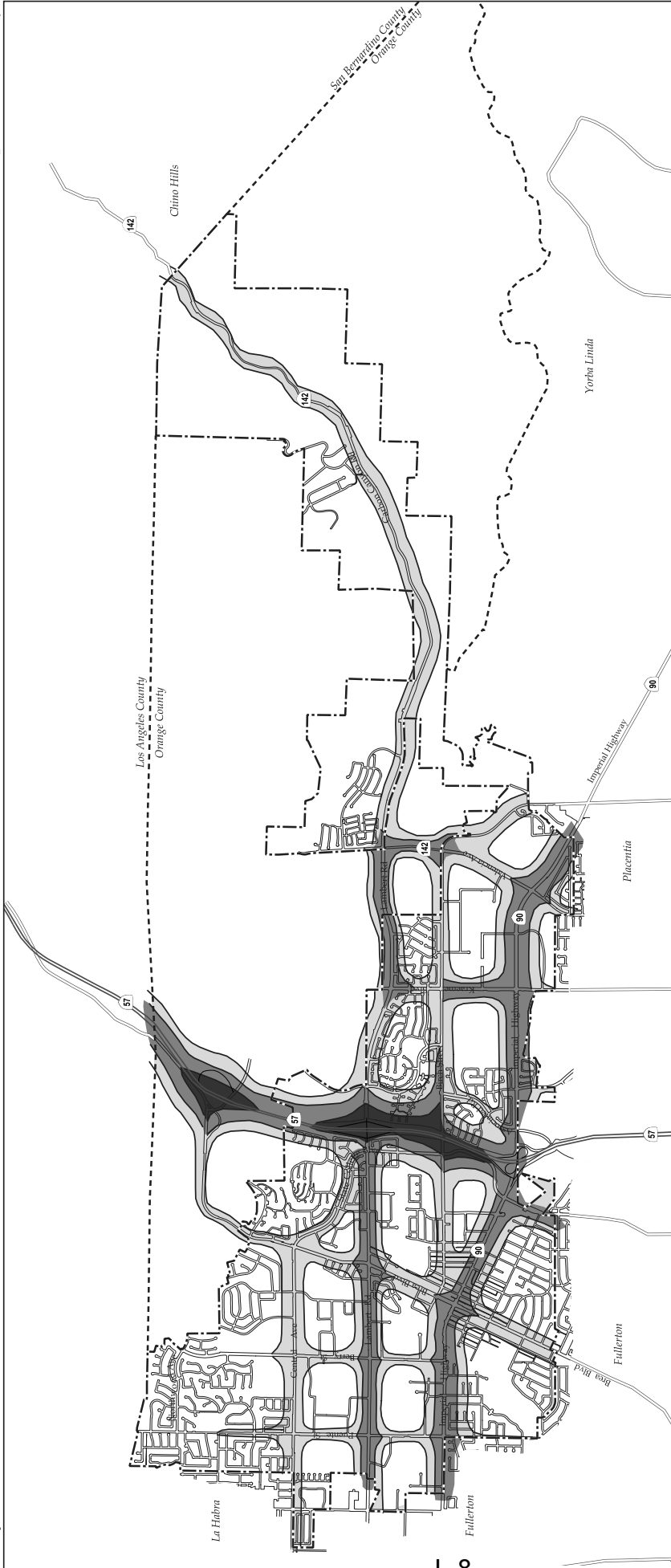
New residential development has been recently constructed at the northeast corner of Valencia Avenue and Carbon Canyon Road just south of the Olinda Alpha landfill entrance. Dense planting of deciduous and evergreen trees as well as a sound attenuation wall were set within the landscaped area to minimize the impacts to residential properties directly abutting Valencia Avenue.

Proposed residential land uses have also been designated for both sides of Valencia Avenue south of Lambert Road/Carbon Canyon Road. Residential, school, and park uses are proposed for the Hartley Research Center. Careful planning and mitigation within these areas will protect these sensitive uses from excessive noise levels.

Noise levels along Brea Boulevard, Brea Canyon Road, Central Avenue, and Lambert Road are above average and can impact sensitive uses adjacent to these streets.

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. The primary source of noise from automobiles is high-frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise.

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, the City has little direct control over noise produced by transportation sources because State noise regulations preempt local regulations. Because the City cannot control noise at the source, City noise programs focus on reducing the impact of transportation noise at reception sites. During the planning stages of the development process, potential impacts from transportation noise will be identified and mitigation measures will be required as needed to meet City noise standards.



Source: Weiland Associates, 2001.

Community Noise Equivalent Level (CNEL) Contours



Legend

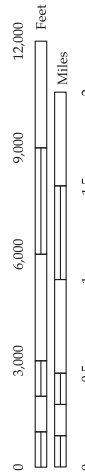
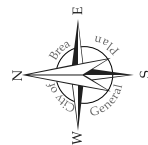


Figure PS-6
Future Noise Contours



Sound attenuation walls and limits on speed help to shield residential neighborhoods from automobile noise on Imperial Highway.

Non-Transportation Related Noise

When reviewing a proposed industrial, commercial, or public project, noise generation and potential impacts to surrounding development are considered in accordance with CEQA. Specific attention should be given to non-residential proposals adjacent to residential neighborhoods. An acoustical analysis is required for projects that will generate noise potentially affecting sensitive receptors. Where significant impacts are identified, mitigation measures are required. Common mitigation measures that could be applied when reviewing projects include acoustically treated and quiet design: 1) furnaces, 2) fans, 3) motors, 4) compressors, and 5) valves and pumps. The City may also require limited delivery hours and hours of operation to minimize impacts on adjacent residential users or other sensitive receptors.

Goals and Policies

Certain areas of Brea are subject to high levels of noise. This in turn can reduce the quality of life within these neighborhoods. Consideration of noise sources in the planning process and identification of who that noise impacts is an effective method of minimizing the impacts of noise on residents. Areas already impacted by noise can explore different noise attenuation and rehabilitative improvements.

Goal PS-9 Minimize the impact of point source noise and ambient noise levels throughout the community.

- Policy PS-9.1 Evaluate the need to require acoustical studies for development proposals that address both direct and indirect, particularly traffic, noise impacts, and require such studies, with appropriate mitigation included, as warranted.
- Policy PS-9.2 Ensure that the noise standards set forth in the Municipal Code reflect standards most appropriate for Brea.
- Policy PS-9.3 Ensure that acceptable noise levels are maintained near schools, hospitals, convalescent homes, and other noise sensitive areas in accordance with the City's Municipal Code and noise standards contained in the General Plan.
- Policy PS-9.4 Employ creative methods of reducing noise pollution in the City.
- Policy PS-9.5 Avoid placing high-noise activity centers near residential areas.

Goal PS-2 Minimize the impacts of transportation-related noise.

- Policy PS-2.1 Reduce transportation noise by imposing traffic restrictions where necessary.
- Policy PS-2.2 Work with the counties of Orange and Los Angeles to include noise mitigation measures in the design of new roadway projects.

Goal PS-3 Minimize noise impacts from sources other than transportation.

- Policy PS-3.1 Require the inclusion of noise mitigation measures, techniques, and design features in the planning, design, and construction of future development and redevelopment projects.

- Policy PS-3.2 Require that mixed-use structures be designed to prevent transfer of noise and vibration from commercial/retail to residential use.
- Policy PS-3.3 Minimize stationary noise sources and noise emanating from construction activities and special events.
- Policy PS-3.4 Require that new non-residential development plan delivery areas away from existing residential areas.
- Policy PS-3.5 Continue active enforcement to limit commercial and industrial delivery hours adjoining residential areas.
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**Implementation
Guide**



See Section XXIII of the Implementation Guide for action programs.

[Print](#)

Brea City Code

CHAPTER 8.20: NOISE CONTROL

Section

- 8.20.010 Declaration of policy
- 8.20.020 Definitions
- 8.20.030 Noise level measurement criteria
- 8.20.040 Designated noise zone
- 8.20.050 Exterior noise standards
- 8.20.060 Interior noise standards
- 8.20.070 Special provisions
- 8.20.080 Motor vehicle racing
- 8.20.090 Schools, hospitals and churches
- 8.20.100 Air conditioning; refrigeration; pool filters and fans
- 8.20.110 Noise level measurement
- 8.20.120 Manner of enforcement

§ 8.20.010 DECLARATION OF POLICY.

A. In order to control unnecessary, excessive and annoying sounds emanating from areas of the city, it is hereby declared to be the policy of the city to prohibit such sounds generated from all sources as specified in this chapter.

B. It is determined that certain sound levels are detrimental to the public health, welfare and safety, and contrary to the public interest.

('61 Code, § 7B.1) (Ord. 812, passed - -)

§ 8.20.020 DEFINITIONS.

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

AMBIENT NOISE LEVEL. The all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

CUMULATIVE PERIOD. An additive period of time composed of individual time segments which may be continuous or interrupted.

DECIBEL (dB). A unit which denotes the ratio between two (2) quantities which are proportional to power: the number of decibels corresponding to the ratio or two (2) amounts of power is ten (10) times the logarithm to the base ten (10) of this ratio.

DWELLING UNIT. A single unit providing complete, independent living facilities for one (1) or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation.

EMERGENCY MACHINERY, VEHICLE, OR WORK. Any machinery, vehicle or work used, employed or performed in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

FIXED NOISE SOURCE. A stationary device which creates sounds while fixed or motionless, including but not limited to industrial and commercial machinery and equipment, pumps, fans, compressors, generators, air conditioners and refrigeration equipment.

GRADING. Any excavating or filling of earth material, or any combination thereof, conducted at a site to prepare said site for construction or other improvements thereon.

IMPACT NOISE. The noise produced by the collision of one mass in motion with a second mass which may be either in motion or at rest.

MOBILE NOISE SOURCE. Any noise source other than a fixed noise source.

NOISE LEVEL. The "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of twenty (20) micronewtons per square meter. The unit of measurement shall be designated as dB(A).

PERSON. A person, firm, association, co-partnership, joint venture, corporation or any entity, public or private in nature.

RESIDENTIAL PROPERTY. A parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

SIMPLE TONE NOISE. A noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished.

SOUND LEVEL METER. An instrument meeting American National Standard Institute's Standard S1.4-1971 for Type 1 or Type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

SOUND PRESSURE LEVEL OF A SOUND, IN DECIBELS. Twenty (20) times the logarithm to the base ten (10) of the ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated.

('61 Code, § 7B.2) (Ord. 812, passed - -)

§ 8.20.030 NOISE LEVEL MEASUREMENT CRITERIA.

Any noise level measurements made pursuant to the provisions of this chapter shall be performed using a sound level meter as defined in § 8.20.020.

('61 Code, § 7B.3) (Ord. 812, passed - -)

§ 8.20.040 DESIGNATED NOISE ZONE.

The entire territory of the city is hereby designated as "Noise Zone 1."

('61 Code, § 7B.4) (Ord. 812, passed - -)

§ 8.20.050 EXTERIOR NOISE STANDARDS.

A. The following noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone:

NOISE STANDARDS

Noise Zone Noise Level Time Period

1 55 dB(A) 7:00 a.m. - 10:00 p.m.

1 50 dB(A) 10:00 p.m. - 7:00 a.m.

In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dB(A).

B. It shall be unlawful for any person at any location within the city to create any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, to exceed:

1. The noise standard for a cumulative period of more than 30 minutes in any hour; or
2. The noise standard plus five (5) dB(A) for a cumulative period of more than 15 minutes in any hour; or
3. The noise standard plus ten (10) dB(A) for a cumulative period of more than five (5) minutes in any hour; or
4. The noise standards plus fifteen (15) dB(A) for a cumulative period of more than one (1) minute in any hour; or
5. The noise standard plus twenty (20) dB(A) for any period of time.

C. In the event the ambient noise level exceeds any of the first four (4) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

('61 Code, § 7B.5) (Ord. 812, passed - -)

§ 8.20.060 INTERIOR NOISE STANDARDS.

A. The following interior noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone:

INTERIOR NOISE STANDARDS

Noise Zone Noise Level Time Period

1 55 dB(A) 7:00 a.m. - 10:00 p.m.

1 45 dB(A) 10:00 p.m. - 7:00 a.m.

In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dB(A).

B. It shall be unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, to exceed:

1. The interior noise standard for a cumulative period of more than five (5) minutes in any hour; or
2. The interior noise standard plus five (5) dB(A) for a cumulative period of more than one (1) minute in any hour; or
3. The interior noise standard plus ten (10) dB(A) for any period of time.

C. In the event the ambient noise level exceeds any of the first two (2) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

('61 Code, § 7B.6) (Ord. 812, passed - -)

§ 8.20.070 SPECIAL PROVISIONS.

The following activities shall be exempted from the provisions of this chapter:

A. Activities conducted on the grounds of any public nursery, elementary, intermediate or secondary school or college.

B. Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a permit as required by this code.

C. Activities conducted on any park or playground, provided such park or playground is owned and operated by a public entity.

D. Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.

E. Noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

F. All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.

G. Mobile noise sources associated with agricultural operations; provided such operations do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

H. Mobile noise sources associated with agricultural pest control through pesticide application, provided that the application is made in accordance with restricted material permits issued by or regulations enforced by the Agricultural Commissioner.

I. Noise sources, associated with the maintenance of real property, provided said activities take place between 7:00 a.m. and 7:00 p.m. on any day.

J. Any activity to the extent regulation thereof has been preempted by state or federal law.

('61 Code, § 7B.7) (Ord. 812, passed - -)

§ 8.20.080 MOTOR VEHICLE RACING.

It shall be unlawful to conduct motor vehicle racing, testing, timing or similar noise-producing activities at raceways, speedways, off-road vehicle courses, drag strips or other similar places, including, but not limited to, the operation of midget race cars, drag cars, motorcycles, off-road vehicles, and specialty automobiles, between the hours of 11:30 p.m. and 7:00 a.m.

('61 Code, § 7B.8) (Ord. 812, passed - -)

§ 8.20.090 SCHOOLS, HOSPITALS AND CHURCHES.

It shall be unlawful for any person to create any noise which causes the noise level at any school, hospital or church while same is in use to exceed the noise limits as specified in § 8.20.050 proscribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three (3) separate locations within one-tenth of a mile of the institution indicating the presence of a school, church or hospital.

('61 Code, § 7B.9) (Ord. 812, passed - -)

§ 8.20.100 AIR CONDITIONING; REFRIGERATION; POOL FILTERS AND FANS.

During the five (5) year period following the effective date of this chapter, the noise standards enumerated in §§ 8.20.050 and 8.20.060 shall be increased eight (8) dB(A) where the alleged offensive noise source is an air conditioning, or refrigeration system, fan, or swimming pool filter, or associated equipment which was installed prior to the effective date of this chapter.

('61 Code, § 7B.10) (Ord. 812, passed - -)

§ 8.20.110 NOISE LEVEL MEASUREMENT.

The location selected for measuring exterior noise levels shall be at any point on the affected property. Interior noise measurements shall be made within the affected dwelling unit. The measurement shall be made at a point at least four (4) feet from the wall, ceiling or floor nearest the alleged offensive noise source and may be made with the windows of the affected unit open.

('61 Code, § 7B.11) (Ord. 812, passed - -)

§ 8.20.120 MANNER OF ENFORCEMENT.

A. The Police Department, the Code Enforcement Officer and their duly authorized representatives are directed to enforce the provisions of this chapter.

B. No person shall interfere with, oppose or resist any authorized person charged with the enforcement of this chapter while such person is engaged in the performance of his or her duty.

('61 Code, § 7B.12) (Ord. 812, passed - -)

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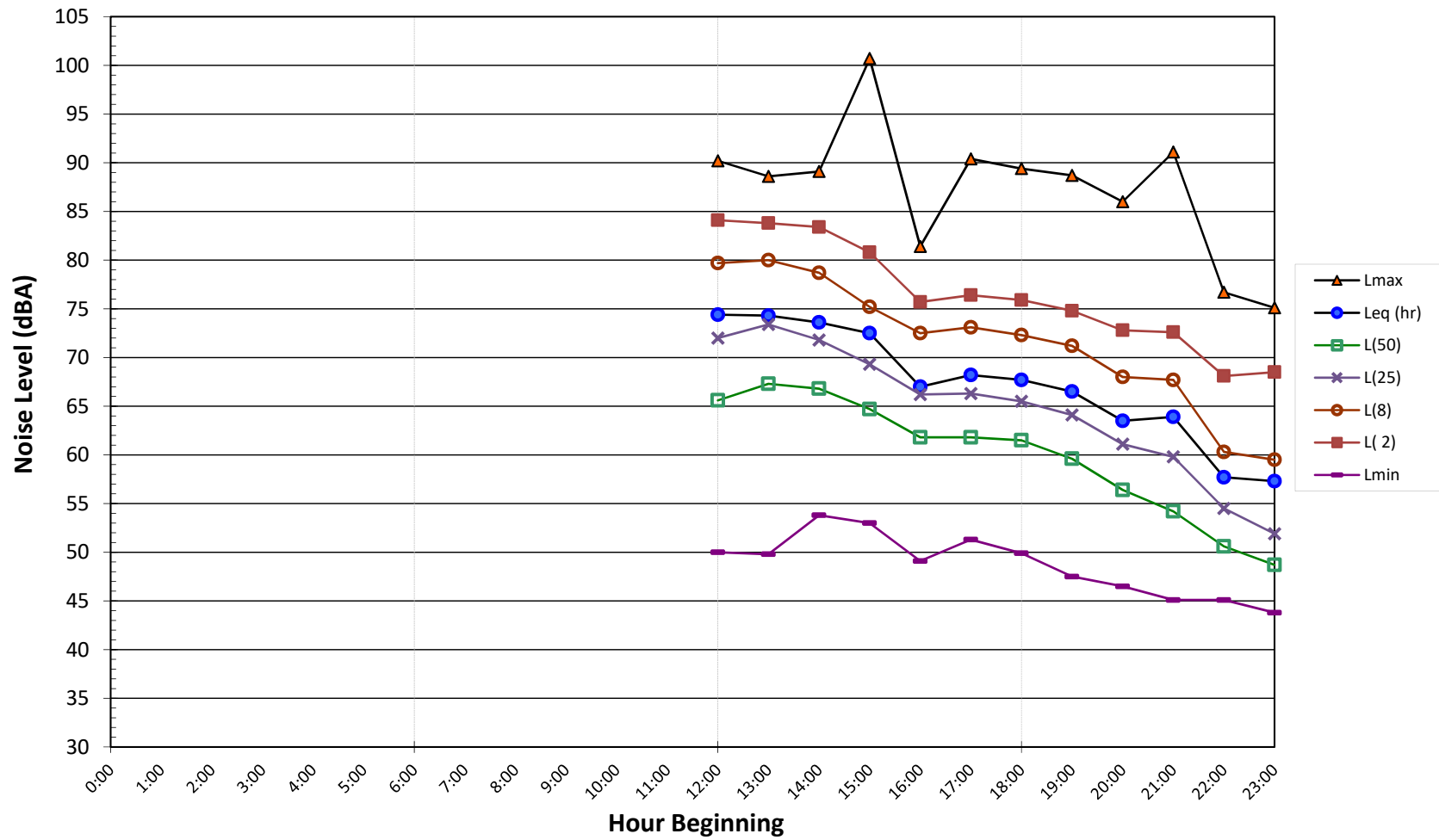
§ 20.20.040 VIBRATION.

Every use shall be so operated that the ground vibration inherently and recurrently generated does not cause a displacement of the earth greater than .003 of one (1) inch as measured at the property line of the subject use.

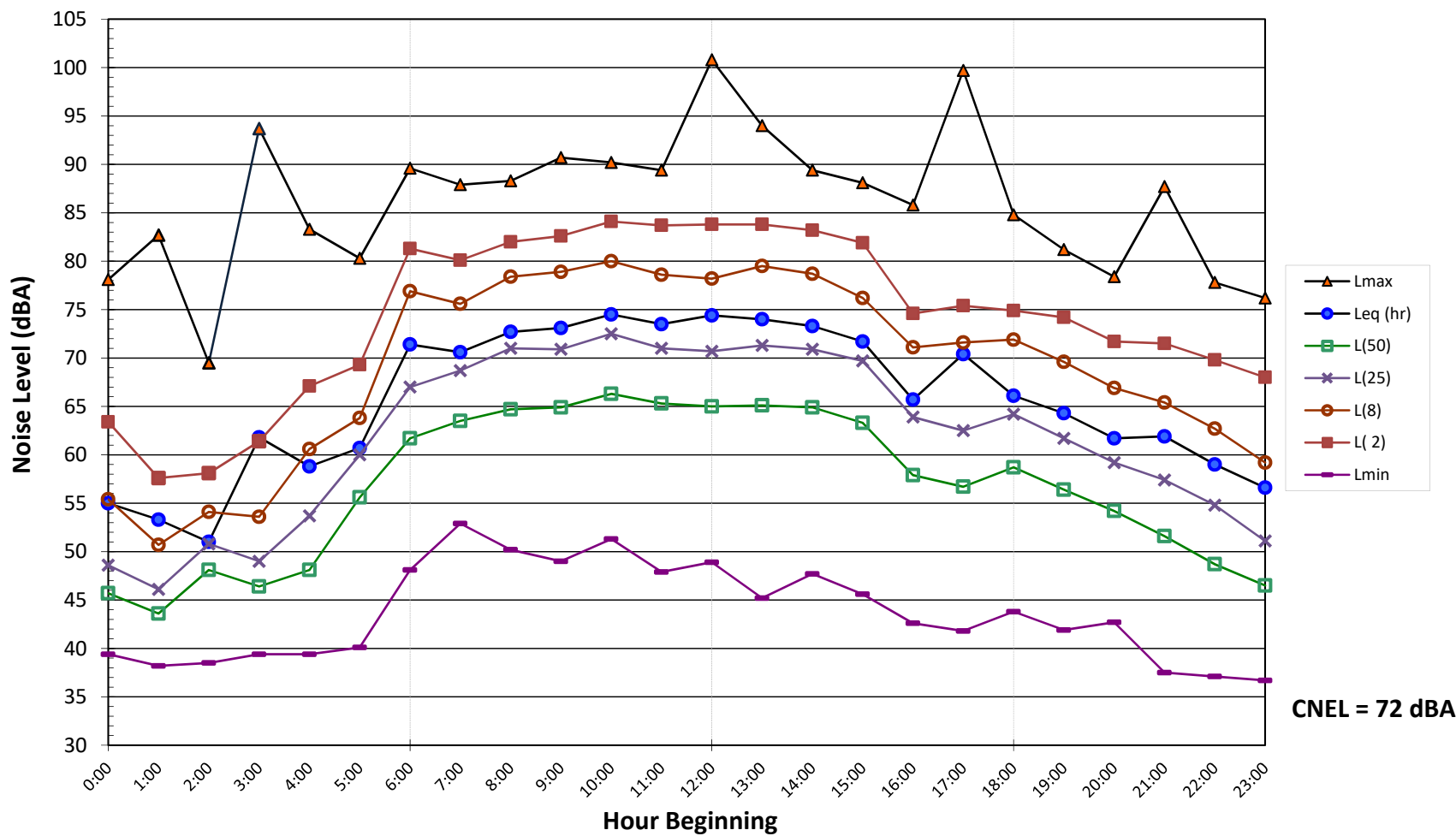
(Ord. 425, passed 10-14-68)

AMBIENT NOISE MONITORING RESULTS

**Noise Levels at Location LT-1
Brea 265 Specific Plan - Brea, CA
Wednesday, March 13, 2019**

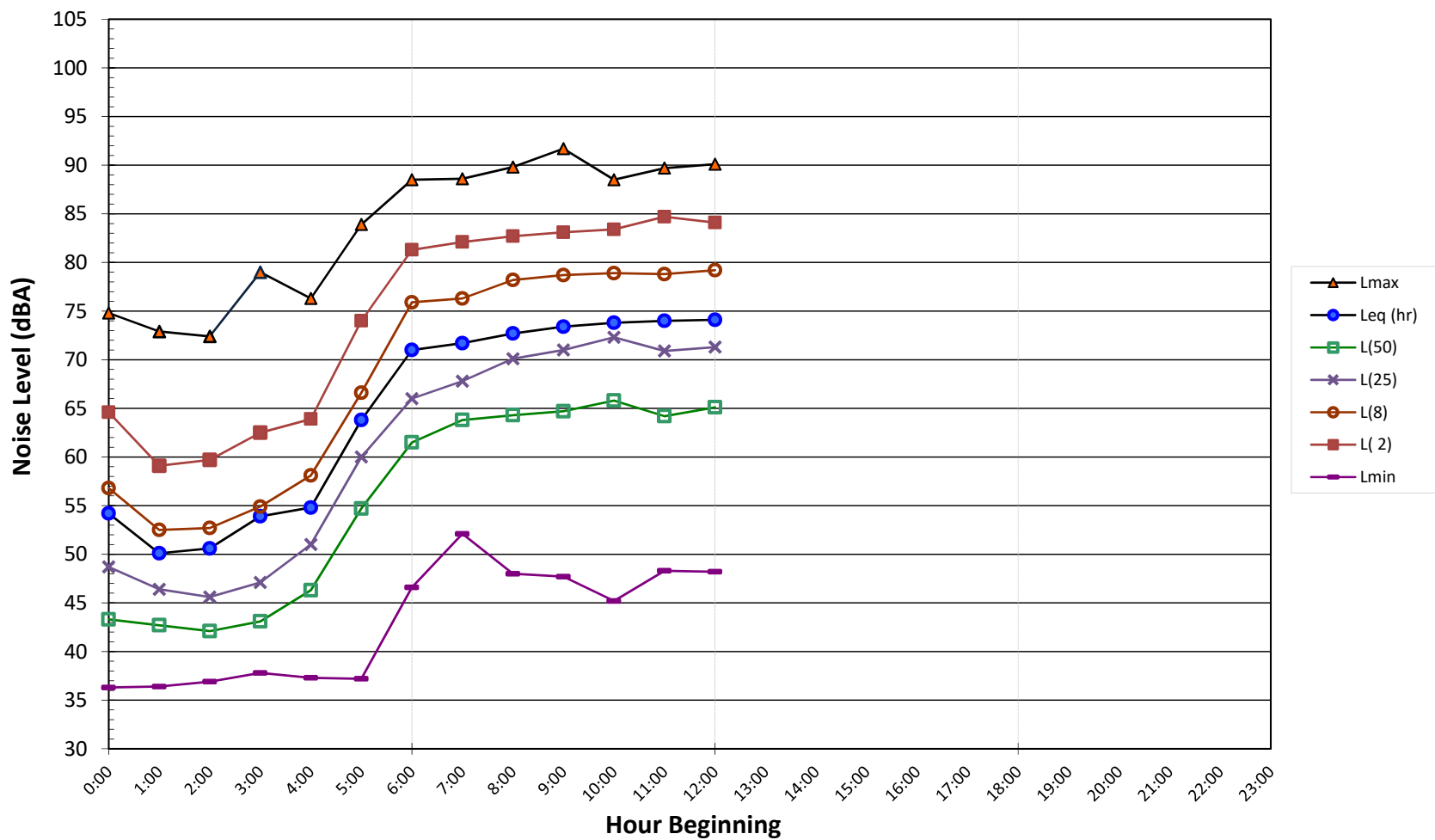


**Noise Levels at Location LT-1
Brea 265 Specific Plan - Brea, CA
Thursday, March 14, 2019**

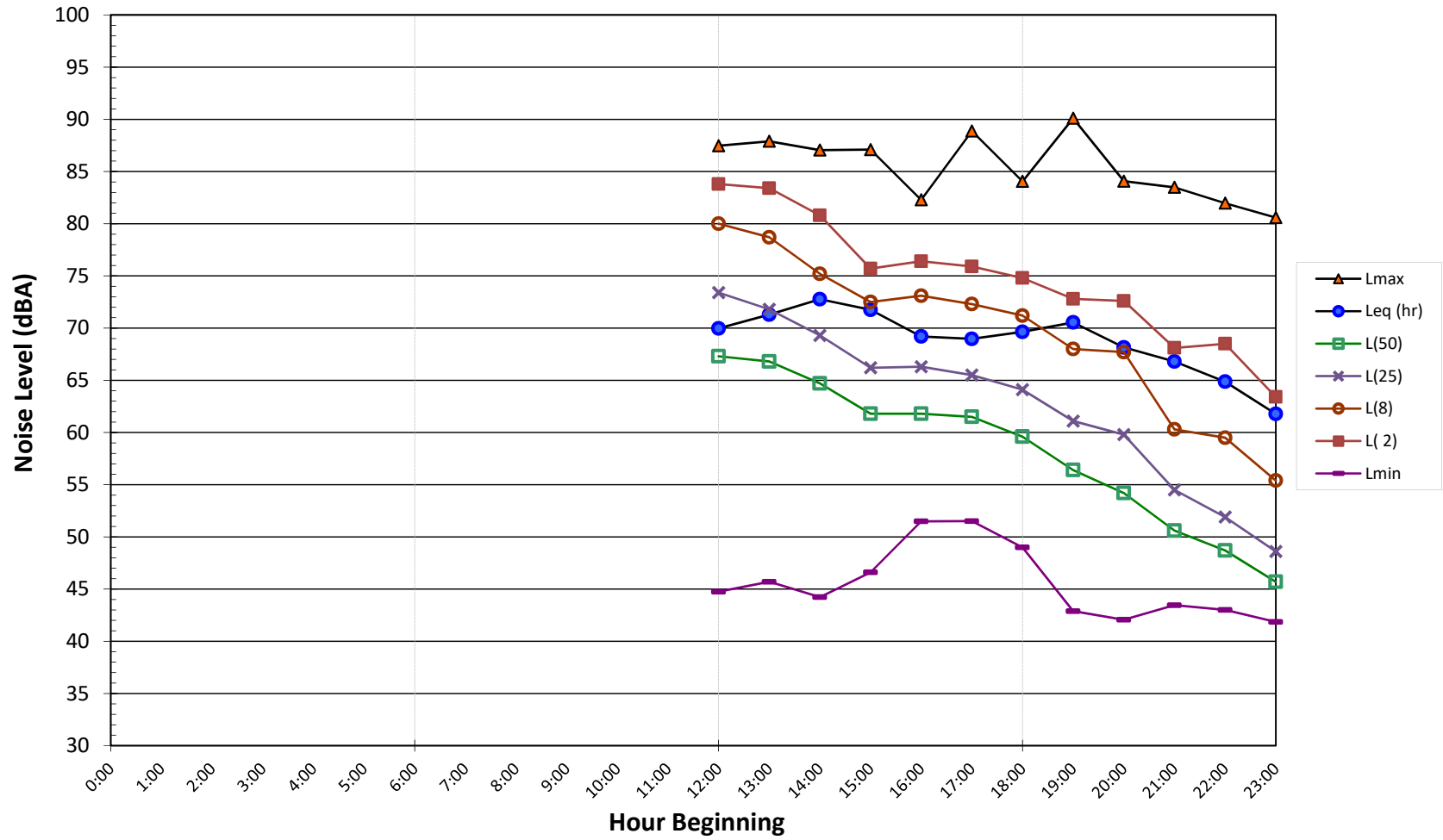


CNEL = 72 dBA

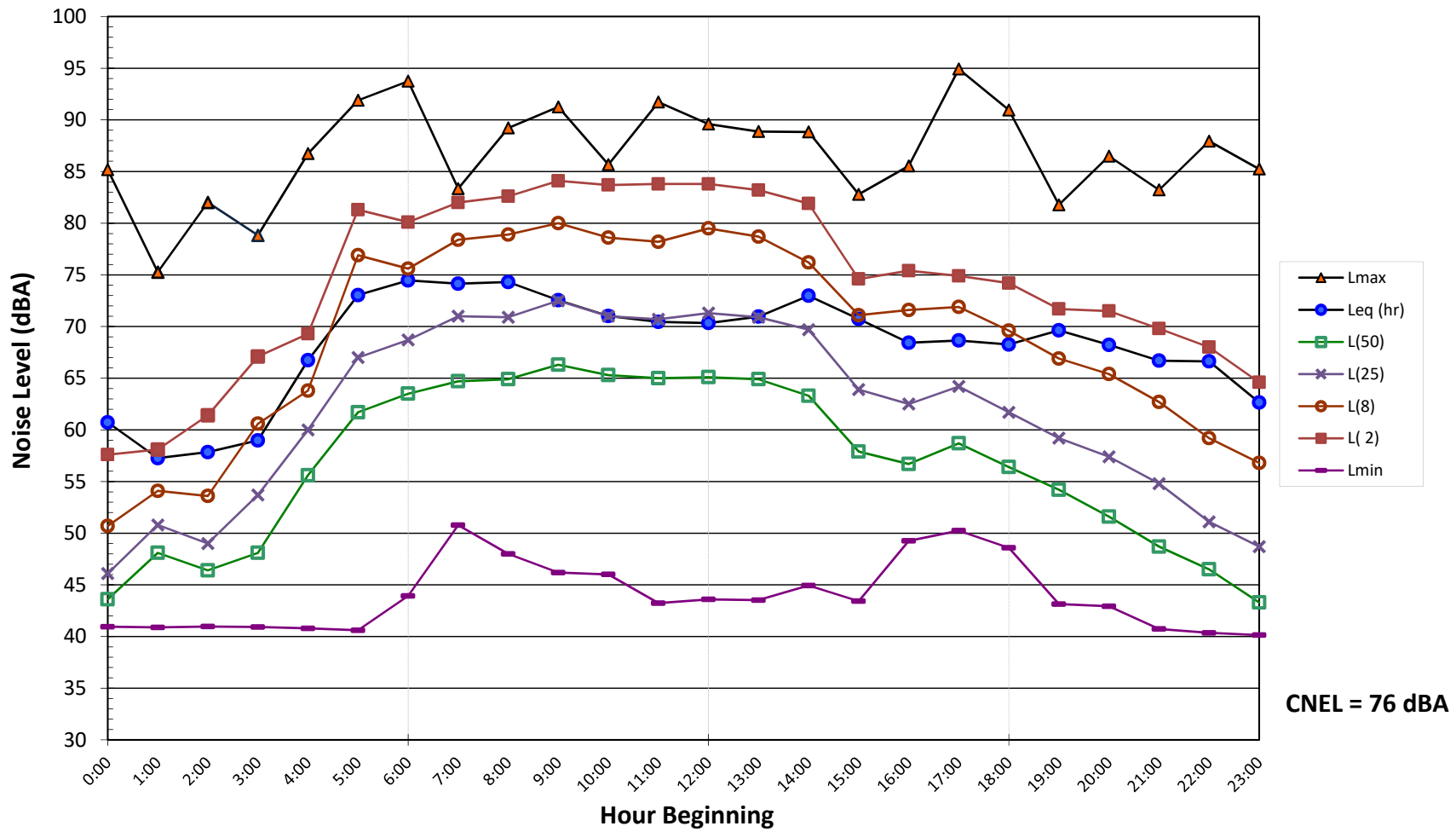
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Brea 265 Specific Plan - Brea, CA
Friday, March 15, 2019**



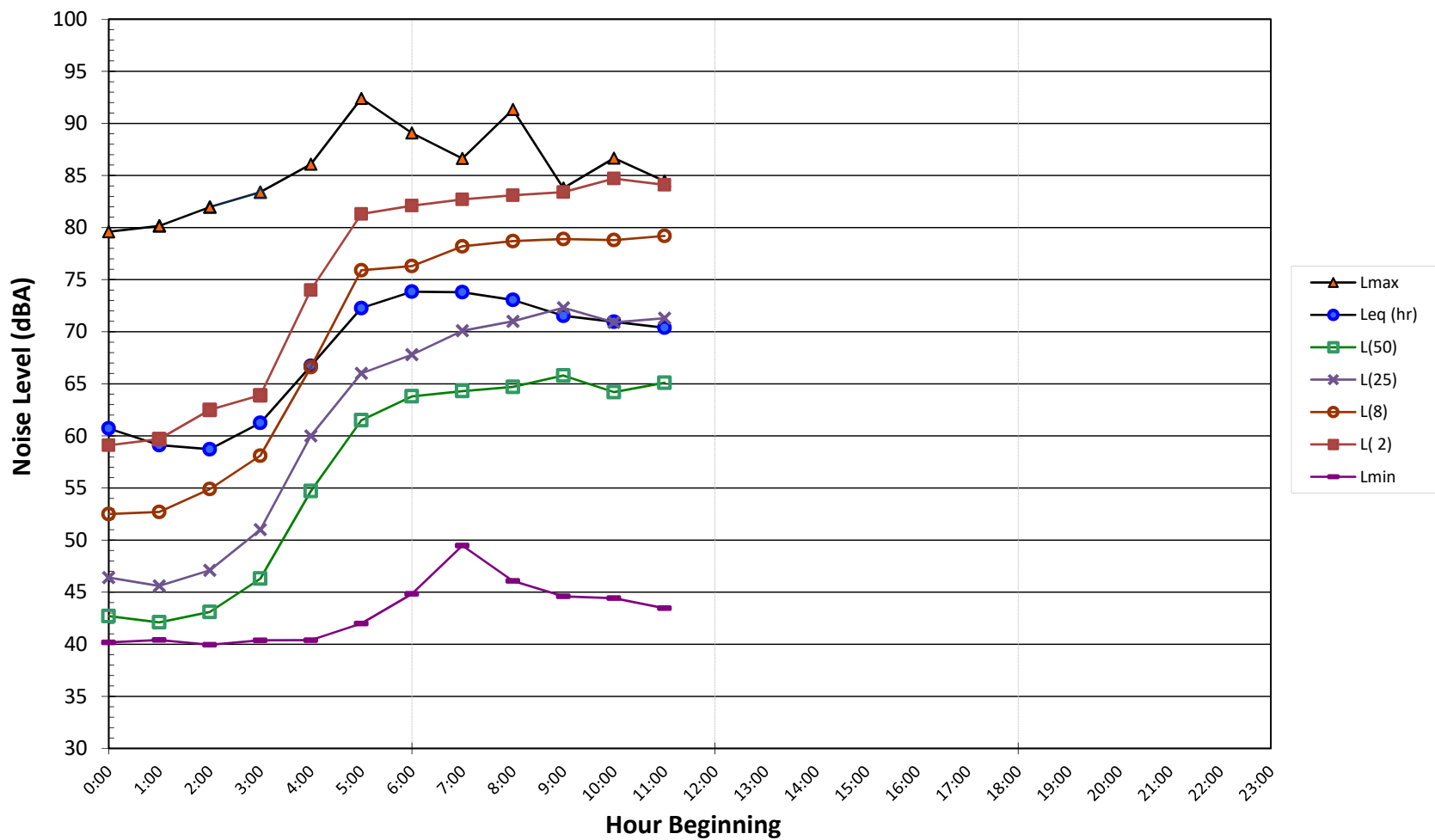
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Brea 265 Specific Plan - Brea, CA
Wednesday, March 13, 2019**



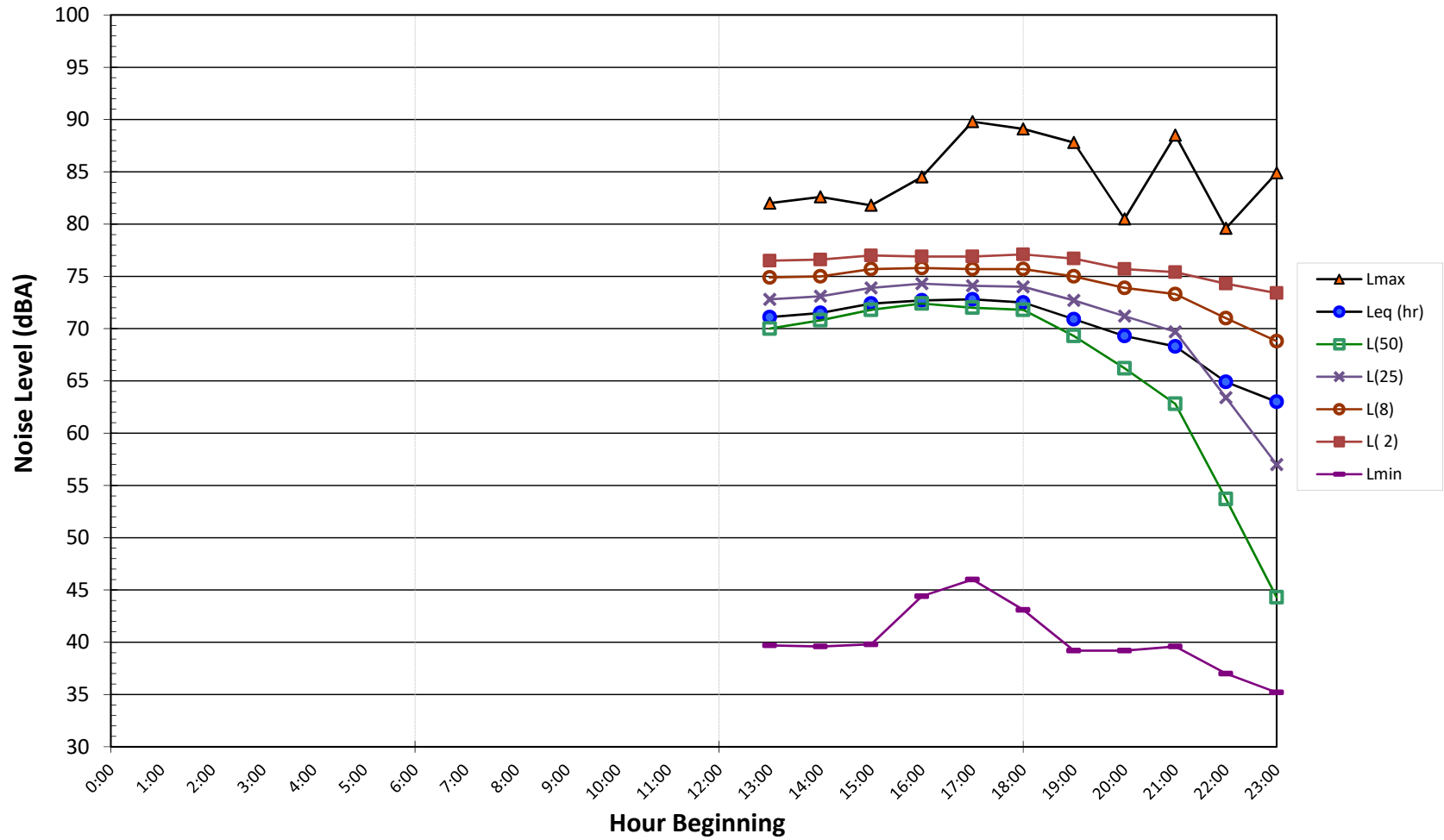
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Brea 265 Specific Plan - Brea, CA
Thursday, March 14, 2019**



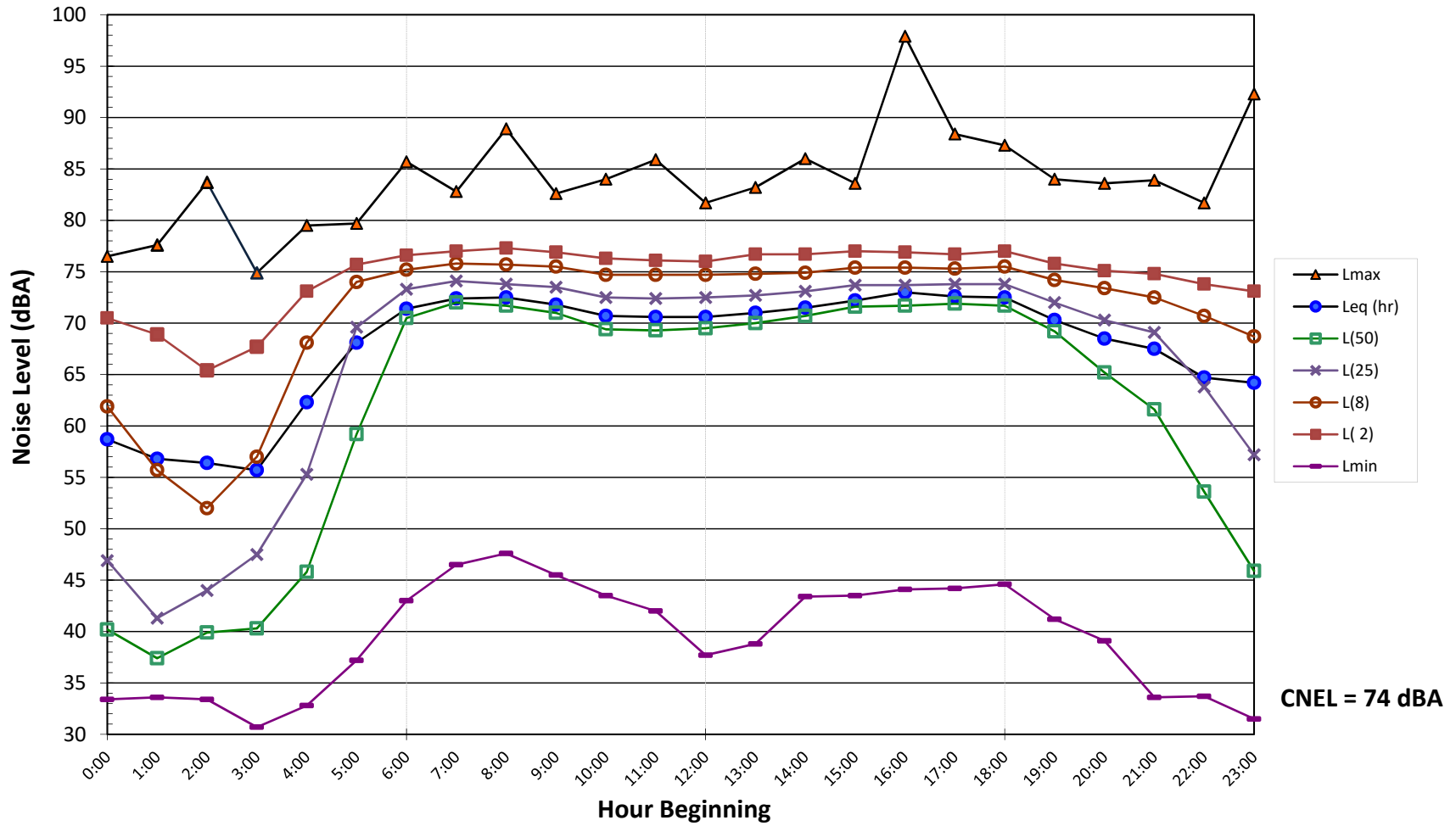
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Brea 265 Specific Plan - Brea, CA
Friday, March 15, 2019**



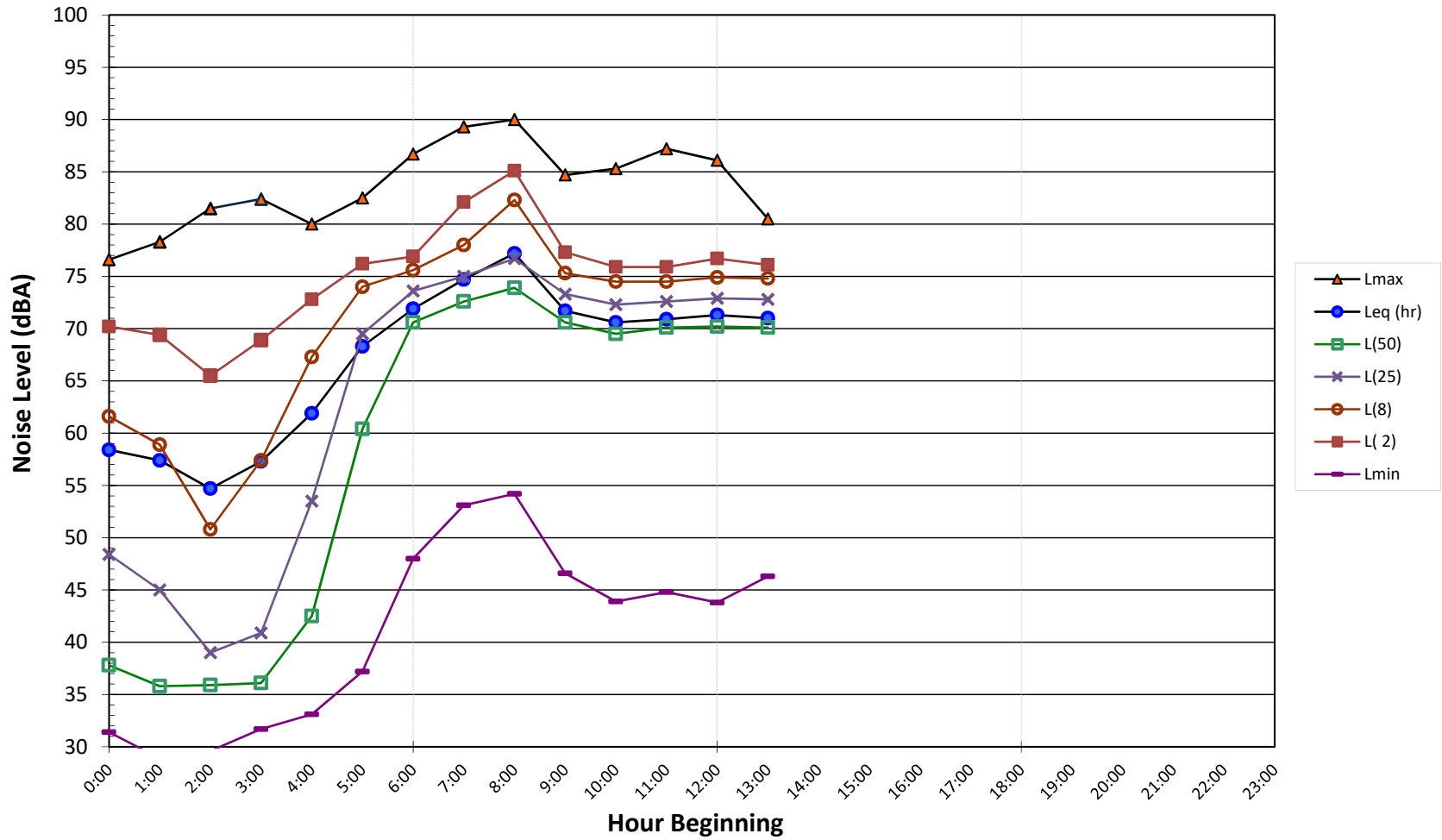
**Noise Levels at Location LT-3
Brea 265 Specific Plan - Brea, CA
Wednesday, March 13, 2019**



**Noise Levels at Location LT-3
Brea 265 Specific Plan - Brea, CA
Thursday, March 14, 2019**



**Noise Levels at Location LT-3
Brea 265 Specific Plan - Brea, CA
Friday, March 15, 2019**



TRAFFIC NOISE INCREASE CALCULATIONS

ID	Output						Inputs													Auto Inputs		
	dBA at 50 feet			Distance to CNEL Contour			Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Receiver	Ground Absorption	Lane Distance
	L _{eq-24hr}	L _{dn}	CNEL	70 dBA	65 dBA	60 dBA																
1	72.3	76.0	76.4	219	692	2189	Lambert Road	east of State College Boulevard	58,979	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
2	71.0	74.7	75.0	160	506	1599	Lambert Road	west of Pointe Drive	43,978	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
3	72.0	75.7	76.1	204	645	2040	Lambert Road	east of Associated Road	33,527	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
4	72.0	75.7	76.0	201	636	2012	Lambert Road	west of Santa Fe Road/Kraemer Boulevard	33,075	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
5	69.6	73.3	73.7	117	370	1171	Lambert Road	east of Kraemer Boulevard	19,651	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
6	69.4	73.2	73.5	113	357	1129	Lambert Road	west of Valencia Avenue	19,245	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
7	68.6	72.3	72.7	93	294	929	Carbon Canyon Road	east of Santa Fe Road	20,106	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
8	67.7	71.4	71.8	76	239	757	Kraemer Boulevard	south of Lambert Road	16,570	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
9	69.5	73.2	73.6	114	362	1145	Valencia Avenue	south of Lambert Road	24,760	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
10	69.5	73.2	73.5	113	358	1131	Birch Street	east of State College Boulevard	24,470	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
11	69.4	73.1	73.5	111	351	1108	Birch Street	east of S Associated Road	23,978	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
12	69.7	73.4	73.8	120	381	1204	Birch Street	east of N Associated Road	20,525	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
13	68.8	72.5	72.9	97	306	968	Birch Street	east of Kraemer Boulevard	16,499	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
14	69.7	73.4	73.8	120	379	1198	Kraemer Boulevard	south of Birch Street	19,688	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
15	68.7	72.4	72.8	95	300	949	Valencia Avenue	south of Birch Street/Rose Drive	12,759	50	0.0%	90.7%	5.6%	3.7%	75.0%	10.0%	15.0%	4	Hard	50	0	44
16	66.3	70.0	70.4	55	173	546	Rose Drive	east of Valencia Avenue	20,375	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
17	67.4	71.1	71.5	71	223	707	Rose Drive	north of Imperial Highway	19,746	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
18	73.1	76.9	77.2	265	837	2646	Imperial Highway	east of State College Boulevard	71,271	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
19	74.0	77.7	78.1	323	1021	3228	Imperial Highway	east of SR-57 NB Ramps	53,058	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
20	73.8	77.5	77.9	310	981	3102	Imperial Highway	east of Associated Road	50,984	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
21	73.8	77.6	77.9	311	984	3112	Imperial Highway	east of Castlegate Lane/Placentia Avenue	51,154	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
22	73.6	77.3	77.7	295	934	2953	Imperial Highway	east of Kraemer Boulevard	42,990	50	0.0%	92.8%	4.5%	2.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
23	73.1	76.8	77.2	261	825	2609	Imperial Highway	east of Valencia Avenue	43,618	50	0.0%	95.1%	3.2%	1.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
24	68.5	72.2	72.6	91	288	910	Kraemer Boulevard	south of Imperial Highway	19,689	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
25	63.2	66.9	67.3	27	85	267	Valencia Avenue	south of Imperial Highway	9,847	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
26	65.3	69.0	69.4	43	137	433	Valencia Avenue	south of Golden Avenue	9,365	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
27	66.0	69.7	70.1	52	163	515	Valencia Avenue	south of Bastanchury Road	11,149	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
28	67.2	70.9	71.3	67	211	667	Rose Drive	south of Bastanchury Road	18,646	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44

ID	Output						Inputs													Auto Inputs		
	dBA at 50 feet			Distance to CNEL Contour			Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Receiver	Ground Absorption	Lane Distance
	L _{eq-24hr}	L _{dn}	CNEL	70 dBA	65 dBA	60 dBA																
1	72.4	76.1	76.5	222	702	2219	Lambert Road	east of State College Boulevard	59,783	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
2	71.2	74.9	75.3	169	534	1688	Lambert Road	west of Pointe Drive	46,409	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
3	72.3	76.0	76.4	219	692	2188	Lambert Road	east of Associated Road	35,958	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
4	72.3	76.0	76.4	216	683	2160	Lambert Road	west of Santa Fe Road/Kraemer Boulevard	35,506	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
5	70.3	74.0	74.4	138	436	1378	Lambert Road	east of Kraemer Boulevard	23,123	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
6	70.3	74.0	74.4	138	436	1378	Lambert Road	west of Valencia Avenue	23,496	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
7	68.7	72.4	72.8	95	300	950	Carbon Canyon Road	east of Santa Fe Road	20,553	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
8	68.1	71.8	72.1	82	259	819	Kraemer Boulevard	south of Lambert Road	17,932	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
9	70.0	73.7	74.1	129	409	1293	Valencia Avenue	south of Lambert Road	27,975	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
10	69.5	73.3	73.6	116	366	1156	Birch Street	east of State College Boulevard	25,006	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
11	69.5	73.2	73.6	115	363	1148	Birch Street	east of S Associated Road	24,826	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
12	69.9	73.6	74.0	125	396	1254	Birch Street	east of N Associated Road	21,373	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
13	69.0	72.7	73.1	102	324	1023	Birch Street	east of Kraemer Boulevard	17,443	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
14	69.9	73.6	74.0	125	396	1251	Kraemer Boulevard	south of Birch Street	20,558	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
15	69.1	72.8	73.2	104	328	1036	Valencia Avenue	south of Birch Street/Rose Drive	13,926	50	0.0%	90.7%	5.6%	3.7%	75.0%	10.0%	15.0%	4	Hard	50	0	44
16	66.9	70.6	71.0	63	198	626	Rose Drive	east of Valencia Avenue	23,347	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
17	67.9	71.7	72.0	80	253	800	Rose Drive	north of Imperial Highway	22,359	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
18	73.2	76.9	77.2	265	839	2652	Imperial Highway	east of State College Boulevard	71,449	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
19	74.0	77.8	78.1	326	1031	3259	Imperial Highway	east of SR-57 NB Ramps	53,574	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
20	73.9	77.6	78.0	314	992	3136	Imperial Highway	east of Associated Road	51,546	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
21	73.9	77.6	78.0	315	997	3154	Imperial Highway	east of Castlegate Lane/Placentia Avenue	51,836	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
22	73.7	77.4	77.8	302	954	3016	Imperial Highway	east of Kraemer Boulevard	43,906	50	0.0%	92.8%	4.5%	2.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
23	73.1	76.8	77.2	264	836	2643	Imperial Highway	east of Valencia Avenue	44,194	50	0.0%	95.1%	3.2%	1.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
24	68.7	72.4	72.8	94	299	944	Kraemer Boulevard	south of Imperial Highway	20,427	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
25	63.4	67.1	67.5	28	89	282	Valencia Avenue	south of Imperial Highway	10,404	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
26	65.5	69.2	69.6	46	145	459	Valencia Avenue	south of Golden Avenue	9,922	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
27	66.1	69.8	70.2	52	166	524	Valencia Avenue	south of Bastanchury Road	11,327	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
28	67.5	71.2	71.6	72	228	722	Rose Drive	south of Bastanchury Road	20,164	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44

ID	Output						Inputs													Auto Inputs		
	dBA at 50 feet			Distance to CNEL Contour			Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Receiver	Ground Absorption	Lane Distance
	L _{eq-24hr}	L _{dn}	CNEL	70 dBA	65 dBA	60 dBA																
1	72.9	76.7	77.0	253	800	2529	Lambert Road	east of State College Boulevard	68,125	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
2	71.4	75.1	75.5	176	555	1755	Lambert Road	west of Pointe Drive	48,264	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
3	72.4	76.1	76.4	220	697	2205	Lambert Road	east of Associated Road	36,242	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
4	72.4	76.1	76.5	223	704	2225	Lambert Road	west of Santa Fe Road/Kraemer Boulevard	36,575	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
5	70.1	73.8	74.1	130	411	1299	Lambert Road	east of Kraemer Boulevard	21,793	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
6	69.9	73.6	74.0	125	395	1248	Lambert Road	west of Valencia Avenue	21,278	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
7	69.4	73.1	73.5	112	353	1117	Carbon Canyon Road	east of Santa Fe Road	24,159	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
8	68.3	72.0	72.4	87	275	870	Kraemer Boulevard	south of Lambert Road	19,043	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
9	69.6	73.3	73.7	117	369	1167	Valencia Avenue	south of Lambert Road	25,252	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
10	70.0	73.7	74.1	129	408	1289	Birch Street	east of State College Boulevard	27,884	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
11	69.8	73.5	73.8	121	384	1213	Birch Street	east of S Associated Road	26,245	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
12	70.3	74.0	74.4	136	431	1363	Birch Street	east of N Associated Road	23,240	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
13	69.1	72.8	73.2	104	329	1042	Birch Street	east of Kraemer Boulevard	17,760	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
14	70.2	73.9	74.3	134	423	1338	Kraemer Boulevard	south of Birch Street	22,001	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
15	69.3	73.0	73.4	109	344	1088	Valencia Avenue	south of Birch Street/Rose Drive	14,623	50	0.0%	90.7%	5.6%	3.7%	75.0%	10.0%	15.0%	4	Hard	50	0	44
16	66.7	70.4	70.8	60	188	596	Rose Drive	east of Valencia Avenue	22,219	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
17	68.0	71.7	72.1	81	255	808	Rose Drive	north of Imperial Highway	22,564	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
18	73.9	77.6	78.0	317	1004	3175	Imperial Highway	east of State College Boulevard	85,523	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
19	74.6	78.3	78.7	369	1167	3691	Imperial Highway	east of SR-57 NB Ramps	60,672	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
20	74.5	78.2	78.6	361	1142	3610	Imperial Highway	east of Associated Road	59,337	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
21	74.4	78.1	78.5	351	1109	3508	Imperial Highway	east of Castlegate Lane/Placentia Avenue	57,657	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
22	74.1	77.8	78.2	327	1033	3268	Imperial Highway	east of Kraemer Boulevard	47,570	50	0.0%	92.8%	4.5%	2.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
23	73.5	77.2	77.6	289	915	2894	Imperial Highway	east of Valencia Avenue	48,376	50	0.0%	95.1%	3.2%	1.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
24	69.0	72.7	73.1	103	324	1026	Kraemer Boulevard	south of Imperial Highway	22,184	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
25	63.9	67.6	68.0	31	99	312	Valencia Avenue	south of Imperial Highway	11,495	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
26	65.8	69.5	69.9	49	155	490	Valencia Avenue	south of Golden Avenue	10,608	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
27	66.6	70.3	70.7	59	186	587	Valencia Avenue	south of Bastanchury Road	12,693	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
28	67.5	71.2	71.6	72	229	723	Rose Drive	south of Bastanchury Road	20,197	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44

ID	Output						Inputs													Auto Inputs		
	dBA at 50 feet			Distance to CNEL Contour			Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Receiver	Ground Absorption	Lane Distance
	L _{eq-24hr}	L _{dn}	CNEL	70 dBA	65 dBA	60 dBA																
1	73.0	76.7	77.1	256	809	2559	Lambert Road	east of State College Boulevard	68,929	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
2	71.6	75.3	75.7	184	583	1844	Lambert Road	west of Pointe Drive	50,695	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
3	72.6	76.3	76.7	235	744	2353	Lambert Road	east of Associated Road	38,673	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
4	72.7	76.4	76.8	237	750	2373	Lambert Road	west of Santa Fe Road/Kraemer Boulevard	39,006	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
5	70.7	74.4	74.8	151	476	1506	Lambert Road	east of Kraemer Boulevard	25,265	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	5	Hard	50	0	56
6	70.7	74.4	74.8	150	473	1497	Lambert Road	west of Valencia Avenue	25,529	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
7	69.5	73.2	73.6	114	360	1138	Carbon Canyon Road	east of Santa Fe Road	24,606	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
8	68.6	72.3	72.7	93	295	932	Kraemer Boulevard	south of Lambert Road	20,405	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
9	70.1	73.8	74.2	132	416	1316	Valencia Avenue	south of Lambert Road	28,467	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
10	70.1	73.8	74.2	131	415	1314	Birch Street	east of State College Boulevard	28,420	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
11	69.9	73.6	74.0	125	396	1252	Birch Street	east of S Associated Road	27,093	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
12	70.4	74.1	74.5	141	447	1413	Birch Street	east of N Associated Road	24,088	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
13	69.3	73.0	73.4	110	347	1097	Birch Street	east of Kraemer Boulevard	18,704	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
14	70.4	74.1	74.4	139	440	1391	Kraemer Boulevard	south of Birch Street	22,871	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
15	69.6	73.3	73.7	117	371	1174	Valencia Avenue	south of Birch Street/Rose Drive	15,790	50	0.0%	90.7%	5.6%	3.7%	75.0%	10.0%	15.0%	4	Hard	50	0	44
16	67.2	70.9	71.3	68	214	676	Rose Drive	east of Valencia Avenue	25,191	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	3	Hard	50	0	32
17	68.5	72.2	72.6	90	285	901	Rose Drive	north of Imperial Highway	25,177	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
18	73.9	77.7	78.0	318	1006	3182	Imperial Highway	east of State College Boulevard	85,701	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
19	74.6	78.3	78.7	372	1177	3722	Imperial Highway	east of SR-57 NB Ramps	61,188	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
20	74.5	78.2	78.6	364	1152	3644	Imperial Highway	east of Associated Road	59,899	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
21	74.4	78.1	78.5	355	1122	3549	Imperial Highway	east of Castlegate Lane/Placentia Avenue	58,339	50	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	6	Hard	50	0	68
22	74.1	77.9	78.2	333	1053	3330	Imperial Highway	east of Kraemer Boulevard	48,486	50	0.0%	92.8%	4.5%	2.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
23	73.6	77.3	77.7	293	926	2928	Imperial Highway	east of Valencia Avenue	48,952	50	0.0%	95.1%	3.2%	1.7%	75.0%	10.0%	15.0%	6	Hard	50	0	68
24	69.2	72.9	73.3	106	335	1060	Kraemer Boulevard	south of Imperial Highway	22,922	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
25	64.1	67.8	68.2	33	103	327	Valencia Avenue	south of Imperial Highway	12,052	35	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
26	66.0	69.8	70.1	52	163	516	Valencia Avenue	south of Golden Avenue	11,165	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
27	66.7	70.4	70.8	60	188	595	Valencia Avenue	south of Bastanchury Road	12,871	45	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44
28	67.8	71.5	71.9	78	246	777	Rose Drive	south of Bastanchury Road	21,715	40	0.0%	95.4%	2.5%	2.1%	75.0%	10.0%	15.0%	4	Hard	50	0	44