



**Noise Analysis for the
Scripps Health Headquarters
Redevelopment Project
San Diego, California**

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A handwritten signature in black ink that reads "Jessica Fleming". The signature is written in a cursive, flowing style.

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Acronyms and Abbreviations

ALUCP	Airport Land Use Compatibility Plan
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of San Diego
CNEL	community noise equivalent level
dB	decibel
dB(A)	A-weighted decibel
FHWA	Federal Highway Administration
HVAC	heating, ventilation, and air conditioning
I-805	Interstate 805
L _{eq}	one-hour equivalent noise level
LOS	Level of Service
L _{pw}	sound power level
MCAS	Marine Corps Air Station
MHPA	Multi-Habitat Planning Area
project	Scripps Health Headquarters
SANDAG	San Diego Association of Governments
SDCRAA	San Diego County Regional Airport Authority

Executive Summary

The Scripps Health Headquarters project (project) site is located on the southeast corner of Executive Drive and Executive Way at 4555 Executive Drive, within the University Community planning area in the city of San Diego, California. The 3.79-acre project site is currently developed and utilized by the Braille Institute, San Diego. The project site is surrounded by residential development to the east, a Hilton Hotel and commercial development to the south, and commercial development to the west and north. The project includes the construction of a 131,200-square-foot, five-level office building with a 10,000-square-foot, one-level full basement, a surface parking lot, and a stand-alone four-level, above-grade parking structure for 388 cars.

This report discusses potential noise impacts from the construction and operation of the project. As part of this assessment, noise levels due to construction, vehicle traffic, and on-site noise sources were calculated and evaluated against City of San Diego (City) Municipal Code limits, General Plan Noise Element compatibility guidelines, and the City's California Environmental Quality Act (CEQA) Significance Determination Thresholds. The project was also reviewed for compatibility with the Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (ALUCP). In addition to compatibility, the potential for noise to impact adjacent receivers from future on-site sources and construction activity was assessed. A summary of the findings is provided below.

Construction Noise

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, building construction, loading, unloading, and placing materials and paving. Construction noise would potentially result in short-term impacts to surrounding properties. The project site is surrounded by multi-family residential uses to the east, commercial uses to the north, west, and south, and a hotel and restaurant to the south. The construction noise level limit at residential uses is 75 A-weighted decibels [dB(A)] one-hour equivalent noise level (L_{eq}).

As calculated in this analysis, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent uses. Noise levels would range from 70 to 74 dB(A) L_{eq} at the adjacent residential uses, and 63 to 65 dB(A) L_{eq} at the adjacent commercial uses. As construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant at the adjacent residential and commercial uses.

Vehicle Traffic Noise

On-site Noise Compatibility

The main source of traffic noise at the project site is vehicle traffic on area roadways including Executive Drive, Executive Way, La Jolla Village Drive, and Town Centre Drive. According to the General Plan Noise Element, office uses are considered “compatible” with exterior noise levels up to 65 Community Noise Equivalent Level (CNEL) and “conditionally compatible” with exterior noise levels up to 75 CNEL. The City’s interior noise level standard for office uses is 50 CNEL.

Exterior noise levels would exceed 65 CNEL only at the perimeter of the site closest to Executive Drive and Executive Way. Exterior noise levels would be 60 CNEL at the dining terrace and 58 CNEL at the fitness terrace. Noise levels would not exceed the significance threshold of 70 CNEL for office and professional uses; therefore, the project would be compatible with City standards and exterior noise impacts would be less than significant.

The maximum exterior noise level at the building façade would be 68 CNEL. Assuming a minimum exterior to interior noise level reduction of 20 dB results in interior noise levels that are 48 CNEL or less. Interior noise levels would not exceed the City’s standard of 50 CNEL. Thus, the project would be compatible with the City’s exterior and interior noise level standards.

Off-site Vehicle Traffic Noise

The project would increase traffic volumes on local roadways. However, the project would not substantially alter the vehicle classification mix on local or regional roadways nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. A substantial noise increase is defined as an increase of 3 dB above existing conditions as stated in the City’s CEQA significance standards.

As calculated in this analysis, direct off-site noise level increases due to the project would be 1 dB or less. Therefore, direct off-site noise impacts associated with the project would be less than significant. The total future (year 2050) with project change in noise levels compared to the year 2025 without project condition would range from 0.0 to 1.9 dB. The total cumulative change in noise levels would not exceed 3 dB. Therefore, the project would result in a less than cumulatively considerable off-site noise level increase, and cumulative traffic noise impacts associated with the project would be less than significant.

On-site Generated Noise

The primary noise sources on-site would be rooftop heating, ventilation, and air conditioning equipment, parking activities, and a loading dock. As calculated in this analysis, at the adjacent residential uses, daytime noise levels would range from 44 to 49 dB(A) L_{eq} , evening

noise levels would range from 36 to 48 dB(A) L_{eq} , and nighttime noise levels would range from 36 to 49 dB(A) L_{eq} . Noise levels would be less than the most restrictive nighttime limit of 55 dB(A) L_{eq} for multi-family residential uses. At the adjacent commercial uses, daytime noise levels would range from 39 to 42 dB(A) L_{eq} , evening noise levels would range from 37 to 42 dB(A) L_{eq} , and nighttime noise levels would range from 32 to 41 dB(A) L_{eq} . Noise levels would be less than the most restrictive nighttime limit of 60 dB(A) L_{eq} for commercial uses. Noise levels due to on-site noise sources would not exceed the applicable Noise Abatement and Control Ordinance limits, therefore, impacts would be less than significant.

Aircraft Noise

MCAS Miramar is located approximately two miles southeast of the project site. According to the MCAS Miramar ALUCP, office land uses are compatible with noise levels up to 65 CNEL and are conditionally compatible with noise exterior noise up to 75 CNEL, provided interior noise levels are 50 CNEL or less. The project site is located at the 60 CNEL contour line. Aircraft noise levels would not exceed the compatibility level of 70 CNEL. Thus, noise levels due to aircraft operations at MCAS Miramar would be less than significant.

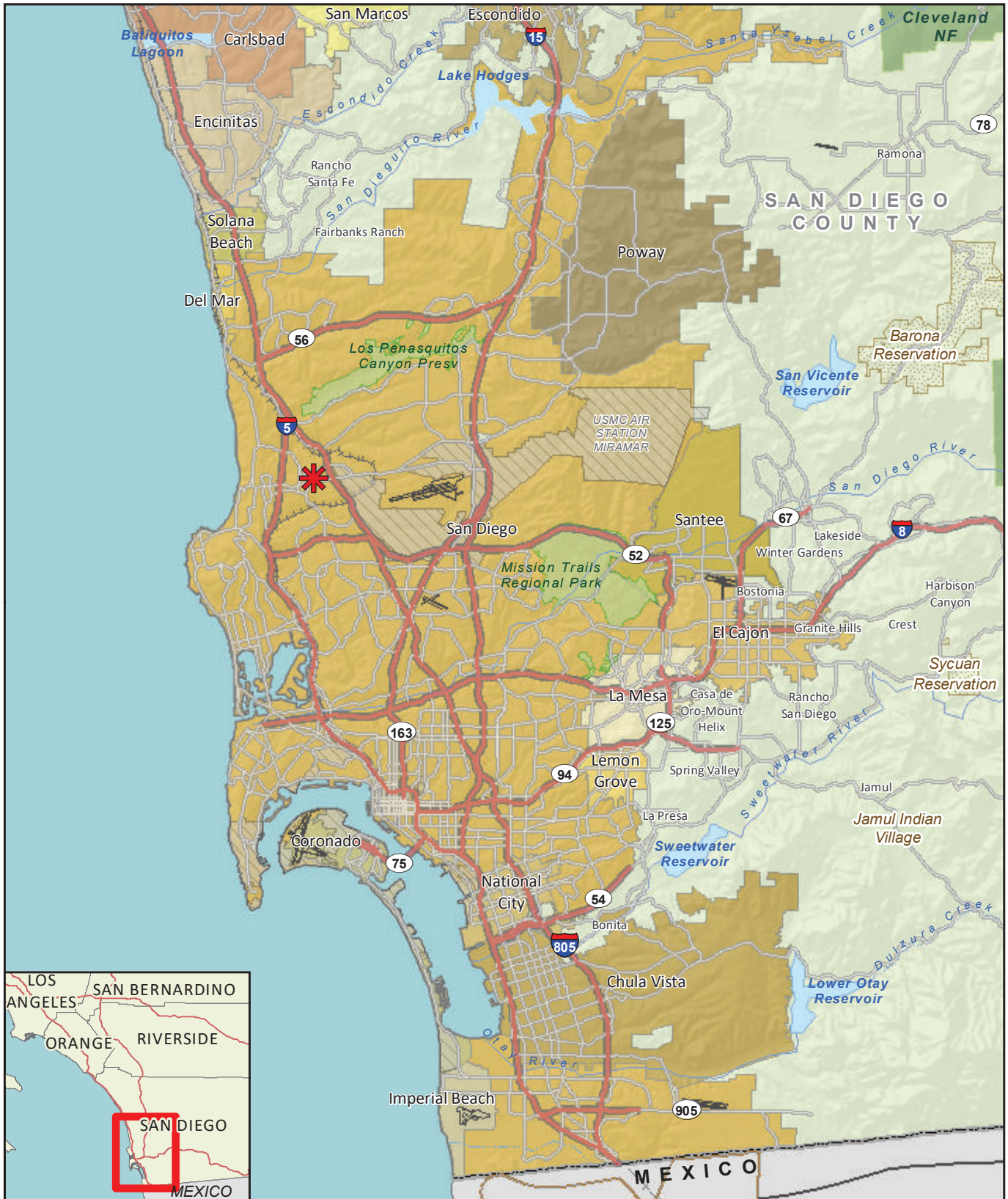
1.0 Introduction

1.1 Project Description

The Scripps Health Headquarters project (project) site is located on the southeast corner of Executive Drive and Executive Way at 4555 Executive Drive (Assessor's Parcel Numbers 345-012-04-00 and 345-012-05-00). The overall location of the project site is west of Interstate 805 (I-805) and east of Interstate 5, in the University Community of the city of San Diego, California (Figure 1). The 3.79-acre project site is currently developed and utilized by the Braille Institute, San Diego. The project site is surrounded by residential development to the east, a Hilton Hotel and commercial development to the south, and commercial development to the west and north (Figure 2).

The project includes the construction of a 131,200-square-foot, five-level office building with a 10,000-square-foot, one-level full basement, a surface parking lot, and a stand-alone four-level above-grade parking structure for 388 cars.

Project grading would require approximately 15,400 cubic yards of cut and 1,800 cubic yards of fill, requiring a net export of approximately 13,600 cubic yards. Access to the project site would be via Executive Drive and Executive Way. The proposed project site plan is shown in Figure 3.



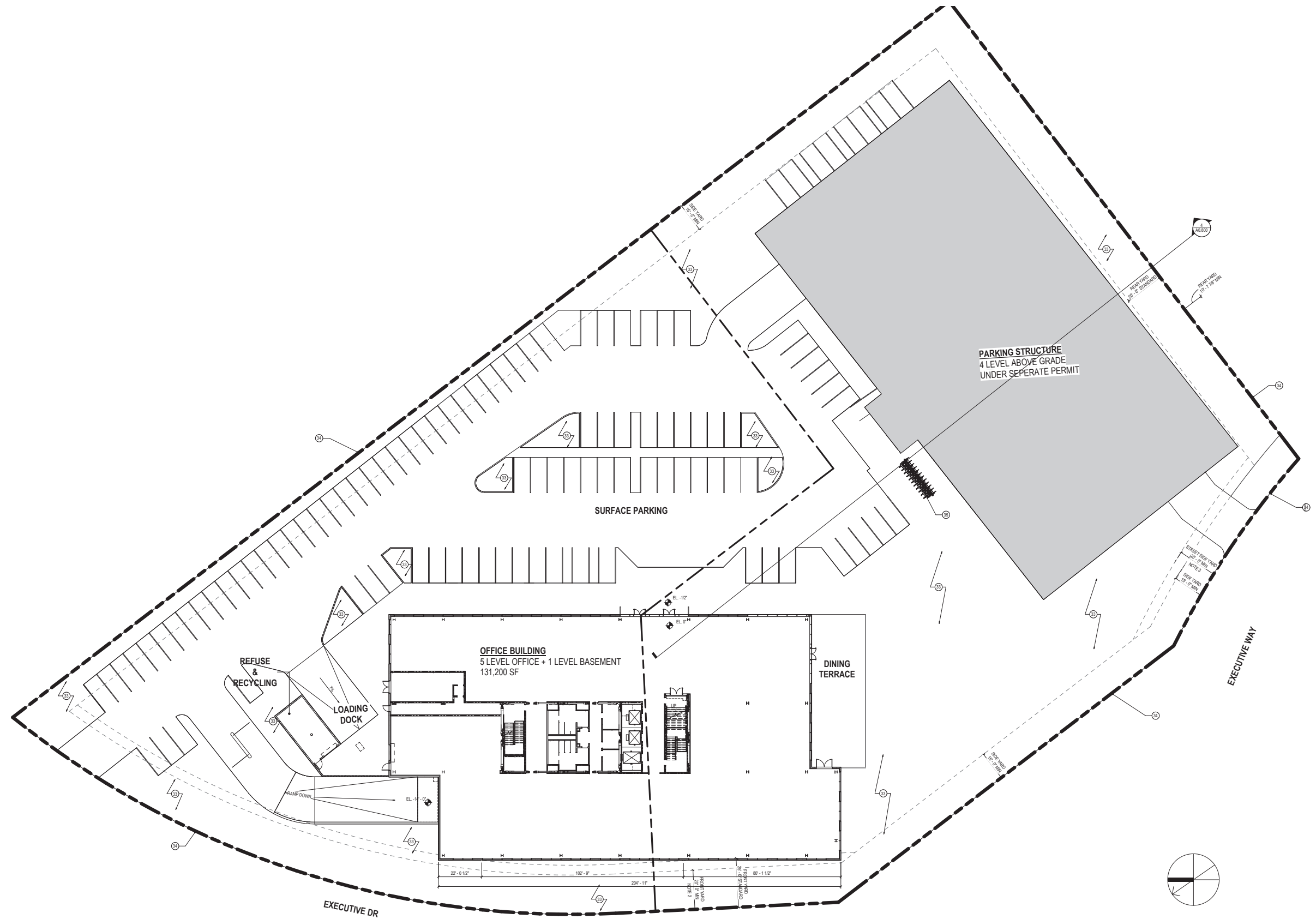
***** Project Location

FIGURE 1
Regional Location



 Project Boundary

FIGURE 2
Project Location on Aerial Photograph



GENERAL NOTES

- SETBACK NOTE:**
- THE MINIMUM STREET FRONTAGE IS 60 FEET FOR ANY LOT WITHIN THE IP ZONES THAT FRONTS PRINCIPALLY ON A UPRAND OR ON A CURVING STREET WITH A CENTERLINE RADIUS OF LESS THAN 100 FEET. SOMC §131.0542.
- IF TO 50 PERCENT OF THE LENGTH OF THE BUILDING FACADE MAY OBSERVE THE MINIMUM FRONT SETBACK PROVIDED THE REMAINING PERCENTAGE OBSERVES THE STANDARD FRONT SETBACK. THIS MAY OCCUR ON A FLOOR-BY-FLOOR BASIS. (SOMC §131.0543A). PARKING MAY ENCRoACH UP TO 5 FEET INTO THE REQUIRED STANDARD FRONT YARD, BUT MAY NOT BE COVERED OR ENCLOSED. SOMC §131.0543B.
- IF TO 50 PERCENT OF THE LENGTH OF THE STREET SIDE BUILDING FACADE MAY OBSERVE THE MINIMUM STREET SIDE SETBACK PROVIDED THE REMAINING PERCENTAGE OBSERVES THE STANDARD STREET SIDE SETBACK. THIS MAY OCCUR ON A FLOOR-BY-FLOOR BASIS. SOMC §131.0543C.
4. SEE SHEET A1.100, LANDSCAPE ARCHITECT DRAWINGS, AND PARKING STRUCTURE DRAWINGS FOR PARKING INFORMATION.

1.2 Fundamentals of Noise

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease. Additionally, in technical terms, sound levels are described as either a “sound power level” or a “sound pressure level,” which while commonly confused are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw} , is the energy converted into sound by the source. The L_{pw} is used to estimate how far a noise will travel and to predict the sound levels at various distances from the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an eardrum or microphone and is the sound pressure level. Noise measurement instruments only measure sound pressure, and noise level limits used in standards are generally sound pressure levels.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the “A-weighted” noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL). The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) receives an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would attenuate at 7.5 dB(A) per doubling of distance.

Human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 dB(A) barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation [Caltrans] 2013).

2.0 Applicable Standards

2.1 City of San Diego General Plan

The City of San Diego’s (City’s) Noise Element of the General Plan specifies compatibility standards for different land use categories (Table 1). Office uses are considered “compatible” with exterior noise levels up to 65 CNEL and “conditionally compatible” with exterior noise levels from 65 to 75 CNEL. The City’s interior noise level standard for office uses is 50 CNEL.

Table 1 City of San Diego Land Use – Noise Compatibility Guidelines				
Land Use Category	Exterior Noise Exposure [dB(A) CNEL]			
	60	65	70	75
<i>Parks and Recreational</i>				
Parks, Active and Passive Recreation				
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities				
<i>Agricultural</i>				
Crop Raising and Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables				
<i>Residential</i>				
Single Dwelling Units; Mobile Homes		45		
Multiple Dwelling Units <i>*For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.</i>		45	45	
<i>Institutional</i>				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities		45		
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities		45	45	
<i>Cemeteries</i>				
<i>Retail Sales</i>				
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories			50	50

Table 1 City of San Diego Land Use – Noise Compatibility Guidelines					
Land Use Category		Exterior Noise Exposure [dB(A) CNEL]			
		60	65	70	75
<i>Commercial Services</i>					
Building Services; Business Support; Eating and Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly and Entertainment (includes public and religious assembly); Radio and Television Studios; Golf Course Support				50	50
Visitor Accommodations			45	45	45
<i>Offices</i>					
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters				50	50
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>					
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking					
<i>Wholesale, Distribution, Storage Use Category</i>					
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution					
<i>Industrial</i>					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries					
Research and Development					50
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.		
		Outdoor Uses	Activities associated with the land use may be carried out.		
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.		
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.		
	Incompatible	Indoor Uses	New construction should not be undertaken.		
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.		
SOURCE: City of San Diego 2015.					

2.2 CEQA Significance Thresholds

The noise section of the City’s Significance Determination Thresholds for the California Environmental Quality Act (CEQA) identifies thresholds for traffic noise (City of San Diego 2016). These noise thresholds are summarized in Table 2. According to these thresholds, exposure of office and professional uses to noise levels in excess of 70 CNEL would be considered a significant impact. This exterior noise level is applied at exterior usable areas.

Table 2 Traffic Noise Significance Thresholds [dB(A) CNEL]			
Structure or Proposed Use that would be Impacted by Traffic Noise	Interior Space	Exterior Useable Space*	General Indication of Potential Significance
Single-family detached	45 dB	65 dB	Structure or outdoor useable area is <50 feet from the center of the closest (outside) lane on a street with existing or future ADTs >7,500
Multi-family, school, library, hospital, day care center, hotel, motel, park, convalescent home	Development Services Department ensures 45 dB pursuant to Title 24	65 dB	
Office, church, business, professional uses	n/a	70 dB	Structure or outdoor useable area is <50 feet from the center of the closest lane on a street with existing or future ADTs >20,000
Commercial, retail, industrial, outdoor spectator sports uses	n/a	75 dB	Structure or outdoor useable area is <50 feet from the center of the closest lane on a street with existing or future ADTs >40,000
SOURCE: City of San Diego 2016. ADT = average daily trips; dB = decibel *If a project is currently at or exceeds the significance thresholds for traffic noise described above and noise levels would result in less than a 3 dB increase, then the impact is not considered significant.			

2.3 City of San Diego Municipal Code

2.3.1 On-Site Generated Noise

Section 59.5.0401 of the City’s Noise Abatement and Control Ordinance states that:

- A. It shall be unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit.
- B. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

The applicable noise limits of the City’s Noise Abatement and Control Ordinance are summarized in Table 3.

The project site is surrounded by multi-family residential uses to the east, commercial uses to the north, west, and south, and a hotel and restaurant to the south. The applicable limits between the project site and the multi-family residential uses are 62.5 dB(A) L_{eq} during the daytime hours, 57.5 dB(A) L_{eq} during the evening hours, and 55 dB(A) L_{eq} during the nighttime hours. The applicable limits between the project site and the adjacent commercial uses are 65 dB(A) L_{eq} during the daytime hours and 60 dB(A) L_{eq} during the evening and nighttime hours.

Table 3 Applicable Noise Level Limits		
Land Use	Time of Day	One-Hour Average Sound Level [dB(A) L_{eq}]
Single-family Residential	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
Multi-family Residential (up to a maximum density of 1 unit/2,000 square feet)	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
All other Residential	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	50
Commercial	7:00 a.m. to 7:00 p.m.	65
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	60
Industrial or Agricultural	Anytime	75
SOURCE: City of San Diego Noise Abatement and Control Ordinance Section 59.5.0401. dB(A) L_{eq} = A-weighted decibels equivalent noise level		

2.3.2 Construction Noise

Section 59.5.0404 of the City’s Noise Abatement and Control Ordinance states that:

- A. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington’s Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. . . .
- B. . . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

Construction would be restricted to between the hours of 7:00 a.m. and 7:00 p.m. and construction noise levels may not exceed a 12-hour equivalent noise level [dB(A) $L_{eq(12)}$] of 75 dB(A) $L_{eq(12)}$ as assessed at or beyond the property line of a property zoned residential. As discussed, residential uses are located east of the project site.

2.4 Marine Corps Air Station Miramar Airport Land Use Compatibility Plan

The Marine Corps Air Station (MCAS) Miramar is located approximately two miles southeast of the project site. The San Diego County Regional Airport Authority (SDCRAA), serving as the Airport Land Use Commission, is responsible for the management and development of the Airport Land Use Compatibility Plan (ALUCP) for each public use and military airport

in San Diego County. The MCAS Miramar ALUCP (SDCRAA 2011) establishes land use noise compatibility guidelines. Office land uses are compatible with noise levels up to 65 CNEL and are conditionally compatible with noise exterior noise levels up to 75 CNEL, provided interior noise levels are 50 CNEL or less.

2.5 California Green Building Standards Code – Environmental Comfort

For nonresidential structures, Title 24, Chapter 12, Section 1207.5 refers to 2019 California Green Building Standards, Chapter 5 – Nonresidential Mandatory Measures, Division 5.5 – Environmental Quality, Section 5.507 – Environmental Comfort, Subsection 5.507.4 – Acoustical Control. Pursuant to these standards, all nonresidential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in interior noise environment where noise levels exceed 50 dB(A) L_{eq} in occupied areas during any hour of operation (California Code of Regulations 2019).

3.0 Existing Conditions

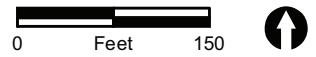
Existing noise levels at the project site were measured on January 21, 2021, using one Larson-Davis LxT Sound Expert Sound Level Meter, serial number 3828. The following parameters were used:

Filter:	A-weighted
Response:	Slow
Time History Period:	5 seconds

The meter was calibrated before and after the measurements. The meter was set 5 feet above the ground level for each measurement.

Noise measurements were taken to obtain typical ambient noise levels at the project site and in the vicinity. The weather was clear and sunny with a slight breeze. Three 15-minute measurements were taken, as described below. The measurement locations are shown on Figure 4, and detailed data is contained in Attachment 1.

Measurement 1 was located near the northern property line approximately 75 feet from the centerline of Executive Drive. The main source of noise at this location was vehicle traffic on Executive Drive. Secondary sources of noise included a military aircraft flyover, brief parking lot activities, and pedestrians. During the 15-minute measurement period, vehicle traffic on Executive Drive was counted. The average measured noise level was 56.5 dB(A) L_{eq} .





-  Project Boundary
-  Noise Measurement Locations

FIGURE 4
Noise Measurement Locations

Measurement 2 was located at the western property line approximately 50 feet from the centerline of Executive Way. The main source of noise at this location was vehicle traffic on Executive Way and Executive Drive. Secondary sources of noise included a military aircraft flyover and pedestrians. The traffic signal at the corner of Executive Way and Executive Drive caused periodic queuing at the intersection. During the 15-minute measurement period, vehicle traffic on Executive Way was counted. The average measured noise level was 57.5 dB(A) L_{eq} .

Measurement 3 was located near the eastern property line adjacent to the multi-family development to the east. The main source of noise at this location was vehicle traffic on Executive Drive. The average measured noise level was 47.4 dB(A) L_{eq} .

Noise measurements are summarized in Table 4. Vehicle traffic counts are summarized in Table 5.

Table 4 Noise Measurements				
Measurement	Location	Time	Main Noise Sources	L_{eq}
1	Northern property line, 75 feet from Executive Drive centerline	12:06 p.m. – 12:21 p.m.	Vehicle traffic on Executive Drive	56.5
2	Western property line, 50 feet from Executive Way	12:24 p.m. – 12:39 p.m.	Vehicle Traffic on Executive Way and Executive Drive	57.5
3	Eastern property line adjacent to multi-family uses	12:45 p.m. – 1:00 p.m.	Vehicle traffic on Executive Drive	47.4

Note: Noise measurement data is contained in Attachment 1.

Table 5 Vehicle Traffic Counts							
Measurement	Roadway	Direction	Auto-mobiles	Medium Trucks	Heavy Trucks	Buses	Motor-cycles
1	Executive Drive	Eastbound	26	1	0	1	0
		Westbound	41	0	0	0	1
2	Executive Way	Northbound	34	3	0	0	0
		Southbound	43	0	0	0	0

4.0 Analysis Methodology

Noise level predictions and contour mapping were developed using noise modeling software, SoundPlan Essential, version 4.1 (Navcon Engineering 2018). SoundPLAN calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. The model outputs can be developed as noise level contour maps or noise levels at specific receivers. In all cases,

receivers were modeled at 5 feet above ground elevation, which represents the average height of the human ear.

4.1 Construction Noise Analysis

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, building construction, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and remove the soils from excavation.

Construction equipment with a diesel engine typically generates maximum noise levels from 70 to 95 dB(A) L_{eq} at a distance of 50 feet (Federal Highway Administration [FHWA] 2006). Table 6 summarizes typical construction equipment noise levels.

Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]¹	Typical Duty Cycle²
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt amps or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%

SOURCE: Federal Highway Administration (FHWA) 2006.
¹Noise levels based on those specified in FHWA Road Construction Noise Model.
²Amount of time equipment operates at full power.

During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 70 to 95 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels would be less. For this analysis, the simultaneous operation of a grader, dozer, loader, excavator, and dump truck was modeled. This equipment would generate an average hourly noise level of 87 dB(A) L_{eq} at 50 feet from the center of construction activity. Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. To reflect the nature of grading and construction activities, equipment was modeled as an area source distributed over the project footprint.

4.2 Traffic Noise Analysis

4.2.1 On-site Noise Compatibility

4.2.1.1 Vehicle Traffic

The SoundPLAN program uses the FHWA Traffic Noise Model algorithms and reference levels to calculate traffic noise levels at selected receiver locations. The model uses various input parameters, such as projected hourly average traffic rates; vehicle mix, distribution, and speed; roadway lengths and gradients; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. Receivers, roadways, and barriers were input into the model using three-dimensional coordinates. The locations of future buildings were obtained from project drawings.

The main source of traffic noise at the project site is vehicle traffic on Executive Drive, Executive Way, La Jolla Village Drive, and Town Centre Drive. For the purpose of the future traffic noise compatibility analysis, the noisiest condition is represented as the maximum level of service (LOS) C traffic volume. This condition is when the maximum number of vehicles are using the roadway at the maximum speed. LOS A and B categories allow full travel speed but do not have as many vehicles, while LOS E and F have a greater number of vehicles, but due to the higher traffic volume, travel speeds are reduced, thus generating less noise.

Roadway classifications and LOS C volumes were obtained from the City roadway segment daily capacity and level of service standards. Vehicle classification mixes were obtained from the Caltrans truck counts (Caltrans 2018) for a segment of I-805 located east of the project site. This is conservative since surface roadways would experience less truck traffic than I-805.

Table 7 summarizes the traffic parameters used in this compatibility analysis.

**Table 7
Noise Compatibility Analysis Traffic Parameters**

Roadway	Classification	Maximum LOS C Volume	Speed (mph)	Vehicle Mix (percent)				
				Auto	MT	HT	Bus	MC
Executive Drive	4-Lane Collector	25,000 ADT	30	91.9	3.7	2.4	1.0	1.0
Executive Way	4-Lane Collector	25,000 ADT	35	91.9	3.7	2.4	1.0	1.0
La Jolla Village Drive	6-Lane Prime Arterial	55,000 ADT	45	91.9	3.7	2.4	1.0	1.0
Town Centre Drive	4-Lane Major	35,000 ADT	30	91.9	3.7	2.4	1.0	1.0

LOS = level of service; ADT = average daily traffic; mph = miles per hour; Auto = Automobile; MT = Medium Truck; HT = Heavy Truck; MC = Motorcycle

4.2.2 Off-site Vehicle Traffic Noise

Off-site traffic noise was modeled using the FHWA Traffic Noise Prediction Model algorithms and reference levels. Traffic noise levels were calculated at 50 feet from the centerline of the affected roadways to determine the noise level increase associated with the project. The model uses various input parameters, such as traffic volumes, vehicle mix, distribution, and speed. For modeling purposes, “hard” ground conditions were used for the analysis of future conditions, since a majority of the project area is paved, and the hard site provides the most conservative impact assessment.

Noise level increases would be greatest nearest the project site, which would represent the greatest concentration of project-related traffic. The main roadways that would be affected by project traffic include La Jolla Village Drive, Town Centre Drive, Executive Drive, and Executive Way. Traffic noise levels were calculated based on the total average daily traffic volume on each roadway segment. Year 2025, 2035, and 2050 traffic volume projections were obtained from the San Diego Association of Governments (SANDAG) Transportation Forecast Information Center. Using a trip generation rate of 10 trips per 1,000 square feet for corporate headquarters/single tenant office land uses, it was calculated that the project would generate 1,312 daily trips. Table 8 summarizes the SANDAG traffic volumes.

**Table 8
SANDAG Traffic Volumes**

Roadway	Segment	2025 ADT	2035 ADT	2050 ADT
La Jolla Village Drive	West of Executive Way	29,400	29,000	29,500
	Executive Way to Town Centre Drive	41,500	40,100	40,700
	East of Town Centre Drive	77,100	75,000	76,300
Town Centre Drive	South of La Jolla Village Drive	25,600	24,800	24,700
	La Jolla Village Drive to Town Centre Driveway	17,000	17,100	18,300
	Town Centre Driveway to Executive Drive	15,700	15,900	17,000
	North of Executive Drive	12,500	13,000	12,900
Executive Drive	West of Executive Way	7,900	7,800	8,300
	Executive Way to Town Centre Drive	4,800	5,000	5,500
	East of Town Centre Drive	9,400	11,400	13,100
Executive Way	South of La Jolla Village Drive	8,600	8,400	8,300
	La Jolla Village Drive to Driveway	14,400	14,300	14,800
	Driveway to Executive Drive	8,500	8,600	9,200

SOURCE: SANDAG 2021.

4.3 On-site Generated Noise Analysis

The noise sources on the project site after completion of construction would be similar to the surrounding development, and would include rooftop heating, ventilation, and air conditioning (HVAC) equipment, parking activities, and a loading dock. Property line noise level due to these sources were calculated and compared to the City Noise Abatement and Control Ordinance limits (see Table 3).

HVAC equipment was modeled on the rooftop of the building. It is not known at this time which manufacturer, brand, or model of unit or units will be selected for use in the project. Typically, a capacity of 1 ton per 340 square feet would be required for large office buildings. This ratio was used to determine the total HVAC capacity required for the project. Based on this ratio, the 131,200-square-foot building would require a worst-case capacity of approximately 385 tons. Based on review of manufacturer specifications for a sample unit (Trane Model T/YSCE120ED), a representative noise level for a 10-ton unit would be a sound power level of 79 dB. Noise specifications are contained in Attachment 2. A sound power level equivalent to approximately 40 10-ton units was modeled at the center of the rooftop. All units were modeled at full capacity during the daytime and evening hours, and at 50 percent capacity during the nighttime hours.

The project would include a four-level, above-grade parking structure with 388 parking spaces at the southern portion of the project site. Parking lot activities that generate noise include vehicles traveling to and from parking spaces, and brief noise instances associated with parking such as opening and closing car doors, engines starting, and alarm activation noises. The parking areas were modeled based on a typical vehicle movement generating a sound power level of 62.7 dB(A) per parking movement in a one-hour period (Bayerisches Landesamt für Umwelt 2007). The parking garage was modeled as area sources assuming each parking space would generate one parking movement (arrival, travel through parking area, and departure) per hour. Parking lot noise was modeled during the daytime and evening hours only.

The project would include a loading dock at the northeast side of the building that would receive approximately 12 deliveries per day. In order to evaluate the truck delivery noise impacts, the analysis utilized reference noise level measurements taken at a loading dock. The measurements include truck drive-by noise, truck loading/unloading, and truck engine noise. The unmitigated exterior noise levels for truck drive-by noise and truck engine noise were measured at 66.5 dB(A) L_{eq} at a distance of 25 feet from the loading dock. This is equivalent to a sound power level of 92.1 dB(A) per truck. The on-site maneuvering associated with the delivery trucks consists of the truck entering the site and backing into the loading dock, idling, loading and unloading, and leaving the site. During the loading/unloading of the truck, the engine can only idle for a maximum of 5 minutes in compliance with state regulations for air quality. Noise levels were modeled assuming the truck would take 5 minutes to maneuver into the loading dock, would idle at the loading dock for a maximum of 5 minutes, and would take another 5 minutes to start the engine and leave the site. It was assumed that two trucks would access the loading dock in any given hour. Deliveries would

occur between 5 a.m. and 4 p.m., therefore, trucks were modeled during the daytime and nighttime hours.

5.0 Future Acoustical Environment and Impacts

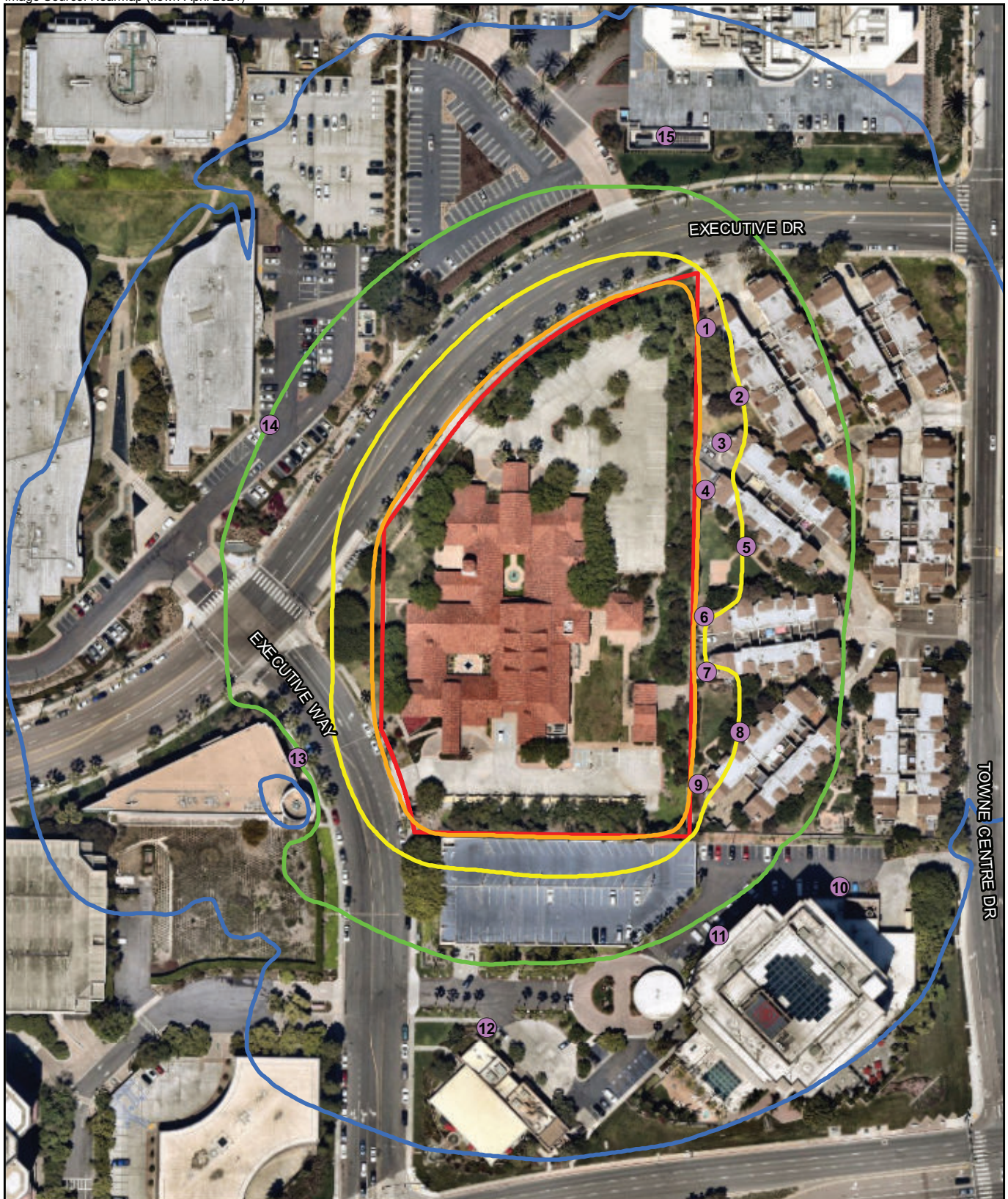
5.1 Construction Noise

Noise associated with the grading, building, and paving for the project would potentially result in short-term impacts to surrounding properties. The project site is surrounded by multi-family residential uses to the east, commercial uses to the north, west, and south, and a hotel and restaurant to the south. A variety of noise-generating equipment would be used during the construction phase of the project, such as graders, excavators, backhoes, front-end loaders, and concrete saws, along with others. As discussed, the simultaneous operation of a grader, dozer, loader, excavator, and dump truck was modeled. This equipment would generate an average hourly noise level of 87 dB(A) L_{eq} at 50 feet from the center of construction activity. Noise levels were modeled at a series of 15 receivers located at the adjacent uses. The results are summarized in Table 9. Modeled receiver locations and construction noise contours are shown in Figure 5. SoundPLAN data is contained in Attachment 3.

Receiver	Land Use	Construction Noise Level [dB(A) L_{eq}]
1	Residential	73
2	Residential	70
3	Residential	72
4	Residential	74
5	Residential	70
6	Residential	71
7	Residential	71
8	Residential	70
9	Residential	73
10	Hotel	63
11	Hotel	64
12	Restaurant	63
13	Office	65
14	Office	65
15	Office	63

dB(A) L_{eq} = A-weighted decibels equivalent noise level
MHPA = multi-habitat planning area

As shown, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent uses. Noise levels would range from 70 to 74 dB(A) L_{eq} at the adjacent residential uses, and 63 to 65 dB(A) L_{eq} at the adjacent commercial uses. As construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant at the adjacent residential and commercial uses.



Project Boundary Construction Noise Contours

● Receivers

— 60 dB(A) Leq

— 65 dB(A) Leq

— 70 dB(A) Leq

— 75 dB(A) Leq



FIGURE 5
Construction Noise Contours

5.2 Vehicle Traffic Noise

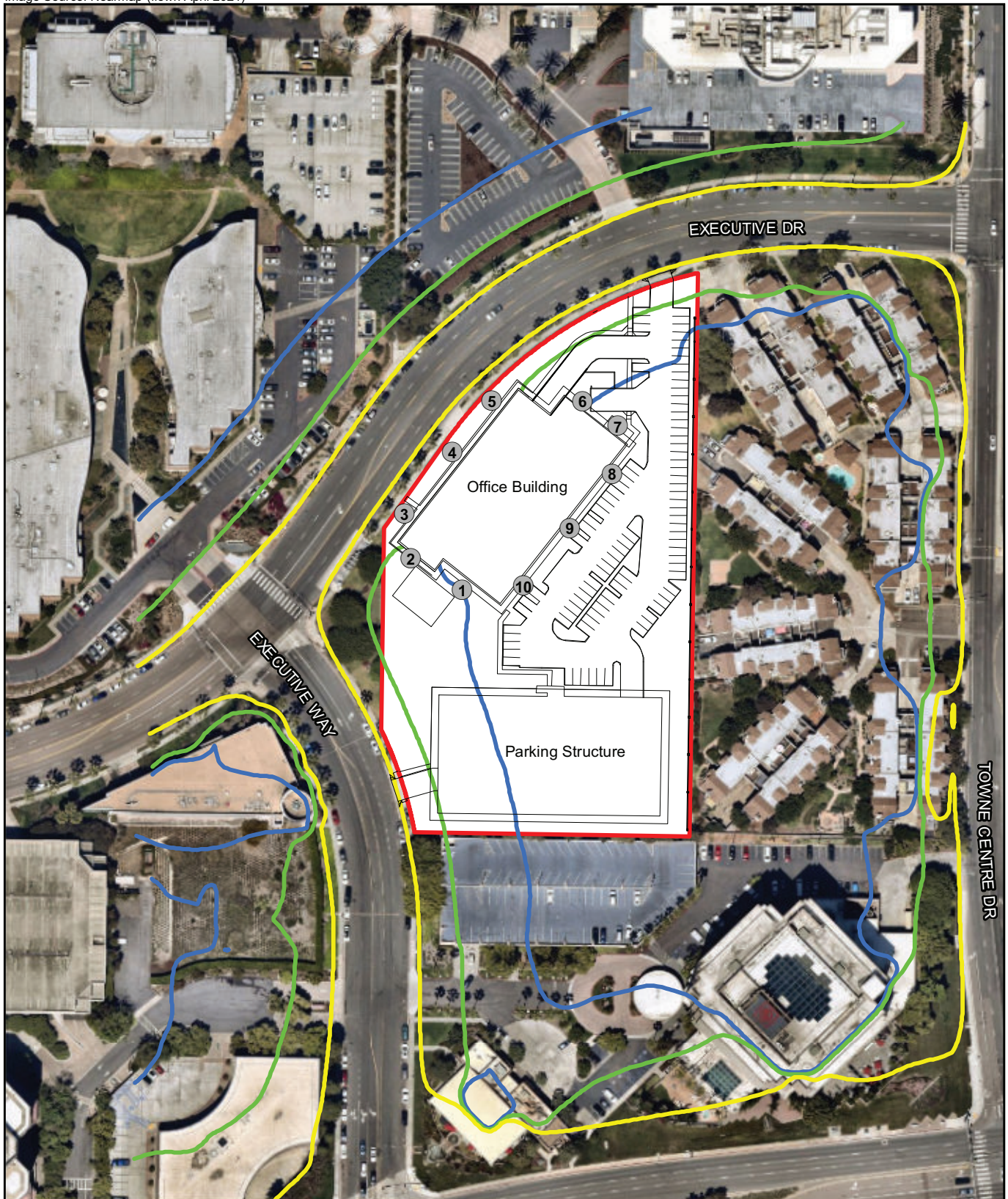
5.2.1 On-site Noise Compatibility

As discussed in Section 2.1, office uses are considered “compatible” with exterior noise levels up to 65 CNEL and “conditionally compatible” with exterior noise levels from 65 to 75 CNEL. In “conditionally compatible” areas, the building structure must attenuate exterior noise to 50 CNEL and noise reduction techniques should be analyzed and incorporated to make outdoor activities acceptable. Further, as discussed in Section 2.2, exposure of office and professional uses to noise levels in excess of 70 CNEL would be considered a significant impact. This exterior noise level is applied at exterior usable areas. The exterior uses associated with the project include a dining terrace at the southwest building façade and a fitness terrace at the northeast building façade.

Vehicle traffic noise level contours across the project site were calculated using SoundPLAN. These contours take into account shielding provided by proposed buildings, topography, and proposed grading. These noise contours are shown in Figure 6. SoundPLAN modeling data is provided in Attachment 4. As shown, exterior noise levels would be less than 70 CNEL across the entire project site. Exterior noise levels would exceed 65 CNEL only at the perimeter of the site closest to Executive Drive and Executive Way.

To refine the analysis, exterior noise levels were modeled at 10 receivers located at the building façade. Noise levels were modeled at the exterior use areas (Receiver 1 and Receiver 7) to determine compatibility with the City’s exterior noise standards, and noise levels were modeled at first- through fifth-floor elevations at all receiver locations in order to determine interior noise levels. Receiver locations are shown in Figure 6. Modeled noise levels are summarized in Table 10. SoundPLAN data is provided in Attachment 4.

Receiver	Location	1 st Floor	2 nd Floor	3 rd Floor	4 th Floor	5 th Floor
1	Dining Terrace/ Southwest Building Façade	60	63	65	65	65
2	Southwest Building Façade	63	66	67	67	67
3	Northwest Building Façade	67	68	68	68	67
4	Northwest Building Façade	67	68	68	68	67
5	Northwest Building Façade	67	68	68	68	67
6	Northeast Building Façade	60	63	64	64	64
7	Fitness Terrace/ Northeast Building Façade	58	61	62	62	63
8	Southeast Building Façade	52	55	56	58	60
9	Southeast Building Façade	53	55	57	59	60
10	Southeast Building Façade	54	57	59	60	61



- Project Boundary
- Site Plan
- Receivers
- 60 CNEL
- 65 CNEL
- 70 CNEL



FIGURE 6

Vehicle Traffic Noise Contours

As shown, exterior noise levels would be 60 CNEL at the dining terrace and 58 CNEL at the fitness terrace. Exterior noise levels would not exceed the significance threshold of 70 CNEL for office and professional uses; therefore, the project would be compatible with City standards and exterior noise impacts would be less than significant.

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. According to the FHWA's Highway Traffic Noise Analysis and Abatement Guidance, buildings with masonry façades and double-glazed windows can be estimated to provide a noise level reduction of 35 dB, while light-frame structures with double-glazed windows may provide noise level reductions of 20 to 25 dB (FHWA 2011). As shown in Table 10, the maximum exterior noise level at the building façade would be 68 CNEL. Assuming a minimum exterior to interior noise level reduction of 20 dB results in interior noise levels that are 48 CNEL or less. Interior noise levels would not exceed the City's standard of 50 CNEL. Thus, the project would be compatible with the City's exterior and interior noise level standards.

5.2.2 Off-Site Vehicle Traffic Noise

The project would increase traffic volumes on local roadways. However, the project would not substantially alter the vehicle classifications mix on local or regional roadways nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. While changes in noise levels would occur along any roadway where project-related traffic occurs, for noise assessment purposes, noise level increases are assumed to be greatest nearest the project site, as this location would represent the greatest concentration of project-related traffic. A substantial noise increase is defined as an increase of 3 dB above existing conditions as stated in the City's CEQA significance standards.

Table 11 presents a conservative assessment of traffic noise levels based on the year 2025, year 2035, and year 2050 plus project noise levels generated by traffic. The noise levels were calculated at 50 feet from the roadway segments. Table 11 also summarizes the traffic noise level increases due to the project. Noise level calculations are contained in Attachment 5.

As shown in Table 11, direct off-site noise level increases due to the project would be 1 dB or less. Therefore, direct off-site noise impacts associated with the project would be less than significant.

Similar to direct traffic noise impacts, a cumulative traffic noise impact occurs when the noise level would exceed the applicable standard and a substantial noise level increase compared to existing noise occurs. As shown, the total future (year 2050) with project change in noise levels compared to the year 2025 without project condition would range from 0.0 to 1.9 dB. The total cumulative change in noise levels would not exceed 3 dB. Therefore, the project would result in a less than cumulatively considerable off-site noise level increase, and cumulative traffic noise impacts associated with the project would be less than significant.

**Table 11
Vehicle Traffic Noise Levels and Increase in Ambient Noise
(CNEL)**

Roadway Segment	2025 Noise Level			2035 Noise Levels			2050 Noise Levels			Cumulative Change in Noise Level (2050 compared to 2025)
	Without Project	With Project	Change	Without Project	With Project	Change	Without Project	With Project	Change	
La Jolla Village Drive										
West of Executive Way	74.3	74.4	0.1	74.2	74.4	0.2	74.3	74.5	0.2	0.2
Executive Way to Town Centre Drive	75.7	75.9	0.2	75.6	75.7	0.1	75.7	75.8	0.1	0.1
East of Town Centre Drive	78.4	78.5	0.1	78.3	78.4	0.1	78.4	78.5	0.1	0.1
Town Centre Drive										
South of La Jolla Village Drive	70.7	70.9	0.2	70.5	70.8	0.3	70.5	70.7	0.2	0.0
La Jolla Village Drive to Town Centre Driveway	68.9	69.2	0.3	68.9	69.2	0.3	69.2	69.5	0.3	0.6
Town Centre Driveway to Executive Drive	68.5	68.9	0.4	68.6	68.9	0.3	68.9	69.2	0.3	0.7
North of Executive Drive	67.6	68.0	0.4	67.7	68.1	0.4	67.7	68.1	0.4	0.5
Executive Drive										
West of Executive Way	65.6	66.2	0.6	65.5	66.2	0.7	65.8	66.4	0.6	0.8
Executive Way to Town Centre Drive	63.4	64.4	1.0	63.6	64.6	1.0	64.0	64.9	0.9	1.5
East of Town Centre Drive	66.3	66.9	0.6	67.2	67.6	0.4	67.8	68.2	0.4	1.9
Executive Way										
South of La Jolla Village Drive	66.6	67.2	0.6	66.5	67.1	0.6	66.4	67.1	0.7	0.5
La Jolla Village Drive to Driveway	68.8	69.2	0.4	68.8	69.2	0.4	69.0	69.3	0.3	0.5
Driveway to Executive Drive	66.5	67.2	0.7	66.6	67.2	0.6	66.9	67.5	0.6	1.0

Note that this is a conservative analysis since it does not account for traffic that would no longer be generated by the existing use on site.

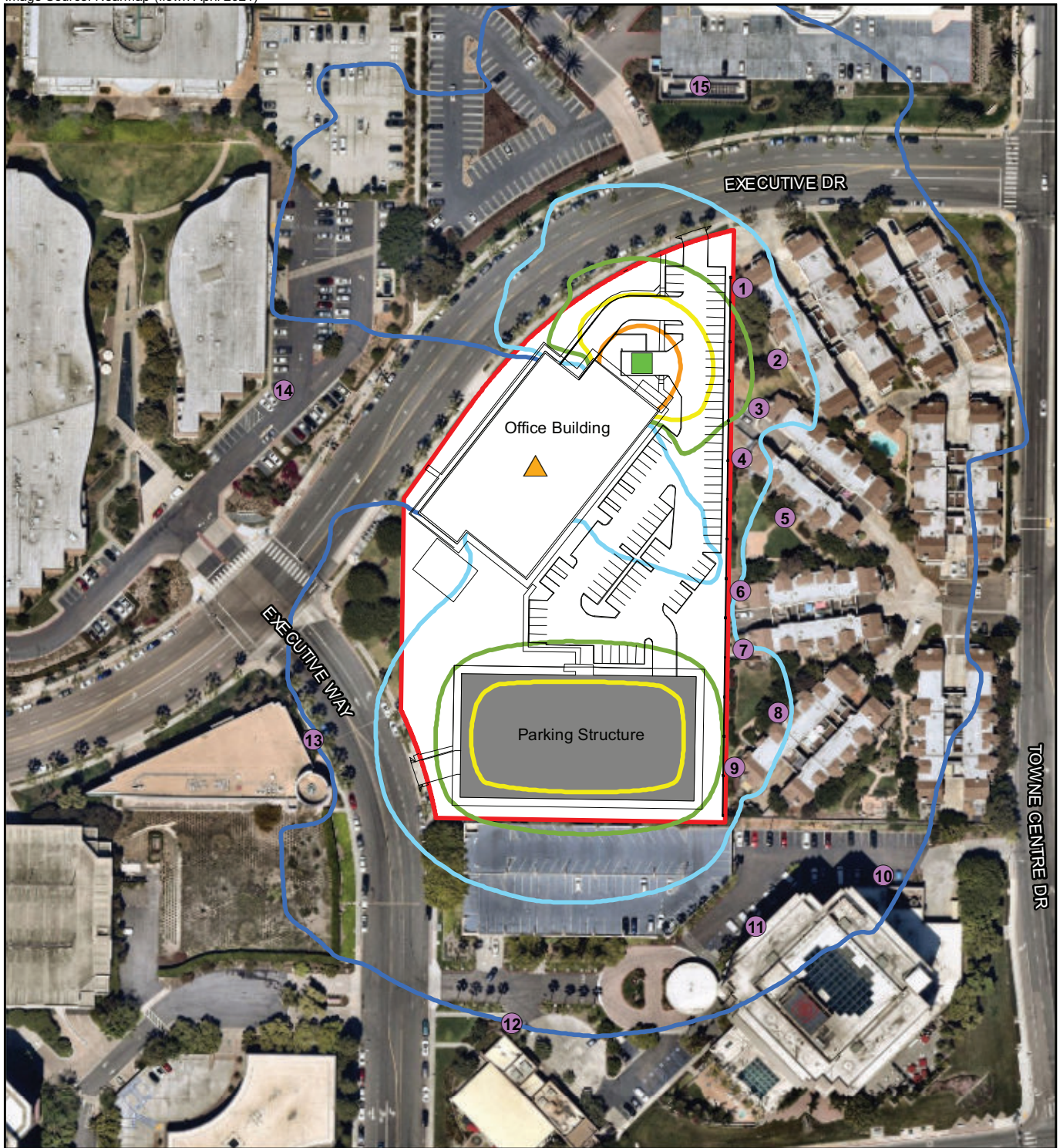
5.3 On-site Generated Noise

The primary noise sources on-site would be rooftop HVAC equipment, parking activities, and a loading dock. Using the on-site noise source parameters discussed in Section 4.3, noise levels were modeled at a series of 15 receivers located at the adjacent uses. Modeled receivers and worst-case daytime on-site generated noise contours are shown in Figure 7. Modeled data is included in Attachment 6. Future projected noise levels are summarized in Table 12.

Receiver	Land Use	Applicable Limit (Day/Evening/Night)	Daytime Noise Level	Evening Noise Level	Nighttime Noise Level
1	Residential	62.5/57.5/55	48	36	48
2	Residential	62.5/57.5/55	48	38	47
3	Residential	62.5/57.5/55	49	39	49
4	Residential	62.5/57.5/55	47	41	46
5	Residential	62.5/57.5/55	44	41	42
6	Residential	62.5/57.5/55	45	43	40
7	Residential	62.5/57.5/55	45	45	37
8	Residential	62.5/57.5/55	46	45	38
9	Residential	62.5/57.5/55	48	48	36
10	Hotel	65/60/60	41	40	36
11	Hotel	65/60/60	42	42	34
12	Restaurant	65/60/60	40	40	32
13	Office	65/60/60	39	39	32
14	Office	65/60/60	39	39	35
15	Office	65/60/60	42	37	41

dB(A) L_{eq} = A-weighted decibels equivalent noise level

As shown in Table 12, at the adjacent residential uses, daytime noise levels would range from 44 to 49 dB(A) L_{eq} , evening noise levels would range from 36 to 48 dB(A) L_{eq} , and nighttime noise levels would range from 36 to 49 dB(A) L_{eq} . Noise levels would be less than the most restrictive nighttime limit of 55 dB(A) L_{eq} for multi-family residential uses. At the adjacent commercial uses, daytime noise levels would range from 39 to 42 dB(A) L_{eq} , evening noise levels would range from 37 to 42 dB(A) L_{eq} , and nighttime noise levels would range from 32 to 41 dB(A) L_{eq} . Noise levels would be less than the most restrictive nighttime limit of 60 dB(A) L_{eq} for commercial uses. Noise levels due to on-site noise sources would not exceed the applicable Noise Abatement and Control Ordinance limits, therefore, impacts would be less than significant.



- | | | |
|---|--|--|
| Project Boundary | Noise Sources | On-Site Generated Noise Contours |
| Site Plan | ▲ HVAC | 40 dB(A) Leq |
| ● Receivers | Loading Dock | 45 dB(A) Leq |
| | Parking Garage | 50 dB(A) Leq |
| | | 55 dB(A) Leq |
| | | 60 dB(A) Leq |

FIGURE 7

On-Site Generated Noise Contours

5.4 Aircraft Noise

MCAS Miramar is located approximately two miles southeast of the project site. As discussed in Section 2.4, Office land uses are compatible with noise levels up to 65 CNEL and are conditionally compatible with noise exterior noise levels up to 75 CNEL, provided interior noise levels are 50 CNEL or less. The MCAS Miramar aircraft noise contours are shown in Figure 8. As shown, the project site is located at the 60 CNEL contour line. Aircraft noise levels would not exceed the compatibility level of 65 CNEL. Thus, noise levels due to aircraft operations at MCAS Miramar would be less than significant.

6.0 Conclusions

6.1 Construction Noise

Construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent uses. Noise levels would range from 70 to 74 dB(A) L_{eq} at the adjacent residential uses, and 63 to 65 dB(A) L_{eq} at the adjacent commercial uses. As construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant at the adjacent residential and commercial uses.

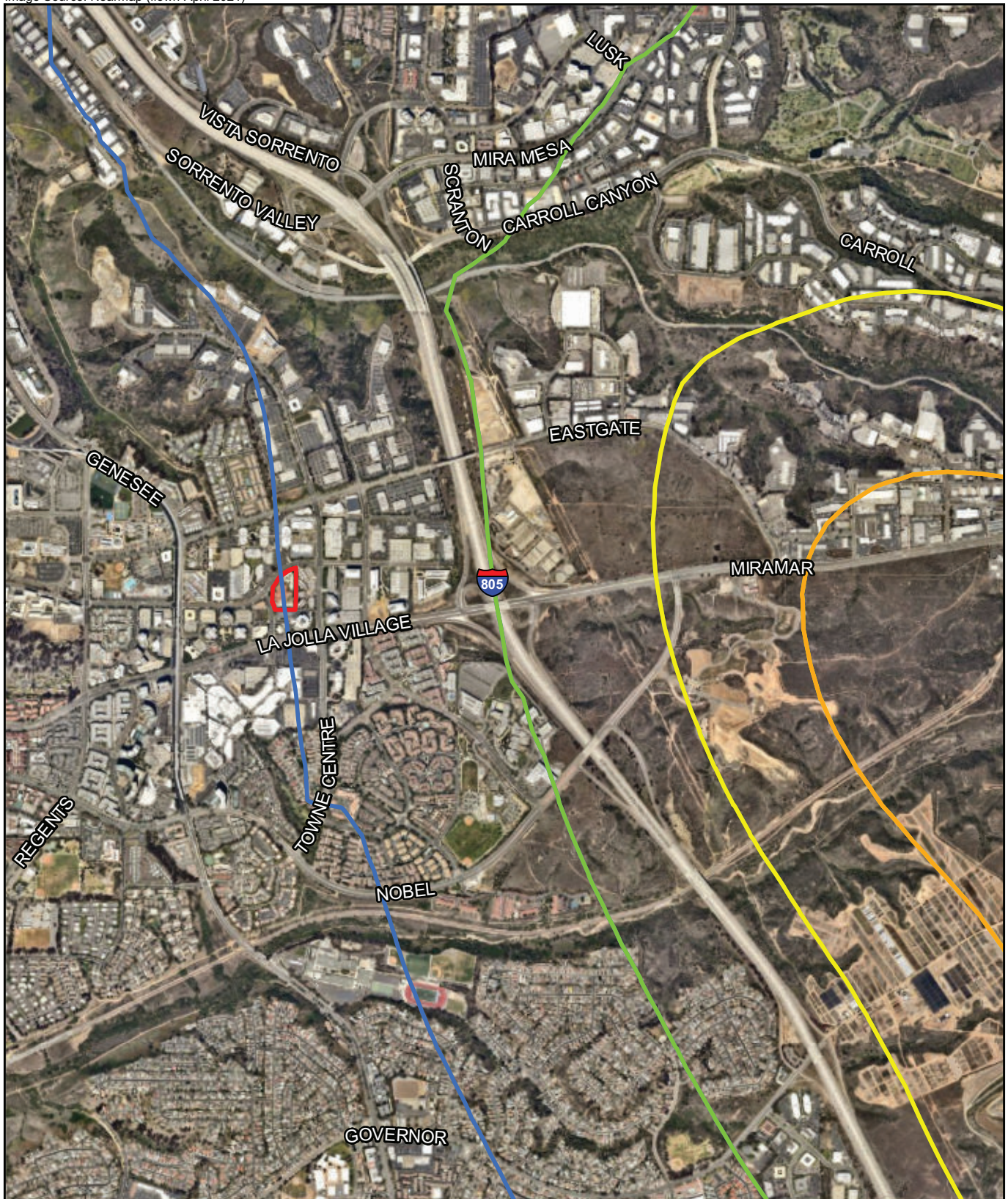
6.2 Vehicle Traffic Noise

6.2.1 On-site Noise Compatibility

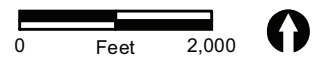
The main source of traffic noise at the project site is vehicle traffic on area roadways including Executive Drive, Executive Way, La Jolla Village Drive, and Town Centre Drive. According to the General Plan Noise Element, office uses are considered “compatible” with exterior noise levels up to 65 CNEL and “conditionally compatible” with exterior noise levels up to 75 CNEL. The City’s interior noise level standard for office uses is 50 CNEL.

As shown in Figure 6, exterior noise levels would exceed 65 CNEL only at the perimeter of the site closest to Executive Drive and Executive Way. Exterior noise levels would be 60 CNEL at the dining terrace and 58 CNEL at the fitness terrace. Noise levels would not exceed the significance threshold of 70 CNEL for office and professional uses, therefore, the project would be compatible with City standards and exterior noise impacts would be less than significant.

As shown in Table 10, the maximum exterior noise level at the building façade would be 68 CNEL. Assuming a minimum exterior to interior noise level reduction of 20 dB results in interior noise levels that are 48 CNEL or less. Interior noise levels would not exceed the City’s standard of 50 CNEL. Thus, the project would be compatible with the City’s exterior and interior noise level standards.



 Project Boundary MCAS Miramar Noise Contours







-  60 CNEL
-  65 CNEL
-  70 CNEL
-  75 CNEL

FIGURE 8
MCAS Miramar Noise Contours

6.2.2 Off-site Vehicle Traffic Noise

The project would increase traffic volumes on local roadways. However, the project would not substantially alter the vehicle classifications mix on local or regional roadways, nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. A substantial noise increase is defined as an increase of 3 dB above existing conditions as stated in the City's CEQA significance standards.

As shown in Table 11, direct off-site noise level increases due to the project would be 1 dB or less. Therefore, direct off-site noise impacts associated with the project would be less than significant. Similar to direct traffic noise impacts, a cumulative traffic noise impact occurs when the noise level would exceed the applicable standard and a substantial noise level increase compared to existing noise occurs. The total future (year 2050) with project change in noise levels compared to the year 2025 without project condition would range from 0.0 to 1.9 dB. The total cumulative change in noise levels would not exceed 3 dB. Therefore, the project would result in a less than cumulatively considerable off-site noise level increase, and cumulative traffic noise impacts associated with the project would be less than significant.

6.3 On-site Generated Noise

The primary noise sources on-site would be rooftop HVAC equipment, parking activities, and a loading dock. As shown in Table 12, at the adjacent residential uses, daytime noise levels would range from 44 to 49 dB(A) L_{eq} , evening noise levels would range from 36 to 48 dB(A) L_{eq} , and nighttime noise levels would range from 36 to 49 dB(A) L_{eq} . Noise levels would be less than the most restrictive nighttime limit of 55 dB(A) L_{eq} for multi-family residential uses. At the adjacent commercial uses, daytime noise levels would range from 39 to 42 dB(A) L_{eq} , evening noise levels would range from 37 to 42 dB(A) L_{eq} , and nighttime noise levels would range from 32 to 41 dB(A) L_{eq} . Noise levels would be less than the most restrictive nighttime limit of 60 dB(A) L_{eq} for commercial uses. Noise levels due to on-site noise sources would not exceed the applicable Noise Abatement and Control Ordinance limits, therefore, impacts would be less than significant.

6.4 Aircraft Noise

According to the MCAS Miramar ALUCP, office land uses are compatible with noise levels up to 65 CNEL and are conditionally compatible with noise exterior noise levels up to 75 CNEL, provided interior noise levels are 50 CNEL or less. As shown in Figure 8, the project site is located at the 60 CNEL contour line. Aircraft noise levels would not exceed the compatibility level of 65 CNEL. Thus, noise levels due to aircraft operations at MCAS Miramar would be less than significant.

7.0 References Cited

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- 2011 MCAS Miramar Airport Land Use Compatibility Plan. Adopted October 2008. Amended December 2010 and November 2011.

ATTACHMENTS

ATTACHMENT 1
Noise Measurement Data

Scripps Health Headquarters
Noise Measurement Data

Summary

File Name on Meter LxT_Data.001.s
 File Name on PC LxTse_0003828-20210121 120543-LxT_Data.001.ldbin
 Serial Number 0003828
 Model SoundExpert® LxT
 Firmware Version 2.302
 User Jesse Fleming
 Location 4555 Executive Drive
 Job Description 9818.0
 Note

Measurement

Description
 Start 2021-01-21 12:05:43
 Stop 2021-01-21 12:20:45
 Duration 00:15:02.0
 Run Time 00:15:02.0
 Pause 00:00:00.0
 Pre-Calibration 2021-01-21 12:01:46
 Post-Calibration None
 Calibration Deviation ---

Overall Settings

RMS Weight A Weighting
 Peak Weight A Weighting
 Detector Slow
 Preamplifier PRMLxTIL
 Microphone Correction Off
 Integration Method Linear
 OBA Range Normal
 OBA Bandwidth 1/1 and 1/3
 OBA Frequency Weighting A Weighting
 OBA Max Spectrum At LMax
 Overload 121.8 dB
 Under Range Peak A 78.1 C 75.1 Z 80.1 dB
 Under Range Limit 27.1 25.8 33.1 dB
 Noise Floor 16.8 16.7 22.8 dB

Results

L_{Aeq} 56.5
 LAE 86.0
 EA 44.714 $\mu\text{Pa}^2\text{h}$
 LA_{peak} (max) 2021-01-21 12:10:06 87.0 dB
 LAS_{max} 2021-01-21 12:07:31 71.2 dB
 LAS_{min} 2021-01-21 12:12:06 49.1 dB
 SEA -99.9 dB
 LAS > 85.0 dB (Exceedance Counts / Duration) 0 0.0 s
 LAS > 115.0 dB (Exceedance Counts / Duration) 0 0.0 s
 LA_{peak} > 135.0 dB (Exceedance Counts / Duration) 0 0.0 s
 LA_{peak} > 137.0 dB (Exceedance Counts / Duration) 0 0.0 s
 LA_{peak} > 140.0 dB (Exceedance Counts / Duration) 0 0.0 s

Community Noise L_{dn} LDay 07:00-22:00 LNight 22:00-07:00 L_{den} LDay 07:00-19:00 L_{Evening} 19:00-22:00 LNight 22:00-07:00 dB
 56.5 56.5 -99.9 56.5 56.5 -99.9 -99.9

LC_{eq} 72.6 dB
 LA_{eq} 56.5 dB
 LC_{eq} - LA_{eq} 16.1 dB
 LAI_{eq} 58.6 dB
 LA_{eq} 56.5 dB
 LAI_{eq} - LA_{eq} 2.1 dB

L_{eq} 56.5
 LS(max) 71.2
 LS(min) 49.1
 L_{Peak}(max) 87.0

A		C		Z	
dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
56.5		72.6			
71.2	2021/01/21 12:07:31				
49.1	2021/01/21 12:12:06				
87.0	2021/01/21 12:10:06				

Overload Count 0
 Overload Duration 0.0 s
 OBA Overload Count 0
 OBA Overload Duration 0.0 s

Statistics

LAI5.00 61.3 dB
 LAI10.00 58.6 dB
 LAI33.30 54.7 dB
 LAI50.00 52.8 dB
 LAI66.60 51.5 dB
 LAI90.00 50.2 dB

Scripps Health Headquarters
Noise Measurement Data

Summary	
File Name on Meter	LxT_Data.002.s
File Name on PC	LxTse_0003828-20210121 122410-LxT_Data.002.ldbin
Serial Number	0003828
Model	SoundExpert® LxT
Firmware Version	2.302
User	Jesse Fleming
Location	4555 Executive Drive
Job Description	9818.0
Note	

Measurement	
Description	
Start	2021-01-21 12:24:10
Stop	2021-01-21 12:39:11
Duration	00:15:01.3
Run Time	00:15:01.3
Pause	00:00:00.0
Pre-Calibration	2021-01-21 12:01:43
Post-Calibration	None
Calibration Deviation	---

Overall Settings	
RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxTIL
Microphone Correction	Off
Integration Method	Linear
OBA Range	Normal
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	A Weighting
OBA Max Spectrum	At LMax
Overload	121.8 dB
	A C Z
Under Range Peak	78.1 75.1 80.1 dB
Under Range Limit	27.1 25.8 33.1 dB
Noise Floor	16.8 16.7 22.8 dB

Results	
LAeq	57.5
LAE	87.1
EA	56.557 µPa²h
LApeak (max)	2021-01-21 12:28:15 88.1 dB
LASmax	2021-01-21 12:31:23 69.2 dB
LASmin	2021-01-21 12:34:12 45.0 dB
SEA	-99.9 dB
LAS > 85.0 dB (Exceedance Counts / Duration)	0 0.0 s
LAS > 115.0 dB (Exceedance Counts / Duration)	0 0.0 s
LApeak > 135.0 dB (Exceedance Counts / Duration)	0 0.0 s
LApeak > 137.0 dB (Exceedance Counts / Duration)	0 0.0 s
LApeak > 140.0 dB (Exceedance Counts / Duration)	0 0.0 s

Community Noise	Ldn	LDay 07:00-22:00	LNight 22:00-07:00	Lden	LDay 07:00-19:00	LEvening 19:00-22:00	LNight 22:00-07:00	dB
	57.5	57.5	-99.9	57.5	57.5	-99.9	-99.9	

LCeq	67.9 dB
LAeq	57.5 dB
LCeq - LAeq	10.4 dB
LAIeq	59.1 dB
LAeq	57.5 dB
LAIeq - LAeq	1.6 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	57.5		67.9			
LS(max)	69.2	2021/01/21 12:31:23				
LS(min)	45.0	2021/01/21 12:34:12				
LPeak(max)	88.1	2021/01/21 12:28:15				

Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	0
OBA Overload Duration	0.0 s

Statistics	
LAI5.00	62.5 dB
LAI10.00	61.0 dB
LAI33.30	57.6 dB
LAI50.00	55.5 dB
LAI66.60	53.1 dB
LAI90.00	48.9 dB

Scripps Health Headquarters
Noise Measurement Data

Summary	
File Name on Meter	LxT_Data.003.s
File Name on PC	LxTse_0003828-20210121 124521-LxT_Data.003.lbin
Serial Number	0003828
Model	SoundExpert® LxT
Firmware Version	2.302
User	Jesse Fleming
Location	4555 Executive Drive
Job Description	9818.0
Note	

Measurement	
Description	
Start	2021-01-21 12:45:21
Stop	2021-01-21 13:00:24
Duration	00:15:02.6
Run Time	00:15:02.6
Pause	00:00:00.0
Pre-Calibration	2021-01-21 12:01:43
Post-Calibration	None
Calibration Deviation	---

Overall Settings	
RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxTIL
Microphone Correction	Off
Integration Method	Linear
OBA Range	Normal
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	A Weighting
OBA Max Spectrum	At LMax
Overload	121.8 dB
Under Range Peak	A 78.1 C 75.1 Z 80.1 dB
Under Range Limit	A 27.1 C 25.8 Z 33.1 dB
Noise Floor	A 16.8 C 16.7 Z 22.8 dB

Results	
L _{Aeq}	47.4
L _{AE}	76.9
EA	5.471 μPa ² h
L _{Apeak} (max)	2021-01-21 12:50:24 92.3 dB
L _{ASmax}	2021-01-21 12:50:24 59.6 dB
L _{ASmin}	2021-01-21 12:45:21 43.7 dB
SEA	-99.9 dB

L _{AS} > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
L _{AS} > 115.0 dB (Exceedance Counts / Duration)	0	0.0 s
L _{Apeak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
L _{Apeak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
L _{Apeak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	L _{dn}	L _{Day} 07:00-22:00	L _{Night} 22:00-07:00	L _{den}	L _{Day} 07:00-19:00	L _{Evening} 19:00-22:00	L _{Night} 22:00-07:00	dB
	47.4	47.4	-99.9	47.4	47.4	-99.9	-99.9	

L _{Ceq}	62.4 dB
L _{Aeq}	47.4 dB
L _{Ceq} - L _{Aeq}	15.1 dB
L _{A_Ieq}	50.5 dB
L _{Aeq}	47.4 dB
L _{A_Ieq} - L _{Aeq}	3.1 dB

A		C		Z	
dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
47.4		62.4			
59.6	2021/01/21 12:50:24				
43.7	2021/01/21 12:45:21				
92.3	2021/01/21 12:50:24				

Leq	47.4
L _S (max)	59.6
L _S (min)	43.7
L _{Peak} (max)	92.3
Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	0
OBA Overload Duration	0.0 s

Statistics	
L _{A15.00}	50.4 dB
L _{A10.00}	49.3 dB
L _{A13.30}	47.2 dB
L _{A150.00}	46.4 dB
L _{A166.60}	45.8 dB
L _{A190.00}	45.0 dB

ATTACHMENT 2
HVAC Specifications



Fan Performance

Table 6. Standard motor & low static drive accessory sheave/fan speed (rpm)

Tons	Unit Model Number	Fan Sheave	6 Turns Open	5 Turns Open	4 Turns Open	3 Turns Open	2 Turns Open	1 Turn Open	Closed
5	WSC060ED	AK44x3/4"	N/A	720	791	861	931	1002	1072
6	WSC072ED	AK56x1"	N/A	558	612	665	718	772	825
7½	WSC090ED	AK57x1"	N/A	688	737	787	837	887	N/A
10	WSC120ED	AK105X1"	N/A	724	776	828	880	932	984

Note: Factory set at 3 turns open.

Table 7. Standard motor & high static drive accessory sheave/fan speed (rpm)

Tons	Unit Model Number	Fan Sheave	6 Turns Open	5 Turns Open	4 Turns Open	3 Turns Open	2 Turns Open	1 Turn Open	Closed
6	WSC072ED	AK56x1"	N/A	968	1018	1068	1118	1169	1219
7½	WSC090ED	AK57x1"	1053	1091	1129	1166	1204	1242	N/A
10	WSC120ED	AK105X1"	1110	1159	1209	1258	1308	1357	N/A

Note: Factory set at 3 turns open.

Table 8. Oversized motor & high static drive accessory sheave/fan speed (rpm)

Tons	Unit Model Number	Fan Sheave	6 Turns Open	5 Turns Open	4 Turns Open	3 Turns Open	2 Turns Open	1 Turn Open	Closed
7½	WSC090ED	AK85x1"	1186	1249	1311	1373	1436	N/A	N/A

Note: Factory set at 3 turns open.

Table 9. Outdoor sound power level—dB (ref. 10—2 W)

Tons	Unit Model Number	Octave Center Frequency								Overall dBA
		63	125	250	500	1000	2000	4000	8000	
5	T/YSC060ED	84	91	79	77	74	71	68	63	80
6	T/YSC072ED	83	90	86	82	79	75	70	63	85
7½	T/YSC090ED	83	90	86	83	80	75	71	64	85
8.5	T/YSC102ED	83	89	84	81	77	72	69	62	83
10	T/YSC120ED	83	86	80	77	73	69	66	60	79

Note: Tests follow ARI270-95.

Table 10. Outdoor sound power level—dB (ref. 10—12 W)

Tons	Unit Model Number	Octave Center Frequency								Overall dBA
		63	125	250	500	1000	2000	4000	8000	
5	WSC060ED	84	91	79	77	74	71	68	63	80
6	WSC072ED	83	90	86	82	79	75	70	63	85
7½	WSC090ED	83	90	86	83	80	75	71	64	85
10	WSC120ED	83	86	80	77	73	69	66	60	79

Note: Tests follow ARI270-95.

ATTACHMENT 3

SoundPLAN Data – Construction Noise

9818 Scripps Health Headquarters
SoundPLAN Data - Construction

Source name	Reference	Level	Corrections		
		Leq1 dB(A)	Cwall dB(A)	CI dB(A)	CT dB(A)
Construction	Lw/unit	117.5	-	-	-

9818 Scripps Health Headquarters
SoundPLAN Data - Construction

No.	Coordinates		Height (meters)	Noise Level dB(A)
	X (meters)	Y		
1	480488.75	3637612.93	122.54	73.1
2	480499.80	3637590.82	122.81	70.3
3	480494.00	3637575.89	122.81	72.3
4	480489.02	3637560.41	122.89	73.8
5	480502.29	3637542.17	122.05	69.7
6	480488.75	3637519.51	121.33	70.5
7	480489.85	3637501.26	121.58	71.2
8	480500.63	3637481.91	122.41	69.8
9	480487.37	3637464.78	122.70	73.1
10	480533.50	3637431.84	119.91	62.8
11	480494.35	3637415.96	120.37	64.3
12	480419.20	3637385.27	121.25	62.9
13	480357.29	3637472.58	119.63	64.8
14	480347.24	3637580.53	122.20	65.1
15	480475.30	3637675.25	123.44	63.3

Receivers

ATTACHMENT 4

SoundPLAN Data – Vehicle Traffic Noise

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

Station km	Traffic values			day Veh/h	evening Veh/h	night Veh/h	Speed km/h	Control device	Constr. Speed km/h	Affect. veh. %	Road surface	Gradient Min / Max %
	ADT Veh/24h	Vehicles type	Vehicle name									
La Jolla Village Drive Traffic direction: In entry direction												
0+000	55002	Total	-	3667	1833	611	-	none	-	-	Average (of DGAC and PCC)	-0.444444444
0+000	55002	Automobiles	-	3370	1685	562	72	none	-	-	Average (of DGAC and PCC)	-0.444444444
0+000	55002	Medium trucks	-	136	68	23	72	none	-	-	Average (of DGAC and PCC)	-0.444444444
0+000	55002	Heavy trucks	-	88	44	15	72	none	-	-	Average (of DGAC and PCC)	-0.444444444
0+000	55002	Buses	-	37	18	6	72	none	-	-	Average (of DGAC and PCC)	-0.444444444
0+000	55002	Motorcycles	-	37	18	6	72	none	-	-	Average (of DGAC and PCC)	-0.444444444
0+000	55002	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-0.444444444
0+882	-	-	-	-	-	-	-	-	-	-	-	-
Towne Centre Drive Traffic direction: In entry direction												
0+000	34998	Total	-	2333	1167	389	-	none	-	-	Average (of DGAC and PCC)	-0.151515152
0+000	34998	Automobiles	-	2144	1072	357	48	none	-	-	Average (of DGAC and PCC)	-0.151515152
0+000	34998	Medium trucks	-	86	43	14	48	none	-	-	Average (of DGAC and PCC)	-0.151515152
0+000	34998	Heavy trucks	-	56	28	9	48	none	-	-	Average (of DGAC and PCC)	-0.151515152
0+000	34998	Buses	-	23	12	4	48	none	-	-	Average (of DGAC and PCC)	-0.151515152
0+000	34998	Motorcycles	-	23	12	4	48	none	-	-	Average (of DGAC and PCC)	-0.151515152
0+000	34998	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-0.151515152
0+578	-	-	-	-	-	-	-	-	-	-	-	-
Executive Drive Traffic direction: In entry direction												
0+000	25005	Total	-	1667	833	278	-	none	-	-	Average (of DGAC and PCC)	-0.69047619
0+000	25005	Automobiles	-	1532	766	255	48	none	-	-	Average (of DGAC and PCC)	-0.69047619
0+000	25005	Medium trucks	-	62	31	10	48	none	-	-	Average (of DGAC and PCC)	-0.69047619
0+000	25005	Heavy trucks	-	40	20	7	48	none	-	-	Average (of DGAC and PCC)	-0.69047619
0+000	25005	Buses	-	17	8	3	48	none	-	-	Average (of DGAC and PCC)	-0.69047619
0+000	25005	Motorcycles	-	17	8	3	48	none	-	-	Average (of DGAC and PCC)	-0.69047619
0+000	25005	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-0.69047619
0+961	-	-	-	-	-	-	-	-	-	-	-	-
Executive Way Traffic direction: In entry direction												
0+000	25005	Total	-	1667	833	278	-	none	-	-	Average (of DGAC and PCC)	-0.6
0+000	25005	Automobiles	-	1532	766	255	56	none	-	-	Average (of DGAC and PCC)	-0.6
0+000	25005	Medium trucks	-	62	31	10	56	none	-	-	Average (of DGAC and PCC)	-0.6
0+000	25005	Heavy trucks	-	40	20	7	56	none	-	-	Average (of DGAC and PCC)	-0.6
0+000	25005	Buses	-	17	8	3	56	none	-	-	Average (of DGAC and PCC)	-0.6
0+000	25005	Motorcycles	-	17	8	3	56	none	-	-	Average (of DGAC and PCC)	-0.6
0+000	25005	Auxiliary vehicle	-	-	-	-	-	none	-	-	Average (of DGAC and PCC)	-0.6
0+238	-	-	-	-	-	-	-	-	-	-	-	-

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

No.	Coordinates		Height (meter)	Floor	Day	Noise Level		Lden
	X (meters)	Y (meters)				Evening dB(A)	Night dB(A)	
1	480410.02	3637527.31	121.90	1.Fl	58.8	55.8	51.1	60.1
1	480410.02	3637527.31	125.50	2.Fl	61.7	58.7	53.9	62.9
1	480410.02	3637527.31	129.10	3.Fl	63.3	60.3	55.5	64.5
1	480410.02	3637527.31	132.70	4.Fl	63.9	60.9	56.1	65.1
1	480410.02	3637527.31	136.30	5.Fl	64.0	61.0	56.2	65.2
2	480393.46	3637537.47	121.70	1.Fl	62.2	59.2	54.4	63.4
2	480393.46	3637537.47	125.30	2.Fl	64.9	61.8	57.1	66.1
2	480393.46	3637537.47	128.90	3.Fl	65.5	62.5	57.7	66.7
2	480393.46	3637537.47	132.50	4.Fl	65.6	62.5	57.8	66.8
2	480393.46	3637537.47	136.10	5.Fl	65.4	62.4	57.6	66.6
3	480391.25	3637552.04	121.60	1.Fl	65.7	62.7	57.9	66.9
3	480391.25	3637552.04	125.20	2.Fl	67.0	64.0	59.3	68.3
3	480391.25	3637552.04	128.80	3.Fl	66.9	63.9	59.1	68.1
3	480391.25	3637552.04	132.40	4.Fl	66.6	63.6	58.8	67.8
3	480391.25	3637552.04	136.00	5.Fl	66.1	63.1	58.3	67.3
4	480406.49	3637572.14	121.90	1.Fl	65.4	62.4	57.6	66.6
4	480406.49	3637572.14	125.50	2.Fl	67.0	64.0	59.2	68.2
4	480406.49	3637572.14	129.10	3.Fl	66.7	63.7	58.9	67.9
4	480406.49	3637572.14	132.70	4.Fl	66.3	63.3	58.6	67.6
4	480406.49	3637572.14	136.30	5.Fl	65.9	62.9	58.1	67.1
5	480419.30	3637588.92	122.10	1.Fl	65.7	62.7	58.0	67.0
5	480419.30	3637588.92	125.70	2.Fl	67.1	64.1	59.3	68.3
5	480419.30	3637588.92	129.30	3.Fl	66.8	63.8	59.0	68.0
5	480419.30	3637588.92	132.90	4.Fl	66.4	63.4	58.7	67.7
5	480419.30	3637588.92	136.50	5.Fl	65.9	62.9	58.1	67.1
6	480448.67	3637588.92	122.40	1.Fl	59.1	56.1	51.3	60.3
6	480448.67	3637588.92	126.00	2.Fl	61.9	58.9	54.1	63.1
6	480448.67	3637588.92	129.60	3.Fl	62.5	59.5	54.7	63.7
6	480448.67	3637588.92	133.20	4.Fl	62.5	59.5	54.7	63.7
6	480448.67	3637588.92	136.80	5.Fl	62.5	59.5	54.7	63.7
7	480460.15	3637580.97	122.50	1.Fl	56.9	53.9	49.1	58.1
7	480460.15	3637580.97	126.10	2.Fl	59.4	56.4	51.6	60.6
7	480460.15	3637580.97	129.70	3.Fl	60.7	57.7	52.9	61.9
7	480460.15	3637580.97	133.30	4.Fl	61.0	58.0	53.2	62.2
7	480460.15	3637580.97	136.90	5.Fl	61.3	58.3	53.5	62.5
8	480458.61	3637565.52	122.50	1.Fl	50.7	47.7	42.9	51.9
8	480458.61	3637565.52	126.10	2.Fl	53.3	50.3	45.5	54.5
8	480458.61	3637565.52	129.70	3.Fl	54.6	51.6	46.8	55.8
8	480458.61	3637565.52	133.30	4.Fl	56.7	53.7	49.0	57.9
8	480458.61	3637565.52	136.90	5.Fl	58.3	55.3	50.5	59.5
9	480444.92	3637547.85	122.30	1.Fl	51.3	48.3	43.5	52.5
9	480444.92	3637547.85	125.90	2.Fl	53.9	50.8	46.1	55.1
9	480444.92	3637547.85	129.50	3.Fl	55.6	52.5	47.8	56.8
9	480444.92	3637547.85	133.10	4.Fl	57.6	54.6	49.8	58.8
9	480444.92	3637547.85	136.70	5.Fl	58.7	55.7	51.0	60.0
10	480429.90	3637528.86	122.20	1.Fl	52.9	49.9	45.1	54.1
10	480429.90	3637528.86	125.80	2.Fl	55.7	52.6	47.9	56.9
10	480429.90	3637528.86	129.40	3.Fl	57.6	54.6	49.8	58.8
10	480429.90	3637528.86	133.00	4.Fl	59.1	56.1	51.4	60.4
10	480429.90	3637528.86	136.60	5.Fl	60.0	57.0	52.2	61.2

Receivers

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

Source name			Day	Noise Level			Lden			
				Evening	Night					
			dB(A)							
1	1.Fl	58.8	55.8	51.1	60.1	0.0	0.0	0.0	0.0	
	Executive Drive		55.6	52.6	47.8		56.8			
	Executive Way		55.5	52.5	47.7		56.7			
	La Jolla Village Drive		47.0	44.0	39.2		48.2			
	Towne Centre Drive		26.4	23.4	18.6		27.6			
1	2.Fl	61.7	58.7	53.9	62.9	0.0	0.0	0.0	0.0	
	Executive Drive		57.9	54.9	50.2		59.1			
	Executive Way		58.5	55.4	50.7		59.7			
	La Jolla Village Drive		51.9	48.9	44.1		53.1			
	Towne Centre Drive		31.5	28.5	23.7		32.7			
1	3.Fl	63.3	60.3	55.5	64.5	0.0	0.0	0.0	0.0	
	Executive Drive		58.9	55.9	51.2		60.2			
	Executive Way		60.4	57.3	52.6		61.6			
	La Jolla Village Drive		54.3	51.3	46.5		55.5			
	Towne Centre Drive		34.0	31.0	26.2		35.2			
1	4.Fl	63.9	60.9	56.1	65.1	0.0	0.0	0.0	0.0	
	Executive Drive		59.0	56.0	51.3		60.2			
	Executive Way		60.9	57.9	53.1		62.1			
	La Jolla Village Drive		56.2	53.2	48.4		57.4			
	Towne Centre Drive		36.8	33.8	29.0		38.0			
1	5.Fl	64.0	61.0	56.2	65.2	0.0	0.0	0.0	0.0	
	Executive Drive		59.0	55.9	51.2		60.2			
	Executive Way		60.8	57.8	53.1		62.1			
	La Jolla Village Drive		57.2	54.1	49.4		58.4			
	Towne Centre Drive		38.0	35.0	30.3		39.2			
2	1.Fl	62.2	59.2	54.4	63.4	0.0	0.0	0.0	0.0	
	Executive Drive		60.5	57.5	52.8		61.8			
	Executive Way		56.7	53.7	48.9		57.9			
	La Jolla Village Drive		46.6	43.6	38.9		47.8			
	Towne Centre Drive		28.2	25.2	20.4		29.4			
2	2.Fl	64.9	61.8	57.1	66.1	0.0	0.0	0.0	0.0	
	Executive Drive		62.8	59.8	55.1		64.0			
	Executive Way		59.9	56.8	52.1		61.1			
	La Jolla Village Drive		52.4	49.4	44.6		53.6			
	Towne Centre Drive		29.4	26.4	21.6		30.6			
2	3.Fl	65.5	62.5	57.7	66.7	0.0	0.0	0.0	0.0	
	Executive Drive		62.8	59.8	55.0		64.0			
	Executive Way		61.3	58.3	53.5		62.5			
	La Jolla Village Drive		54.3	51.3	46.5		55.5			
	Towne Centre Drive		32.5	29.5	24.7		33.7			
2	4.Fl	65.6	62.5	57.8	66.8	0.0	0.0	0.0	0.0	
	Executive Drive		62.6	59.5	54.8		63.8			
	Executive Way		61.5	58.5	53.8		62.8			
	La Jolla Village Drive		55.7	52.6	47.9		56.9			

Contributions

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

Towne Centre Drive			34.3	31.3	26.5	35.5			
2	5.Fl	65.4	62.4	57.6	66.6	0.0	0.0	0.0	0.0
Executive Drive			62.2	59.2	54.4	63.4			
Executive Way			61.3	58.3	53.5	62.5			
La Jolla Village Drive			56.7	53.6	48.9	57.9			
Towne Centre Drive			35.1	32.1	27.3	36.3			
3	1.Fl	65.7	62.7	57.9	66.9	0.0	0.0	0.0	0.0
Executive Drive			65.5	62.5	57.7	66.7			
Executive Way			51.2	48.2	43.4	52.4			
La Jolla Village Drive			39.0	36.0	31.2	40.2			
Towne Centre Drive			35.3	32.3	27.5	36.5			
3	2.Fl	67.0	64.0	59.3	68.3	0.0	0.0	0.0	0.0
Executive Drive			66.8	63.8	59.0	68.0			
Executive Way			53.7	50.7	45.9	54.9			
La Jolla Village Drive			42.5	39.5	34.7	43.7			
Towne Centre Drive			38.4	35.4	30.6	39.6			
3	3.Fl	66.9	63.9	59.1	68.1	0.0	0.0	0.0	0.0
Executive Drive			66.5	63.5	58.8	67.8			
Executive Way			55.2	52.2	47.4	56.4			
La Jolla Village Drive			43.5	40.5	35.7	44.7			
Towne Centre Drive			40.1	37.0	32.3	41.3			
3	4.Fl	66.6	63.6	58.8	67.8	0.0	0.0	0.0	0.0
Executive Drive			66.2	63.2	58.4	67.4			
Executive Way			55.5	52.5	47.7	56.7			
La Jolla Village Drive			46.8	43.7	39.0	48.0			
Towne Centre Drive			40.8	37.8	33.0	42.0			
3	5.Fl	66.1	63.1	58.3	67.3	0.0	0.0	0.0	0.0
Executive Drive			65.7	62.7	57.9	66.9			
Executive Way			55.0	52.0	47.2	56.2			
La Jolla Village Drive			48.3	45.3	40.5	49.5			
Towne Centre Drive			41.4	38.4	33.6	42.6			
4	1.Fl	65.4	62.4	57.6	66.6	0.0	0.0	0.0	0.0
Executive Drive			65.3	62.3	57.6	66.6			
Executive Way			47.1	44.1	39.3	48.3			
La Jolla Village Drive			35.4	32.4	27.6	36.6			
Towne Centre Drive			36.9	33.9	29.1	38.1			
4	2.Fl	67.0	64.0	59.2	68.2	0.0	0.0	0.0	0.0
Executive Drive			66.9	63.9	59.1	68.1			
Executive Way			49.5	46.5	41.7	50.7			
La Jolla Village Drive			38.3	35.3	30.5	39.5			
Towne Centre Drive			39.9	36.9	32.1	41.1			
4	3.Fl	66.7	63.7	58.9	67.9	0.0	0.0	0.0	0.0
Executive Drive			66.6	63.5	58.8	67.8			
Executive Way			50.9	47.8	43.1	52.1			
La Jolla Village Drive			40.3	37.3	32.5	41.5			
Towne Centre Drive			41.2	38.2	33.4	42.4			
4	4.Fl	66.3	63.3	58.6	67.6	0.0	0.0	0.0	0.0

Contributions

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

Executive Drive			66.2	63.1	58.4	67.4			
Executive Way			51.7	48.7	43.9	52.9			
La Jolla Village Drive			42.6	39.6	34.8	43.8			
Towne Centre Drive			42.0	39.0	34.2	43.2			
4	5.Fl	65.9	62.9	58.1	67.1	0.0	0.0	0.0	0.0
Executive Drive			65.7	62.6	57.9	66.9			
Executive Way			52.0	49.0	44.2	53.2			
La Jolla Village Drive			43.4	40.4	35.6	44.6			
Towne Centre Drive			42.8	39.7	35.0	44.0			
5	1.Fl	65.7	62.7	58.0	67.0	0.0	0.0	0.0	0.0
Executive Drive			65.7	62.7	57.9	66.9			
Executive Way			44.6	41.6	36.8	45.8			
La Jolla Village Drive			33.8	30.8	26.1	35.1			
Towne Centre Drive			39.5	36.5	31.7	40.7			
5	2.Fl	67.1	64.1	59.3	68.3	0.0	0.0	0.0	0.0
Executive Drive			67.1	64.0	59.3	68.3			
Executive Way			47.2	44.2	39.4	48.4			
La Jolla Village Drive			36.5	33.5	28.7	37.7			
Towne Centre Drive			42.3	39.3	34.5	43.5			
5	3.Fl	66.8	63.8	59.0	68.0	0.0	0.0	0.0	0.0
Executive Drive			66.7	63.7	58.9	67.9			
Executive Way			48.6	45.6	40.8	49.8			
La Jolla Village Drive			38.7	35.7	30.9	39.9			
Towne Centre Drive			44.2	41.2	36.5	45.5			
5	4.Fl	66.4	63.4	58.7	67.7	0.0	0.0	0.0	0.0
Executive Drive			66.3	63.3	58.5	67.5			
Executive Way			49.4	46.4	41.7	50.6			
La Jolla Village Drive			41.7	38.7	33.9	42.9			
Towne Centre Drive			45.2	42.2	37.4	46.4			
5	5.Fl	65.9	62.9	58.1	67.1	0.0	0.0	0.0	0.0
Executive Drive			65.7	62.7	58.0	67.0			
Executive Way			49.9	46.9	42.2	51.2			
La Jolla Village Drive			42.6	39.6	34.8	43.8			
Towne Centre Drive			45.9	42.9	38.1	47.1			
6	1.Fl	59.1	56.1	51.3	60.3	0.0	0.0	0.0	0.0
Executive Drive			59.0	56.0	51.2	60.2			
Executive Way			35.8	32.8	28.0	37.0			
La Jolla Village Drive			32.3	29.3	24.6	33.6			
Towne Centre Drive			42.4	39.4	34.6	43.6			
6	2.Fl	61.9	58.9	54.1	63.1	0.0	0.0	0.0	0.0
Executive Drive			61.8	58.8	54.0	63.0			
Executive Way			37.8	34.8	30.0	39.0			
La Jolla Village Drive			37.0	34.0	29.2	38.2			
Towne Centre Drive			45.6	42.6	37.9	46.8			
6	3.Fl	62.5	59.5	54.7	63.7	0.0	0.0	0.0	0.0
Executive Drive			62.4	59.3	54.6	63.6			
Executive Way			32.4	29.4	24.6	33.6			

Contributions

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

La Jolla Village Drive			37.5	34.5	29.7	38.7			
Towne Centre Drive			47.8	44.8	40.0	49.0			
6	4.Fl	62.5	59.5	54.7	63.7	0.0	0.0	0.0	0.0
Executive Drive			62.2	59.2	54.4	63.4			
Executive Way			22.5	19.5	14.8	23.8			
La Jolla Village Drive			42.0	39.0	34.2	43.2			
Towne Centre Drive			49.6	46.6	41.8	50.8			
6	5.Fl	62.5	59.5	54.7	63.7	0.0	0.0	0.0	0.0
Executive Drive			62.1	59.1	54.3	63.3			
Executive Way			24.1	21.1	16.4	25.4			
La Jolla Village Drive			46.0	43.0	38.2	47.2			
Towne Centre Drive			51.4	48.4	43.6	52.6			
7	1.Fl	56.9	53.9	49.1	58.1	0.0	0.0	0.0	0.0
Executive Drive			56.6	53.6	48.9	57.9			
Executive Way			39.6	36.6	31.8	40.8			
La Jolla Village Drive			36.7	33.7	28.9	37.9			
Towne Centre Drive			40.9	37.9	33.1	42.1			
7	2.Fl	59.4	56.4	51.6	60.6	0.0	0.0	0.0	0.0
Executive Drive			59.2	56.2	51.4	60.4			
Executive Way			39.4	36.4	31.7	40.7			
La Jolla Village Drive			37.6	34.6	29.8	38.8			
Towne Centre Drive			44.2	41.2	36.4	45.4			
7	3.Fl	60.7	57.7	52.9	61.9	0.0	0.0	0.0	0.0
Executive Drive			60.4	57.4	52.7	61.7			
Executive Way			30.7	27.7	22.9	31.9			
La Jolla Village Drive			39.3	36.3	31.6	40.6			
Towne Centre Drive			47.3	44.3	39.5	48.5			
7	4.Fl	61.0	58.0	53.2	62.2	0.0	0.0	0.0	0.0
Executive Drive			60.5	57.5	52.8	61.8			
Executive Way			21.7	18.7	13.9	22.9			
La Jolla Village Drive			43.2	40.2	35.4	44.4			
Towne Centre Drive			49.9	46.9	42.1	51.1			
7	5.Fl	61.3	58.3	53.5	62.5	0.0	0.0	0.0	0.0
Executive Drive			60.6	57.6	52.8	61.8			
Executive Way			26.6	23.6	18.8	27.8			
La Jolla Village Drive			46.0	42.9	38.2	47.2			
Towne Centre Drive			51.8	48.8	44.0	53.0			
8	1.Fl	50.7	47.7	42.9	51.9	0.0	0.0	0.0	0.0
Executive Drive			46.5	43.5	38.8	47.8			
Executive Way			46.5	43.5	38.7	47.7			
La Jolla Village Drive			43.5	40.5	35.7	44.7			
Towne Centre Drive			36.3	33.3	28.5	37.5			
8	2.Fl	53.3	50.3	45.5	54.5	0.0	0.0	0.0	0.0
Executive Drive			46.9	43.9	39.1	48.1			
Executive Way			48.8	45.8	41.0	50.0			
La Jolla Village Drive			49.0	46.0	41.2	50.2			
Towne Centre Drive			39.4	36.4	31.6	40.6			

Contributions

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

8	3.Fl	54.6	51.6	46.8	55.8	0.0	0.0	0.0	0.0
	Executive Drive		45.0	42.0	37.2	46.2			
	Executive Way		50.0	47.0	42.2	51.2			
	La Jolla Village Drive		51.2	48.2	43.4	52.4			
	Towne Centre Drive		44.0	41.0	36.2	45.2			
8	4.Fl	56.7	53.7	49.0	57.9	0.0	0.0	0.0	0.0
	Executive Drive		47.3	44.2	39.5	48.5			
	Executive Way		51.6	48.6	43.8	52.8			
	La Jolla Village Drive		53.4	50.4	45.6	54.6			
	Towne Centre Drive		47.4	44.4	39.6	48.6			
8	5.Fl	58.3	55.3	50.5	59.5	0.0	0.0	0.0	0.0
	Executive Drive		49.3	46.3	41.5	50.5			
	Executive Way		52.6	49.6	44.9	53.9			
	La Jolla Village Drive		54.9	51.9	47.1	56.1			
	Towne Centre Drive		50.1	47.1	42.3	51.3			
9	1.Fl	51.3	48.3	43.5	52.5	0.0	0.0	0.0	0.0
	Executive Drive		43.8	40.7	36.0	45.0			
	Executive Way		48.4	45.4	40.6	49.6			
	La Jolla Village Drive		45.8	42.8	38.0	47.0			
	Towne Centre Drive		35.6	32.5	27.8	36.8			
9	2.Fl	53.9	50.8	46.1	55.1	0.0	0.0	0.0	0.0
	Executive Drive		43.3	40.3	35.5	44.5			
	Executive Way		50.7	47.7	42.9	51.9			
	La Jolla Village Drive		49.9	46.9	42.1	51.1			
	Towne Centre Drive		37.7	34.7	29.9	38.9			
9	3.Fl	55.6	52.5	47.8	56.8	0.0	0.0	0.0	0.0
	Executive Drive		42.7	39.7	34.9	43.9			
	Executive Way		52.1	49.1	44.4	53.4			
	La Jolla Village Drive		52.0	49.0	44.3	53.2			
	Towne Centre Drive		42.4	39.4	34.6	43.6			
9	4.Fl	57.6	54.6	49.8	58.8	0.0	0.0	0.0	0.0
	Executive Drive		44.7	41.7	36.9	45.9			
	Executive Way		53.6	50.6	45.9	54.8			
	La Jolla Village Drive		54.5	51.5	46.7	55.7			
	Towne Centre Drive		45.5	42.5	37.7	46.7			
9	5.Fl	58.7	55.7	51.0	60.0	0.0	0.0	0.0	0.0
	Executive Drive		46.5	43.5	38.7	47.7			
	Executive Way		54.5	51.5	46.7	55.7			
	La Jolla Village Drive		55.5	52.5	47.8	56.7			
	Towne Centre Drive		48.3	45.3	40.5	49.5			
10	1.Fl	52.9	49.9	45.1	54.1	0.0	0.0	0.0	0.0
	Executive Drive		42.5	39.5	34.7	43.7			
	Executive Way		50.6	47.5	42.8	51.8			
	La Jolla Village Drive		47.9	44.8	40.1	49.1			
	Towne Centre Drive		34.7	31.6	26.9	35.9			
10	2.Fl	55.7	52.6	47.9	56.9	0.0	0.0	0.0	0.0
	Executive Drive		43.0	40.0	35.2	44.2			

Contributions

Scripps Health Headquarters Redevelopment Project
SoundPLAN Data - Traffic

Executive Way			53.1	50.1	45.3	54.3				
La Jolla Village Drive			51.4	48.4	43.7	52.7				
Towne Centre Drive			36.4	33.4	28.6	37.6				
10	3.F1	57.6	54.6	49.8	58.8	0.0	0.0	0.0	0.0	
Executive Drive			42.6	39.6	34.9	43.8				
Executive Way			55.0	52.0	47.2	56.2				
La Jolla Village Drive			53.6	50.6	45.8	54.8				
Towne Centre Drive			40.8	37.8	33.0	42.0				
10	4.F1	59.1	56.1	51.4	60.4	0.0	0.0	0.0	0.0	
Executive Drive			43.8	40.8	36.0	45.0				
Executive Way			56.0	53.0	48.2	57.2				
La Jolla Village Drive			55.7	52.7	47.9	56.9				
Towne Centre Drive			43.5	40.5	35.7	44.7				
10	5.F1	60.0	57.0	52.2	61.2	0.0	0.0	0.0	0.0	
Executive Drive			45.6	42.6	37.8	46.8				
Executive Way			56.5	53.5	48.7	57.7				
La Jolla Village Drive			56.8	53.8	49.0	58.0				
Towne Centre Drive			46.1	43.1	38.3	47.3				

ATTACHMENT 5

FHWA RD-77-108 – Off-Site Traffic Noise

9818 Scripps Health Headquarters
 FHWA RD-77-108 - Off-Site Traffic Noise

	Road	Segment	2025	2025 + Project	Δdb	2035	2035 + Project	Δdb	2050	2050 + Project	Δdb	Δdb 2050 Over 2025
1	La Jolla Village Drive	West of Executive Way	74.3	74.4	0.1	74.2	74.4	0.2	74.3	74.5	0.2	0.2
2	La Jolla Village Drive	Executive Way to Town Centre Drive	75.7	75.9	0.2	75.6	75.7	0.1	75.7	75.8	0.1	0.1
3	La Jolla Village Drive	East of Town Centre Drive	78.4	78.5	0.1	78.3	78.4	0.1	78.4	78.5	0.1	0.1
4	Town Centre Drive	South of La Jolla Village Drive	70.7	70.9	0.2	70.5	70.8	0.3	70.5	70.7	0.2	0.0
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	68.9	69.2	0.3	68.9	69.2	0.3	69.2	69.5	0.3	0.6
6	Town Centre Drive	Town Centre Driveway to Executive Drive	68.5	68.9	0.4	68.6	68.9	0.3	68.9	69.2	0.3	0.7
7	Town Centre Drive	North of Executive Drive	67.6	68.0	0.4	67.7	68.1	0.4	67.7	68.1	0.4	0.5
8	Executive Drive	West of Executive Way	65.6	66.2	0.6	65.5	66.2	0.7	65.8	66.4	0.6	0.8
9	Executive Drive	Executive Way to Town Centre Drive	63.4	64.4	1.0	63.6	64.6	1.0	64.0	64.9	0.9	1.5
10	Executive Drive	East of Town Centre Drive	66.3	66.9	0.6	67.2	67.6	0.4	67.8	68.2	0.4	1.9
11	Executive Way	South of La Jolla Village Drive	66.6	67.2	0.6	66.5	67.1	0.6	66.4	67.1	0.7	0.5
12	Executive Way	La Jolla Village Drive to Driveway	68.8	69.2	0.4	68.8	69.2	0.4	69.0	69.3	0.3	0.5
13	Executive Way	Driveway to Executive Drive	66.5	67.2	0.7	66.6	67.2	0.6	66.9	67.5	0.6	1.0

FHWA RD-77-108
Traffic Noise Prediction Model

Data Input Sheet

Project Name : Scripps Health Headquarters
Project Number : 9818
Modeled Condition : 2025

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.0
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
2025												
1	La Jolla Village Drive	West of Executive Way	29,400	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
2	La Jolla Village Drive	Executive Way to Town Centre Drive	41,500	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
3	La Jolla Village Drive	East of Town Centre Drive	77,100	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
4	Town Centre Drive	South of La Jolla Village Drive	25,600	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	17,000	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
6	Town Centre Drive	Town Centre Driveway to Executive Drive	15,700	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
7	Town Centre Drive	North of Executive Drive	12,500	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
8	Executive Drive	West of Executive Way	7,900	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
9	Executive Drive	Executive Way to Town Centre Drive	4,800	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
10	Executive Drive	East of Town Centre Drive	9,400	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
11	Executive Way	South of La Jolla Village Drive	8,600	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
12	Executive Way	La Jolla Village Drive to Driveway	14,400	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
13	Executive Way	Driveway to Executive Drive	8,500	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
2025 + PROJECT												
1	La Jolla Village Drive	West of Executive Way	30,712	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
2	La Jolla Village Drive	Executive Way to Town Centre Drive	42,812	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
3	La Jolla Village Drive	East of Town Centre Drive	78,412	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
4	Town Centre Drive	South of La Jolla Village Drive	26,912	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	18,312	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
6	Town Centre Drive	Town Centre Driveway to Executive Drive	17,012	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
7	Town Centre Drive	North of Executive Drive	13,812	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
8	Executive Drive	West of Executive Way	9,212	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
9	Executive Drive	Executive Way to Town Centre Drive	6,112	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
10	Executive Drive	East of Town Centre Drive	10,712	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
11	Executive Way	South of La Jolla Village Drive	9,912	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
12	Executive Way	La Jolla Village Drive to Driveway	15,712	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
13	Executive Way	Driveway to Executive Drive	9,812	35	50	95.00	3.00	2.00	77.00	10.00	13.00	

**FHWA RD-77-108
Traffic Noise Prediction Model**

Predicted Noise Levels

Project Name : Scripps Health Headquarters
Project Number : 9818
Modeled Condition : 2025
Assessment Metric : Hard

Segment	Roadway	Segment	Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
			Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
2025												
1	La Jolla Village Drive	West of Executive Way	72.2	65.4	68.2	74.3	43	135	426	1,346	4,256	13,458
2	La Jolla Village Drive	Executive Way to Town Centre Drive	73.7	66.9	69.7	75.7	59	186	587	1,858	5,874	18,577
3	La Jolla Village Drive	East of Town Centre Drive	76.4	69.6	72.4	78.4	109	346	1,094	3,459	10,939	34,592
4	Town Centre Drive	South of La Jolla Village Drive	66.5	62.1	67.5	70.7	19	59	186	587	1,858	5,874
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	64.7	60.3	65.7	68.9	12	39	123	388	1,227	3,881
6	Town Centre Drive	Town Centre Driveway to Executive Drive	64.4	60.0	65.3	68.5	11	35	112	354	1,119	3,540
7	Town Centre Drive	North of Executive Drive	63.4	59.0	64.3	67.6	9	29	91	288	910	2,877
8	Executive Drive	West of Executive Way	61.4	57.0	62.3	65.6	6	18	57	182	574	1,815
9	Executive Drive	Executive Way to Town Centre Drive	59.2	54.8	60.2	63.4	3	11	35	109	346	1,094
10	Executive Drive	East of Town Centre Drive	62.2	57.7	63.1	66.3	7	21	67	213	674	2,133
11	Executive Way	South of La Jolla Village Drive	63.7	58.4	61.8	66.6	7	23	72	229	723	2,285
12	Executive Way	La Jolla Village Drive to Driveway	65.9	60.6	64.1	68.8	12	38	120	379	1,199	3,793
13	Executive Way	Driveway to Executive Drive	63.7	58.3	61.8	66.5	7	22	71	223	706	2,233
2025 + PROJECT												
1	La Jolla Village Drive	West of Executive Way	72.4	65.6	68.4	74.4	44	138	435	1,377	4,355	13,771
2	La Jolla Village Drive	Executive Way to Town Centre Drive	73.8	67.1	69.8	75.9	62	195	615	1,945	6,151	19,452
3	La Jolla Village Drive	East of Town Centre Drive	76.5	69.7	72.4	78.5	112	354	1,119	3,540	11,194	35,397
4	Town Centre Drive	South of La Jolla Village Drive	66.7	62.3	67.7	70.9	19	62	195	615	1,945	6,151
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	65.1	60.6	66.0	69.2	13	42	132	416	1,315	4,159
6	Town Centre Drive	Town Centre Driveway to Executive Drive	64.7	60.3	65.7	68.9	12	39	123	388	1,227	3,881
7	Town Centre Drive	North of Executive Drive	63.8	59.4	64.8	68.0	10	32	100	315	998	3,155
8	Executive Drive	West of Executive Way	62.1	57.6	63.0	66.2	7	21	66	208	659	2,084
9	Executive Drive	Executive Way to Town Centre Drive	60.3	55.9	61.2	64.4	4	14	44	138	435	1,377
10	Executive Drive	East of Town Centre Drive	62.7	58.3	63.7	66.9	8	24	77	245	774	2,449
11	Executive Way	South of La Jolla Village Drive	64.3	59.0	62.4	67.2	8	26	83	262	830	2,624
12	Executive Way	La Jolla Village Drive to Driveway	66.3	61.0	64.4	69.2	13	42	132	416	1,315	4,159
13	Executive Way	Driveway to Executive Drive	64.3	59.0	62.4	67.2	8	26	83	262	830	2,624

FHWA RD-77-108
Traffic Noise Prediction Model

Data Input Sheet

Project Name : Scripps Health Headquarters
Project Number : 9818
Modeled Condition : 2035

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.0
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
2035												
1	La Jolla Village Drive	West of Executive Way	29,000	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
2	La Jolla Village Drive	Executive Way to Town Centre Drive	40,100	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
3	La Jolla Village Drive	East of Town Centre Drive	75,000	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
4	Town Centre Drive	South of La Jolla Village Drive	24,800	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	17,100	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
6	Town Centre Drive	Town Centre Driveway to Executive Drive	15,900	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
7	Town Centre Drive	North of Executive Drive	13,000	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
8	Executive Drive	West of Executive Way	7,800	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
9	Executive Drive	Executive Way to Town Centre Drive	5,000	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
10	Executive Drive	East of Town Centre Drive	11,400	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
11	Executive Way	South of La Jolla Village Drive	8,400	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
12	Executive Way	La Jolla Village Drive to Driveway	14,300	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
13	Executive Way	Driveway to Executive Drive	8,600	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
2035 + PROJECT												
1	La Jolla Village Drive	West of Executive Way	30,312	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
2	La Jolla Village Drive	Executive Way to Town Centre Drive	41,412	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
3	La Jolla Village Drive	East of Town Centre Drive	76,312	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
4	Town Centre Drive	South of La Jolla Village Drive	26,112	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	18,412	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
6	Town Centre Drive	Town Centre Driveway to Executive Drive	17,212	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
7	Town Centre Drive	North of Executive Drive	14,312	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
8	Executive Drive	West of Executive Way	9,112	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
9	Executive Drive	Executive Way to Town Centre Drive	6,312	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
10	Executive Drive	East of Town Centre Drive	12,712	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
11	Executive Way	South of La Jolla Village Drive	9,712	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
12	Executive Way	La Jolla Village Drive to Driveway	15,612	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
13	Executive Way	Driveway to Executive Drive	9,912	35	50	95.00	3.00	2.00	77.00	10.00	13.00	

**FHWA RD-77-108
Traffic Noise Prediction Model**

Predicted Noise Levels

Project Name : Scripps Health Headquarters
Project Number : 9818
Modeled Condition : 2035
Assessment Metric : Hard

Segment	Roadway	Segment	Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
			Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
2035												
1	La Jolla Village Drive	West of Executive Way	72.1	65.4	68.1	74.2	42	132	416	1,315	4,159	13,151
2	La Jolla Village Drive	Executive Way to Town Centre Drive	73.5	66.8	69.5	75.6	57	182	574	1,815	5,741	18,154
3	La Jolla Village Drive	East of Town Centre Drive	76.3	69.5	72.2	78.3	107	338	1,069	3,380	10,690	33,804
4	Town Centre Drive	South of La Jolla Village Drive	66.4	61.9	67.3	70.5	18	56	177	561	1,774	5,610
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	64.8	60.3	65.7	68.9	12	39	123	388	1,227	3,881
6	Town Centre Drive	Town Centre Driveway to Executive Drive	64.5	60.0	65.4	68.6	11	36	115	362	1,145	3,622
7	Town Centre Drive	North of Executive Drive	63.6	59.1	64.5	67.7	9	29	93	294	931	2,944
8	Executive Drive	West of Executive Way	61.4	56.9	62.3	65.5	6	18	56	177	561	1,774
9	Executive Drive	Executive Way to Town Centre Drive	59.4	55.0	60.4	63.6	4	11	36	115	362	1,145
10	Executive Drive	East of Town Centre Drive	63.0	58.6	63.9	67.2	8	26	83	262	830	2,624
11	Executive Way	South of La Jolla Village Drive	63.6	58.3	61.7	66.5	7	22	71	223	706	2,233
12	Executive Way	La Jolla Village Drive to Driveway	65.9	60.6	64.0	68.8	12	38	120	379	1,199	3,793
13	Executive Way	Driveway to Executive Drive	63.7	58.4	61.8	66.6	7	23	72	229	723	2,285
2035 + PROJECT												
1	La Jolla Village Drive	West of Executive Way	72.3	65.6	68.3	74.4	44	138	435	1,377	4,355	13,771
2	La Jolla Village Drive	Executive Way to Town Centre Drive	73.7	66.9	69.7	75.7	59	186	587	1,858	5,874	18,577
3	La Jolla Village Drive	East of Town Centre Drive	76.3	69.6	72.3	78.4	109	346	1,094	3,459	10,939	34,592
4	Town Centre Drive	South of La Jolla Village Drive	66.6	62.2	67.5	70.8	19	60	190	601	1,901	6,011
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	65.1	60.7	66.0	69.2	13	42	132	416	1,315	4,159
6	Town Centre Drive	Town Centre Driveway to Executive Drive	64.8	60.4	65.7	68.9	12	39	123	388	1,227	3,881
7	Town Centre Drive	North of Executive Drive	64.0	59.6	64.9	68.1	10	32	102	323	1,021	3,228
8	Executive Drive	West of Executive Way	62.0	57.6	63.0	66.2	7	21	66	208	659	2,084
9	Executive Drive	Executive Way to Town Centre Drive	60.4	56.0	61.4	64.6	5	14	46	144	456	1,442
10	Executive Drive	East of Town Centre Drive	63.5	59.0	64.4	67.6	9	29	91	288	910	2,877
11	Executive Way	South of La Jolla Village Drive	64.2	58.9	62.4	67.1	8	26	81	256	811	2,564
12	Executive Way	La Jolla Village Drive to Driveway	66.3	61.0	64.4	69.2	13	42	132	416	1,315	4,159
13	Executive Way	Driveway to Executive Drive	64.3	59.0	62.4	67.2	8	26	83	262	830	2,624

FHWA RD-77-108
Traffic Noise Prediction Model

Data Input Sheet

Project Name : Scripps Health Headquarters
Project Number : 9818
Modeled Condition : 2050

Surface Refelction: CNEL
Assessment Metric: Hard
Peak ratio to ADT: 10.0
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment	Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
2050												
1	La Jolla Village Drive	West of Executive Way	29,500	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
2	La Jolla Village Drive	Executive Way to Town Centre Drive	40,700	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
3	La Jolla Village Drive	East of Town Centre Drive	76,300	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
4	Town Centre Drive	South of La Jolla Village Drive	24,700	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	18,300	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
6	Town Centre Drive	Town Centre Driveway to Executive Drive	17,000	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
7	Town Centre Drive	North of Executive Drive	12,900	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
8	Executive Drive	West of Executive Way	8,300	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
9	Executive Drive	Executive Way to Town Centre Drive	5,500	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
10	Executive Drive	East of Town Centre Drive	13,100	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
11	Executive Way	South of La Jolla Village Drive	8,300	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
12	Executive Way	La Jolla Village Drive to Driveway	14,800	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
13	Executive Way	Driveway to Executive Drive	9,200	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
2050 + PROJECT												
1	La Jolla Village Drive	West of Executive Way	30,812	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
2	La Jolla Village Drive	Executive Way to Town Centre Drive	42,012	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
3	La Jolla Village Drive	East of Town Centre Drive	77,612	45	50	95.00	3.00	2.00	77.00	10.00	13.00	
4	Town Centre Drive	South of La Jolla Village Drive	26,012	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	19,612	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
6	Town Centre Drive	Town Centre Driveway to Executive Drive	18,312	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
7	Town Centre Drive	North of Executive Drive	14,212	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
8	Executive Drive	West of Executive Way	9,612	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
9	Executive Drive	Executive Way to Town Centre Drive	6,812	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
10	Executive Drive	East of Town Centre Drive	14,412	30	50	95.00	3.00	2.00	77.00	10.00	13.00	
11	Executive Way	South of La Jolla Village Drive	9,612	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
12	Executive Way	La Jolla Village Drive to Driveway	16,112	35	50	95.00	3.00	2.00	77.00	10.00	13.00	
13	Executive Way	Driveway to Executive Drive	10,512	35	50	95.00	3.00	2.00	77.00	10.00	13.00	

**FHWA RD-77-108
Traffic Noise Prediction Model**

Predicted Noise Levels

Project Name : Scripps Health Headquarters
Project Number : 9818
Modeled Condition : 2050
Assessment Metric : Hard

Segment	Roadway	Segment	Noise Levels, dBA Hard				Distance to Traffic Noise Level Contours, Feet					
			Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB	50 dB
2050												
1	La Jolla Village Drive	West of Executive Way	72.2	65.5	68.2	74.3	43	135	426	1,346	4,256	13,458
2	La Jolla Village Drive	Executive Way to Town Centre Drive	73.6	66.8	69.6	75.7	59	186	587	1,858	5,874	18,577
3	La Jolla Village Drive	East of Town Centre Drive	76.3	69.6	72.3	78.4	109	346	1,094	3,459	10,939	34,592
4	Town Centre Drive	South of La Jolla Village Drive	66.4	61.9	67.3	70.5	18	56	177	561	1,774	5,610
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	65.1	60.6	66.0	69.2	13	42	132	416	1,315	4,159
6	Town Centre Drive	Town Centre Driveway to Executive Drive	64.7	60.3	65.7	68.9	12	39	123	388	1,227	3,881
7	Town Centre Drive	North of Executive Drive	63.5	59.1	64.5	67.7	9	29	93	294	931	2,944
8	Executive Drive	West of Executive Way	61.6	57.2	62.6	65.8	6	19	60	190	601	1,901
9	Executive Drive	Executive Way to Town Centre Drive	59.8	55.4	60.8	64.0	4	13	40	126	397	1,256
10	Executive Drive	East of Town Centre Drive	63.6	59.2	64.5	67.8	10	30	95	301	953	3,013
11	Executive Way	South of La Jolla Village Drive	63.6	58.2	61.7	66.4	7	22	69	218	690	2,183
12	Executive Way	La Jolla Village Drive to Driveway	66.1	60.8	64.2	69.0	13	40	126	397	1,256	3,972
13	Executive Way	Driveway to Executive Drive	64.0	58.7	62.1	66.9	8	24	77	245	774	2,449
2050 + PROJECT												
1	La Jolla Village Drive	West of Executive Way	72.4	65.6	68.4	74.5	45	141	446	1,409	4,456	14,092
2	La Jolla Village Drive	Executive Way to Town Centre Drive	73.7	67.0	69.7	75.8	60	190	601	1,901	6,011	19,009
3	La Jolla Village Drive	East of Town Centre Drive	76.4	69.7	72.4	78.5	112	354	1,119	3,540	11,194	35,397
4	Town Centre Drive	South of La Jolla Village Drive	66.6	62.2	67.5	70.7	19	59	186	587	1,858	5,874
5	Town Centre Drive	La Jolla Village Drive to Town Centre Driveway	65.4	60.9	66.3	69.5	14	45	141	446	1,409	4,456
6	Town Centre Drive	Town Centre Driveway to Executive Drive	65.1	60.6	66.0	69.2	13	42	132	416	1,315	4,159
7	Town Centre Drive	North of Executive Drive	64.0	59.5	64.9	68.1	10	32	102	323	1,021	3,228
8	Executive Drive	West of Executive Way	62.3	57.8	63.2	66.4	7	22	69	218	690	2,183
9	Executive Drive	Executive Way to Town Centre Drive	60.8	56.3	61.7	64.9	5	15	49	155	489	1,545
10	Executive Drive	East of Town Centre Drive	64.0	59.6	65.0	68.2	10	33	104	330	1,045	3,303
11	Executive Way	South of La Jolla Village Drive	64.2	58.9	62.3	67.1	8	26	81	256	811	2,564
12	Executive Way	La Jolla Village Drive to Driveway	66.4	61.1	64.6	69.3	13	43	135	426	1,346	4,256
13	Executive Way	Driveway to Executive Drive	64.6	59.3	62.7	67.5	9	28	89	281	889	2,812

ATTACHMENT 6

SoundPLAN Data – On-Site Generated Noise

9818 Scripps Health Headquarters
SoundPLAN Data - On-Site Noise Sources

Source name	Reference	Noise Level			Corrections		
		Day dB(A)	Evening dB(A)	Night dB(A)	Cwall dB(A)	CI dB(A)	CT dB(A)
HVAC	Lw/unit	94.9	94.9	91.9	-	-	-
Loading Dock	Lw/unit	89.1	-	89.1	-	-	-
Parking Garage - Level 1	Lw/unit	82.6	82.6	-	-	-	-
Parking Garage - Level 2	Lw/unit	82.6	82.6	-	-	-	-
Parking Garage - Level 3	Lw/unit	82.6	82.6	-	-	-	-
Parking Garage - Level 4	Lw/unit	82.6	82.6	-	-	-	-

9818 Scripps Health Headquarters
SoundPLAN Data - On-Site Noise Sources

No.	Coordinates		Height (meters)	Day	Noise Level	
	X (meters)	Y			Evening dB(A)	Night
1	480488.75	3637612.93	122.54	48.1	36.3	47.9
2	480499.80	3637590.82	122.81	47.8	37.6	47.4
3	480494.00	3637575.89	122.81	49.0	39.4	48.6
4	480489.02	3637560.41	122.89	46.9	40.7	45.9
5	480502.29	3637542.17	122.05	44.1	41.2	41.7
6	480488.75	3637519.51	121.33	44.6	43.4	40.0
7	480489.85	3637501.26	121.58	45.1	44.9	36.7
8	480500.63	3637481.91	122.41	45.7	45.3	38.4
9	480487.37	3637464.78	122.70	48.2	48.2	35.6
10	480533.50	3637431.84	119.91	40.5	39.9	35.5
11	480494.35	3637415.96	120.37	41.7	41.7	33.6
12	480419.20	3637385.27	121.25	40.0	40.0	32.3
13	480357.29	3637472.58	119.63	39.3	39.3	31.7
14	480347.24	3637580.53	122.20	39.0	38.9	34.6
15	480475.30	3637675.25	123.44	41.9	36.9	41.1

Receivers

9818 Scripps Health Headquarters
 SoundPLAN Data - On-Site Noise Sources

Source name	Noise Level						
	Day dB(A)	Evening	Night				
1 1.FI 48.1 36.3	47.9	0.0	0.0	0.0			
HVAC	33.5	33.5	30.5				
Loading Dock	47.8	-	47.8				
Parking Garage - Level 1	26.3	26.3	-				
Parking Garage - Level 2	26.8	26.8	-				
Parking Garage - Level 3	27.4	27.4	-				
Parking Garage - Level 4	27.9	27.9	-				
2 1.FI 47.8 37.6	47.4	0.0	0.0	0.0			
HVAC	32.9	32.9	29.9				
Loading Dock	47.3	-	47.3				
Parking Garage - Level 1	28.8	28.8	-				
Parking Garage - Level 2	29.5	29.5	-				
Parking Garage - Level 3	30.0	30.0	-				
Parking Garage - Level 4	30.6	30.6	-				
3 1.FI 49.0 39.4	48.6	0.0	0.0	0.0			
HVAC	34.4	34.4	31.4				
Loading Dock	48.5	-	48.5				
Parking Garage - Level 1	30.6	30.6	-				
Parking Garage - Level 2	31.3	31.3	-				
Parking Garage - Level 3	32.0	32.0	-				
Parking Garage - Level 4	32.6	32.6	-				
4 1.FI 46.9 40.7	45.9	0.0	0.0	0.0			
HVAC	35.7	35.7	32.7				
Loading Dock	45.7	-	45.7				
Parking Garage - Level 1	31.7	31.7	-				
Parking Garage - Level 2	32.5	32.5	-				
Parking Garage - Level 3	33.3	33.3	-				
Parking Garage - Level 4	34.0	34.0	-				
5 1.FI 44.1 41.2	41.7	0.0	0.0	0.0			
HVAC	37.0	37.0	34.0				
Loading Dock	40.9	-	40.9				
Parking Garage - Level 1	31.6	31.6	-				
Parking Garage - Level 2	32.7	32.7	-				
Parking Garage - Level 3	33.5	33.5	-				
Parking Garage - Level 4	34.4	34.4	-				
6 1.FI 44.6 43.4	40.0	0.0	0.0	0.0			
HVAC	37.1	37.1	34.1				
Loading Dock	38.6	-	38.6				
Parking Garage - Level 1	34.1	34.1	-				
Parking Garage - Level 2	35.2	35.2	-				
Parking Garage - Level 3	36.8	36.8	-				
Parking Garage - Level 4	37.7	37.7	-				
7 1.FI 45.1 44.9	36.7	0.0	0.0	0.0			
HVAC	37.6	37.6	34.6				
Loading Dock	32.5	-	32.5				
Parking Garage - Level 1	35.7	35.7	-				
Parking Garage - Level 2	36.7	36.7	-				
Parking Garage - Level 3	38.8	38.8	-				
Parking Garage - Level 4	39.5	39.5	-				
8 1.FI 45.7 45.3	38.4	0.0	0.0	0.0			
HVAC	38.2	38.2	35.2				
Loading Dock	35.5	-	35.5				
Parking Garage - Level 1	35.4	35.4	-				
Parking Garage - Level 2	38.2	38.2	-				
Parking Garage - Level 3	39.2	39.2	-				
Parking Garage - Level 4	39.4	39.4	-				
9 1.FI 48.2 48.2	35.6	0.0	0.0	0.0			
HVAC	38.1	38.1	35.1				
Loading Dock	25.8	-	25.8				
Parking Garage - Level 1	39.4	39.4	-				
Parking Garage - Level 2	42.3	42.3	-				
Parking Garage - Level 3	42.5	42.5	-				
Parking Garage - Level 4	42.2	42.2	-				
10 1.FI 40.5 39.9	35.5	0.0	0.0	0.0			
HVAC	36.5	36.5	33.5				
Loading Dock	31.2	-	31.2				
Parking Garage - Level 1	29.3	29.3	-				
Parking Garage - Level 2	30.7	30.7	-				
Parking Garage - Level 3	31.7	31.7	-				
Parking Garage - Level 4	32.5	32.5	-				
11 1.FI 41.7 41.7	33.6	0.0	0.0	0.0			
HVAC	36.6	36.6	33.6				
Loading Dock	10.8	-	10.8				
Parking Garage - Level 1	31.5	31.5	-				
Parking Garage - Level 2	33.5	33.5	-				
Parking Garage - Level 3	34.6	34.6	-				
Parking Garage - Level 4	35.5	35.5	-				
12 1.FI 40.0 40.0	32.3	0.0	0.0	0.0			
HVAC	35.3	35.3	32.3				
Loading Dock	13.3	-	13.3				
Parking Garage - Level 1	30.5	30.5	-				
Parking Garage - Level 2	31.7	31.7	-				
Parking Garage - Level 3	32.6	32.6	-				
Parking Garage - Level 4	33.4	33.4	-				
13 1.FI 39.3 39.3	31.7	0.0	0.0	0.0			
HVAC	34.6	34.6	31.6				
Loading Dock	12.1	-	12.1				
Parking Garage - Level 1	29.4	29.4	-				
Parking Garage - Level 2	31.7	31.7	-				
Parking Garage - Level 3	32.0	32.0	-				
Parking Garage - Level 4	32.1	32.1	-				
14 1.FI 39.0 38.9	34.6	0.0	0.0	0.0			
HVAC	37.4	37.4	34.4				
Loading Dock	22.3	-	22.3				
Parking Garage - Level 1	26.5	26.5	-				
Parking Garage - Level 2	27.1	27.1	-				
Parking Garage - Level 3	27.7	27.7	-				
Parking Garage - Level 4	28.2	28.2	-				
15 1.FI 41.9 36.9	41.1	0.0	0.0	0.0			
HVAC	36.6	36.6	33.6				
Loading Dock	40.3	-	40.3				
Parking Garage - Level 1	19.3	19.3	-				
Parking Garage - Level 2	19.7	19.7	-				
Parking Garage - Level 3	20.1	20.1	-				
Parking Garage - Level 4	20.5	20.5	-				