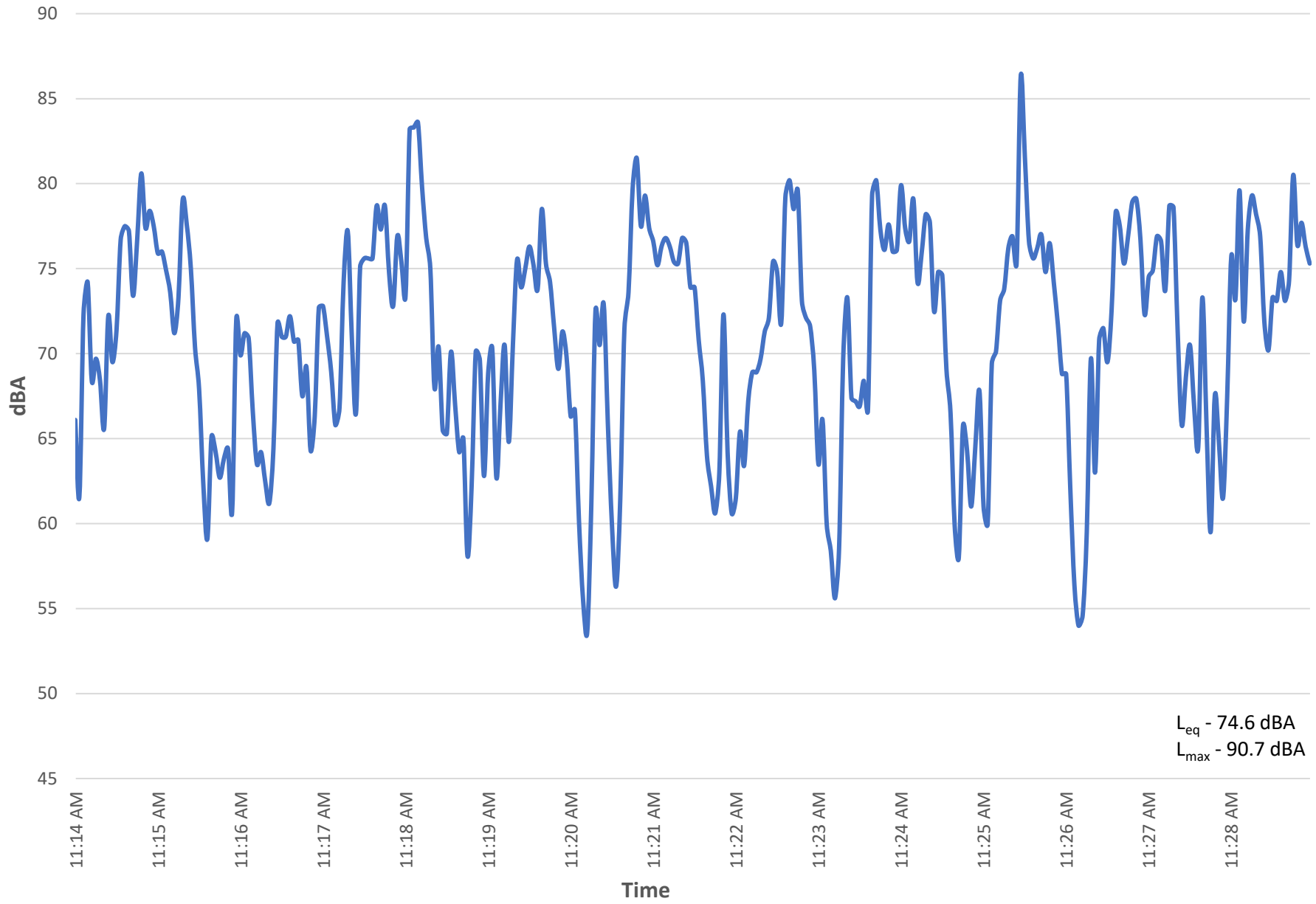


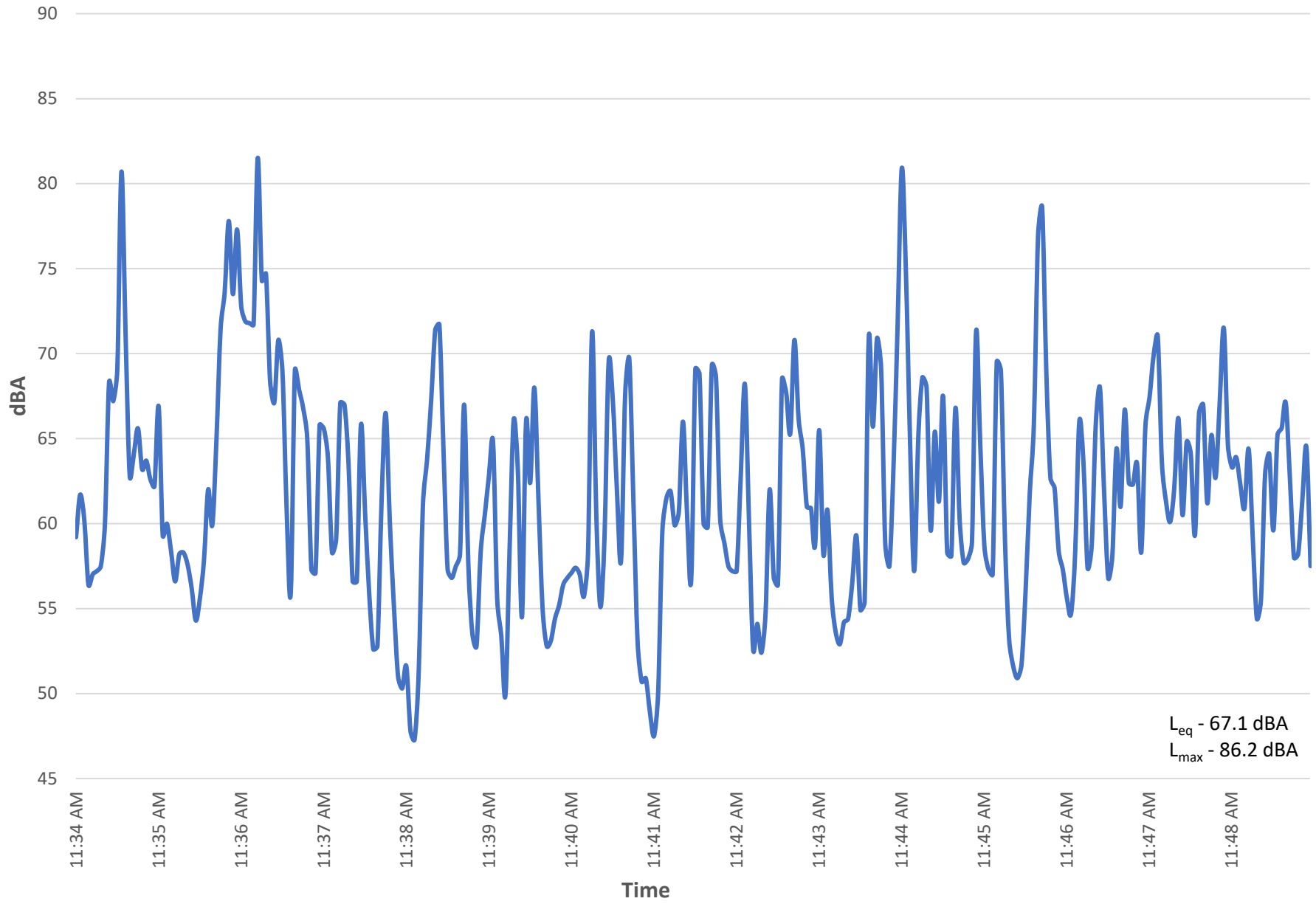
Appendix F

Noise

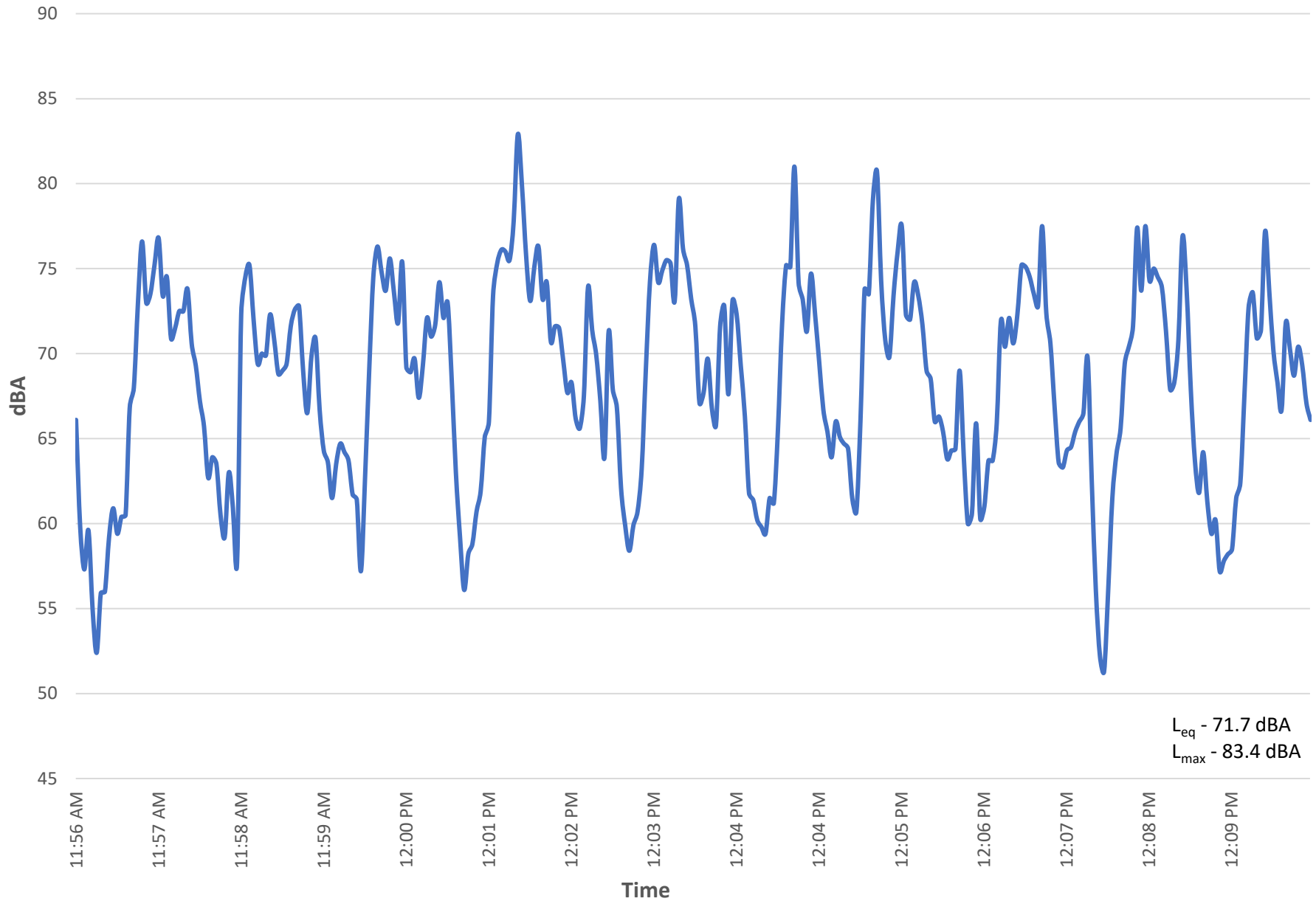
ST-1 - September 3, 2020



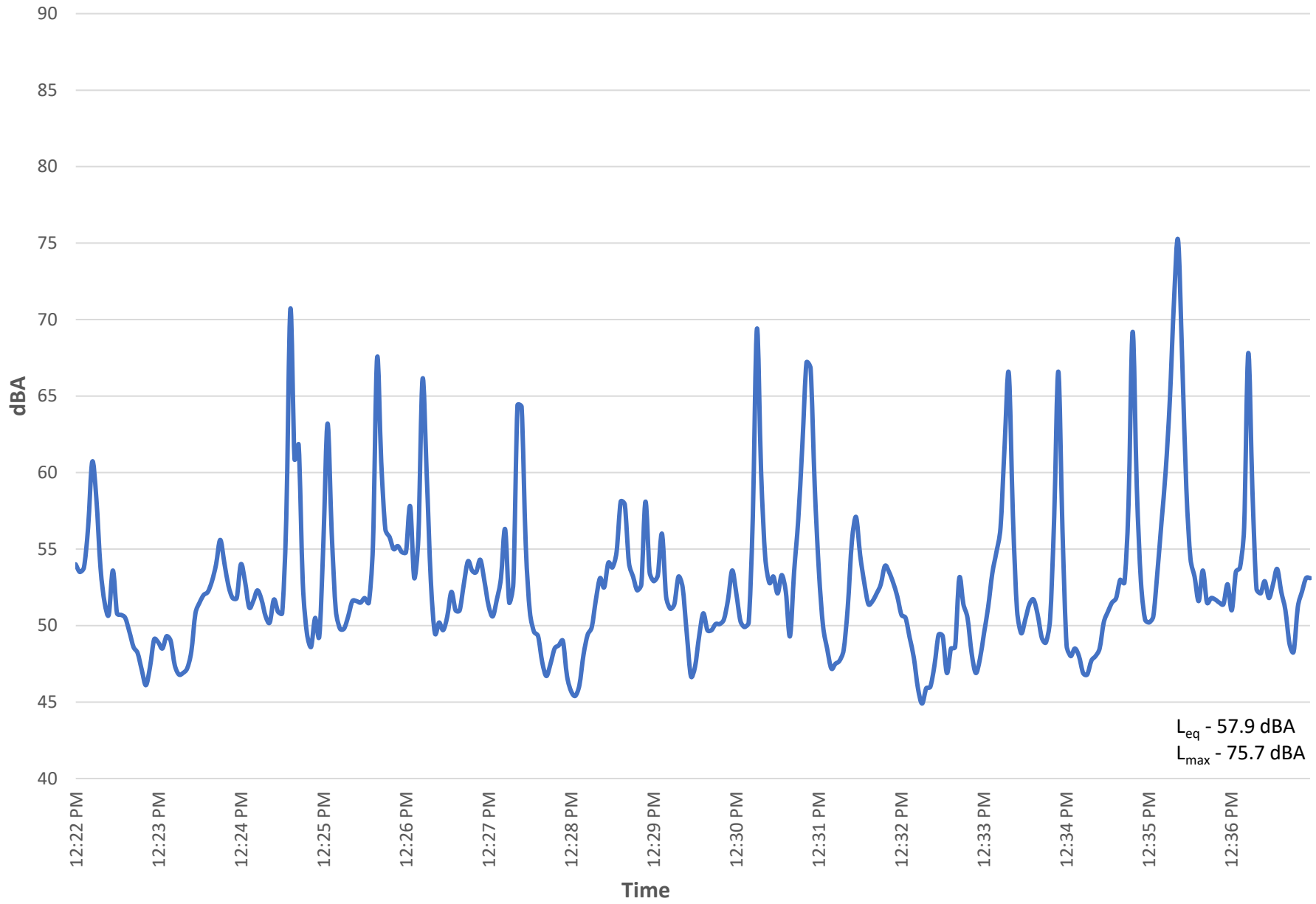
ST-2 - September 3, 2020



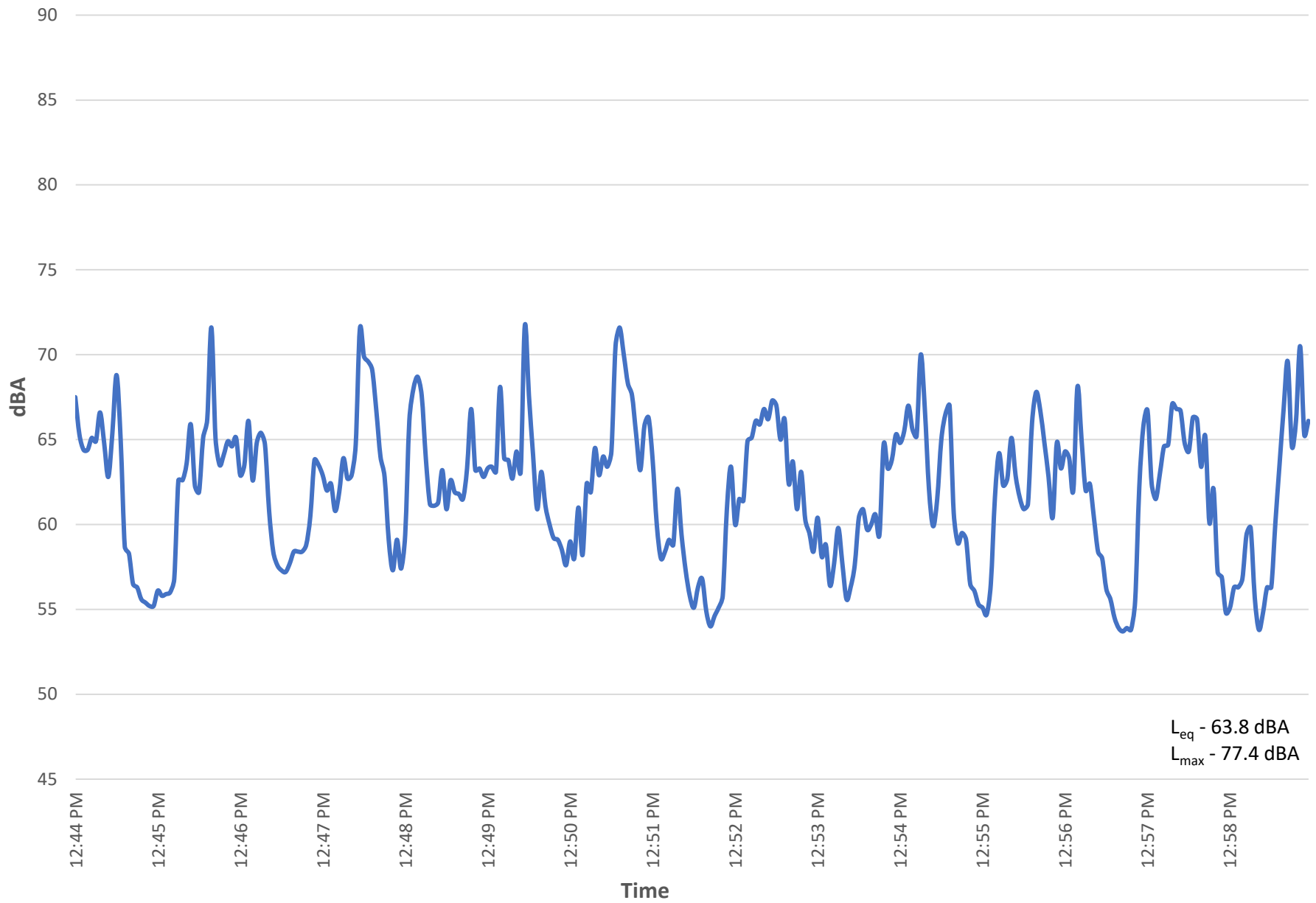
ST-3 - September 3, 2020



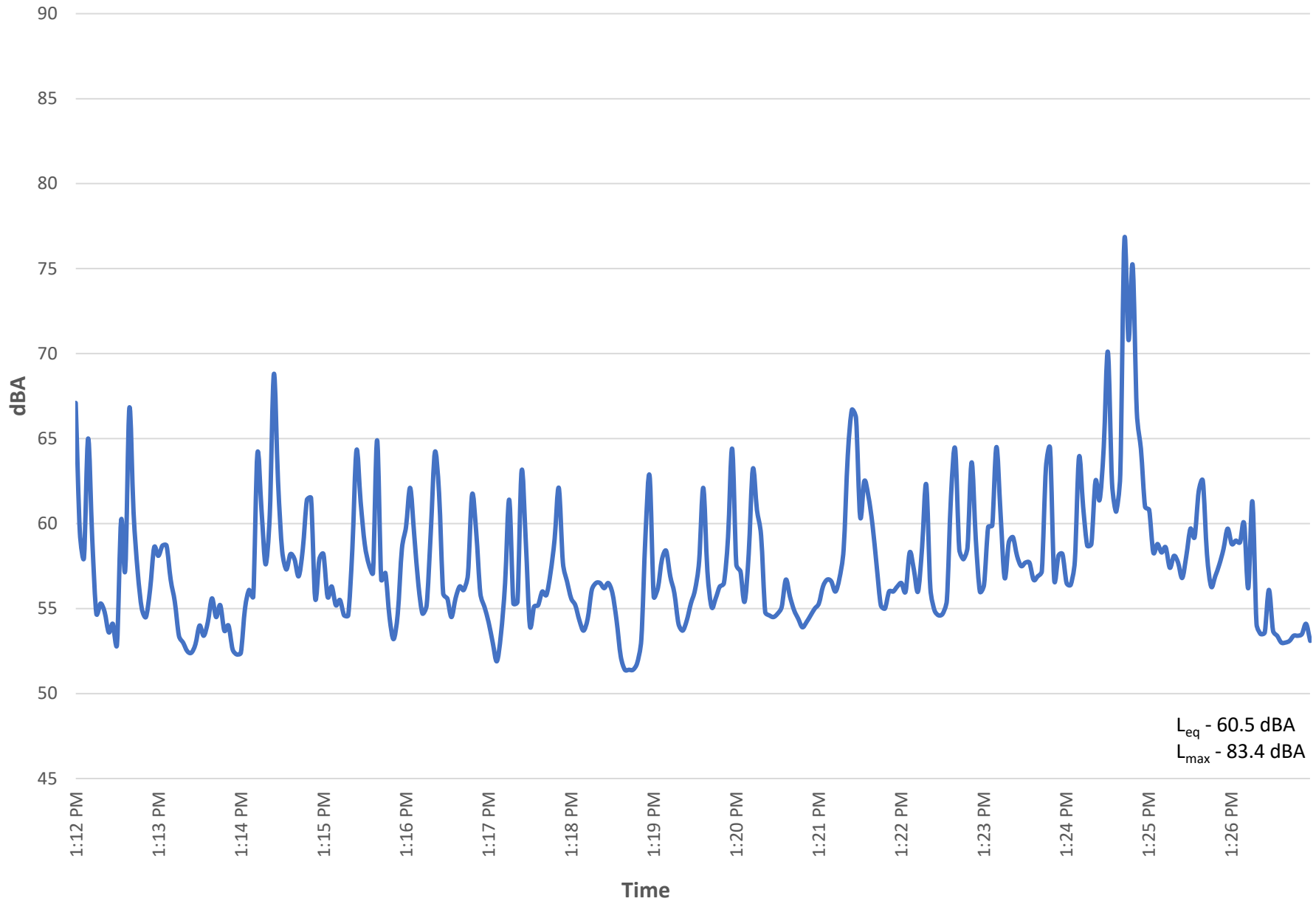
ST-4 - September 3, 2020



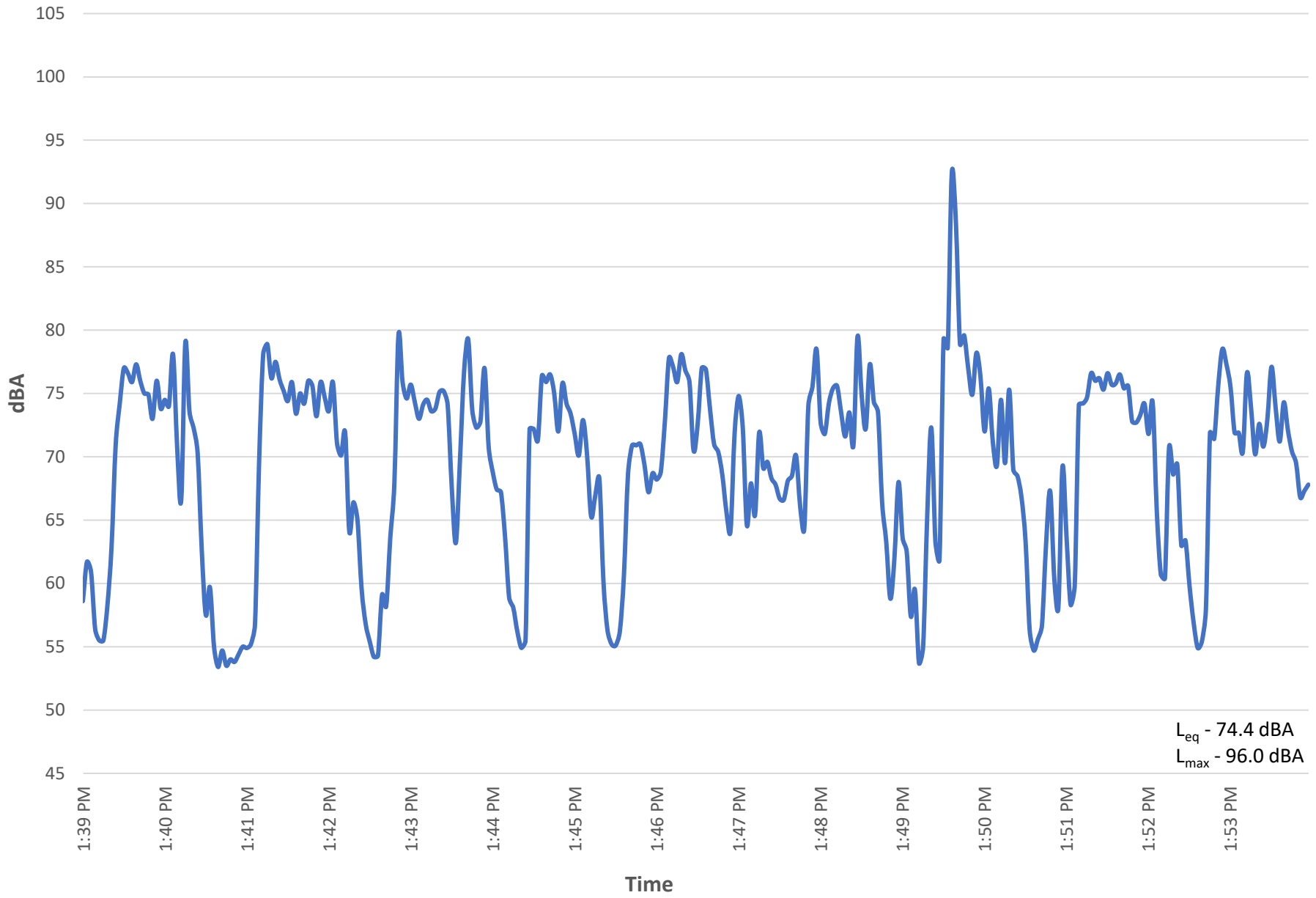
ST-5 - September 3, 2020



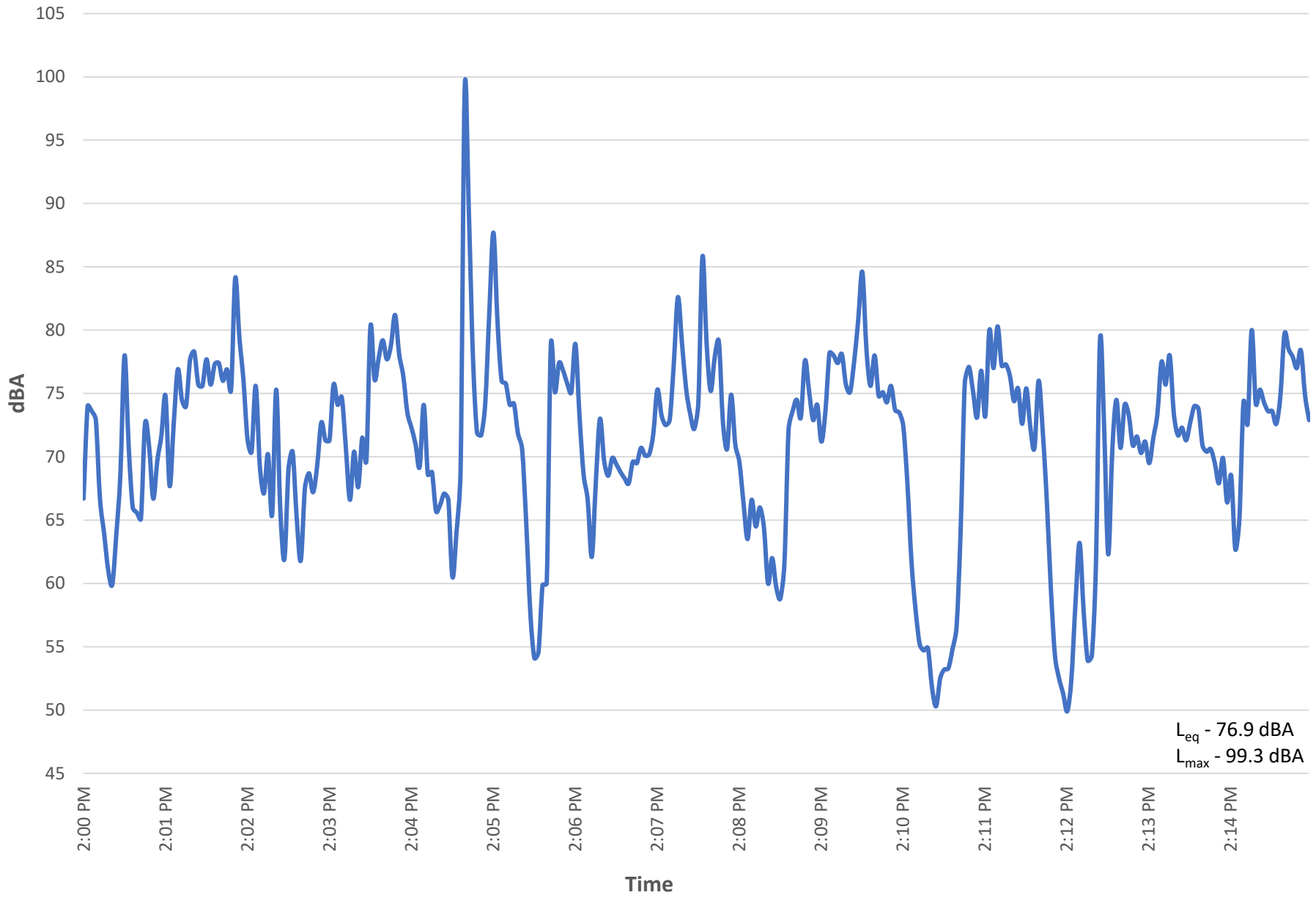
ST-6 - September 3, 2020



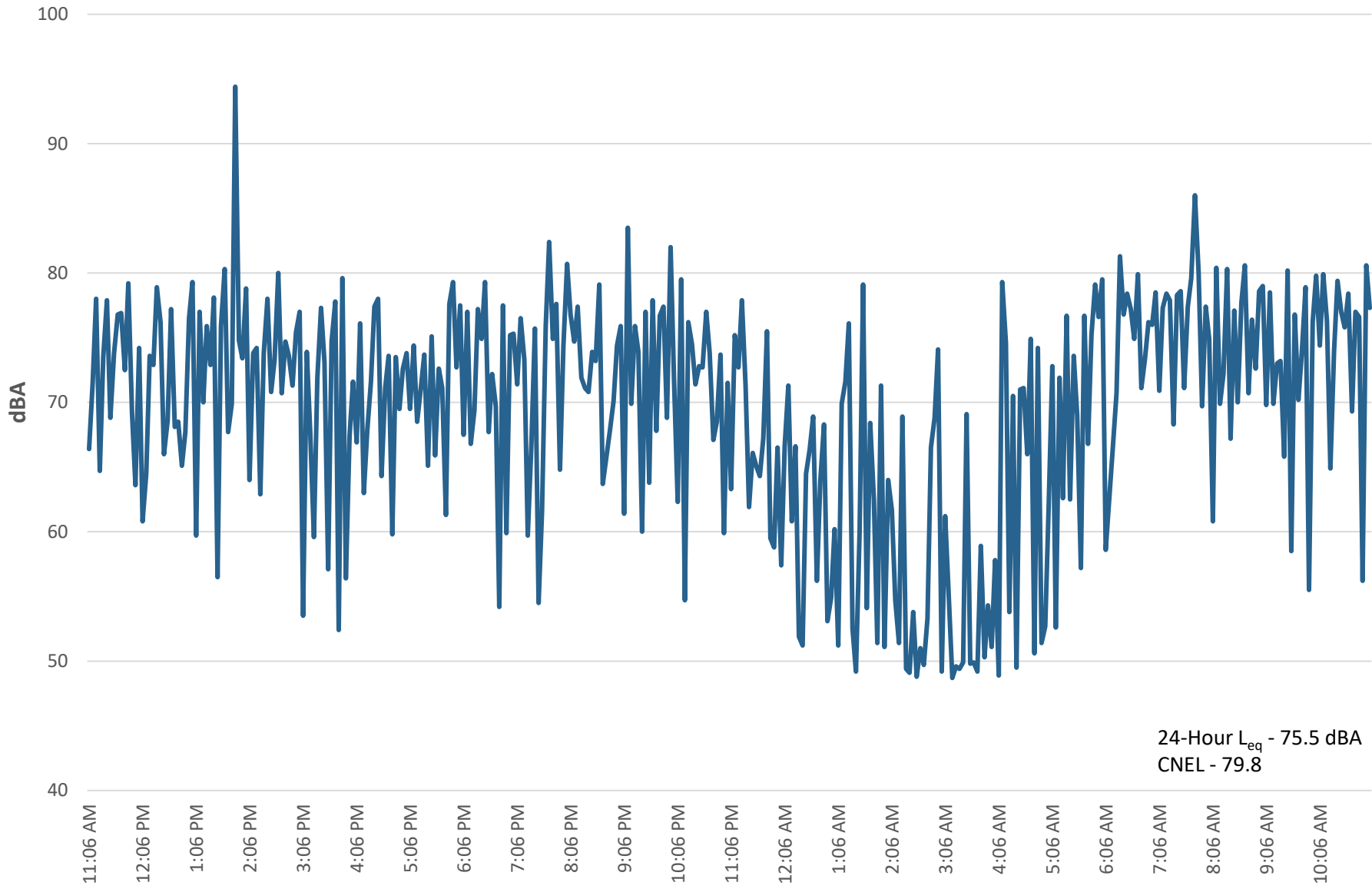
ST-7 - September 3, 2020



ST-8 - September 4, 2020

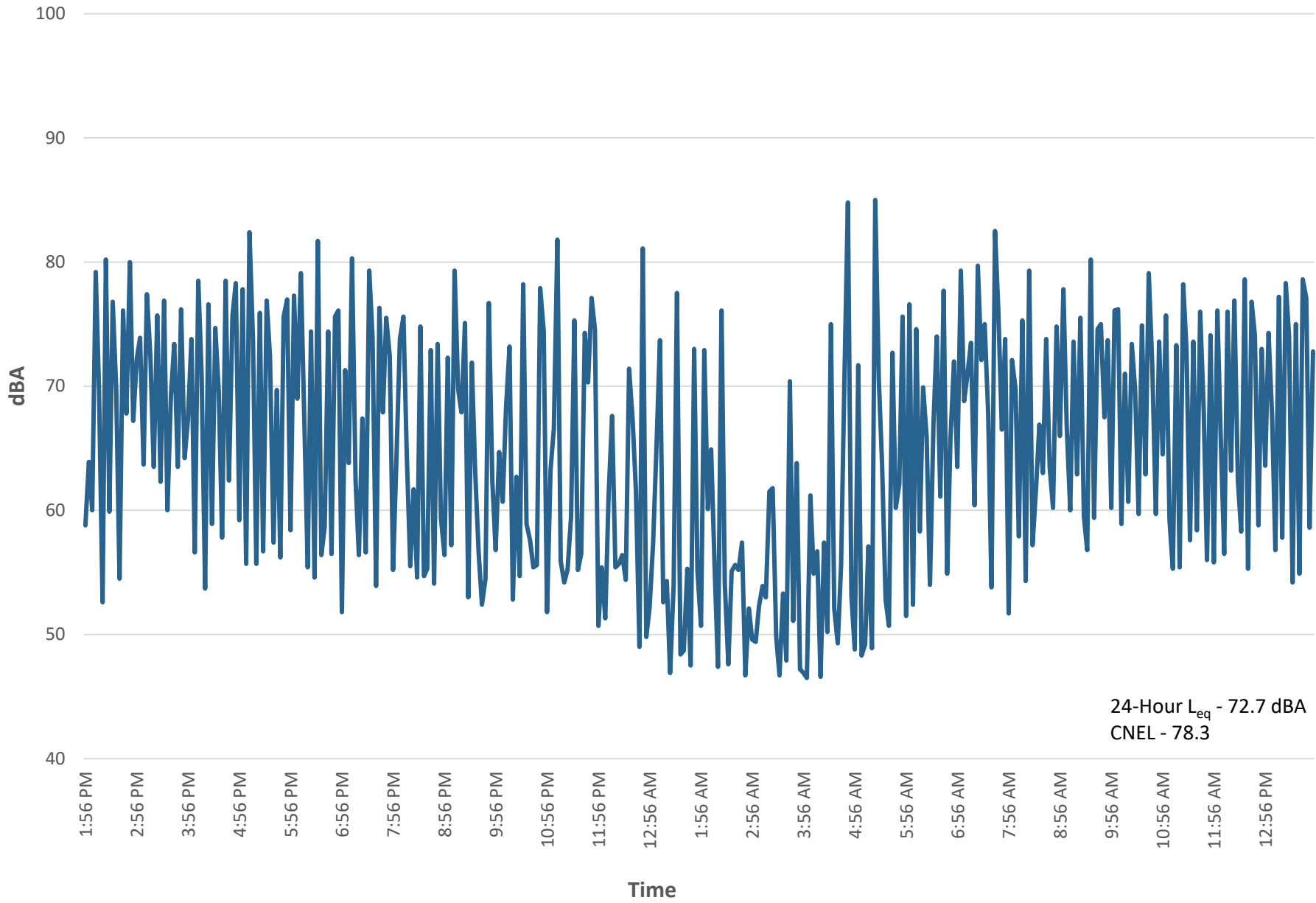


LT-1 (Wilshire Boulevard) - September 3 - 4, 2020



24-Hour L_{eq} - 75.5 dBA
CNEL - 79.8

LT-2 (Santa Monica Boulevard) - September 3 - 4, 2020



Waldorf Astoria Poolside Noise Measurement

Data Logger

1

A

FAST

30-90

61.3

60.1

57.5

56

55.6

69.4

5/21/2018 14:17

86

58.3

No.s

Date Time

dB

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4	5/21/2018 14:13	56.6
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443	5/21/2018 14:20	57.9
444	5/21/2018 14:20	60.5
445	5/21/2018 14:20	60.2
446	5/21/2018 14:20	58.1
447	5/21/2018 14:20	58.1
448	5/21/2018 14:20	56.9
449	5/21/2018 14:20	57.5
450	5/21/2018 14:20	56.3
451	5/21/2018 14:20	57.9
452	5/21/2018 14:20	59.3
453	5/21/2018 14:20	59.0
454	5/21/2018 14:20	57.4
455	5/21/2018 14:20	58.9

456	5/21/2018 14:20	57.0
457	5/21/2018 14:20	58.8
458	5/21/2018 14:20	58.0
459	5/21/2018 14:20	58.0
460	5/21/2018 14:20	60.2
461	5/21/2018 14:20	62.7
462	5/21/2018 14:20	59.3
463	5/21/2018 14:20	58.6
464	5/21/2018 14:20	59.8
465	5/21/2018 14:20	63.0
466	5/21/2018 14:20	57.9
467	5/21/2018 14:20	58.0
468	5/21/2018 14:20	57.3
469	5/21/2018 14:20	60.7
470	5/21/2018 14:20	58.0
471	5/21/2018 14:20	57.1
472	5/21/2018 14:20	59.3
473	5/21/2018 14:20	58.3
474	5/21/2018 14:20	58.5
475	5/21/2018 14:20	60.2
476	5/21/2018 14:20	57.2
477	5/21/2018 14:20	57.4
478	5/21/2018 14:20	57.1
479	5/21/2018 14:20	56.7
480	5/21/2018 14:21	62.7
481	5/21/2018 14:21	57.3
482	5/21/2018 14:21	57.7
483	5/21/2018 14:21	58.6
484	5/21/2018 14:21	57.3
485	5/21/2018 14:21	58.9
486	5/21/2018 14:21	67.8
487	5/21/2018 14:21	63.2
488	5/21/2018 14:21	58.1
489	5/21/2018 14:21	58.1
490	5/21/2018 14:21	58.4
491	5/21/2018 14:21	60.3
492	5/21/2018 14:21	58.7
493	5/21/2018 14:21	57.8
494	5/21/2018 14:21	58.4
495	5/21/2018 14:21	59.2
496	5/21/2018 14:21	58.6
497	5/21/2018 14:21	59.8
498	5/21/2018 14:21	56.9
499	5/21/2018 14:21	57.4
500	5/21/2018 14:21	61.3
501	5/21/2018 14:21	58.3
502	5/21/2018 14:21	61.6

503	5/21/2018 14:21	57.2
504	5/21/2018 14:21	56.9
505	5/21/2018 14:21	59.3
506	5/21/2018 14:21	57.2
507	5/21/2018 14:21	61.1
508	5/21/2018 14:21	56.9
509	5/21/2018 14:21	55.2
510	5/21/2018 14:21	64.6
511	5/21/2018 14:21	62.7
512	5/21/2018 14:21	56.5
513	5/21/2018 14:21	55.4
514	5/21/2018 14:21	61.4
515	5/21/2018 14:21	58.0
516	5/21/2018 14:21	59.0
517	5/21/2018 14:21	61.9
518	5/21/2018 14:21	59.0
519	5/21/2018 14:21	62.5
520	5/21/2018 14:21	61.4
521	5/21/2018 14:21	61.7
522	5/21/2018 14:21	62.0
523	5/21/2018 14:21	61.5
524	5/21/2018 14:21	60.2
525	5/21/2018 14:21	63.1
526	5/21/2018 14:21	57.6
527	5/21/2018 14:21	57.6
528	5/21/2018 14:21	56.2
529	5/21/2018 14:21	57.4
530	5/21/2018 14:21	55.4
531	5/21/2018 14:21	55.3
532	5/21/2018 14:21	59.4
533	5/21/2018 14:21	57.7
534	5/21/2018 14:21	62.6
535	5/21/2018 14:21	55.7
536	5/21/2018 14:21	58.8
537	5/21/2018 14:21	56.1
538	5/21/2018 14:21	57.7
539	5/21/2018 14:21	56.2
540	5/21/2018 14:22	55.7
541	5/21/2018 14:22	55.6
542	5/21/2018 14:22	55.0
543	5/21/2018 14:22	55.9
544	5/21/2018 14:22	56.7
545	5/21/2018 14:22	54.7
546	5/21/2018 14:22	55.3
547	5/21/2018 14:22	55.3
548	5/21/2018 14:22	55.2
549	5/21/2018 14:22	54.8

550	5/21/2018 14:22	54.9
551	5/21/2018 14:22	54.4
552	5/21/2018 14:22	54.4
553	5/21/2018 14:22	54.9
554	5/21/2018 14:22	55.7
555	5/21/2018 14:22	59.1
556	5/21/2018 14:22	59.0
557	5/21/2018 14:22	58.7
558	5/21/2018 14:22	56.2
559	5/21/2018 14:22	56.8
560	5/21/2018 14:22	56.4
561	5/21/2018 14:22	55.4
562	5/21/2018 14:22	58.6
563	5/21/2018 14:22	55.4
564	5/21/2018 14:22	55.6
565	5/21/2018 14:22	56.2
566	5/21/2018 14:22	57.9
567	5/21/2018 14:22	56.6
568	5/21/2018 14:22	59.8
569	5/21/2018 14:22	56.7
570	5/21/2018 14:22	56.1
571	5/21/2018 14:22	58.9
572	5/21/2018 14:22	56.3
573	5/21/2018 14:22	56.0
574	5/21/2018 14:22	59.3
575	5/21/2018 14:22	58.4
576	5/21/2018 14:22	56.2
577	5/21/2018 14:22	56.6
578	5/21/2018 14:22	55.6
579	5/21/2018 14:22	57.5
580	5/21/2018 14:22	56.3
581	5/21/2018 14:22	55.9
582	5/21/2018 14:22	56.0
583	5/21/2018 14:22	55.8
584	5/21/2018 14:22	55.8
585	5/21/2018 14:22	57.1
586	5/21/2018 14:22	56.6
587	5/21/2018 14:22	57.4
588	5/21/2018 14:22	57.3
589	5/21/2018 14:22	57.7
590	5/21/2018 14:22	55.9
591	5/21/2018 14:22	56.0
592	5/21/2018 14:22	55.6
593	5/21/2018 14:22	55.9
594	5/21/2018 14:22	55.4
595	5/21/2018 14:22	55.9
596	5/21/2018 14:22	60.4

597	5/21/2018 14:22	57.7
598	5/21/2018 14:22	57.0
599	5/21/2018 14:22	56.8
600	5/21/2018 14:23	56.3

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/07/2020
 Case Description: OBH - Demolition

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Excavator	No	40	80.7	350.0	0.0	
Excavator	No	40	80.7	350.0	0.0	
Excavator	No	40	80.7	350.0	0.0	
Grader	No	40	85.0	350.0	0.0	
Front End Loader	No	40	79.1	350.0	0.0	

Results

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	64.8	60.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	63.8	59.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	63.8	59.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	63.8	59.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	68.1	64.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Front End Loader	62.2	58.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	68.1	68.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/07/2020
 Case Description: OBH - Demolition + Site Preparation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Excavator	No	40	80.7	250.0	0.0	
Excavator	No	40	80.7	250.0	0.0	
Excavator	No	40	80.7	250.0	0.0	
Grader	No	40	85.0	250.0	0.0	
Front End Loader	No	40	79.1	250.0	0.0	

Results

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	67.7	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	66.7	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	66.7	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	66.7	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	71.0	67.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Front End Loader	65.1	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	71.0	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night

N/A														
Crane	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	67.0	73.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
El Rodeo School	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Crane	No	16	80.6	80.6	185.0	0.0	0.0
Pumps	No	50	80.9	80.9	185.0	0.0	0.0
Pumps	No	50	80.9	80.9	185.0	0.0	0.0
Pumps	No	50	80.9	80.9	185.0	0.0	0.0
Pumps	No	50	80.9	80.9	185.0	0.0	0.0
Pumps	No	50	80.9	80.9	185.0	0.0	0.0
Pumps	No	50	80.9	80.9	185.0	0.0	0.0
Pumps	No	50	80.9	80.9	185.0	0.0	0.0

Results

Calculated (dBA)	Noise Limits (dBA)			Noise Limit Exceedance (dBA)		
	Day	Evening	Night	Day	Evening	Night

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/07/2020
 Case Description: OBH - Architectural Coating

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	250.0	0.0	
Crane	No	16	80.6	250.0	0.0	
Crane	No	16	80.6	250.0	0.0	
Crane	No	16	80.6	250.0	0.0	
Crane	No	16	80.6	250.0	0.0	
Crane	No	16	80.6	250.0	0.0	

Results

Equipment Lmax Leq	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	66.6	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	66.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe N/A	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe N/A	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer N/A	67.7	63.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator N/A	66.7	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader N/A	71.0	67.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader N/A	65.1	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver N/A	63.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver N/A	63.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pumps N/A	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pumps N/A	67.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total N/A	71.0	73.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
El Rodeo School	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Usage (%)	Receptor		
			Spec Lmax (dBA)	Actual Lmax (dBA)	Estimated Distance Shielding (feet) (dBA)
Crane	No	16	80.6	185.0	0.0
Crane	No	16	80.6	185.0	0.0
Crane	No	16	80.6	185.0	0.0
Crane	No	16	80.6	185.0	0.0
Crane	No	16	80.6	185.0	0.0
Crane	No	16	80.6	185.0	0.0
Crane	No	16	80.6	185.0	0.0
Backhoe	No	40	77.6	185.0	0.0
Backhoe	No	40	77.6	185.0	0.0
Dozer	No	40	81.7	185.0	0.0
Excavator	No	40	80.7	185.0	0.0
Grader	No	40	85.0	185.0	0.0

N/A														
Crane	61.6	53.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	62.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	62.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	62.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	62.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	62.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	62.0	59.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	62.0	68.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
El Rodeo School	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Crane	No	16	80.6	80.6	185.0	5.0	5.0
Pumps	No	50	80.9	80.9	185.0	5.0	5.0
Pumps	No	50	80.9	80.9	185.0	5.0	5.0
Pumps	No	50	80.9	80.9	185.0	5.0	5.0
Pumps	No	50	80.9	80.9	185.0	5.0	5.0
Pumps	No	50	80.9	80.9	185.0	5.0	5.0
Pumps	No	50	80.9	80.9	185.0	5.0	5.0
Pumps	No	50	80.9	80.9	185.0	5.0	5.0

Results

Calculated (dBA)	Noise Limits (dBA)			Noise Limit Exceedance (dBA)		
	Day	Evening	Night	Day	Evening	Night

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/07/2020
 Case Description: OBH - Demolition - Mitigated - Nighttime

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Excavator	No	40	80.7	350.0	20.0	
Excavator	No	40	80.7	350.0	20.0	
Excavator	No	40	80.7	350.0	20.0	
Grader	No	40	85.0	350.0	20.0	
Front End Loader	No	40	79.1	350.0	20.0	

Results

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	44.8	40.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	43.8	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	48.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Front End Loader	42.2	38.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	48.1	48.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 10/07/2020
 Case Description: OBH - Demolition + Site Preparation - Mitigated - Nighttime

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual		Receptor		Estimated
			Lmax (dBA)	Leq (dBA)	Distance (feet)	Shielding (dBA)	
Dozer	No	40	81.7	250.0	20.0		
Excavator	No	40	80.7	250.0	20.0		
Excavator	No	40	80.7	250.0	20.0		
Excavator	No	40	80.7	250.0	20.0		
Grader	No	40	85.0	250.0	20.0		
Front End Loader	No	40	79.1	250.0	20.0		

Results

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	47.7	43.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	46.7	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	46.7	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	46.7	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	51.0	47.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Front End Loader	45.1	41.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	51.0	51.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night

N/A														
Crane	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Pumps	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	47.0	53.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
El Rodeo School	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	80.6	185.0	20.0	
Crane	No	16	80.6	80.6	185.0	20.0	
Crane	No	16	80.6	80.6	185.0	20.0	
Crane	No	16	80.6	80.6	185.0	20.0	
Crane	No	16	80.6	80.6	185.0	20.0	
Crane	No	16	80.6	80.6	185.0	20.0	
Crane	No	16	80.6	80.6	185.0	20.0	
Crane	No	16	80.6	80.6	185.0	20.0	
Pumps	No	50	80.9	80.9	185.0	20.0	
Pumps	No	50	80.9	80.9	185.0	20.0	
Pumps	No	50	80.9	80.9	185.0	20.0	
Pumps	No	50	80.9	80.9	185.0	20.0	
Pumps	No	50	80.9	80.9	185.0	20.0	
Pumps	No	50	80.9	80.9	185.0	20.0	
Pumps	No	50	80.9	80.9	185.0	20.0	

Results

Calculated (dBA)	Noise Limits (dBA)			Noise Limit Exceedance (dBA)		
	Day	Evening	Night	Day	Evening	Night

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/07/2020

Case Description: OBH - Architectural Coating - Mitigated - Nighttime

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Crane	No	16	80.6	250.0	20.0	
Crane	No	16	80.6	250.0	20.0	
Crane	No	16	80.6	250.0	20.0	
Crane	No	16	80.6	250.0	20.0	
Crane	No	16	80.6	250.0	20.0	
Crane	No	16	80.6	250.0	20.0	

Results

Equipment Lmax Leq	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	46.6	47.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	46.6	38.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe N/A	43.6	39.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe N/A	43.6	39.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer N/A	47.7	43.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator N/A	46.7	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader N/A	51.0	47.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader N/A	45.1	41.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver N/A	43.2	40.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver N/A	43.2	40.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pumps N/A	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pumps N/A	47.0	44.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total N/A	51.0	53.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
El Rodeo School	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Usage (%)	Receptor		
			Spec Lmax (dBA)	Actual Lmax (dBA)	Estimated Distance Shielding (feet) (dBA)
Crane	No	16	80.6	185.0	20.0
Crane	No	16	80.6	185.0	20.0
Crane	No	16	80.6	185.0	20.0
Crane	No	16	80.6	185.0	20.0
Crane	No	16	80.6	185.0	20.0
Crane	No	16	80.6	185.0	20.0
Crane	No	16	80.6	185.0	20.0
Backhoe	No	40	77.6	185.0	20.0
Backhoe	No	40	77.6	185.0	20.0
Dozer	No	40	81.7	185.0	20.0
Excavator	No	40	80.7	185.0	20.0
Grader	No	40	85.0	185.0	20.0

N/A

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
El Rodeo School	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Usage (%)	Actual Receptor		Estimated Distance (feet)	Shielding (dBA)
			Lmax (dBA)	Lmax (dBA)		
Backhoe	No	40	77.6	185.0	20.0	
Backhoe	No	40	77.6	185.0	20.0	
Dozer	No	40	81.7	185.0	20.0	
Excavator	No	40	80.7	185.0	20.0	
Grader	No	40	85.0	185.0	20.0	
Front End Loader	No	40	79.1	185.0	20.0	
Paver	No	50	77.2	185.0	20.0	
Paver	No	50	77.2	185.0	20.0	

Results

Equipment Lmax Leq	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe N/A	46.2	42.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe N/A	46.2	42.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer N/A	50.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator N/A	49.3	45.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader N/A	53.6	49.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader N/A	47.7	43.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver N/A	45.9	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver N/A	45.9	42.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	53.6	54.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A

Job Information

9900 Wilshire

Selected by

DMG Corporation
 1110 W Taft Ave
 Orange, CA 92865 US
 andy.tripicchio@dmghvac.com

Andrew Tripicchio
 Tel 949-309-8806

Cooling Tower Definition

Manufacturer	Marley	Fan Speed (98.4 %)	596 rpm
Product	AV	Fan Tip Speed (98.4 %)	10301 fpm
Model	AV6809CAN9	Fan Motor Speed (98.4 %)	1771 rpm
Cells	9	Fan Motor Capacity per cell	40.00 Hp
Fan	5.50 ft, 6 Blades, Low Sound	Fan Motor Output per cell	35.76 BHp
Fans per cell	3	Fan Motor Output total	321.81 BHp

Model Group Standard Low Sound (A)

Sound

9 - Cell sound data for an unobstructed environment.

Sound Pressure Level (SPL) expressed in dB (re: 20x10⁻⁶ Pa)
 Sound Power Level (PWL) expressed in dB (re: 1x10⁻¹² watts)

Distance	Location	Octave Band Center Frequency (Hz)								Overall dBA
		63	125	250	500	1000	2000	4000	8000	
5.00 ft	Air Inlet Face SPL	86	87	91	83	79	74	71	69	86
5.00 ft	Cased Face SPL	80	75	75	72	68	62	59	55	73
5.00 ft	Fan Discharge SPL	89	91	89	87	85	80	78	74	89
50.00 ft	Air Inlet Face SPL	83	76	82	75	72	66	58	55	78
50.00 ft	Cased Face SPL	79	63	67	66	63	61	59	55	69
50.00 ft	Fan Discharge SPL	74	78	79	73	71	62	60	55	75
	Tower PWL	111	110	111	105	103	96	93	88	108

Notes

- Sound Pressure Levels at Fan Discharge are measured on the cased face side opposite the motor, far enough outside the air stream to prevent air noise from affecting the reading.
- Sound pressure levels were measured and recorded in full conformance with CTI ATC-128 test code November 2019 revision published by the Cooling Technology Institute (CTI).

Other Resources

For additional information on sound-related topics please see:

- Sound Power Impacts Per CTI Code Revision
<https://spxcooling.com/library/sound-power-impacts-per-cti-code-revision/>
 Understanding and Evaluating Cooling Tower Sound Levels Among Manufacturers
<https://spxcooling.com/library/understanding-and-evaluating-cooling-tower-sound-levels-among-manufacturers/>

Job Information

9900 Wilshire

Selected by

DMG Corporation
 1110 W Taft Ave
 Orange, CA 92865 US
 andy.tripicchio@dmghvac.com

Andrew Tripicchio
 Tel 949-309-8806

Cooling Tower Definition

Manufacturer	Marley	Fan Speed (95.1 %)	307 rpm
Product	NC Steel	Fan Tip Speed (95.1 %)	11575 fpm
Model	NC8409UAN6	Fan Motor Speed (95.1 %)	1711 rpm
Cells	6	Fan Motor Capacity per cell	50.00 Hp
Fan	12.00 ft, 5 Blades, Low Sound	Fan Motor Output per cell	43.16 BHp
Fans per cell	1	Fan Motor Output total	258.96 BHp

Model Group Standard Low Sound (A)

Sound » Independently Verified

6 - Cell sound data for an unobstructed environment.

Sound Pressure Level (SPL) expressed in dB (re: 20x10⁻⁶ Pa)
 Sound Power Level (PWL) expressed in dB (re: 1x10⁻¹² watts)

Distance	Location	Octave Band Center Frequency (Hz)								Overall dBA
		63	125	250	500	1000	2000	4000	8000	
5.00 ft	Air Inlet Face SPL	89	89	87	82	79	76	67	62	85
5.00 ft	Cased Face SPL	82	78	75	69	64	63	59	54	72
5.00 ft	Fan Discharge SPL	87	90	89	86	84	84	79	73	90
50.00 ft	Air Inlet Face SPL	81	73	75	72	70	69	59	50	75
50.00 ft	Cased Face SPL	79	72	69	64	60	56	51	45	67
50.00 ft	Fan Discharge SPL	85	81	81	77	74	74	70	65	81
	Tower PWL	117	113	113	109	106	106	101	96	112

Notes

- Sound levels have been independently verified by a CTI-licensed sound test agency to ensure validity and reliability of the published values.
- Measurement and analysis of the sound levels were conducted by a certified Professional Engineer in Acoustical Engineering.
- Sound pressure levels were measured and recorded on various models in the acoustic near-field and far-field locations using ANSI S1.4 Type 1 precision instrumentation.
- Sound pressure levels were measured and recorded in full conformance with CTI ATC-128 test code November 2019 revision published by the Cooling Technology Institute (CTI).

Other Resources

For additional information on sound-related topics please see:

Sound Power Impacts Per CTI Code Revision
<https://spxcooling.com/library/sound-power-impacts-per-cti-code-revision/>
 Understanding and Evaluating Cooling Tower Sound Levels Among Manufacturers
<https://spxcooling.com/library/understanding-and-evaluating-cooling-tower-sound-levels-among-manufacturers/>

Appendix E Rincon FHWA Traffic Noise Model

rincon

Model Input

Project Name :	One Beverly Hills		
Project Number :	20-09959		
Modeling Condition :	Existing		
Ground Type :	Hard	Peak ratio to ADT:	10
Metric (L_{eq}, L_{dn}, CNEL) :	CNEL	Traffic Desc. (Peak or ADT) :	Peak

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor	
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night		
1	Wilshire Boulevard	w/o Whittier Drive		4,088	35	50	97.5				2	0.5	74	13	13	
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	3,654	30	120	97.5				2	0.5	74	13	13	
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	4,912	25	130	97.5				2	0.5	68	15	17	
4	Whittier Drive	n/o Wilshire Blvd		1,210	25	35	98				2	0	80	5	15	
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	3,558	25	130	97.5				2	0.5	68	15	17	
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	4,724	25	95	97.5				2	0.5	68	15	17	

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Model Results

Project Number :	One Beverly Hills
Modeling Condition :	20-09959
Ground Type :	Existing
Metric (Leq, Ldn, CNEL) :	CNEL

Segment Number	Roadway	Segment		Noise Levels (dB) CNEL					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Wilshire Boulevard	w/o Whittier Drive		70.8	0.0	0.0	61.1	60.1	71.6
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	66.2	0.0	0.0	56.6	55.9	67.0
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	67.9	0.0	0.0	58.3	57.8	68.7
4	Whittier Drive	n/o Wilshire Blvd		66.9	0.0	0.0	57.3	0.0	67.4
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	66.5	0.0	0.0	56.9	56.4	67.3
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	69.1	0.0	0.0	59.5	59.0	69.9

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
71	226	715	2,260	7,146
60	190	602	1,903	6,017
97	306	969	3,064	9,688
19	60	191	603	1,907
70	222	702	2,219	7,017
93	295	932	2,946	9,317

Appendix E Rincon FHWA Traffic Noise Model

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Model Input

Project Name :	One Beverly Hills		
Project Number :	20-09959		
Modeling Condition :	Existing		
Ground Type :	Hard	Peak ratio to ADT:	10
Metric (L_{eq}, L_{dn}, CNEL) :	CNEL	Traffic Desc. (Peak or ADT) :	Peak

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor	
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night		
1	Wilshire Boulevard	w/o Whittier Drive		4,091	35	15	97				2	1	74.43	12.9	12.67	
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	3,641	30	15	97				2	1	74.43	12.9	12.67	
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	4,816	25	130	97.5				2	0.5	74.43	12.9	12.67	
4	Whittier Drive	n/o Wilshire Blvd		1,205	25	35	98				2	0	74.43	12.9	12.67	
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	3,625	25	130	97.5				2	0.5	74.43	12.9	12.67	
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	4,849	25	95	97.5				2	0.5	74.43	12.9	12.67	

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Model Results

Project Number :	One Beverly Hills
Modeling Condition :	20-09959
Ground Type :	Existing
Metric (Leq, Ldn, CNEL) :	CNEL

Segment Number	Roadway	Segment		Noise Levels (dB) CNEL					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Wilshire Boulevard	w/o Whittier Drive		75.9	0.0	0.0	66.2	68.3	77.0
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	75.1	0.0	0.0	65.5	67.8	76.3
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	67.1	0.0	0.0	57.5	57.0	67.9
4	Whittier Drive	n/o Wilshire Blvd		66.8	0.0	0.0	57.2	0.0	67.3
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	65.9	0.0	0.0	56.2	55.8	66.7
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	68.5	0.0	0.0	58.9	58.4	69.3

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
75	238	753	2,382	7,533
63	201	635	2,008	6,349
80	255	805	2,545	8,049
19	59	186	588	1,859
61	192	606	1,916	6,059
81	256	810	2,563	8,105

Appendix E Rincon FHWA Traffic Noise Model

Model Input



Project Name :	One Beverly Hills	Peak ratio to ADT:	10
Project Number :	20-09959	Traffic Desc. (Peak or ADT) :	Peak
Modeling Condition :	Existing plus Project		
Ground Type :	Hard		
Metric (L_{eq}, L_{dn}, CNEL) :	CNEL		

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor	
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night		
1	Wilshire Boulevard	w/o Whittier Drive		4,118	35	50	97.5				2	0.5	74	13	13	
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	3,651	30	120	97.5				2	0.5	74	13	13	
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	4,933	25	130	97.5				2	0.5	68	15	17	
4	Whittier Drive	n/o Wilshire Blvd		1,224	25	35	98				2	0	80	5	15	
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	3,593	25	130	97.5				2	0.5	68	15	17	
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	4,800	25	95	97.5				2	0.5	68	15	17	



Model Results

Project Number :	One Beverly Hills
Modeling Condition :	20-09959
Ground Type :	Existing plus Project
Metric (Leq, Ldn, CNEL) :	CNEL

Segment Number	Roadway	Segment		Noise Levels (dB) CNEL					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Wilshire Boulevard	w/o Whittier Drive		70.8	0.0	0.0	61.1	60.1	71.6
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	66.2	0.0	0.0	56.6	55.9	67.0
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	67.9	0.0	0.0	58.3	57.8	68.7
4	Whittier Drive	n/o Wilshire Blvd		67.0	0.0	0.0	57.3	0.0	67.4
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	66.5	0.0	0.0	56.9	56.5	67.4
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	69.2	0.0	0.0	59.6	59.1	70.0

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
72	228	720	2,276	7,199
60	190	601	1,901	6,012
97	308	973	3,077	9,729
19	61	193	610	1,929
71	224	709	2,241	7,086
95	299	947	2,994	9,467

Appendix E Rincon FHWA Traffic Noise Model

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Model Input

Project Name :	One Beverly Hills	Peak ratio to ADT:	10
Project Number :	20-09959	Traffic Desc. (Peak or ADT) :	Peak
Modeling Condition :	Cumulative plus Existing Specific Plans		
Ground Type :	Hard		
Metric (L_{eq}, L_{dn}, CNEL) :	CNEL		

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor	
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night		
1	Wilshire Boulevard	w/o Whittier Drive		4,957	35	50	97.5				2	0.5	74	13	13	
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	4,448	30	120	97.5				2	0.5	74	13	13	
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	5,781	25	130	97.5				2	0.5	68	15	17	
4	Whittier Drive	n/o Wilshire Blvd		1,160	25	35	98				2	0	80	5	15	
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	4,241	25	130	97.5				2	0.5	68	15	17	
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	5,482	25	95	97.5				2	0.5	68	15	17	

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Model Results

Project Number :	One Beverly Hills
Modeling Condition :	20-09959
Ground Type :	Cumulative plus Existing Specific Plans
Metric (Leq, Ldn, CNEL) :	CNEL

Segment Number	Roadway	Segment		Noise Levels (dB) CNEL					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Wilshire Boulevard	w/o Whittier Drive		71.6	0.0	0.0	61.9	60.9	72.4
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	67.1	0.0	0.0	57.4	56.7	67.9
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	68.6	0.0	0.0	59.0	58.5	69.4
4	Whittier Drive	n/o Wilshire Blvd		66.7	0.0	0.0	57.1	0.0	67.2
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	67.3	0.0	0.0	57.7	57.2	68.1
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	69.7	0.0	0.0	60.1	59.7	70.6

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
87	274	867	2,740	8,665
73	232	732	2,316	7,325
114	361	1,140	3,606	11,402
18	58	183	578	1,828
84	265	836	2,645	8,364
108	342	1,081	3,419	10,812

Appendix E Rincon FHWA Traffic Noise Model

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Model Input

Project Name :	One Beverly Hills	Peak ratio to ADT:	10
Project Number :	20-09959	Traffic Desc. (Peak or ADT) :	Peak
Modeling Condition :	Cumulative plus Proposed Project		
Ground Type :	Hard		
Metric (L_{eq}, L_{dn}, CNEL) :	CNEL		

Segment Number	Roadway	Segment		Traffic Volume	Speed (mph)	Distance to Centerline	Vehicle Cassification Mix (%)					24-Hour Traffic Distribution (%)			K-Factor	
		From	To				Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Day	Evening	Night		
1	Wilshire Boulevard	w/o Whittier Drive		4,984	35	50	97.5				2	0.5	74	13	13	
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	4,458	30	120	97.5				2	0.5	74	13	13	
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	5,765	25	130	97.5				2	0.5	68	15	17	
4	Whittier Drive	n/o Wilshire Blvd		1,266	25	35	98				2	0	80	5	15	
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	4,209	25	130	97.5				2	0.5	68	15	17	
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	5,433	25	95	97.5				2	0.5	68	15	17	

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Model Results

Project Number :	One Beverly Hills
Modeling Condition :	20-09959
Ground Type :	Cumulative plus Proposed Project
Metric (Leq, Ldn, CNEL) :	CNEL

Segment Number	Roadway	Segment		Noise Levels (dB) CNEL					
		From	To	Automobiles	Motorcycles	Bus	Medium Trucks	Heavy Trucks	Total
1	Wilshire Boulevard	w/o Whittier Drive		71.6	0.0	0.0	61.9	61.0	72.4
2	Wilshire Boulevard	Whittier Drive	Santa Monica Blvd	67.1	0.0	0.0	57.5	56.7	67.9
3	Santa Monica Boulevard	Wilshire Blvd	Beverly Drive	68.6	0.0	0.0	59.0	58.5	69.4
4	Whittier Drive	n/o Wilshire Blvd		67.1	0.0	0.0	57.5	0.0	67.6
5	Santa Monica Boulevard	Wilshire Boulevard	Merv Griffin Way	67.2	0.0	0.0	57.6	57.2	68.1
6	Santa Monica Boulevard	Merv Griffin Way	Century Park East	69.7	0.0	0.0	60.1	59.6	70.5

Distance to Traffic Noise Contours (feet)				
70 dB	65 dB	60 dB	55 dB	50 dB
87	276	871	2,755	8,713
73	232	734	2,321	7,341
114	360	1,137	3,596	11,370
20	63	199	631	1,995
83	263	830	2,625	8,301
107	339	1,072	3,388	10,715

Groundborne Noise and Vibration Modeling - Transient

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure.

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Large bulldozer	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Large bulldozer	10	0.2439	96	0.061
Loaded trucks	25	0.0760	83	0.014

Source

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.
Last Updated: 9/22/2020

Groundborne Noise and Vibration Modeling - Steady State

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure.

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Jack hammer	0.035	79	0.009	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Large bulldozer	175	0.0105	68	0.003
Caisson drilling	135	0.0139	71	0.004
Jack hammer	175	0.0041	60	0.001

Source

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.
Last Updated: 9/22/2020

Groundborne Noise and Vibration Modeling - Nighttime

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure.

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Large bulldozer	175	0.0105	68	0.003
Caisson drilling	175	0.0105	68	0.003
Loaded trucks	120	0.0135	68	0.003
Jack hammer	175	0.0041	60	0.001

Source

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.
Last Updated: 9/22/2020

Groundborne Noise and Vibration Modeling - Transient - Mitigated for Structural Damage

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure.

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Large bulldozer	0.089	87	0.022	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Large bulldozer	20	0.1138	89	0.029
Small bulldozer	10	0.0082	67	0.002

Source

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.
Last Updated: 9/22/2020