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November 29, 2021 Project 00986.00018.001

Kerry Kusiak, Director of Community Development
City of La Mesa
8130 Allison Avenue
La Mesa, CA 91942

Subject: EDCO Expansion Project Noise and Vibration Assessment

Dear Mr. Kusiak:

HELIX Environmental Planning, Inc. (HELIX) has assessed the analyzed potential noise and vibration impacts associated with the construction and operation of the proposed EDCO Expansion Project (project). Analysis within this report was prepared to support impact analysis pursuant to the California Environmental Quality Act (CEQA; Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The analysis also reviews the discussions of potential impacts and irreversible significant effects analyzed in the 1997 La Mesa Materials Recovery and Transfer Station/Public Works Yard Project Final Environmental Impact Report (EIR; City of La Mesa [City] 1997) to determine their adequacy for the currently proposed project (see CEQA Guidelines Section 15178(b),(c)). In addition, the analysis determines whether there would be any potential new or additional project-specific significant environmental effects that were not analyzed in the EIR.

PROJECT LOCATION

The project site is the existing EDCO Material Recovery Facility & Transfer Station (EDCO Station), located at 8184 Commercial Street in La Mesa. The focused location of project site improvements is on Industrial Lane, north of Commercial Street, and south of the primary processing structure at the facility in the City of La Mesa (City; see Figure 1, *Regional Location*, and Figure 2, *Aerial Photograph*).

PROJECT DESCRIPTION

On March 25, 1997, the City of La Mesa City Council approved Conditional Use Permit (CUP) #CP-06-96 for the operation of EDCO Station. Subsequently, the Facility was constructed and began operations in January of 1999 with permitted waste processing tonnage limit of 1,000 tons per day (tpd). The EDCO Station is owned and operated by EDCO Disposal Corporation and is located on land owned by the City. Existing and future activities on the EDCO Station include: the manual sorting and transfer of residential,

commercial, and industrial refuse; transfer of self-haul public refuse; processing of materials collected by curbside recycling programs; a public drop-off area for recyclable materials; and a Permanent Household Hazardous Waste Collection Facility. Once offloaded inside the EDCO Station, recyclable material is sorted, and waste is loaded into transfer trucks and transported to a permitted landfill.

To facilitate the increasing solid waste generated within the region, as well as seasonal surges in the waste generated, pursuant to §17210.3 of the California Code of Regulations (CCR) Title 14, the Local Enforcement Agency (LEA) has issued emergency waivers of terms and conditions of the EDCO Station Solid Waste Facility Permit #37-AA-0922 during the declared State emergency, a result of the Coronavirus (COVID-19). These waivers allow the facility to operate at up to 2,000 tpd.

The project would increase the maximum permitted level of waste processing to 2,000 tpd (matching the emergency waivers) and enhance the on-site circulation through the addition of an exit scale and scale house. The existing design elements of the EDCO Station allow for up to 4,224 tpd of load out capacity. Therefore, no physical changes to the main building are necessary to accommodate the proposed permitted increase to a maximum of 2,000 tpd. To improve on-site circulation, an exit scale and scale house are proposed to be added for vehicles of self-haulers (i.e., non-EDCO vehicles) who need to weigh out to conclude their transaction, precluding the need for these vehicles to return to the main scale house. See Figure 3, *Site Plan*, for the proposed layout and location of the exit scale and scale house.

The proposed expansion would not affect hours of operation. The facility would remain open seven days per week, with deliveries accepted during hours ranging from 5:00 a.m. to 6:00 p.m., and processing/ maintenance occurring as needed, up to 24 hours per day. No changes are proposed to the types of materials accepted at the facility. Mixed municipal wastes (including residential and commercial/ industrial wastes that do not require special handling) will continue to be accepted. These include:

- Residential and industrial/commercial generated, source-separated recyclable materials
- Non-hazardous industrial/construction/demolition wastes
- Organics, wood and yard wastes

NOISE METRICS

All noise-level and sound-level values presented herein are expressed in terms of decibels (dB), with A-weighting, abbreviated "dBA," to approximate the hearing sensitivity of humans. Time averaged noise levels of one hour are expressed by the symbol "L_{EQ}" unless a different time period is specified. Maximum noise levels are expressed by the symbol "L_{MAX}." Some of the data also may be presented as octave-band-filtered and/or A-octave band-filtered data, which are a series of sound spectra centered on each stated frequency, with half of the bandwidth above and half of the bandwidth below, the stated frequency. These data are typically used for machinery noise analysis and barrier-effectiveness calculations. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. This is similar to the Day Night sound level (L_{DN}), which is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours.

Because decibels are logarithmic units, S_{PL} cannot be added or subtracted through standard arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than from one source under the same conditions. For example, if one automobile produces an S_{PL} of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA—rather, they would combine to produce 73 dBA. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dBA louder than one source.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dBA changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000 Hertz [Hz]–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. It is widely accepted, however, that people begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dBA increase is generally perceived as a distinctly noticeable increase, and a 10 dBA increase is generally perceived as a doubling of loudness.

VIBRATION METRICS

Groundborne vibration consists of rapidly fluctuating motions or waves transmitted through the ground with an average motion of zero. Sources of groundborne vibrations include natural phenomena and anthropogenic causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Peak particle velocity (PPV) is commonly used to quantify vibration amplitude. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. For the purposes of this analysis, a PPV descriptor with units of inches per second is used to evaluate construction-generated vibration for building damage and human complaints.

ENVIRONMENTAL SETTING

Existing Noise Environment

The existing noise environment is dominated by traffic noise from Interstate 8 (I-8), Fletcher Parkway, Baltimore Drive, El Cajon Boulevard, and the San Diego Trolley light rail tracks. Other sources of noise in the area include the existing EDCO Station on the project site, the City Public Works Yard adjacent to the project site, and surroundings industrial/commercial businesses.

Surrounding Land Uses

The project site and surrounding land uses to the west, south and east are zoned Industrial Service and Manufacturing (M) and contain a variety of industrial/commercial businesses and City facilities. Land uses to the north/northwest (across the light rail tracks) are zoned Light Industrial and Commercial Services (CM) and contain a Costco retail store, gas station and parking lots. The closest noise sensitive land uses (NSLUs) to the project site are multi-family residences (the Patrician Apartments on Marengo Avenue), approximately 700 feet to the northwest, beyond the Costco parking lot and Fletcher Parkway. Additional NSLUs are single-family residences on Pine Street, across I-8 approximately 930 feet to the southeast.

Noise Survey

A site visit and noise survey were on conducted on November 9, 2021, which included three short-term (10 minute) ambient noise measurements. Measurement locations were selected to coincide as closely as possible with the locations of noise measurement conducted in preparation of the EIR in 1996: measurement M1 (EIR measurement ML 3) was conducted near the front yard of 5032 Pine Street; measurement M2 (EIR measurement ML 2) was conducted near 8171 Vincetta Drive; and measurement M3 (EIR measurement ML 1) was conducted inside the EDCO Station (project site), in the parking lot on the south side of the main building. The noise measurement survey notes are included as Attachment A to this report, the noise measurement locations, and results from the EIR are included as Attachment B to this report. The new measured noise levels, and the 1996 measurements from the EIR, are shown on Table 1, *Noise Measurement Results*.

Table 1
NOISE MEASUREMENT RESULTS

M1	
Date	November 9, 2021
Time	11:32 a.m. – 11:42 a.m.
Location	5032 Pine Street, south of the project site and I-8
2021 Noise Level	67.0 dBA L_{EQ}
1996 EIR Noise Level	64.7 dBA L_{EQ}
Notes	Noise primarily from vehicular traffic on I-8.
M2	
Date	November 9, 2021
Time	1:08 p.m. – 1:18 p.m.
Location	8171 Vincetta Drive, north of the project site and Fletcher Parkway
2021 Noise Level	54.9 dBA L_{EQ}
1996 EIR Noise Level	56.6 dBA L_{EQ}
Notes	Noise primarily from Trolley trains and vehicular traffic on distant roads
M3	
Date	November 9, 2021
Time	1:38 p.m. – 1:48 p.m.
Location	Inside the EDCO Station (project site) in the parking lot south of the main building
2021 Noise Level	66.0 dBA L_{EQ}
1996 EIR Noise Level	60.9 dBA L_{EQ}
Notes	General facility noise (street sweeper, garbage trucks)

CITY OF LA MESA NOISE STANDARDS

La Mesa General Plan Noise Element

The goal of the Noise Element of the La Mesa General Plan (City of La Mesa 2013) is to minimize the impact of noise on the community by identifying existing and potential noise sources and providing the policies and standards needed to keep noise from reducing the quality of life in La Mesa. The Noise Element establishes guidelines to evaluate the compatibility of land uses and noise exposure levels. Table 2, *Exterior Land Use/Noise Compatibility Guidelines*, summarizes the City's exterior land use/

noise compatibility guidelines. Shading in this table represents the maximum noise exposure level considered compatible for each land use category. The goal for maximum outdoor noise levels in commercial areas is 75 CNEL. This level is intended to guide the design and location of future development and serve as a target for the reduction of noise in existing development.

Table 2
EXTERIOR LAND USE/NOISE COMPATIBILITY GUIDELINES

Land Use Category	55*	60*	65*	70*	75*
Residential – Low Density Single Family, Duplex, and Mobile Homes					
Residential – Multiple Family					
Transient Lodging – Motels, Hotels					
Schools, Libraries, Churches, Hospitals, and Nursing Homes					
Auditoriums, Concert Halls, Amphitheaters					
Sports Arena, Outdoor Spectator Sports					
Playgrounds, Neighborhood Parks					
Golf Courses, Riding Stables, Water Recreation, Cemeteries					
Offices Buildings, Business, Commercial, and Professional					
Industrial, Manufacturing, Utilities, Agriculture					

Source: City 2013
*Annual CNEL (dBA)
Notes: Shading represents the maximum noise exposure level considered normally acceptable for each land use category.
CNEL = Community Noise Equivalent Level; dBA = A-weighted decibels

La Mesa Municipal Code

La Mesa Municipal Code Chapter 10.80, Noise Regulation, prohibits unnecessary, excessive, and annoying noises in the City of La Mesa. Section 10.80.040 establishes noise limits for on-site generated noise at adjacent properties and is based on zone or land use designation. The noise limits for each zone classification are summarized in Table 3, *La Mesa Municipal Code Noise Limits*. These standards apply when the ambient noise level does not already exceed the noise limit. In cases where the ambient noise level already exceeds the noise limit, the ambient noise level is the applicable noise limit.

Table 3
LA MESA MUNICIPAL CODE NOISE LIMITS

Zone or Land Use Designation	Noise Level (dBA L_{EQ}) Daytime (7 AM to 10 PM)	Noise Level (dBA L_{EQ}) Nighttime (10 PM to 7 AM)
R1 (Urban Residential) and R2 (Medium Low Density Residential)	55	50
R3 (Multiple Unit Residential) and RB (Residential Business)	60	55
C (General Commercial), CN (Neighborhood Commercial), CD (Downtown Commercial), and CM (Light Industrial and Commercial Service)	65	60
M (Industrial Service and Manufacturing)	70	70

Source: La Mesa Municipal Code Section 10.80.040
dBA = A-weighted decibel; L_{EQ} = one-hour average sound level

Section 10.80.100 regulates construction noise, and states that it is unlawful for any person within a residential zone or CN (neighborhood commercial) zone, or within 500 feet of these zones, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction-type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day, or on Sundays unless a special permit authorizing the activity has been duly obtained from the chief building official. The City's exterior noise limits identified in Table 2 do not apply to construction activities.

METHODOLOGY AND ASSUMPTIONS

Project construction noise was analyzed using the U.S. Department of Transportation (USDOT) Roadway Construction Noise Model ([RCNM]; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

The potential increase in traffic noise levels on surrounding roadways resulting from implementing the project was modeled using U.S. Department of Transportation Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5 (USDOT 2004). The one-hour L_{EQ} traffic noise level is calculated utilizing peak-hour traffic. The model-calculated one-hour L_{EQ} noise output is approximately equivalent to the CNEL (Caltrans 2009). Input to the TNM included road geometry and speed limits, and the road segment traffic volumes derived from intersection turning counts for the cumulative (existing traffic plus traffic from anticipated cumulative projects) and cumulative plus project scenarios provided in the Transportation Impact Analysis (TIA). The TIA concluded that expanding the EDCO Station permitted waste processing from 1,000 tpd to 2,000 tpd would result in the following new trips: 32 average daily trips (ADT) from employees; 616 ADT from self-haul vehicles; 222 ADT from solid waste collection vehicles; and 92 ADT from solid waste transfer vehicles (Linscott, Law & Greenspan, Engineers [LLG] 2021). Based on the trip generation analysis, project trips were assumed to be comprised of 3 percent cars and light trucks, 64 percent medium trucks, and 33 percent heavy trucks. Because vehicle mix data was not available, existing traffic was conservatively assumed to be comprised of a typical mix for urban streets: 96 percent cars and light trucks, 3 percent medium trucks, and 1 percent heavy trucks. The

afternoon (PM) peak hour traffic volumes on the modeled road segments are shown in Table 4, *Traffic Volumes*.

Table 4
TRAFFIC VOLUMES

Roadway Segment	Cumulative PM Peak Hour	Cumulative + Project PM Peak Hour
Spring Street – I-8 Ramps to University Avenue	1159	1175
Center Street – Guild Street to Commercial Street	301	327
Commercial Street – Center Street to Spring Street	456	491
Center Drive – Commercial Street to Jackson Drive	638	653

Source: LLG 2021

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, implementation of the project would result in a significant adverse impact if it would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the La Mesa General Plan or noise ordinance;

2. Generate excessive ground-borne vibration or ground borne noise levels; or

3. For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.

Per the City Noise Ordinance, impacts related to an increase in ambient noise levels in the project vicinity would be significant if the project would generate noise levels at the property line of adjacent zone M properties exceeding 70 dBA.

For traffic-related noise, impacts are considered significant if noise levels at nearby NSLUs would increase by 3 CNEL or more.

As stated in the City noise ordinance, construction activity would be considered significant for construction occurs during the hours of 10:00 p.m. and 7:00 a.m., or on Sunday, within 500 feet of residences. Construction noise exceeding 10 dBA above ambient noise levels at nearby NSLUs would be considered a significant increase.

Excessive ground-borne vibration would occur if construction-related ground-borne vibration exceeds the “strongly perceptible” vibration annoyance potential criteria for human receptors of 0.1 inch per second PPV at vibration sensitive land uses (e.g., buildings where people normally sleep), or the damage potential criteria for normal structures of 0.5 inch per second PPV, for continuous/frequent intermittent construction sources (such as impact pile drivers, vibratory pile drivers, and vibratory compaction equipment; Caltrans 2020).

IMPACT ANALYSIS

Analysis in the EIR

Noise impacts were analyzed in the EIR which concluded that the maximum increase in traffic noise levels would be 1.5 dBA and would result in a less than significant impact. The EIR concluded that on-site noise generated by the EDCO Station would not result in impacts to residential land uses, but noise measured at the property line with adjacent industrial land uses could exceed the City's 70 dBA property line standards, if windows or bay doors near noise generating equipment were to be left open in the EDCO station processing building. The EIR did not identify potentially significant noise impacts, and no noise-related mitigation measures were specified. However, in the mitigation section, the EIR stated that "…the applicant will need to identify the proper techniques in reducing operational noise levels during the final design…" (City of La Mesa 1997, pp. 4.6-7 – 4.6-17). The project would not modify the existing EDCO Station processing buildings or equipment. There is no noise mitigation in the EIR that would be applicable to the project.

Impacts resulting from vibrations were not analyzed in the EIR.

(1) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the La Mesa General Plan or noise ordinance?

Less than Significant Impact. Construction/installation of the exit scale and scale house would require the use of equipment. Anticipated construction activities include demolition of pavement, grading and excavations, installation of the exit scale and scale house, and pavement repair. Standard equipment used on the site is assumed to include a concrete/pavement saw, backhoe, dozer, excavator, and roller. Blasting or the use of pile drivers is not anticipated to be required. The loudest construction equipment anticipated to be use would be a concrete/asphalt saw which generates typical noise levels of 82.6 dBA L_{EQ} at a distance of 50 feet (USDOT 2008). At the nearest NSLU to the construction area (single-family residences approximately 930 feet southeast), the resulting noise would be 57.2 dBA L_{EQ}, without considering intervening terrain or structures. In accordance with the City Municipal Code Section 10.80.100, project construction activities would not occur within 500 feet of residences and the restriction of hours of construction or construction noise level limits (from Municipal Code Section 10.80.040) would not apply. Based on the noise survey measurement M1, the daytime ambient noise level in the vicinity of the NSLUs to the southeast is approximately 67 dBA L_{EQ}. Therefore, the loudest construction anticipated noise would not exceed the ambient noise level at nearby NSLUs by the 10 dBA increase threshold.

Once operational, the exit scale and scale house would not be a significant source of noise. Increasing the permitted throughput of the EDCO Station from 1,000 tpd to 2,000 tpd would not require a physical expansion of the facility or modifications to any equipment within the facility. All waste and recycling would continue to be processed indoors and the hours of operation for the facility would not be modified. Therefore, the project would not result in a permanent increase in ambient noise levels from on-site noise sources.

Changes in off-site traffic noise as a result of increasing the EDCO Station's maximum permitted throughput was analyzed using TNM and the project trip analysis contained in the TIA, as described above. The results of the traffic noise analysis for receivers 50 feet from the roadway centerline are

shown below in Table 5, *Operational Traffic Noise Levels* (CNEL). The increase in noise is compared to the allowable increase of 3 dBA.

Table 5
OPERATIONAL TRAFFIC NOISE LEVELS (CNEL)

Roadway Segment	Existing AM Peak Hour	Existing + Project PM Peak Hour	Increase	Allowable Increase	Exceed Allowable Increase?
Spring Street – I-8 Ramps to University Avenue	65.8	66.2	0.4	3	No
Center Street – Guild Street to Commercial Street	59.9	62.2	2.3	3	No
Commercial Street – Center Street to Spring Street	61.8	63.9	2.1	3	No
Center Drive – Commercial Street to Jackson Drive	60.0	61.1	1.1	3	No

Source: TNM 2.5

There are no NSLUs along any of the project-affected road segments. As shown in Table 5, the maximum noise increase as a result of the addition of project traffic would be 2.3 CNEL. This increase would not exceed the 3 CNEL level which is considered a detectable sound level increase.

Therefore, construction noise, on-site operational noise, or operational transportation noise resulting from implementation of the project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the General Plan or noise ordinance. The impact would be less than significant.

(2) Generate excessive ground-borne vibration or ground borne noise levels?

Less than Significant Impact. Construction activities known to generate excessive ground-borne vibration, such as pile driving or blasting, would not be conducted by the project. A possible source of vibration during project construction activities would be a vibratory roller, which may be used during pavement repair around the exit scale on Industrial Lane, approximately 20 feet from the nearest off-site building (industrial/commercial). There are no vibration sensitive land uses in the project vicinity. A large vibratory roller would create approximately 0.210 inch per second PPV at a distance of 25 feet (Caltrans 2020). A 0.210 inch per second PPV vibration level would equal 0.27 inch per second PPV at a distance of 20 feet. These vibrations would net exceed the potential damage criteria for normal structures of 0.5 inch per second PPV. Once operational, the project would not be a substantial source of ground-borne vibrations. Therefore, although a vibratory roller may be perceptible to nearby industrial/commercial building occupants, impacts associated with construction equipment or operational vibration impacts would be less than significant.

(3) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise?

Less than Significant Impact. The closest airport to the project site is Gillespie Field, approximately 4.5 miles to the northeast. In addition, Montgomery Field is located approximately 7 miles to the northwest, Marine Corps Air Station (MCAS) Miramar is located approximately 9 miles to the northwest, and San Diego International Airport is located approximately 10 miles to the southwest. The project site is not located within the 60 CNEL noise contours for any of these airports (Airport Land Use Commission [ALUC] 2010a; ALUC 2010b; ALUC 2011; ALUC 2014). Therefore, the project would not expose people residing or working in the project area to excessive noise from aircraft or airport operations and the impact would be less than significant.

CONCLUSION

Implementation of the project would not result in any new or additional project-specific significant environmental effects related to noise or vibrations that were not analyzed in the EIR. There are no applicable mitigation measures from the EIR which would be required to reduce the severity of noise or vibration impacts resulting from implementation of the currently proposed project.

Construction noise, on-site operational noise, or operational transportation noise resulting from implementation of the project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City General Plan or noise ordinance. Vibration from the use a vibratory roller during construction of the exit scale and scale house would not result in levels exceeding the threshold for potential damage to nearby structures. The project would not expose people residing or working in the project area to excessive noise from aircraft or airport operations

Sincerely,

Martin Rolph
Noise Specialist

Joanne Dramko
Environmental Planning Discipline Leader, QA/QC

Attachments:

Figure 1: Regional Location
Figure 2: Aerial Photograph
Figure 3: Site Plan
Attachment A: Field Survey Notes
Attachment B: EIR Noise Measurement Locations and Results

REFERENCES

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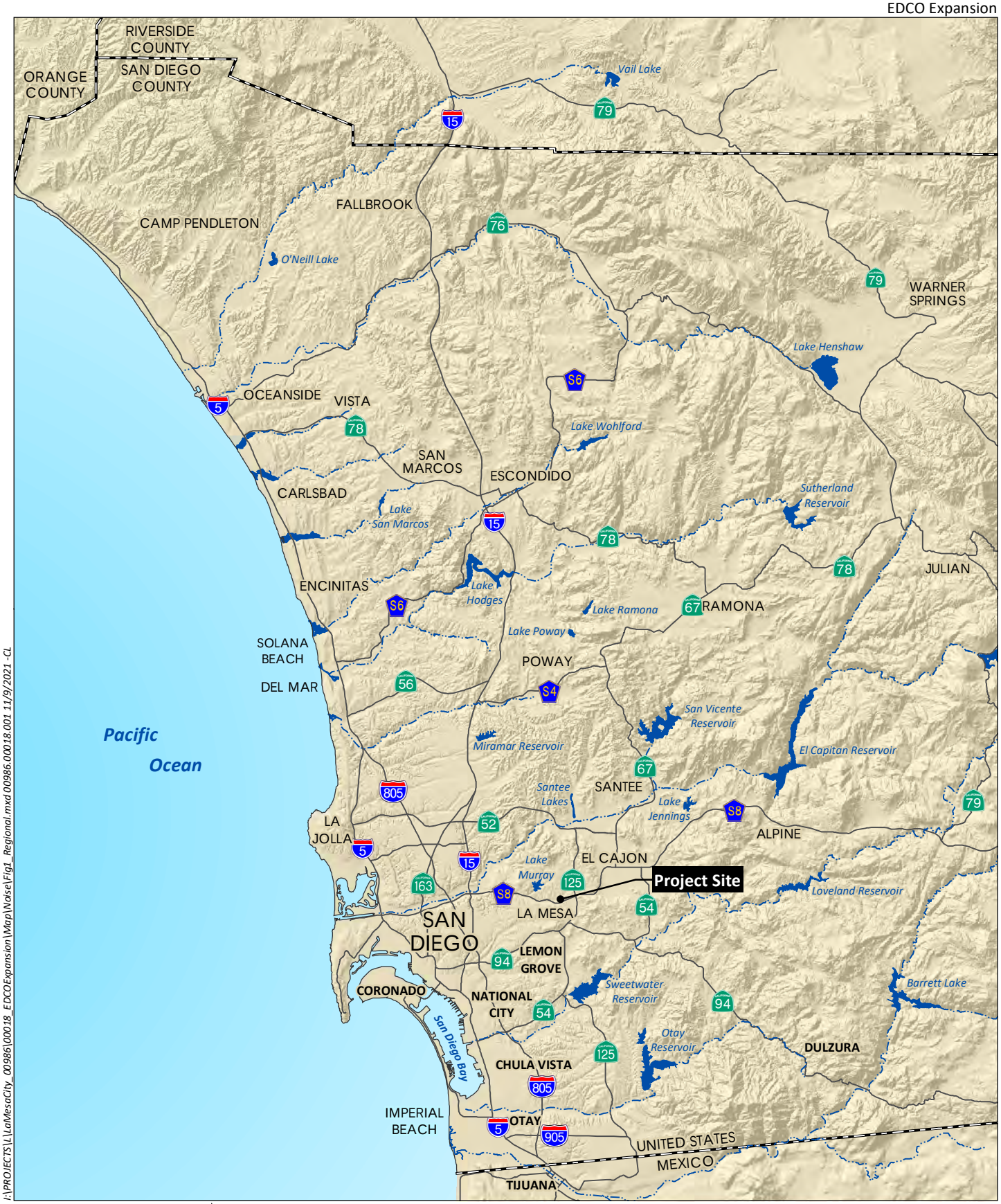

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0 8 Miles

Source: Base Map Layers (SanGIS, 2016)

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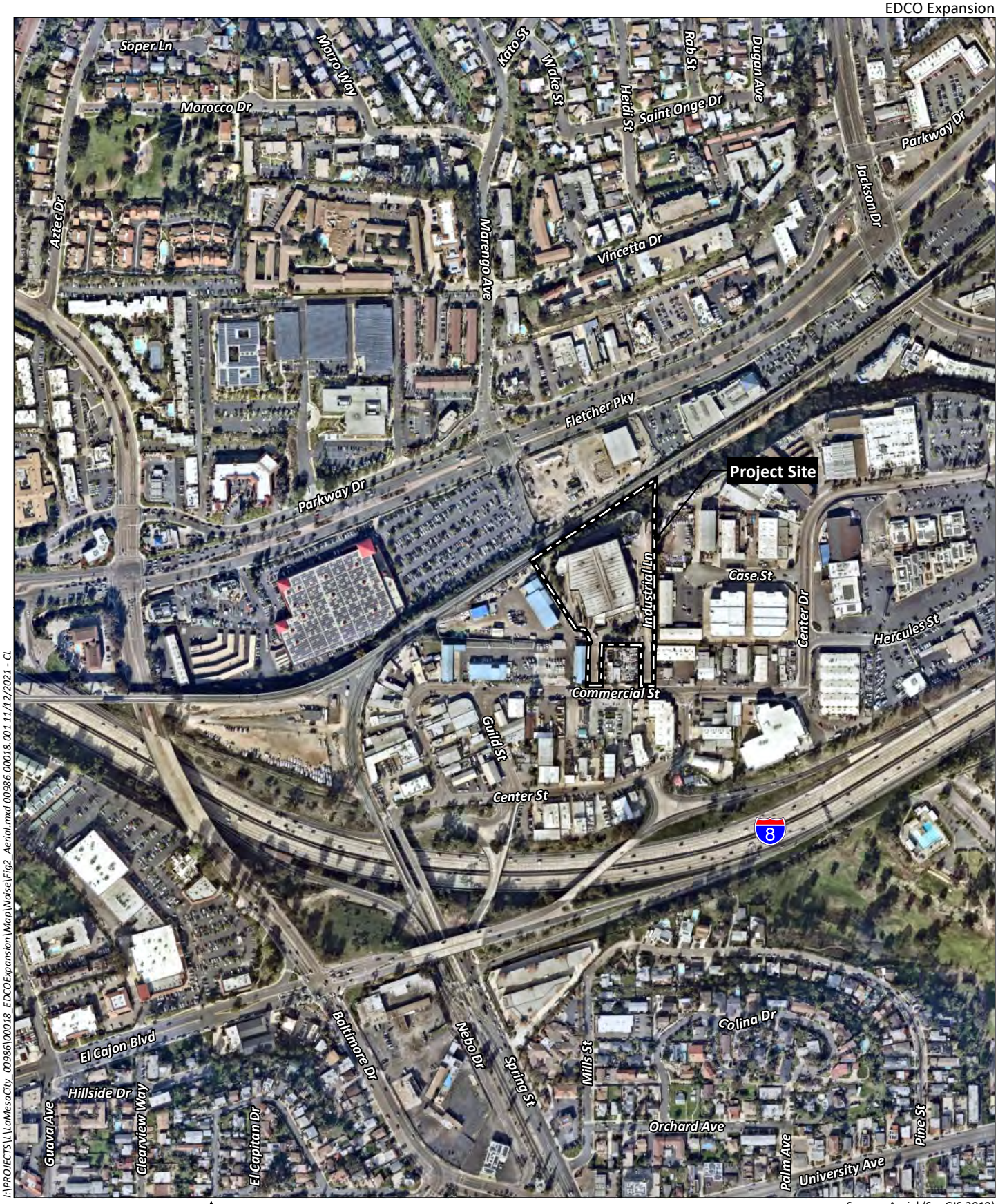
Regional Location

Figure 1



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0 500 Feet

Source: Aerial (SanGIS 2019)

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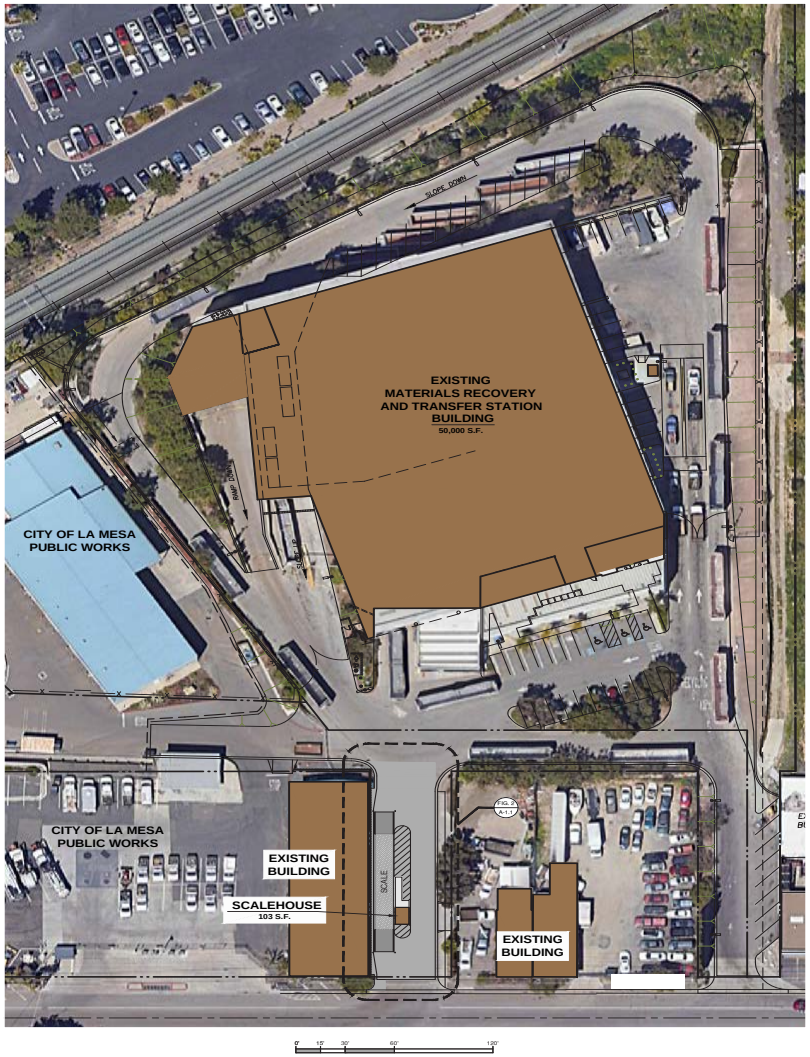
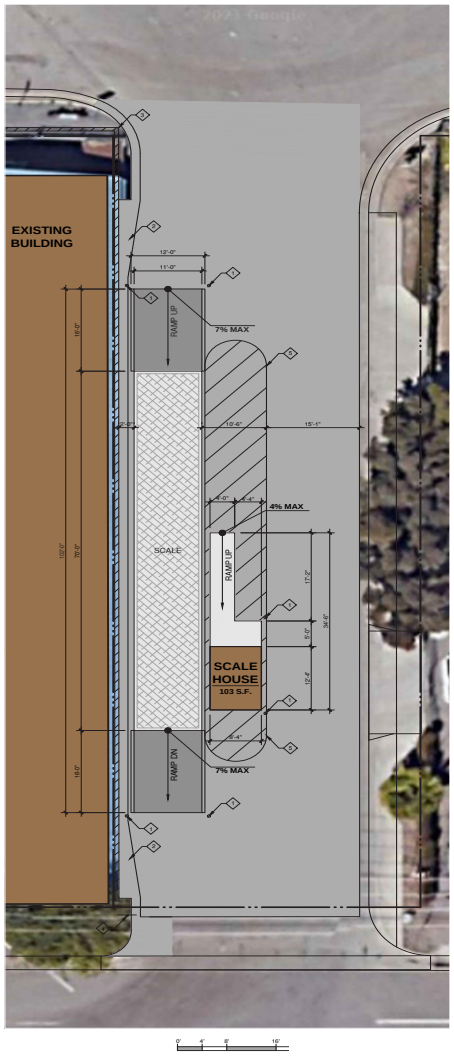
Aerial Photograph

Figure 2

SITE PLAN



ENLARGED SITE PLAN



LEGEND

1. 8"x4" STEEL BOLLARD WITH CONCRETE F
2. 1'-6" WIDE CONCRETE GUTTER
3. CMU RETAINING WALL (EXISTING)
4. STOP SIGN (EXISTING)
5. STRIPING

Source: JRMA Architect Engineers (2021)

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Site Plan

Figure 3

Attachment A

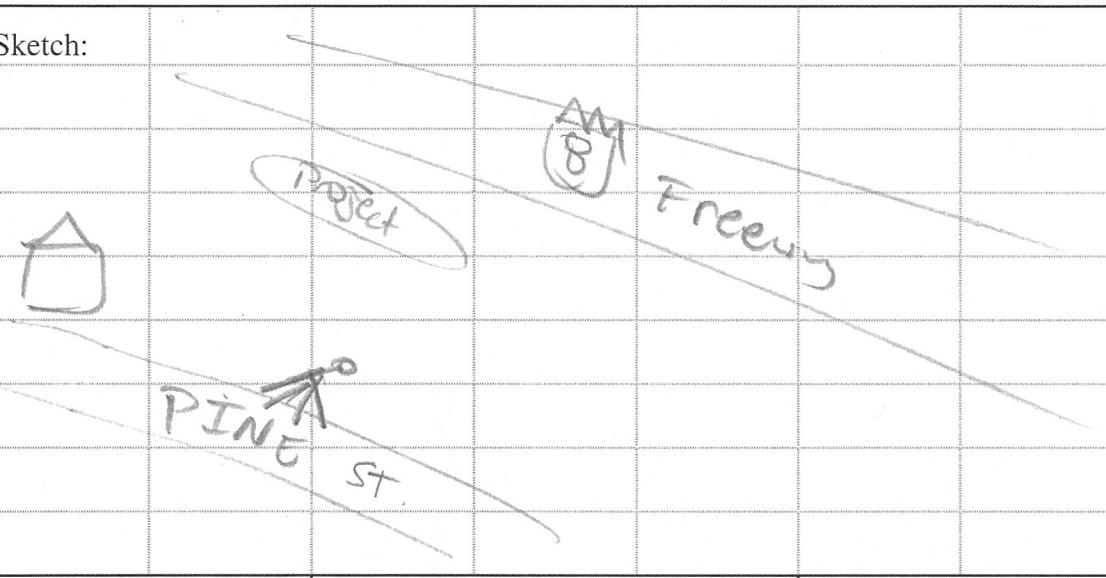
Field Survey Notes

Site Survey

Job #		Project Name: La Mesa EDCO	
Date: 11/9/2021	Site #: 1	Engineer: *Jason Runyan*	
Address: near 5045 Pine Street			
Meter: LD 831	Serial #:	Calibrator: CA250	Serial #: 2520

Notes: Dominated by I-8 freeway noise

Sketch:



Temp:	Wind Spd: mph	Humidity: %
Start of Measurement: 1132 A	End of Measurement: 1142	67.0 dBA L_{EQ}

Cars (tally per 5 cars)	Medium Trucks (MT)	Heavy Trucks (HT)

Noise Measurement for Information Only

No Through Roadways

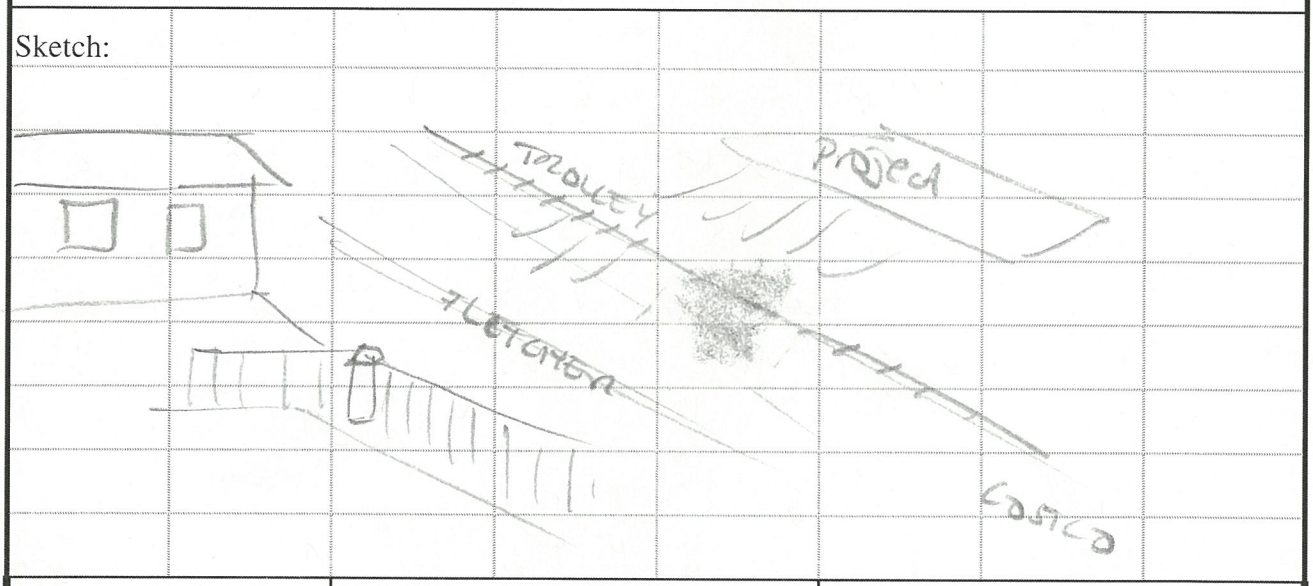
No Calibration Analysis Will Be Provided

Site Survey

Job #		Project Name: La Mesa EDCO	
Date: 11/9/2021	Site #: 2	Engineer: *Jason Runyan*	
Address: Near 8171 Vincetta Drive			
Meter: LD 831	Serial #:	Calibrator: CA250	Serial #: 2520

Notes: Distant road + Trolley traffic

Sketch:



Temp:	Wind Spd: mph	Humidity: %
Start of Measurement: 1080	End of Measurement: 1180	54.9 dBA L_{EQ}

Cars (tally per 5 cars)	Medium Trucks (MT)	Heavy Trucks (HT)

Noise Measurement for Information Only

No Through Roadways

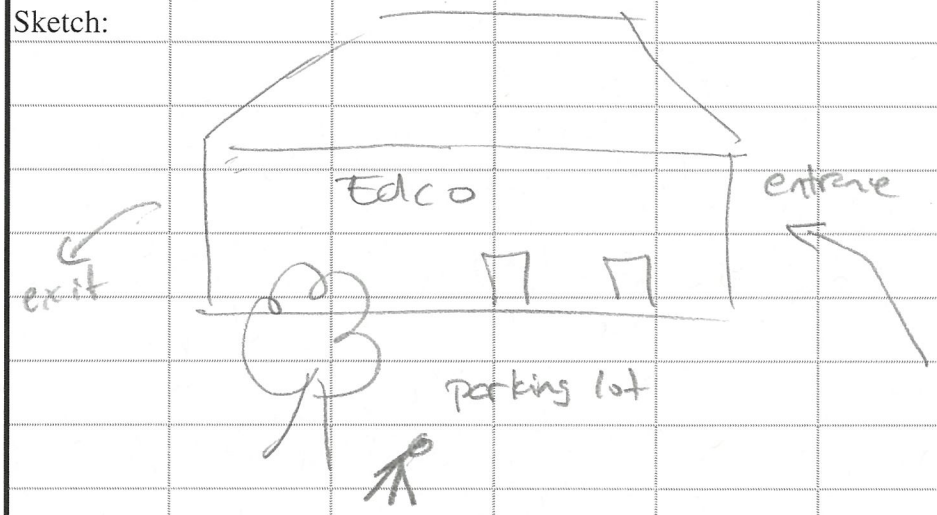
No Calibration Analysis Will Be Provided

Site Survey

Job #		Project Name: La Mesa EDCO	
Date: 11/9/2021	Site #: 3	Engineer: *Jason Runyan*	
Address: 8184 Commercial Street			
Meter: LD 831	Serial #:	Calibrator: CA250	Serial #: 2520

Notes: General facility noise - (street sweepers, garbage trucks). Paused once for sweeper

Sketch:

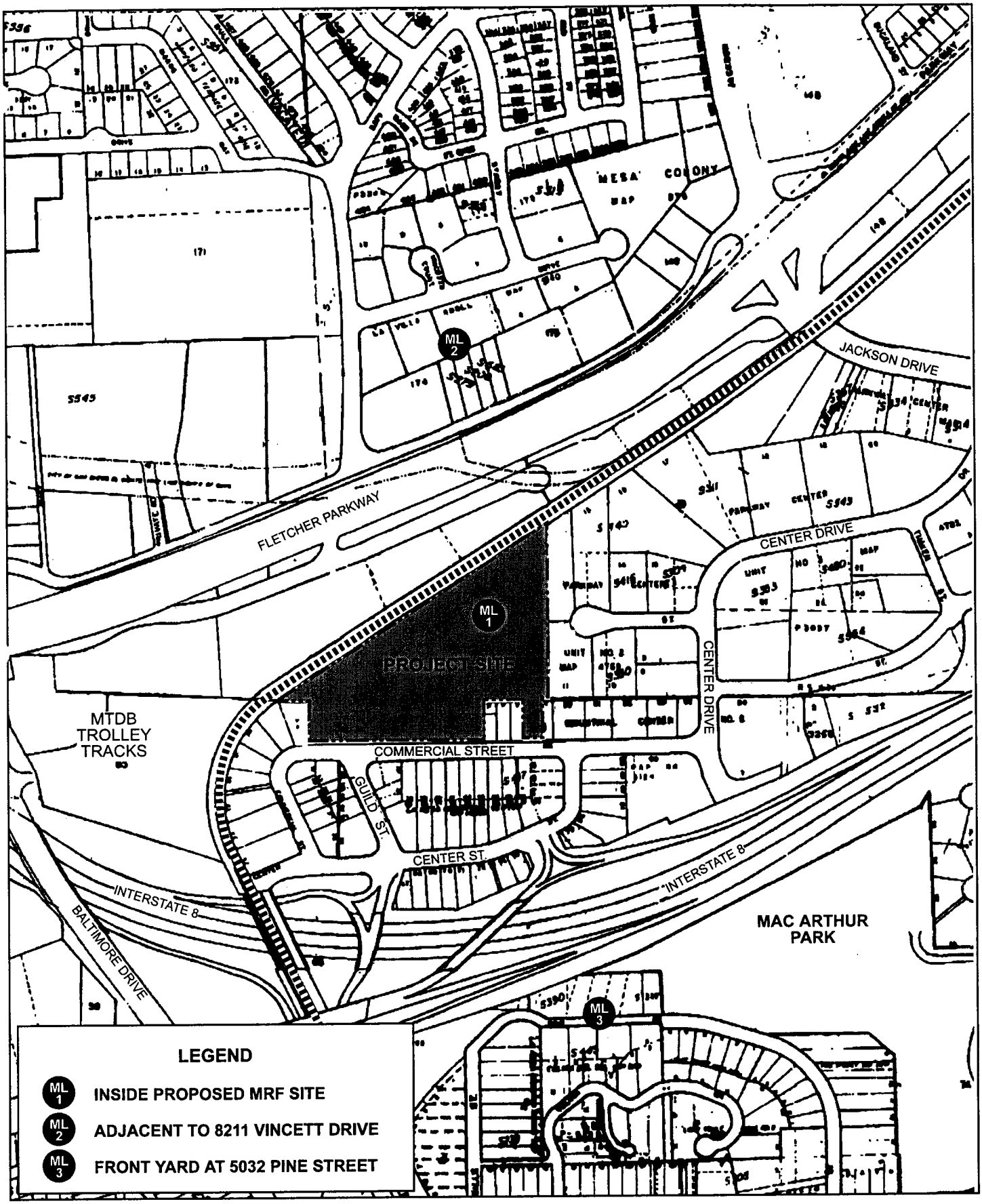


Temp:	Wind Spd: mph	Humidity: %
Start of Measurement: 138 PM	End of Measurement: 148 PM	66.0 dBA L_{EQ}

Cars (tally per 5 cars)	Medium Trucks (MT)	Heavy Trucks (HT)
Noise Measurement for Information Only No Through Roadways No Calibration Analysis Will Be Provided		

Attachment B

EIR Noise Measurement Locations and Results



OGDEN

Noise Monitoring Locations for Proposed Project

FIGURE **4.6-1**

E:\GRAPHICS\ENVIR.ASS'MT (ENV)\ENVIRON ASSESSMENT\Land Uses in Project Vicinity

Table 4.6-2

MEASURED AMBIENT SOUND LEVELS IN THE VICINITY OF THE PROPOSED LA MESA MRF

		1-Hour Noise Level Descriptors in dBA					
Site	Start Time	L_{eq}	L_{max}	L_{min}	L_{10}	L_{50}	L_{90}
ML 1	1:00 p.m.	60.9	73.0	56.0	62.0	59.0	58.0
ML 2	2:00 p.m.	56.6	69.0	51.0	58.5	55.0	53.0
ML 3	3:00 p.m.	64.7	74.5	57.0	66.5	64.0	61.5

Monitoring Locations:
ML 1: Inside proposed MRTF Site. Non-Differential GPS Mark: 32.46.428 N x 117.01.247 W.
ML 2: Adjacent to 8211 Vincetta Drive. Non-Differential GPS Mark: 32.46.638 N x 117.01.263 W.
ML 3: Front yard of 5032 Pine Street. Non-Differential GPS Mark: 32.46.186 N x 117.01.194 W.

GPS Mark in DMS N Lat by DMS W Long.
Measurements performed by Ogden Environmental on June 11, 1996.

Sound levels recorded at ML 1 (60.9 L_{eq}) were due primarily to industrial activity within the La Mesa Public Works Yard and adjoining facilities. Sound levels recorded at the homes on Vincent Drive and Pine Street were due entirely to vehicular traffic noise along nearby roadways. The highest recorded hourly sound level was 64.7 at the home on Pine Street and was due entirely to traffic noise along nearby I-8.

The project area experiences light infrequent noise due to aircraft activity. Most aircraft activity is distant in nature and consists of the outlying turning patterns associated with final approach to Lindbergh International Airport. Small aircraft were observed flying over during the monitoring intervals and are presumably the result of the proximity of the project area to Gillespie Field. None of the CNEL noise contours from Lindbergh International Airport or Gillespie Field extend onto the project area and the contribution of this type of aircraft noise had a negligible impact on the short-term measurements taken.

Existing Vehicular Traffic Noise Levels

Existing roadway noise contours were calculated using the Caltrans Sound-32 Traffic Noise prediction model based on the Federal Highway Administration's FHWA-RD-77-108 report and using California Noise Emission Factors. The results are shown in