

APPENDIX I

Noise Assessment Letter, January 25, 2024



Noise Assessment

“H” APARTMENT HOTEL DEVELOPMENT

3216 W. 8TH STREET @ MARIPOSA AVENUE

JANUARY 25, 2024



January 25, 2024

Via Email (jane.choi@lacity.org)

Ms. Jane J. Choi, AICP, Principal City Planner
City of Los Angeles City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

RE: Initial Study Noise Assessment Opinion - 8th Street "H" Hotel Development Project

Dear Ms. Choi:

As you are aware, my firm Silverback Services, LLC (DBA MaxSum Development) has been retained by the applicant/developer as a Noise Consultant to provide an assessment of the project on the potential environmental impacts associated with Noise in accordance with the guidelines of the California Environmental Quality Act (CEQA).

I. BACKGROUND

A. Project Description

The proposed project involves demolishing a two (2) story 4-unit residential apartment building with approximately 5,097 square feet of building area and the adjoining asphalt surface parking lot with 33 existing spaces, to construct a new single building with a varying height of six (6) stories 82'-0" and 92'-6", which accommodates 20 residential units (4 affordable) in a floor area of approximately 28,314 square feet. The building will also houses a hotel with 60 guest rooms in a total floor area of approximately 38,601 square feet including 3,950 square feet of commercial/restaurant space on the ground level. The project size totals approximately 66,915 square feet of building area. The development will also be fitted with a three (3) level subterranean parking garage with 71 spaces including 38 bicycle stalls (10 short term and 28 long term). Additionally, a total of 5 trees will be provided.

Construction is anticipated to begin in late 2024 and last for approximately 18-24 months. Construction activities would consist of demolition of the existing 5,097 square foot residential structure and 33 space asphalt surface parking lot; grading and excavation, including the export of soils; building construction; and exterior coating.

The project site lies within the City of Los Angeles, west of downtown Los Angeles, in the area commonly referred to as "Koreatown" within the Wilshire Community Plan Area. It is on the south side of 8th Street, at the southeast corner of 8th Street and Mariposa Avenue (Exhibit A, Site Location Map). The area surrounding the site is heavily urbanized. The primary sources of stationary noise are urban activities (i.e., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term or long-term/continuous noise.

Exhibit A – Site Location Map



Noise Setting

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally considered to be unwanted sound. Sound is characterized by various parameters that describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level.

The decibel (dB) scale is used to quantify sound pressure levels. Although decibels are most commonly associated with sound, "dB" is a generic descriptor that is equal to ten times the logarithmic ratio of any physical parameter versus some reference quantity. For sound, the reference level is the faintest sound detectable by a young person with good auditory acuity.

Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent



Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

CNEL-based standards are generally applied to transportation-related sources because local jurisdictions are pre-empted from exercising direct noise control over vehicles on public streets, aircraft, trains, etc. The City of Los Angeles therefore regulates the noise exposure of the receiving property through land use controls.

For "stationary" noise sources, or noise sources emanating from private property, such as a parking structure, the City does have legal authority to establish noise performance standards designed to not adversely impact adjoining uses. These standards are typically articulated in the jurisdictional Municipal Code. These standards recognize the varying noise sensitivity of both transmitting and receiving land uses. The property line noise performance standards are normally structured according to land use and time-of-day.

B. Noise Compatibility Guidelines

The City of Los Angeles considers noise compatibility standards in evaluating land use projects. A proposed land use must be shown to be compatible with the ambient noise environment, particularly for noise sources over which direct City control is preempted by other agencies. Such sources include vehicle traffic on public streets, aircraft or trains. Since the City cannot regulate the noise level from the source, it exercises its land use decision authority to ensure that noise/land use incompatibility is minimized.

Community noise exposures are recommended as normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable for various classes of land use sensitivity. The City of Los Angeles guidelines consider an exterior noise exposure of less than 60 dB CNEL in usable outdoor space for residential uses as "normally acceptable" and noise levels of up to 70 dB CNEL are considered "conditionally acceptable" and may be permitted if noise mitigation is included in the design. CNEL-based standards apply to usable outdoor recreational space at backyards, patios or balconies. Interior exposures of noise-sensitive uses are controlled through adequate structural attenuation.

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in any residential use, included single-family dwelling units. Since normal noise attenuation within commercial structures with closed dual paned windows is 30 dB, an exterior noise exposure of 75 dB CNEL allows the interior standard to be met without any specialized structural attenuation, but with closed windows and fresh air supply systems or air conditioning in order to maintain a comfortable living environment.

II. NOISE STANDARDS

A. Regulatory Setting

California Code of Regulations, Title 24. The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City of Los Angeles Code of Ordinances. For noise generated on one property affecting an adjacent use, the City of Los Angeles limits the amount of noise crossing the boundary between the two uses. For



regulated on-site sources of noise generation, the Los Angeles noise ordinance prescribes limits that are considered an acceptable exposure for residential uses in proximity to regulated noise sources. The L50 metric used in the Los Angeles noise ordinance is the level exceeded 50% of the measurement period of thirty minutes in an hour. One-half of all readings may exceed this average standard with larger excursions from the average allowed for progressively shorter periods. The larger the deviation, the shorter the allowed duration up to a never-to-exceed 20 dB increase above the 50th percentile standard. Nighttime noise levels limits are reduced by 5 dB to reflect the increased sensitivity to noise occurring during that time period.

The City L50 noise standard is 65 dB during the day (7 a.m. – 10 p.m.), and 60 dB at night (10 p.m. – 7 a.m.). These noise standards are shown in Table 1. The City of Los Angeles Municipal Code (LAMC) Chapter XI also states that if a residential use is located within a commercial or industrial zone, the ambient noise level shall not exceed fifty (50) dBA between the hours of ten p.m. and seven a.m.

For this project the neighboring uses which are predominantly multiple family residential (MFR) in nature will be held to more stringent standards for its residential uses at the project site. Development of the project parcel places potential noise limits upon remaining adjacent residential and commercial uses. However, a determination of the existing MFR developments as an offending noise source is likely not possible.

As subsequently discussed, this "new" constraint is not anticipated to be a significant source of impact. Jurisdictions typically allow for a relaxation of standards if baseline noise levels already exceed the Table 1 values. If the ambient noise level is greater than the identified noise standards, the noise standard becomes the ambient noise level without the offending noise. The Ordinance also restricts hours of construction to hours of lesser noise sensitivity with heavy equipment to operate from 7:00 a.m. TO 9:00 p.m. on Monday through Friday, 8:00 a.m. through 6:00 p.m. on Saturdays and National Holiday's, but no work on Sunday's.

**Table 1: City of Los Angeles Noise Ordinance Limits
(Exterior Noise Level not to be Exceeded)**

Zone	Day: 7:00 am to 10:00 pm	Night: 10:00 pm to 7:00 am
Single-Family	50	45
Multiple Family	55	50
Commercial	65	60
Industrial	70	70

Source: Los Angeles Municipal Code Chapter XI

The not to exceed value for these standards is as follows: 1) The noise standard for a cumulative period of more than thirty (30) minutes in any hour; or 2) The noise standard plus five (5) dB(A) for a cumulative period of more than five (5) but less than fifteen (15) minutes in any hour; or 3) The noise standard plus ten (10) dB(A) for a cumulative period of more than one (1) but less than five (5) minutes in any hour; or 4) The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one (1) minute in any hour.

III. CEQA INITIAL STUDY ASSESSMENT (NOISE)

According to the current CEQA Appendix G guidelines, noise impacts are considered potentially significant if they cause:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise levels exceeding the City of Los Angeles Noise Standards would be considered significant.
- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.



- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Three characteristic noise sources are typically identified with land use intensification such as that proposed for the development of the H Hotel and Multi-Family Residential Project. Construction activities, especially heavy equipment, will create short-term noise increases near the project site. Such impacts would be important for any nearby noise-sensitive receptors, such as any existing residential uses. Upon completion, project-related traffic will cause an incremental increase in area-wide noise levels throughout the project area. Traffic noise impacts are generally analyzed both to ensure that the project does not adversely impact the acoustic environment of the surrounding community, as well as to ensure that the project site is not exposed to an unacceptable level of noise resulting from the ambient noise environment acting on the project. Finally, the project analysis needs to examine noise from the proposed uses upon sensitive uses.

CEQA Guidelines also identify potential impact significance due to aircraft noise. There are no airports in very close proximity to the site where aircraft noise would be an issue. The term "substantial increase" is not defined by any responsible agency. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around +1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a +3 dB difference. A threshold of +3 dB is commonly used to define "substantial increase." An increase of +3 dBA CNEL in traffic noise would be consistent a significant impact.

Threshold (a) Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies?

Less Than Significant Impact.

Construction. Construction noise represents a short-term impact on ambient noise levels. Noise generated by equipment for demolition and construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Construction activities on the project site would expose existing noise-sensitive uses would be exposed to increased noise levels. In typical construction projects, such as the proposed project, the loudest noise generally occurs during grading activity because it involves the largest equipment. Maximum noise levels generated by construction equipment are identified in Table 2: Maximum Noise Levels Generated by Construction Equipment.

Table 2: Maximum Noise Levels Generated by Construction Equipment

Equipment	Typical Noise Level (dBA) at 50 Feet from Source		
	Acoustical Use Factor	L _{max} at 50 Feet (dBA)	L _{max} at 100 Feet (dBA)
Concrete Saw	20	90	84
Crane	16	81	75
Concrete Mixer Truck	40	79	73
Backhoe	40	78	72
Dozer	40	82	76
Excavator	40	81	75
Forklift	40	78	72
Paver	50	77	71
Roller	20	80	74
Tractor	40	84	78
Water Truck	40	80	74
Grader	40	85	79
General Industrial Equipment	50	85	79

dBA: A-weighted decibels; L_{max}: maximum noise level
 Note: Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
 Source: Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

It should be noted that the noise levels identified in the table are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Noise-sensitive receptors may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. The City's Noise Ordinance does not establish quantitative construction noise standards. Instead, the Noise Ordinance has established allowable hours of construction. Construction activities can occur between 7:00 a.m. through 9:00 p.m. on Monday through Friday, 8:00 a.m. through 6:00 p.m. on Saturday's and National Holiday's, but no work on Sunday's. Such that the sound therefrom creates a noise disturbance across the real property line of an adjacent or nearby property developed entirely or partially for residential use. It is recommended that the project be required to comply with these and other regulatory compliance provisions, which in their totality requires the construction contractor to comply with noise regulations prescribing the hours allowed for construction activity identified in the Los Angeles Municipal Code Chapter XI (mentioned above). Also, these regulatory compliance provisions have been designed to assist to further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other State required noise attenuation devices, to ensure adequate vibration annoyance protection, with only small bulldozers being permitted to operate within 50 feet of the nearest project structures.

Operation. After project completion, typical noise associated with hotel and multiple family residential land uses included children playing, pet noise, amplified music, and delivery drop offs. Noise from hotel and



multiple family residential stationary sources would be consistent with the surrounding uses and would primarily occur during the "daytime" activity hours of 7:00 AM to 10:00 PM. The residences would be required to comply with the noise standards set forth in the Municipal Code Chapter XI. Further, the outdoor amenities and open-air dining area at the north and west side of the building would be surrounded by the proposed building and dual pane glass windows, would attenuate noise from the on-site areas to nearby off-site sensitive receptors and further reduce noise levels in the surrounding area. According to the Traffic Study prepared by Gibson Transportation Consulting, Inc. prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does exceed the net 250 daily vehicle trips threshold.

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-average scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Impacts associated with parking would be considered minimal since most parking spaces would be enclosed by walls within the subterranean level garage. Parking lot noise would also be partially masked by background noise from traffic along 8th Street and Mariposa Avenue. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards. Impacts would be less than significant.

Trash collection would be conducted by a scout service, which would bring trash bins to 8th Street and Mariposa Avenue, and ultimately collected by the Refuge Collection Services. Trash collection would occur on a weekly basis. Existing mobile noise from 8th Street and Mariposa Avenue would mask noise associated with trash collection. Furthermore, trash collection does not span long durations and are short noise events. Impacts are considered less than significant.

Implementation of the project would generate increased traffic volumes along nearby roadway segments. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.¹ Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA.² Therefore, permanent increases in ambient noise levels of less than 3 dBA would be less than significant. As discussed above, 8th Street would not exceed the threshold for VMT, therefore, the proposed project would not generate trips which would double the existing traffic volumes and result in a perceivable noise increase. Overall, operational noise impacts would be less than significant due to project design features, existing environmental factors, and compliance with the Los Angeles Municipal Code Chapter XI, regulatory provisions.

Threshold (b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Project construction can generate varying degrees of ground borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located near the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at

¹ Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, Noise Fundamentals, https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm. Accessed January 5, 2024.

² California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, 2013.



moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration levels produced by construction equipment is identified in Table 3: Typical Vibration Levels for Construction Equipment.

Equipment	Approximate Peak Particle Velocity at 25 Feet (inches/second)	Approximate Peak Particle Velocity at 50 Feet (inches/second)
Large bulldozer	0.089	0.0315
Loaded trucks	0.076	0.0269
Small bulldozer	0.003	0.0011
Jackhammer	0.035	0.0124

Ground-borne vibration decreases rapidly with distance. The project would not require pile driving. As indicated in the table, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 inches per-second peak particle velocity (PPV) (which is noticeably below the FTA's 0.20 PPV threshold) at 25 feet from the source of activity. The nearest structure and sensitive receptors are adjacent to the south, east and west of the potential active construction zone and it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration effects would be less than significant, and no mitigation is required.

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

No Impact.

The closest airport to the project site is Los Angeles International Airport, located approximately 12 miles southwest of the project site. Implementation of the proposed project would not result in exposure of people residing or working in the project area to excessive or high noise impact levels. Therefore, no impacts would occur, and no mitigation is required.

Cumulative Impacts

As discussed above, all construction and operational noise impacts can be mitigated to a less than significant level. Construction noise impacts are by nature localized. The distance of separation among the project site and other cumulative project sites would be such that the temporary noise and vibration effects of the proposed project would not compound or increase similar noise or vibration effects from other cumulative projects. As discussed above, operational noise caused by the proposed project would be less than significant. Due to site distance and these intervening land uses, cumulative stationary noise impacts



would not occur. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the project. Therefore, cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would be less than significant and no mitigation is required.

IV. RECOMMENDATION

Based on the foregoing analysis, it is recommended that the following Municipal Code Noise regulatory provisions be included as conditions of approval of the project. The inclusion of these Code regulatory compliance requirements will result in unwanted noise intrusions to be less than significant, and no mitigation is required.

1. As a design feature, the mechanical room in the basement of the Project building housing the emergency generators shall be designed with sufficient noise attenuation features (e.g., silencers, generator enclosures, insulation, etc.) to provide compliance with Section 112.02 of the LAMC, which prohibits noise from mechanical equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA.

2. The following temporary design features shall be employed during project construction to reduce short-term noise levels at nearby noise-sensitive residential receptors as required by Sections 112.03 112.04 and 112.05 of the LAMC:

a) An 8-foot-high temporary barrier with a minimum sound transmission (STC) rating of 26, shall be erected along all sides of the project site boundary. This barrier shall be constructed in one of the following ways:

- From acoustical blankets hung over or from a supporting frame. The blankets shall be firmly secured to the framework. The blankets shall be overlapped by at least 4 inches at seams and taped and/or closed with hook-and-loop fasteners (i.e., Velcro®) so that no gaps exist. The largest blankets available shall be used to minimize the number of seams. The blankets shall be draped to the ground to eliminate any gaps at the base of the barrier.
- From commercially available acoustical panels lined with sound-absorbing material (the sound-absorptive faces of the panels should face the construction equipment).
- From common construction materials such as plywood provided that the barrier is designed with overlapping material at the seams to assure that no gaps exist between the panels.

b) On-site vehicle speeds shall be limited to 15 miles per hour or less (except in cases of emergency).

c) Construction-related truck traffic shall be routed away from noise-sensitive areas to the extent feasible.

d) All construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

e) Pneumatic tools used at the site shall be equipped with an exhaust muffler on the compressed air exhaust to minimize noise levels.

f) Stationary noise sources shall be located as far from adjacent sensitive receptors as possible and shall be muffled and enclosed within temporary sheds or insulated barriers.

g) Back-up beepers for all construction equipment and vehicles shall be broadband sound alarms or adjusted to the lowest noise levels possible, provided that Occupational Safety and Health Administration (OSHA) and California OSHA safety requirements are not violated. On vehicles where back-up beepers are not available, alternative safety measures such as escorts and spotters will be employed.



3. To ensure adequate vibration annoyance protection, only small bulldozers shall be permitted to operate within 50 feet of the nearest project structures in accordance with Sections 112.04 and 112.05 of the LAMC.

V. CONCLUSION

Project-related off-site traffic noise changes on existing streets are less than significant. Traffic noise from 8th Street and Mariposa Avenue will not exceed City standards for outdoor recreational balcony/deck space fronting the roadway. There are minimal balconies and those are recessed so that they are noise protected on three sides. Additionally, all the air condition condensers are located on the roof of the building in a central location with adequate sound reducing screening. Recreational space (second floor and roof top) may also be common outdoor space or dining area sited in the interior of the complex. These areas are noise protected by perimeter structures such that noise levels are expected to be well within the 65 dB CNEL contour.

Habitable residential interior space will be adequately noise protected to achieve 45 dB with only the ability to close windows at perimeter units. Where window closure is needed for policy compliance, supplemental fresh air ventilation will be provided at rates specified in the California Building Code. The allowed hours of construction are from 7 a.m. to 9 p.m. Monday through Friday and 8 a.m. to 6 p.m. on Saturdays and National Holiday's and no work on Sunday's. Construction nuisance noise at the nearest sensitive use is nevertheless minimized. Therefore, short-term construction noise intrusions shall be less than significant, and require no mitigation. Inclusion of the regulatory compliance provisions within the City of Los Angeles Noise Ordinance Sections 112.02, 112.03, 112.04 and 112.05 as conditions of project approval shall be adhered to.

END OF ASSESSMENT

Should you have any questions, comments or concerns, please do not hesitate to contact me at 626. 664. 5003 or milan@maxsumdevelopment.com.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Milan L. Garrison".

Milan L. Garrison, President
Maxsum Development, LLC