



APPENDIX G

Noise Measurement Data and Worksheets

Monitoring Location: Site 1
Monitoring Date: 2/28/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
10:21:27	68.1	74.6	61.8
10:22:27	71.8	79.5	57.4
10:23:27	76.2	90.3	60.1
10:24:27	68.1	76.8	58.2
10:25:27	69.7	76.6	55.4
10:26:27	64.1	72.5	54.7
10:27:27	65.7	71.0	53.9
10:28:27	70.4	78.3	53.3
10:29:27	73.6	83.1	57.1
10:30:27	66.9	73.7	54.5
10:31:27	66.3	72.8	58.1
10:32:27	68.2	76.3	59.9
10:33:27	69.3	75.6	59.1
10:34:27	66.3	73.6	57.7
10:35:27	72.9	85.8	61.3
10:36:27	74.9	78.8	70.8

15-minute LAeq

70.9

Monitoring Location: Site 2
Monitoring Date: 2/28/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
10:49:51	70.4	76.5	57.0
10:50:51	63.5	73.3	51.8
10:51:51	70.2	76.2	54.9
10:52:51	63.2	74.3	54.7
10:53:51	70.0	76.3	61.5
10:54:51	69.1	76.6	55.1
10:55:51	65.3	72.5	57.1
10:56:51	70.0	78.2	55.0
10:57:51	69.7	77.1	56.7
10:58:51	68.1	75.3	57.0
10:59:51	69.5	76.1	59.2
11:00:51	67.3	73.8	54.5
11:01:51	67.2	72.7	56.9
11:02:51	71.7	82.5	57.5
11:03:51	70.9	76.9	55.3
11:04:51	60.0	60.5	59.2

15-minute LAeq

68.8

Monitoring Location: Site 3
Monitoring Date: 2/28/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
11:12:43	58.3	67.7	56.1
11:13:43	60.0	69.6	55.6
11:14:43	58.6	63.2	55.5
11:15:43	58.8	64.5	55.6
11:16:43	57.0	59.2	55.3
11:17:43	58.7	62.5	56.5
11:18:43	58.1	62.0	56.6
11:19:43	56.9	58.4	55.5
11:20:43	58.6	63.1	56.2
11:21:43	58.9	67.5	56.3
11:22:43	59.0	65.8	56.3
11:23:43	59.3	68.9	55.5
11:24:43	59.0	63.2	57.0
11:25:43	60.2	64.9	56.1
11:26:43	60.6	70.1	56.7
11:27:43	59.9	60.0	59.7

15-minute LAeq

59.0

Monitoring Location: Site 4
Monitoring Date: 2/28/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
11:35:32	57.9	64.0	52.9
11:36:32	53.7	56.6	51.8
11:37:32	59.5	67.5	52.3
11:38:32	56.9	61.4	52.4
11:39:32	56.8	65.3	51.7
11:40:32	57.0	67.9	51.7
11:41:32	56.8	66.4	52.2
11:42:32	57.1	64.1	52.2
11:43:32	57.6	62.7	52.4
11:44:32	57.2	62.1	53.4
11:45:32	58.8	62.4	55.2
11:46:32	57.0	61.6	52.8
11:47:32	54.2	60.5	49.8
11:48:32	62.5	72.4	49.3
11:49:32	54.1	58.0	49.4
11:50:32	51.2	52.4	51.7

15-minute LAeq

57.5

Monitoring Location: Site 5
Monitoring Date: 2/28/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
11:59:45	59.0	69.3	49.4
12:00:45	57.2	64.3	48.3
12:01:45	54.0	61.5	47.0
12:02:45	60.8	67.0	48.1
12:03:45	63.1	67.2	58.1
12:04:45	58.0	67.6	47.8
12:05:45	61.3	69.7	54.6
12:06:45	58.2	70.8	50.1
12:07:45	58.9	67.9	49.3
12:08:45	56.6	64.5	49.6
12:09:45	56.2	65.8	49.7
12:10:45	59.1	67.6	50.4
12:11:45	63.3	70.7	54.0
12:12:45	65.0	75.7	50.6
12:13:45	77.2	84.6	57.6
12:14:45	75.9	79.8	76.6

15-minute LAeq

68.3

Monitoring Location: Site 6
Monitoring Date: 2/28/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
13:01:16	65.5	70.7	62.4
13:02:16	69.5	80.8	60.9
13:03:16	68.7	74.3	60.2
13:04:16	63.1	68.0	60.1
13:05:16	64.0	68.3	58.9
13:06:16	71.3	79.0	59.1
13:07:16	63.9	75.2	57.0
13:08:16	68.4	75.6	57.8
13:09:16	68.7	74.2	59.3
13:10:16	61.9	67.3	58.0
13:11:16	70.1	78.0	58.1
13:12:16	67.9	77.1	59.4
13:13:16	68.7	78.8	58.4
13:14:16	82.9	94.2	60.4
13:15:16	67.3	75.3	61.6
13:16:16	63.3	64.1	62.2

15-minute LAeq

72.5

Monitoring Location: Site 7
Monitoring Date: 2/28/2022

Monitoring Period

Time	LAeq	LASmax	LASmin
12:27:06	59.5	69.8	51.8
12:28:06	53.3	63.3	47.8
12:29:06	57.3	67.0	50.5
12:30:06	57.5	64.9	50.4
12:31:06	65.6	79.8	52.6
12:32:06	55.7	67.0	49.6
12:33:06	59.1	67.9	49.1
12:34:06	59.3	65.4	48.8
12:35:06	62.5	69.8	54.9
12:36:06	58.6	67.6	51.4
12:37:06	60.2	69.4	51.9
12:38:06	57.0	64.7	50.8
12:39:06	53.9	58.9	51.7
12:40:06	57.9	64.7	51.9
12:41:06	54.4	60.4	50.3
12:42:06	54.7	56.3	54.7

15-minute LAeq

59.2

SUMMARY OF CONSTRUCTION NOISE AT NEAREST SENSITIVE RECEPTORS

**Table 1
Construction Maximum Noise Estimates at Residences along Cherokee Avenue**

Construction Phase	Distance from Site 1 (feet)	Distance from Site 2 (feet)	Construction Noise Levels (dBA)
Site 1 Demolition	25	N/A ^a	89.4
Site 1 Grading	25	N/A ^a	89.8
Site 1 Paving	25	N/A ^a	89.0
Site 1 Building construction/ Site 2 Demolition	25	125	89.0
Site 1 Building construction/ Site 2 Grading	25	125	89.0
Site 1 Building construction/ Site 2 Building Construction	25	125	88.9
Site 1 Building Construction/ Site 2 Paving	25	125	88.9
Site 1 Building Construction/ Site 2 Architectural Coating	25	125	88.7
Site 1 Architectural Coating / Site 2 Architectural Coating	25	125	79.9

Source: FHWA, RCNM, version. 1.1.

Refer to **Appendix J.3** for Construction Noise Worksheets.

^a Site 2 would not be under construction during the Site 2 demolition, grading, and paving phases.

Table 2
Construction Maximum Noise Estimates at Hill Street Schools along Cherokee Avenue

Construction Phase	Distance from Site 2 (feet)	Distance from Site 3 (feet)	Construction Noise Levels (dBA)
Site 1 Building construction/ Site 2 Demolition	70	25	90.6
Site 1 Building construction/ Site 2 Grading	70	25	91.6
Site 1 Building construction/ Site 2 Building Construction	70	25	89.3
Site 1 Building Construction/ Site 2 Paving	70	25	89.5
Site 1 Building Construction/ Site 2 Architectural Coating	70	25	83.1
Site 1 Architectural Coating / Site 2 Architectural Coating	70	25	80.2

Source: FHWA, RCNM, version. 1.1.

Refer to **Appendix J.3** for Construction Noise Worksheets.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/11/2022

Case Description: Site 1 Demolition

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Concrete Saw	No	20		89.6	200	0
Dozer	No	40		81.7	25	0
Backhoe	No	40		77.6	25	0
Front End Loader	No	40		79.1	25	0
Tractor	No	40	84		25	0

Equipment	Calculated (dBA)		Results						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	77.5	70.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	87.7	83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	85.1	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	90	86	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	90	89.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/11/2022

Case Description: Site 1 Grading

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)	
			Spec Lmax (dBA)	Actual Lmax (dBA)			
Grader	No	40	40	85	25	0	
Dozer	No	40	40		81.7	25	0
Backhoe	No	40	40		77.6	25	0
Front End Loader	No	40	40		79.1	25	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
Grader	91	87	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	87.7	83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	85.1	81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91	89.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/11/2022
 Case Description: Site 1 Paving

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
			Drum Mixer	No		
Paver	No	50	77.2	25	0	
Roller	No	20	80	25	0	
Tractor	No	40	84	25	0	

Equipment	Calculated (dBA)		Results						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drum Mixer	86	83	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	83.2	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	86	79	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	90	86	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	90	89	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report dat #####

Case Descr Site 1 Building Construction + Site 2 Demolition

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment			Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)			
Crane	No	16		80.6	100	0	
Forklift	No	40		85	25	0	
Generator	No	50		80.6	100	0	
Backhoe	No	40		77.6	25	0	
Welder / Torch	No	40		74	25	0	
Welder / Torch	No	40		74	25	0	
Welder / Torch	No	40		74	25	0	
Concrete Saw	No	20		89.6	125	0	
Dozer	No	40		81.7	125	0	
Backhoe	No	40		77.6	125	0	
Front End Loader	No	40		79.1	125	0	
Tractor	No	40	84		125	0	

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	74.5		66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	91		87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6		71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6		79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	81.6		74.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	73.7		69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	69.6		65.6	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	71.2		67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76		72.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91		89	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 2	Commercial	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment			Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)			
Crane	No	16		80.6	100	0	
Forklift	No	40		85	70	0	
Generator	No	50		80.6	100	0	
Backhoe	No	40		77.6	70	0	
Welder / Torch	No	40		74	70	0	
Welder / Torch	No	40		74	70	0	
Welder / Torch	No	40		74	70	0	
Concrete Saw	No	20		89.6	50	0	
Dozer	No	40		81.7	25	0	
Backhoe	No	40		77.6	25	0	
Front End Loader	No	40		79.1	25	0	
Tractor	No	40	84		25	0	

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	74.5		66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	82.1		78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6		71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	74.6		70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1		67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1		67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1		67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	89.6		82.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	87.7		83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6		79.6	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	85.1		81.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	90		86	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	90		90.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: #####

Case Description: Site 1 Building Construction + Site 2 Grading

--- Receptor #1 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment			Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)	Lmax		
Crane	No	16		80.6	100	0	
Forklift	No	40		85	25	0	
Generator	No	50		80.6	100	0	
Backhoe	No	40		77.6	25	0	
Welder / Torch	No	40		74	25	0	
Welder / Torch	No	40		74	25	0	
Welder / Torch	No	40		74	25	0	
Grader	No	40	85		125	0	
Dozer	No	40		81.7	125	0	
Backhoe	No	40		77.6	125	0	
Forklift	No	40		85	125	0	

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq	Day Lmax	Evening Leq	Night Lmax	Leq	
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	91	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	77	73.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	73.7	69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	69.6	65.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77	73.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91	89	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

--- Receptor #2 ---

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Receptor 2	Commercial	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment			Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)	Lmax		
Crane	No	16		80.6	100	0	
Forklift	No	40		85	70	0	
Generator	No	50		80.6	100	0	
Backhoe	No	40		77.6	70	0	
Welder / Torch	No	40		74	70	0	
Welder / Torch	No	40		74	70	0	
Welder / Torch	No	40		74	70	0	
Grader	No	40	85		25	0	
Dozer	No	40		81.7	25	0	
Backhoe	No	40		77.6	25	0	
Forklift	No	40		85	25	0	

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq	Day Lmax	Evening Leq	Night Lmax	Leq	
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	82.1	78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	74.6	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	91	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	87.7	83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	91	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91	91.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report dat #####

Case Descr Site 1 Building Construction + Site 2 Building Construction

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor Land Use	Daytime	Evening	Night	
Receptor 1 Residential	57.5	57.5	57.5	

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	100	0
Forklift	No	40		85	25	0
Generator	No	50		80.6	100	0
Backhoe	No	40		77.6	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0
Crane	No	16		80.6	125	0
Forklift	No	40		85	125	0
Generator	No	50		80.6	125	0
Backhoe	No	40		77.6	125	0
Welder / Torch	No	40		74	125	0
Welder / Torch	No	40		74	125	0
Welder / Torch	No	40		74	125	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq	Day Lmax	Evening Leq	Night Lmax	Leq	
Crane	74.5		66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	91		87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6		71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6		79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	72.6		64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	77		73.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	72.7		69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	69.6		65.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	66		62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	66		62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	66		62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91		88.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor Land Use	Daytime	Evening	Night	
Receptor 2 Commercial	57.5	57.5	57.5	

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	100	0
Forklift	No	40		85	70	0
Generator	No	50		80.6	100	0
Backhoe	No	40		77.6	70	0
Welder / Torch	No	40		74	70	0
Welder / Torch	No	40		74	70	0
Welder / Torch	No	40		74	70	0
Crane	No	16		80.6	100	0
Forklift	No	40		85	25	0
Generator	No	50		80.6	100	0
Backhoe	No	40		77.6	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq	Day Lmax	Evening Leq	Night Lmax	Leq	
Crane	74.5		66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	82.1		78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6		71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	74.6		70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1		67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1		67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1		67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	74.5		66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	91		87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6		71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6		79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80		76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91		89.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: #####

Case Description: Site 1 Building Construction + Site 2 Paving

--- Receptor #1 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	100	0
Forklift	No	40		85	25	0
Generator	No	50		80.6	100	0
Backhoe	No	40		77.6	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0
Drum Mixer	No	50		80	125	0
Paver	No	50		77.2	125	0
Roller	No	20		80	125	0
Tractor	No	40	84		125	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq	Day Lmax	Evening Leq	Night Lmax	Leq	
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	91	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drum Mixer	72	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	69.3	66.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	72	65.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	76	72.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91	88.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

--- Receptor #2 ---

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Receptor 2	Commercial	57.5	57.5	57.5

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	100	0
Forklift	No	40		85	70	0
Generator	No	50		80.6	100	0
Backhoe	No	40		77.6	70	0
Welder / Torch	No	40		74	70	0
Welder / Torch	No	40		74	70	0
Welder / Torch	No	40		74	70	0
Drum Mixer	No	50		80	25	0
Paver	No	50		77.2	25	0
Roller	No	20		80	25	0
Tractor	No	40	84		25	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
	*Lmax	Leq	Day Lmax	Evening Leq	Night Lmax	Day Leq	Evening Lmax	Night Leq	Day Lmax	Evening Leq	Night Lmax	Leq	
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	82.1	78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	74.6	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drum Mixer	86	83	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	83.2	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	86	79	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	90	86	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	90	89.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/11/2022

Case Description: Site 1 Building Construction + Site 2 Architectural Coating

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec (dBA)	Actual (dBA)		
Crane	No	16		80.6	100	0
Forklift	No	40		85	25	0
Generator	No	50		80.6	100	0
Backhoe	No	40		77.6	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0
Welder / Torch	No	40		74	25	0
Compressor (air)	No	40		77.7	125	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)							
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	91	87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	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
Backhoe	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	80	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	69.7	65.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	91	88.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 2	Commercial	57.5	57.5	57.5

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec (dBA)	Actual (dBA)		
Crane	No	16		80.6	100	0
Forklift	No	40		85	70	0
Generator	No	50		80.6	100	0
Backhoe	No	40		77.6	70	0
Welder / Torch	No	40		74	70	0
Welder / Torch	No	40		74	70	0
Welder / Torch	No	40		74	70	0
Compressor (air)	No	40		77.7	25	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)							
	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Forklift	82.1	78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	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
Backhoe	74.6	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	71.1	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
Welder / Torch	71.1	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
Welder / Torch	71.1	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
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	83.7	83.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/11/2022

Case Description: Site 1 Architectural Coating + Site 2 Architectural Coating

---- Receptor #1 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 1	Residential	57.5	57.5	57.5

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	25	0
Compressor (air)	No	40		77.7	125	0

		Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
Equipment	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	69.7	65.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	83.7	79.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Descriptor	Land Use	Daytime	Evening	Night
Receptor 2	Commercial	57.5	57.5	57.5

		Equipment				
Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40		77.7	70	0
Compressor (air)	No	40		77.7	25	0

		Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)						
Equipment	*Lmax	Leq	Day		Evening		Night		Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	74.7	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	83.7	79.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	83.7	80.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Hollywood Central Project - Roadway Noise Levels

**TABLE 1
ESTIMATED EXISTING ROADWAY NOISE LEVELS**

Intersection	Roadway Segment	Time Period	Existing Roadway Noise Level (dBA)
<i>Highland Avenue</i>			
1	North of Hollywood Boulevard	PM	69.3
	South Hollywood Boulevard	PM	68.8
5	North of Selma Avenue	PM	68.2
	South of Selma Avenue	PM	68.3
8	North of Sunset Boulevard	PM	68.8
	South of Sunset Boulevard	PM	63.0
<i>Hollywood Boulevard</i>			
1	East of Highland Avenue	PM	54.8
	West of Highland Avenue	PM	53.7
2	East of Las Palmas Avenue	PM	56.1
	West of Las Palmas Avenue	PM	56.3
3a	East of Cherokee Avenue (South Leg)	PM	57.4
	West of Cherokee Avenue (South Leg)	PM	56.5
3b	East of Cherokee Avenue (North Leg)	PM	57.3
	West of Cherokee Avenue (North Leg)	PM	56.3
4	East of Wilcox Avenue	PM	55.5
	West of Wilcox Avenue	PM	55.8
<i>Las Palmas Avenue</i>			
2	North of Hollywood Boulevard	PM	56.3
	South of Hollywood Boulevard	PM	51.6
6	North of Selma Avenue	PM	52.6
	South of Selma Avenue	PM	58.0
9	North of Sunset Boulevard	PM	56.9
	South of Sunset Boulevard	PM	54.4
<i>Cherokee Avenue</i>			
3	North of Hollywood Boulevard	PM	52.1
	South of Hollywood Boulevard	PM	54.2
<i>Wilcox Avenue</i>			
4	North of Hollywood Boulevard	PM	65.9
	South of Hollywood Boulevard	PM	55.9
7	North of Selma Avenue	PM	54.5
	South of Selma Avenue	PM	58.1
10	North of Sunset Boulevard	PM	58.6
	South of Sunset Boulevard	PM	48.6
<i>Selma Avenue</i>			
5	East of Highland Avenue	PM	51.0
	West of Highland Avenue	-	-
6	East of Las Palmas Avenue	PM	55.9
	West of Las Palmas Avenue	PM	56.0

**TABLE 1
ESTIMATED EXISTING ROADWAY NOISE LEVELS**

Intersection	Roadway Segment	Time Period	Existing Roadway Noise Level (dBA)
7	East of Wilcox Avenue	PM	54.6
	West of Wilcox Avenue	PM	56.0
Sunset Boulevard			
8	East of Highland Avenue	PM	67.0
	West of Highland Avenue	PM	68.0
9	East of Las Palmas Avenue	PM	61.9
	West of Las Palmas Avenue	PM	68.1
10	East of Wilcox Avenue	PM	59.3
	West of Wilcox Avenue	PM	60.7

Source: Gibson Transportation Consulting, Inc., Transportation Assessment for Hollywood Central, Hollywood, California, March 2022.

**TABLE 2
OFF-SITE ROADWAY TRAFFIC NOISE IMPACTS—EXISTING PLUS PROJECT**

Intersection	Roadway Segment	Time Period	Existing Plus Project		Change	Results in 3 dBA Increase?
			Existing (dBA)	Existing Plus Project (dBA)		
Highland Avenue						
1	North of Hollywood Boulevard	PM	69.3	70.2	+0.9	No
	South Hollywood Boulevard	PM	68.8	70.1	+1.3	No
5	North of Selma Avenue	PM	68.2	69.7	+1.5	No
	South of Selma Avenue	PM	68.3	69.9	+1.6	No
8	North of Sunset Boulevard	PM	68.8	70.2	+1.4	No
	South of Sunset Boulevard	PM	63.0	64.0	+1.0	No
Hollywood Boulevard						
1	East of Highland Avenue	PM	54.8	57.4	+2.6	No
	West of Highland Avenue	PM	53.7	55.5	+1.8	No
2	East of Las Palmas Avenue	PM	56.1	57.9	+1.8	No
	West of Las Palmas Avenue	PM	56.3	58.2	+1.9	No
3a	East of Cherokee Avenue (South Leg)	PM	57.4	59.0	+1.6	No
	West of Cherokee Avenue (South Leg)	PM	56.5	58.1	+1.6	No
3b	East of Cherokee Avenue (North Leg)	PM	57.3	58.9	+1.6	No

**TABLE 2
OFF-SITE ROADWAY TRAFFIC NOISE IMPACTS—EXISTING PLUS PROJECT**

Intersection	Roadway Segment	Time Period	Existing	Existing Plus Project	Change	Results in 3 dBA Increase?
			(dBA)			
4	West of Cherokee Avenue (North Leg)	PM	56.3	58.0	+1.7	No
	East of Wilcox Avenue	PM	55.5	57.0	+1.5	No
	West of Wilcox Avenue	PM	55.8	57.2	+1.4	No
<i>Las Palmas Avenue</i>						
2	North of Hollywood Boulevard	PM	56.3	56.4	+0.1	No
	South of Hollywood Boulevard	PM	51.6	52.6	+1.0	No
6	North of Selma Avenue	PM	52.6	53.2	+0.6	No
	South of Selma Avenue	PM	58.0	58.0	0.0	No
9	North of Sunset Boulevard	PM	56.9	57.0	+0.1	No
	South of Sunset Boulevard	PM	54.4	54.4	0.0	No
<i>Cherokee Avenue</i>						
3	North of Hollywood Boulevard	PM	52.1	53.1	+1.0	No
	South of Hollywood Boulevard	PM	54.2	55.3	+1.1	No
<i>Wilcox Avenue</i>						
4	North of Hollywood Boulevard	PM	65.9	67.0	+1.1	No
	South of Hollywood Boulevard	PM	55.9	57.2	+1.3	No
7	North of Selma Avenue	PM	54.5	55.9	+1.4	No
	South of Selma Avenue	PM	58.1	59.7	+1.6	No
10	North of Sunset Boulevard	PM	58.6	60.3	+1.7	No
	South of Sunset Boulevard	PM	48.6	49.8	+1.2	No
<i>Selma Avenue</i>						
5	East of Highland Avenue	PM	51.0	57.1	+6.1	Yes
	West of Highland Avenue	PM	–	–	–	–
6	East of Las Palmas Avenue	PM	55.9	58.9	+3.0	Yes
	West of Las Palmas Avenue	PM	56.0	59.2	+3.2	Yes

**TABLE 2
OFF-SITE ROADWAY TRAFFIC NOISE IMPACTS—EXISTING PLUS PROJECT**

Intersection	Roadway Segment	Time Period	Existing	Existing Plus Project	Change	Results in 3 dBA Increase?
			(dBA)			
7	East of Wilcox Avenue	PM	54.6	57.4	+2.9	No
	West of Wilcox Avenue	PM	56.0	59.5	+3.6	Yes
Sunset Boulevard						
8	East of Highland Avenue	PM	67.0	68.5	+1.5	No
	West of Highland Avenue	PM	68.0	69.0	+1.0	No
9	East of Las Palmas Avenue	PM	61.9	62.8	+0.9	No
	West of Las Palmas Avenue	PM	68.1	69.0	+0.9	No
10	East of Wilcox Avenue	PM	59.3	60.2	+0.9	No
	West of Wilcox Avenue	PM	60.7	61.5	+0.8	No

Source: Gibson Transportation Consulting, Inc., Transportation Assessment for Hollywood Central, Hollywood, California, March 2022.

**TABLE 3
OFF-SITE ROADWAY TRAFFIC NOISE IMPACTS—FUTURE PLUS PROJECT**

Intersection	Roadway Segment	Time Period	Future Baseline	Future Plus Project	Change	Results in 3 dBA Increase?
			(dBA)			
Highland Avenue						
1	North of Hollywood Boulevard	PM	70.3	71.0	+0.7	No
	South Hollywood Boulevard	PM	70.2	71.2	+1.0	No
5	North of Selma Avenue	PM	69.8	70.8	+1.0	No
	South of Selma Avenue	PM	69.9	71.1	+1.2	No
8	North of Sunset Boulevard	PM	70.3	71.3	+1.0	No
	South of Sunset Boulevard	PM	64.1	64.9	+0.8	No
Hollywood Boulevard						
1	East of Highland Avenue	PM	57.2	58.9	+1.7	No
	West of Highland Avenue	PM	55.5	56.8	+1.3	No
2	East of Las Palmas Avenue	PM	57.9	59.1	+1.2	No

**TABLE 3
OFF-SITE ROADWAY TRAFFIC NOISE IMPACTS—FUTURE PLUS PROJECT**

Intersection	Roadway Segment	Time Period	Future Baseline	Future Plus Project	Change	Results in 3 dBA Increase?
			(dBA)	(dBA)		
3a	West of Las Palmas Avenue	PM	58.2	59.6	+1.4	No
	East of Cherokee Avenue (South Leg)	PM	59.0	60.2	+1.2	No
	West of Cherokee Avenue (South Leg)	PM	58.2	59.3	+1.1	No
3b	East of Cherokee Avenue (North Leg)	PM	58.9	60.1	+1.2	No
	West of Cherokee Avenue (North Leg)	PM	58.0	59.3	+1.3	No
4	East of Wilcox Avenue	PM	56.9	58.0	+1.1	No
	West of Wilcox Avenue	PM	57.3	58.3	+1.0	No
Las Palmas Avenue						
2	North of Hollywood Boulevard	PM	56.5	56.6	+0.1	No
	South of Hollywood Boulevard	PM	52.0	52.9	+0.9	No
6	North of Selma Avenue	PM	53.0	53.6	+0.6	No
	South of Selma Avenue	PM	58.2	58.2	0.0	No
9	North of Sunset Boulevard	PM	57.2	57.3	+0.1	No
	South of Sunset Boulevard	PM	54.7	54.7	0.0	No
Cherokee Avenue						
3	North of Hollywood Boulevard	PM	53.2	54.1	+0.9	No
	South of Hollywood Boulevard	PM	54.4	55.4	+1.0	No
Wilcox Avenue						
4	North of Hollywood Boulevard	PM	67.2	68.0	+0.8	No
	South of Hollywood Boulevard	PM	57.3	58.3	+1.0	No
7	North of Selma Avenue	PM	56.0	57.0	+1.0	No
	South of Selma Avenue	PM	59.6	60.8	+1.2	No

**TABLE 3
OFF-SITE ROADWAY TRAFFIC NOISE IMPACTS—FUTURE PLUS PROJECT**

Intersection	Roadway Segment	Time Period	Future Baseline	Future Plus Project	Change	Results in 3 dBA Increase?
			(dBA)	(dBA)		
10	North of Sunset Boulevard	PM	60.2	61.4	+1.2	No
	South of Sunset Boulevard	PM	49.8	50.8	+1.0	No
Selma Avenue						
5	East of Highland Avenue	PM	56.3	59.1	+2.8	No
	West of Highland Avenue	PM	—	—	—	—
6	East of Las Palmas Avenue	PM	58.8	60.6	+1.8	No
	West of Las Palmas Avenue	PM	58.9	60.8	+1.9	No
7	East of Wilcox Avenue	PM	57.2	59.0	+1.8	No
	West of Wilcox Avenue	PM	59.0	61.1	+2.1	No
Sunset Boulevard						
8	East of Highland Avenue	PM	68.7	69.4	+0.7	No
	West of Highland Avenue	PM	69.2	70.0	+0.8	No
9	East of Las Palmas Avenue	PM	62.9	63.7	+0.8	No
	West of Las Palmas Avenue	PM	69.1	69.9	+0.8	No
10	East of Wilcox Avenue	PM	60.4	61.1	+0.7	No
	West of Wilcox Avenue	PM	61.7	62.4	+0.7	No

Source: Gibson Transportation Consulting, Inc., Transportation Assessment for Hollywood Central, Hollywood, California, March 2022.

Project Name: Hollywood Central										Day (Days)									
Intersection:										1									
Highland Avenue & Hollywood Boulevard										1									
Highland Avenue										1									
Southbound										1									
Existing (Year 2022)										right through left									
Existing with Project										101 1 157 46									
Future (Year 2025)										104 1 438 143									
Future with Project										109 1 454 97									
Eastbound										Westbound									
Existing (Year 2022)										left through right									
Existing with Project										329 337 72									
Future (Year 2025)										333 610 164									
Future with Project										350 588 158									
Northbound										Southbound									
Existing (Year 2022)										left through right									
Existing with Project										23 1 226 38									
Future (Year 2025)										113 1 421 177									
Future with Project										105 1 483 129									
Hollywood Boulevard										196 1 684 218									
ADT										ADT									
Cross Street										Highland Avenue Hollywood Boulevard									
Existing (Year 2022)										North of South of East of West of									
Existing with Project										23 410.0 25 930.0 9 440.0 12 140.0									
Future (Year 2025)										35 580.0 31 680.0 17 110.0 18 550.0									
Future with Project										36 705.0 33 920.0 16 650.0 18 510.0									
ADT										43 060.0 44 670.0 24 290.0 24 920.0									

Project Name: Hollywood Central				Jury (Date)				# Peak Hour = 8% of ADT, Scaling Factor = 18.867 # Peak Hour = 7% of ADT, Scaling Factor = 14.286 # Peak Hour = 8% of ADT, Scaling Factor = 12.8 # Peak Hour = 9% of ADT, Scaling Factor = 11.111 # Peak Hour = 10% of ADT, Scaling Factor = 10							
Intersection		2													
Las Palmas Avenue & Hollywood Boulevard															
				Las Palmas Avenue							ADT				
				Southbound							Las Palmas Avenue		Hollywood Boulevard		
				right	through	left					North of	South of	East of	West of	
				65	59	74					Hollywood Boulevard		Las Palmas Avenue		
				65	64	77					6,080.0	5,110.0	14,180.0	13,180.0	
				68	67	76					5,210.0	6,350.0	21,200.0	20,800.0	
				68	67	82					6,420.0	5,650.0	21,480.0	20,550.0	
											6,550.0	6,930.0	28,480.0	28,200.0	
				Eastbound							Westbound				
				left	through	right				right	through	left			
				41	517	15				60	638	48			
				41	635	76				60	591	60			
				45	837	30				68	1,024	53			
				45	1,154	60				68	1,372	68			
				Northbound											
				left	through	right									
				41	287	64									
				76	290	73									
				51	302	68									
				85	305	78									

Project Name: Hollywood Central				Lay. (Date)				# Peak Hour = 8% of ADT, Scaling Factor = 18.887				# Peak Hour = 7% of ADT, Scaling Factor = 14.286				# Peak Hour = 8% of ADT, Scaling Factor = 12.8				# Peak Hour = 10% of ADT, Scaling Factor = 11.111			
Intersection: 3b				Cherokee Avenue (North Leg) & Hollywood Boulevard				Cherokee Avenue (North Leg)				Hollywood Boulevard				Cherokee Avenue (North Leg)				Hollywood Boulevard			
				Southbound				East				North of				South of							
				Existing (Year 2022)				Cross Street				Hollywood Boulevard				Cherokee Avenue (North Leg)							
				Existing with Project				Existing (Year 2022)				Existing with Project				Future (Year 2025)							
				Future with Project				Future with Project				Future with Project				Future with Project							
				Eastbound				Westbound															
				Existing (Year 2022)				Existing (Year 2022)															
				Existing with Project				Existing with Project															
				Future (Year 2025)				Future (Year 2025)															
				Future with Project				Future with Project															
				Northbound																			
				Existing (Year 2022)																			
				Existing with Project																			
				Future (Year 2025)																			
				Future with Project																			

Project Name: Hollywood Central				Inv. (Date)				# Peak Hour = 8% of ADT, Scaling Factor = 18.887				# Peak Hour = 7% of ADT, Scaling Factor = 14.286				# Peak Hour = 8% of ADT, Scaling Factor = 12.8				# Peak Hour = 9% of ADT, Scaling Factor = 11.111				# Peak Hour = 10% of ADT, Scaling Factor = 10											
Intersection				9																															
Las Palmas Avenue & Sunset Boulevard																																			
				Las Palmas Avenue												ADT																			
				Southbound												Las Palmas Avenue				Sunset Boulevard															
				right through left												Left				North of				South of				East of				West of			
				Existing (Year 2022)												Cross Street				Sunset Boulevard				Las Palmas Avenue											
				Existing with Project												Existing (Year 2022)				5,950.0				3,400.0				27,490.0				27,850.0			
				Future (Year 2025)												Existing with Project				5,150.0				3,400.0				33,750.0				34,880.0			
				Future with Project												Future (Year 2025)				6,340.0				3,580.0				35,150.0				35,690.0			
																Future with Project				6,540.0				3,580.0				41,450.0				42,210.0			
Eastbound				left through right												Westbound				right through left															
Existing (Year 2022)				131				1,418				24				Existing (Year 2022)				106				1,125				13							
Existing with Project				144				1,511				24				Existing with Project				106				1,425				13							
Future (Year 2025)				144				1,723				25				Future (Year 2025)				111				1,532				14							
Future with Project				157				2,024				25				Future with Project				111				1,582				14							
				Northbound																															
				left through right																															
				Existing (Year 2022)				22				208				33				Existing (Year 2022)				22				208				33			
				Existing with Project				23				210				35				Existing with Project				23				210				35			
				Future (Year 2025)				23				210				35				Future (Year 2025)				23				210				35			
				Future with Project				23				210				35				Future with Project				23				210				35			

2
NOISE LEVEL CONTOURS - Off-Site ADT Volumes

ROADWAY NAME	Land Use	Lanes	Median Width	ADT Volume	Design Dist. from			Barrier Attn.	Vehicle Mix		dB(A) CNEL	Traffic Volumes											Ref. Energy Level: Dist				Le				Ln					
					Speed (mph)	Center Line	Alpha Factor (1)		Medium Trucks	Heavy Trucks		Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total A	MT	HT	Total A	MT	HT	Total A	MT	HT
Las Palmas Avenue w/o Sunset											56.9	####	756	571	94	37	5	1	8	3	50.8	65.4	74.5	2.2	51.7	49.5	54.5	57.2	48.8	41.9	44.4	50.7	35.6	40.0	45.3	46.8
Existing (Year 2022)		2	0	5,950	15	30	0	0	1.8%	0.7%	56.9	####	756	571	94	37	5	1	8	3	50.8	65.4	74.5	2.2	51.7	49.5	54.5	57.2	48.8	41.9	44.4	50.7	35.6	40.0	45.3	46.8
Existing with Project		2	0	6,150	15	30	0	0	1.8%	0.7%	57.0	####	781	590	97	38	6	1	8	3	50.8	65.4	74.5	2.2	51.9	49.6	54.7	57.3	48.9	42.1	44.5	50.9	35.7	40.2	45.5	46.9
Future (Year 2025)		2	0	6,340	15	30	0	0	1.8%	0.7%	57.2	####	805	609	100	40	6	1	9	4	50.8	65.4	74.5	2.2	52.0	49.8	54.8	57.5	49.0	42.2	44.7	51.0	35.8	40.3	45.6	47.1
Future with Project		2	0	6,540	15	30	0	0	1.8%	0.7%	57.3	####	831	628	103	41	6	1	9	4	50.8	65.4	74.5	2.2	52.1	49.9	55.0	57.6	49.2	42.3	44.8	51.1	36.0	40.5	45.7	47.2
Las Palmas Avenue w/o Sunset																																				
Existing (Year 2022)		2	0	3,400	15	30	0	0	1.8%	0.7%	54.4	####	432	326	54	21	3	1	5	2	50.8	65.4	74.5	2.2	49.3	47.1	52.1	54.8	46.3	39.5	42.0	48.3	33.1	37.6	42.9	44.4
Existing with Project		2	0	3,400	15	30	0	0	1.8%	0.7%	54.4	####	432	326	54	21	3	1	5	2	50.8	65.4	74.5	2.2	49.3	47.1	52.1	54.8	46.3	39.5	42.0	48.3	33.1	37.6	42.9	44.4
Future (Year 2025)		2	0	3,580	15	30	0	0	1.8%	0.7%	54.7	####	455	344	56	22	3	1	5	2	50.8	65.4	74.5	2.2	49.5	47.3	52.3	55.0	46.5	39.7	42.2	48.5	33.3	37.8	43.1	44.6
Future with Project		2	0	3,580	15	30	0	0	1.8%	0.7%	54.7	####	455	344	56	22	3	1	5	2	50.8	65.4	74.5	2.2	49.5	47.3	52.3	55.0	46.5	39.7	42.2	48.5	33.3	37.8	43.1	44.6
Sunset Boulevard e/o Las Palmas																																				
Existing (Year 2022)		6	10	27,400	30	150	0	0	1.8%	0.7%	61.9	####	####	####	431	171	25	5	37	15	62.5	73.1	80.3	-4.7	60.1	53.9	57.0	62.5	57.1	46.3	46.8	57.8	43.9	44.4	47.8	50.5
Existing with Project		6	10	33,730	30	150	0	0	1.8%	0.7%	62.8	####	####	####	531	210	31	7	46	19	62.5	73.1	80.3	-4.7	61.0	54.8	57.9	63.4	58.0	47.2	47.7	58.7	44.8	45.3	48.7	51.4
Future (Year 2025)		6	10	35,120	30	150	0	0	1.8%	0.7%	62.9	####	####	####	553	219	32	7	48	20	62.5	73.1	80.3	-4.7	61.2	54.9	58.1	63.5	58.2	47.4	47.9	58.9	45.0	45.5	48.8	51.6
Future with Project		6	10	41,450	30	150	0	0	1.8%	0.7%	63.7	####	####	####	652	259	38	8	56	23	62.5	73.1	80.3	-4.7	61.9	55.7	58.8	64.3	58.9	48.1	48.6	59.6	45.7	46.2	49.6	52.3
Sunset Boulevard w/o Las Palmas																																				
Existing (Year 2022)		6	10	27,850	30	50	0	0	1.8%	0.7%	68.1	####	####	####	438	174	25	6	38	16	62.5	73.1	80.3	1.4	66.3	60.1	63.2	68.6	63.3	52.5	53.0	64.0	50.1	50.6	53.9	56.7
Existing with Project		6	10	34,380	30	50	0	0	1.8%	0.7%	69.0	####	####	####	541	214	31	7	47	19	62.5	73.1	80.3	1.4	67.2	61.0	64.1	69.6	64.2	53.4	53.9	64.9	51.0	51.5	54.9	57.6
Future (Year 2025)		6	10	35,680	30	50	0	0	1.8%	0.7%	69.1	####	####	####	562	223	32	7	48	20	62.5	73.1	80.3	1.4	67.3	61.1	64.3	69.7	64.4	53.5	54.1	65.1	51.2	51.7	55.0	57.7
Future with Project		6	10	42,210	30	50	0	0	1.8%	0.7%	69.9	####	####	####	664	263	38	8	57	24	62.5	73.1	80.3	1.4	68.1	61.9	65.0	70.4	65.1	54.3	54.8	65.8	51.9	52.4	55.7	58.5

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Project Name: Hollywood Central				Day (Days)											
Intersection	10											# Peak Hour = 8% of ADT, Scaling Factor = 16,867 # Peak Hour = 7% of ADT, Scaling Factor = 14,398 # Peak Hour = 8% of ADT, Scaling Factor = 12.6 # Peak Hour = 8% of ADT, Scaling Factor = 11,111 # Peak Hour = 10% of ADT, Scaling Factor = 10			
Wilcox Avenue & Sunset Boulevard															
								Wilcox Avenue				ADT			
				Southbound								East			
								Left				Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			
												Left			
												Through			
												Right			

Equipment		Pieces of Equipment	PPV at 25 feet (in/sec)	Distance from Equipment	PPV at adjusted distance	RMS velocity amplitude in in/sec at adjusted distance ^a	RMS Vibration level in VdB at adjusted distance
Caisson drilling		1	0.089	25	0.089	0.022	87
Jackhammer		1	0.035	25	0.035	0.009	79
Large bulldozer		1	0.089	25	0.089	0.022	87
Loaded trucks		1	0.076	25	0.076	0.019	86
Pile Drive (impact)		1	0.644	25	0.644	0.161	104
Vibratory Roller		1	0.210	25	0.210	0.053	94
Small bulldozer		1	0.003	25	0.003	0.001	58

* Suggested Vibration Thresholds per the Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, pg. 12-12.

-Fragile Buildings- 0.20 in/sec