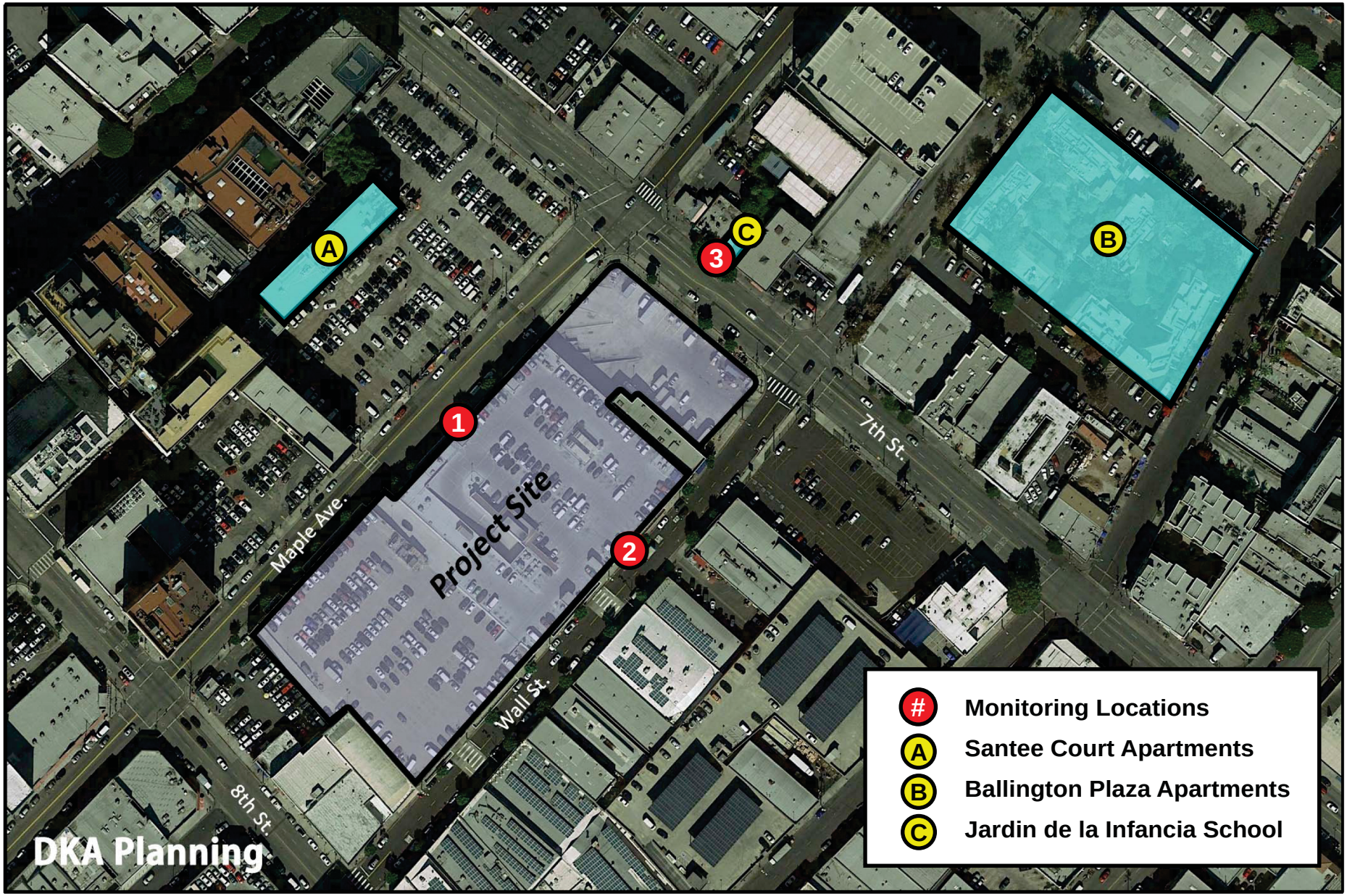
# APPENDIX I-2

# Appendix I:

## Noise Modeling




# DKA Planning

*NOISE RECEPTOR MAP*
*Southern California Flower Market Project*
*Imagery via Google*

# 1. Maple Avenue
# Noise Report

8/8/2017

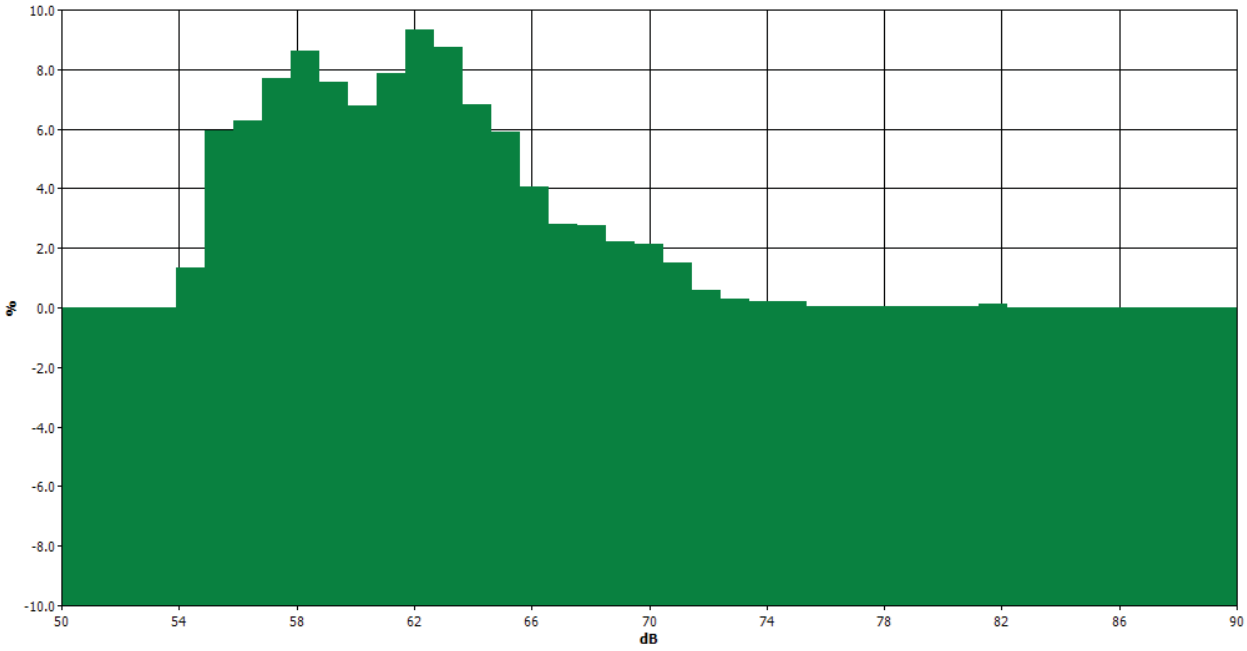
## Information Panel

| | |
|---|---|
| Name | S466_BIJ050019_08082017_085014 |
| Start Time | Monday, August 8, 2017, 11:18am |
| Stop Time | Monday, June 8, 2017, 11:33am |
| Device Model Type | SoundPro DL |

## General Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---|---|---|---|---|---|
| Leq | 1 | 64.8dB | Exchange Rate | 1 | 3dB |
| Weighting | 1 | A | Response | 1 | SLOW |
| Bandwidth | 1 | OFF | Exchange Rate | 2 | 3dB |
| Weighting | 2 | C | Response | 2 | SLOW |

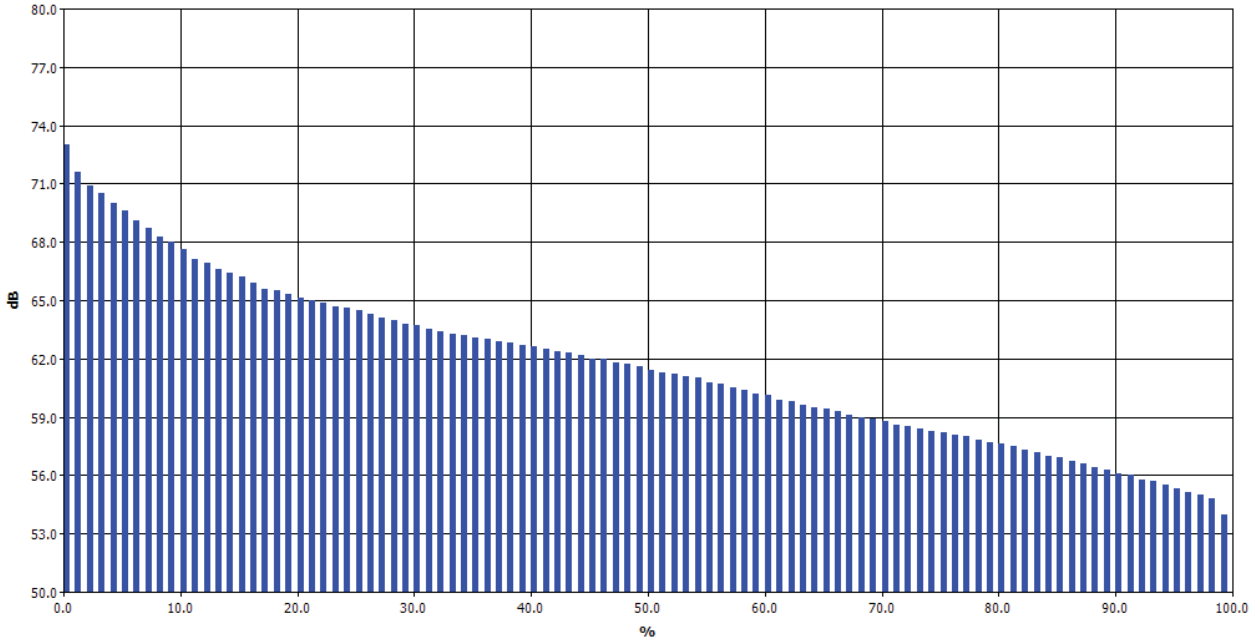
## Statistics Chart



## Statistics Table

| dB | 0 | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | % |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 54 | 0.00 | 0.01 | 0.07 | 0.02 | 0.02 | 0.04 | 0.08 | 0.26 | 0.35 | 0.48 | 1.33 |
| 55 | 0.36 | 0.67 | 0.72 | 0.73 | 0.61 | 0.47 | 0.54 | 0.52 | 0.70 | 0.64 | 5.96 |
| 56 | 0.67 | 0.82 | 0.54 | 0.63 | 0.70 | 0.76 | 0.58 | 0.58 | 0.45 | 0.53 | 6.26 |
| 57 | 0.75 | 0.72 | 0.55 | 0.66 | 0.92 | 0.71 | 0.83 | 0.84 | 0.98 | 0.75 | 7.69 |
| 58 | 0.70 | 0.87 | 0.94 | 0.92 | 0.92 | 0.97 | 0.78 | 0.75 | 0.90 | 0.85 | 8.60 |
| 59 | 0.80 | 0.81 | 0.65 | 0.77 | 0.80 | 0.85 | 0.80 | 0.73 | 0.73 | 0.65 | 7.59 |
| 60 | 0.72 | 0.70 | 0.67 | 0.64 | 0.80 | 0.68 | 0.63 | 0.70 | 0.64 | 0.61 | 6.78 |
| 61 | 0.77 | 0.82 | 0.84 | 0.95 | 0.80 | 0.74 | 0.77 | 0.69 | 0.79 | 0.71 | 7.87 |
| 62 | 0.88 | 1.13 | 0.87 | 0.54 | 0.99 | 1.08 | 1.02 | 0.94 | 0.98 | 0.89 | 9.34 |
| 63 | 0.92 | 0.91 | 0.99 | 1.20 | 0.85 | 0.86 | 0.85 | 0.81 | 0.71 | 0.62 | 8.74 |
| 64 | 0.66 | 0.61 | 0.60 | 0.60 | 0.64 | 0.70 | 0.86 | 0.69 | 0.71 | 0.73 | 6.81 |
| 65 | 0.63 | 0.77 | 0.75 | 0.44 | 0.56 | 0.68 | 0.60 | 0.62 | 0.44 | 0.41 | 5.89 |
| 66 | 0.36 | 0.38 | 0.34 | 0.44 | 0.50 | 0.42 | 0.45 | 0.43 | 0.39 | 0.37 | 4.08 |
| 67 | 0.41 | 0.43 | 0.27 | 0.28 | 0.21 | 0.20 | 0.26 | 0.24 | 0.21 | 0.29 | 2.79 |
| 68 | 0.26 | 0.33 | 0.36 | 0.20 | 0.28 | 0.27 | 0.23 | 0.27 | 0.34 | 0.23 | 2.75 |
| 69 | 0.18 | 0.20 | 0.15 | 0.16 | 0.25 | 0.17 | 0.23 | 0.24 | 0.34 | 0.29 | 2.22 |
| 70 | 0.22 | 0.20 | 0.20 | 0.22 | 0.22 | 0.19 | 0.21 | 0.21 | 0.28 | 0.16 | 2.12 |
| 71 | 0.20 | 0.23 | 0.15 | 0.08 | 0.13 | 0.18 | 0.16 | 0.14 | 0.10 | 0.12 | 1.50 |
| 72 | 0.07 | 0.06 | 0.08 | 0.05 | 0.05 | 0.05 | 0.06 | 0.05 | 0.06 | 0.07 | 0.60 |
| 73 | 0.05 | 0.05 | 0.04 | 0.05 | 0.02 | 0.02 | 0.02 | 0.01 | 0.02 | 0.01 | 0.31 |
| 74 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.19 |
| 75 | 0.02 | 0.02 | 0.02 | 0.04 | 0.03 | 0.02 | 0.04 | 0.01 | 0.00 | 0.01 | 0.20 |
| 76 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 |
| 77 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.04 |
| 78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.03 |
| 79 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.05 |
| 80 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.05 |
| 81 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 | 0.02 | 0.06 |
| 82 | 0.02 | 0.04 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 0.12 |
| 83 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

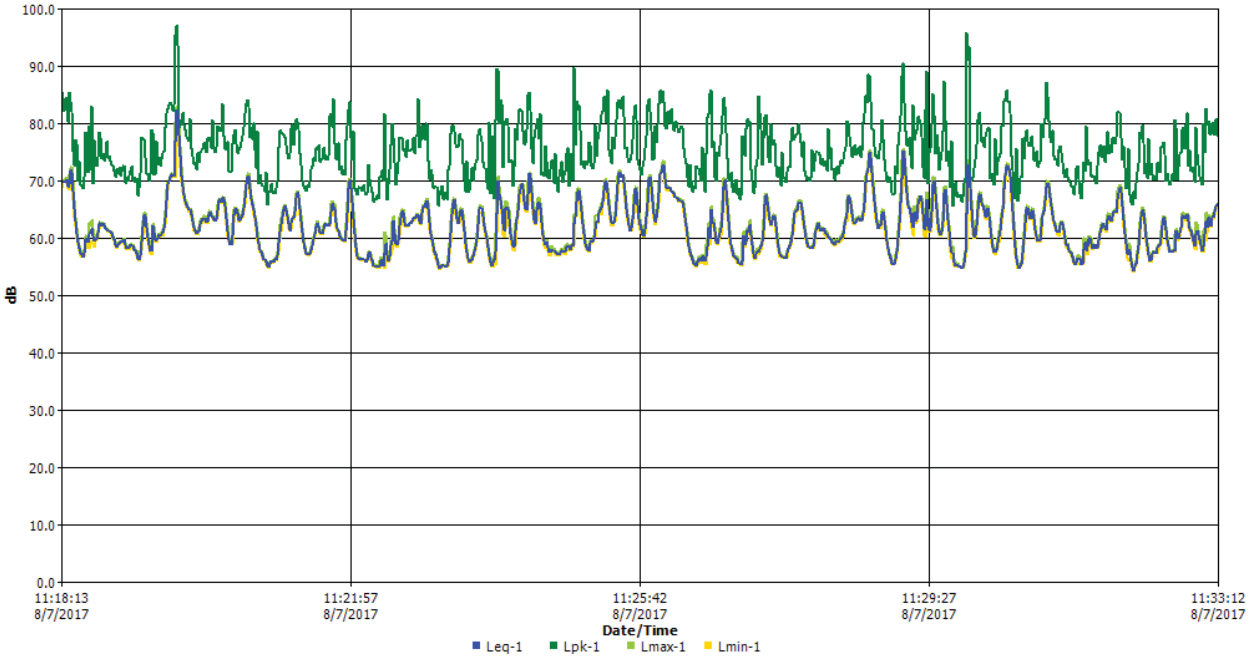
## Exceedance Chart




## Exceedance Table

| | 0% | 1% | 2% | 3% | 4% | 5% | 6% | 7% | 8% | 9% |
|---|---|---|---|---|---|---|---|---|---|---|
| 0% | | 73 | 71.6 | 70.9 | 70.5 | 70 | 69.6 | 69.1 | 68.7 | 68.3 |
| 10% | 68 | 67.6 | 67.1 | 66.9 | 66.6 | 66.4 | 66.2 | 65.9 | 65.6 | 65.5 |
| 20% | 65.3 | 65.1 | 65 | 64.9 | 64.7 | 64.6 | 64.5 | 64.3 | 64.1 | 64 |
| 30% | 63.8 | 63.7 | 63.5 | 63.4 | 63.3 | 63.2 | 63.1 | 63 | 62.9 | 62.8 |
| 40% | 62.7 | 62.6 | 62.5 | 62.4 | 62.3 | 62.2 | 62 | 62 | 61.8 | 61.7 |
| 50% | 61.6 | 61.4 | 61.3 | 61.2 | 61.1 | 61 | 60.8 | 60.7 | 60.5 | 60.4 |
| 60% | 60.2 | 60.1 | 59.9 | 59.8 | 59.6 | 59.5 | 59.4 | 59.3 | 59.1 | 59 |
| 70% | 58.9 | 58.8 | 58.6 | 58.5 | 58.4 | 58.3 | 58.2 | 58.1 | 58 | 57.8 |
| 80% | 57.7 | 57.6 | 57.5 | 57.3 | 57.2 | 57 | 56.9 | 56.7 | 56.6 | 56.4 |
| 90% | 56.3 | 56.1 | 56 | 55.8 | 55.7 | 55.5 | 55.3 | 55.1 | 55 | 54.8 |
| 100% | 54 | | | | | | | | | |

## Logged Data Chart



# 2. Wall Street
# Noise Report

8/8/2017

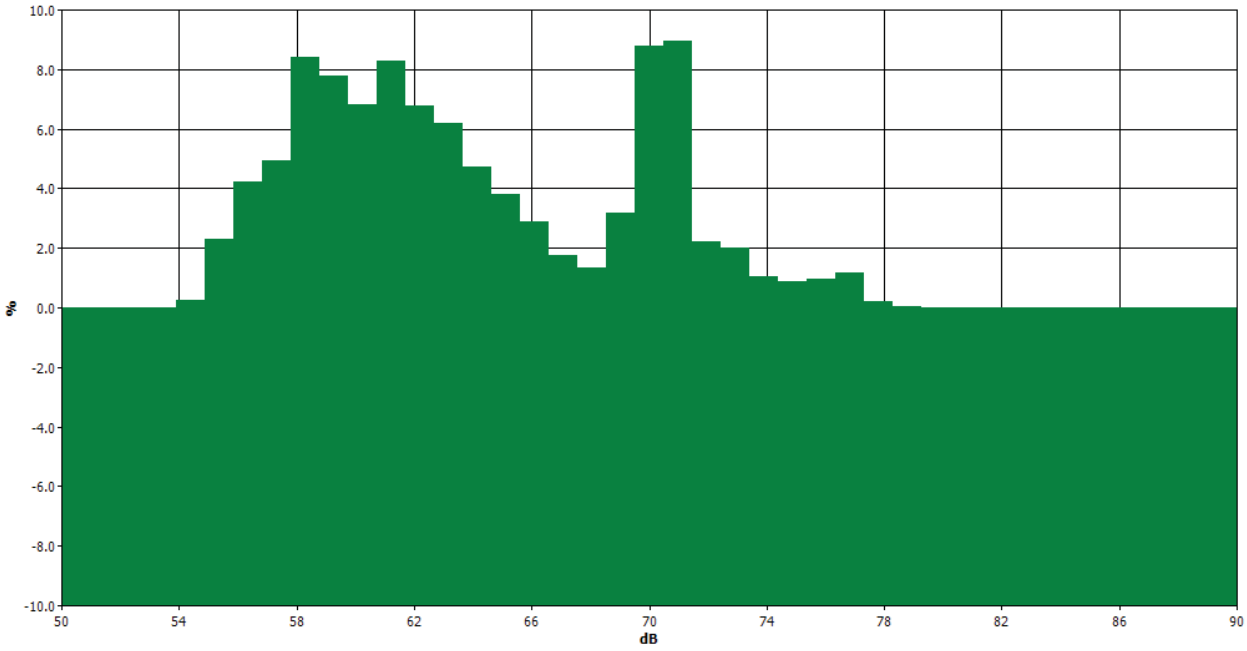
## Information Panel

| | |
|---|---|
| Name | S468_BIJ050019_08082017_085015 |
| Start Time | Monday, August 8, 2017, 11:36am |
| Stop Time | Monday, June 8, 2017, 11:51am |
| Device Model Type | SoundPro DL |

## General Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---|---|---|---|---|---|
| Leq | 1 | 68.0dB | Exchange Rate | 1 | 3dB |
| Weighting | 1 | A | Response | 1 | SLOW |
| Bandwidth | 1 | OFF | Exchange Rate | 2 | 3dB |
| Weighting | 2 | C | Response | 2 | SLOW |

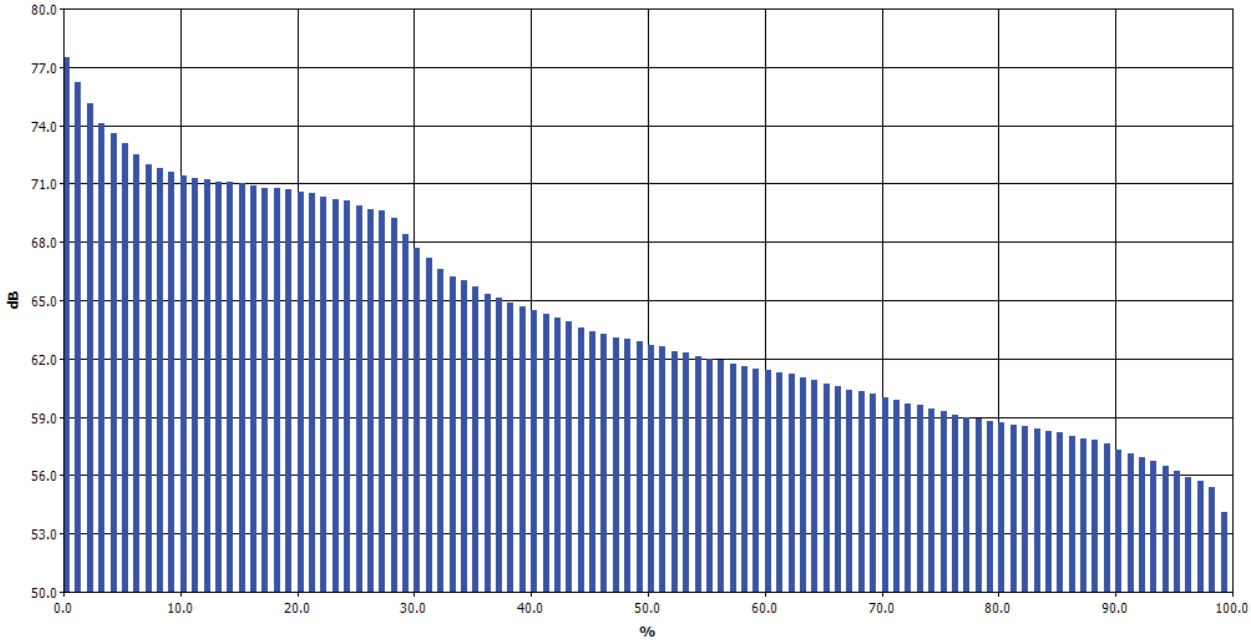
## Statistics Chart



## Statistics Table

| dB | 0 | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | % |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 54 | 0.00 | 0.00 | 0.01 | 0.03 | 0.02 | 0.01 | 0.01 | 0.02 | 0.05 | 0.11 | 0.24 |
| 55 | 0.21 | 0.11 | 0.13 | 0.15 | 0.11 | 0.16 | 0.28 | 0.42 | 0.42 | 0.32 | 2.31 |
| 56 | 0.48 | 0.46 | 0.24 | 0.37 | 0.34 | 0.38 | 0.44 | 0.44 | 0.53 | 0.54 | 4.22 |
| 57 | 0.57 | 0.56 | 0.44 | 0.39 | 0.33 | 0.30 | 0.43 | 0.48 | 0.65 | 0.78 | 4.93 |
| 58 | 0.73 | 0.62 | 0.85 | 0.85 | 0.96 | 0.89 | 0.95 | 0.89 | 0.88 | 0.77 | 8.40 |
| 59 | 0.97 | 1.21 | 0.84 | 0.76 | 0.74 | 0.63 | 0.67 | 0.67 | 0.64 | 0.66 | 7.80 |
| 60 | 0.62 | 0.64 | 0.68 | 0.64 | 0.89 | 0.75 | 0.76 | 0.69 | 0.58 | 0.57 | 6.82 |
| 61 | 0.67 | 0.75 | 0.69 | 0.88 | 0.97 | 0.98 | 0.87 | 0.80 | 0.76 | 0.90 | 8.28 |
| 62 | 0.97 | 0.88 | 0.69 | 0.43 | 0.64 | 0.58 | 0.64 | 0.57 | 0.74 | 0.66 | 6.78 |
| 63 | 0.74 | 0.85 | 0.83 | 0.68 | 0.62 | 0.59 | 0.56 | 0.54 | 0.39 | 0.39 | 6.20 |
| 64 | 0.43 | 0.49 | 0.53 | 0.46 | 0.47 | 0.43 | 0.44 | 0.48 | 0.51 | 0.50 | 4.75 |
| 65 | 0.59 | 0.57 | 0.55 | 0.25 | 0.33 | 0.32 | 0.31 | 0.26 | 0.33 | 0.30 | 3.80 |
| 66 | 0.40 | 0.34 | 0.41 | 0.34 | 0.25 | 0.22 | 0.25 | 0.28 | 0.21 | 0.18 | 2.88 |
| 67 | 0.17 | 0.17 | 0.18 | 0.17 | 0.18 | 0.20 | 0.18 | 0.19 | 0.17 | 0.13 | 1.74 |
| 68 | 0.18 | 0.17 | 0.16 | 0.10 | 0.14 | 0.12 | 0.13 | 0.12 | 0.11 | 0.12 | 1.35 |
| 69 | 0.14 | 0.13 | 0.11 | 0.14 | 0.17 | 0.21 | 0.43 | 0.56 | 0.94 | 0.35 | 3.18 |
| 70 | 0.62 | 0.47 | 0.81 | 0.94 | 0.70 | 0.64 | 0.87 | 1.02 | 1.24 | 1.48 | 8.80 |
| 71 | 0.95 | 1.40 | 1.55 | 0.85 | 0.98 | 0.82 | 0.67 | 0.63 | 0.59 | 0.50 | 8.94 |
| 72 | 0.45 | 0.32 | 0.22 | 0.21 | 0.16 | 0.12 | 0.20 | 0.22 | 0.17 | 0.17 | 2.24 |
| 73 | 0.13 | 0.19 | 0.21 | 0.19 | 0.20 | 0.18 | 0.21 | 0.35 | 0.20 | 0.14 | 1.99 |
| 74 | 0.13 | 0.14 | 0.14 | 0.10 | 0.11 | 0.10 | 0.08 | 0.08 | 0.09 | 0.09 | 1.05 |
| 75 | 0.13 | 0.09 | 0.09 | 0.08 | 0.11 | 0.07 | 0.05 | 0.09 | 0.10 | 0.08 | 0.88 |
| 76 | 0.11 | 0.14 | 0.11 | 0.09 | 0.07 | 0.08 | 0.09 | 0.10 | 0.09 | 0.09 | 0.96 |
| 77 | 0.06 | 0.06 | 0.06 | 0.03 | 0.06 | 0.12 | 0.16 | 0.16 | 0.22 | 0.24 | 1.18 |
| 78 | 0.15 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.20 |
| 79 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 |
| 80 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 |
| 81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 83 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 87 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

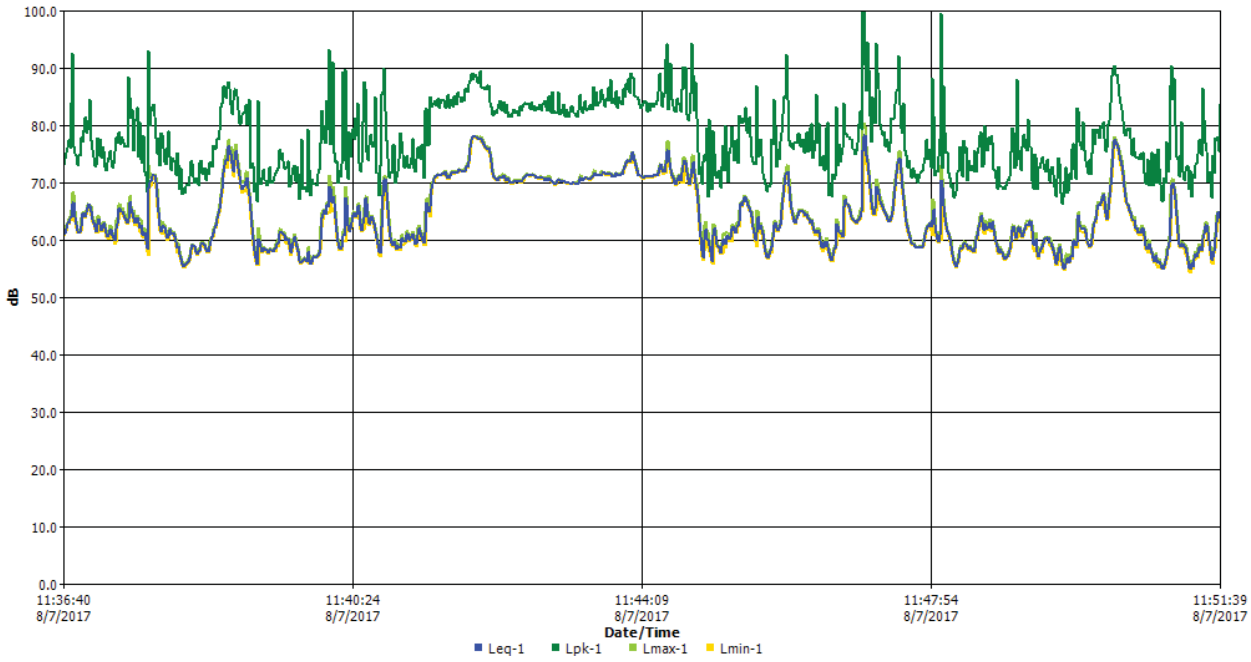
## Exceedance Chart




## Exceedance Table

| | 0% | 1% | 2% | 3% | 4% | 5% | 6% | 7% | 8% | 9% |
|---|---|---|---|---|---|---|---|---|---|---|
| 0% | | 77.5 | 76.2 | 75.1 | 74.1 | 73.6 | 73.1 | 72.5 | 72 | 71.8 |
| 10% | 71.6 | 71.4 | 71.3 | 71.2 | 71.1 | 71.1 | 71 | 70.9 | 70.8 | 70.8 |
| 20% | 70.7 | 70.6 | 70.5 | 70.3 | 70.2 | 70.1 | 69.9 | 69.7 | 69.6 | 69.2 |
| 30% | 68.4 | 67.7 | 67.2 | 66.6 | 66.2 | 66 | 65.7 | 65.3 | 65.1 | 64.9 |
| 40% | 64.7 | 64.5 | 64.3 | 64.1 | 63.9 | 63.6 | 63.4 | 63.3 | 63.1 | 63 |
| 50% | 62.9 | 62.7 | 62.6 | 62.4 | 62.3 | 62.1 | 62 | 61.9 | 61.7 | 61.6 |
| 60% | 61.5 | 61.4 | 61.3 | 61.2 | 61 | 60.9 | 60.7 | 60.6 | 60.4 | 60.3 |
| 70% | 60.2 | 60 | 59.9 | 59.7 | 59.6 | 59.4 | 59.3 | 59.1 | 59 | 58.9 |
| 80% | 58.8 | 58.7 | 58.6 | 58.5 | 58.4 | 58.3 | 58.2 | 58 | 57.9 | 57.8 |
| 90% | 57.6 | 57.3 | 57.1 | 56.9 | 56.7 | 56.5 | 56.2 | 55.9 | 55.7 | 55.4 |
| 100% | 54.1 | | | | | | | | | |

## Logged Data Chart



# 3. Jardin de la Infancia School
# Noise Report

9/28/2017

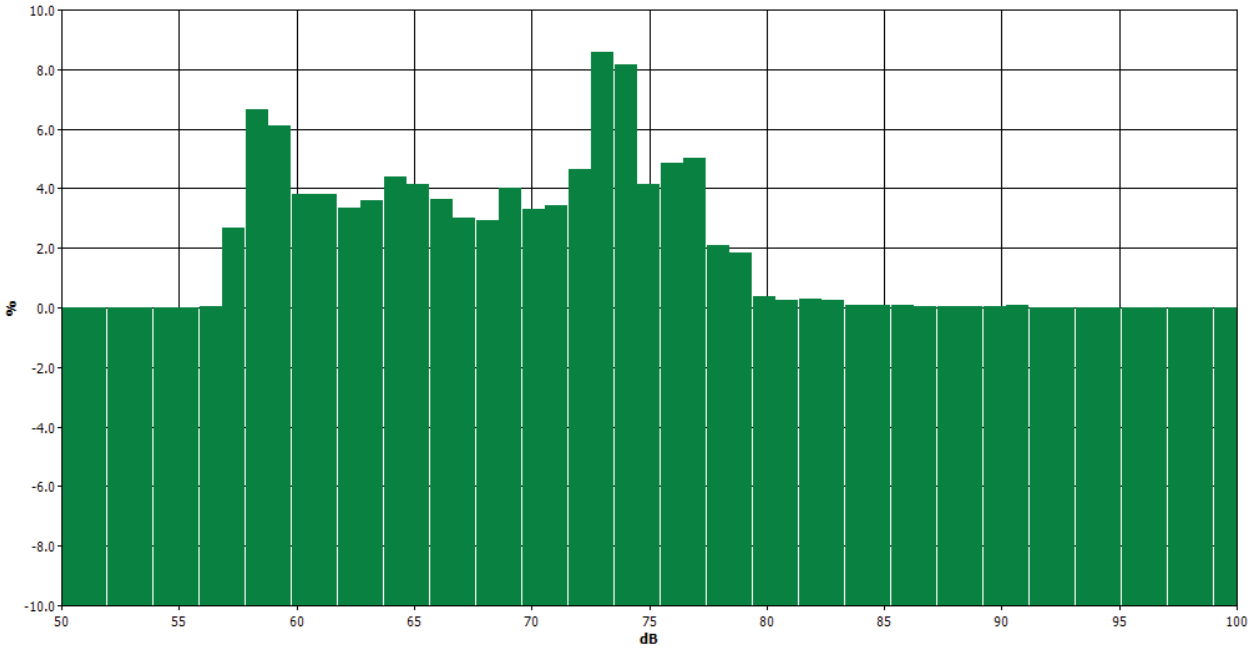
## Information Panel

| | |
|---|---|
| Name | S478_BIJ050019_28092017_232200 |
| Start Time | Thursday, September 28, 2017, 2:17pm |
| Stop Time | Thursday, September 28, 2017, 2:32pm |
| Device Model Type | SoundPro DL |

## General Data Panel

| Description | Meter | Value | Description | Meter | Value |
|---|---|---|---|---|---|
| Leq | 1 | 73.4dB | Exchange Rate | 1 | 3dB |
| Weighting | 1 | A | Response | 1 | SLOW |
| Bandwidth | 1 | OFF | Exchange Rate | 2 | 3dB |
| Weighting | 2 | C | Response | 2 | SLOW |

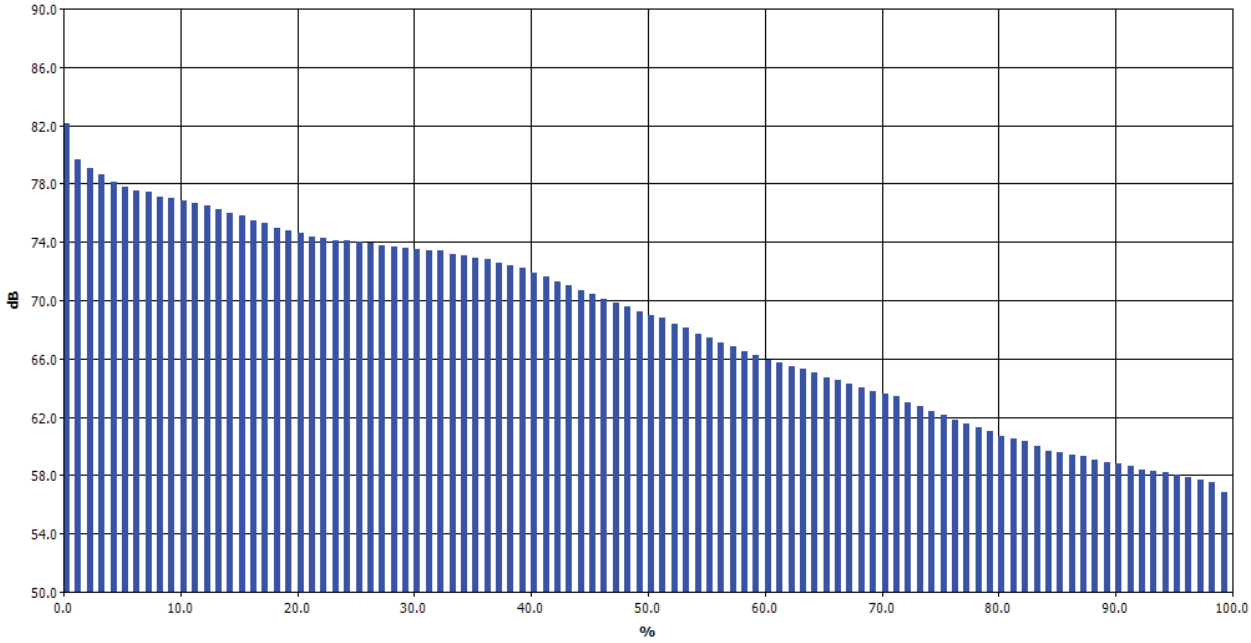
## Statistics Chart



## Statistics Table

| dB | 0 | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | % |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 55 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.03 |
| 57 | 0.03 | 0.06 | 0.21 | 0.16 | 0.26 | 0.20 | 0.26 | 0.45 | 0.45 | 0.62 | 2.70 |
| 58 | 0.59 | 0.71 | 0.81 | 0.77 | 0.67 | 0.75 | 0.62 | 0.57 | 0.49 | 0.66 | 6.65 |
| 59 | 0.65 | 0.64 | 0.51 | 0.55 | 0.62 | 0.86 | 0.63 | 0.56 | 0.63 | 0.46 | 6.13 |
| 60 | 0.34 | 0.33 | 0.37 | 0.33 | 0.36 | 0.37 | 0.51 | 0.60 | 0.32 | 0.28 | 3.82 |
| 61 | 0.39 | 0.35 | 0.33 | 0.46 | 0.36 | 0.40 | 0.41 | 0.38 | 0.37 | 0.36 | 3.82 |
| 62 | 0.32 | 0.32 | 0.30 | 0.18 | 0.35 | 0.45 | 0.41 | 0.35 | 0.37 | 0.28 | 3.34 |
| 63 | 0.31 | 0.22 | 0.27 | 0.34 | 0.30 | 0.44 | 0.47 | 0.47 | 0.38 | 0.40 | 3.61 |
| 64 | 0.44 | 0.55 | 0.45 | 0.31 | 0.34 | 0.41 | 0.47 | 0.50 | 0.45 | 0.47 | 4.41 |
| 65 | 0.43 | 0.37 | 0.42 | 0.25 | 0.46 | 0.38 | 0.39 | 0.43 | 0.47 | 0.55 | 4.14 |
| 66 | 0.44 | 0.48 | 0.40 | 0.38 | 0.30 | 0.33 | 0.32 | 0.33 | 0.31 | 0.33 | 3.63 |
| 67 | 0.34 | 0.31 | 0.29 | 0.29 | 0.32 | 0.32 | 0.30 | 0.31 | 0.28 | 0.27 | 3.03 |
| 68 | 0.30 | 0.26 | 0.26 | 0.20 | 0.32 | 0.37 | 0.28 | 0.31 | 0.31 | 0.28 | 2.91 |
| 69 | 0.44 | 0.53 | 0.46 | 0.36 | 0.32 | 0.35 | 0.31 | 0.41 | 0.42 | 0.41 | 4.02 |
| 70 | 0.36 | 0.29 | 0.25 | 0.26 | 0.29 | 0.32 | 0.47 | 0.36 | 0.36 | 0.34 | 3.30 |
| 71 | 0.34 | 0.41 | 0.36 | 0.24 | 0.30 | 0.30 | 0.26 | 0.39 | 0.40 | 0.41 | 3.43 |
| 72 | 0.31 | 0.35 | 0.29 | 0.33 | 0.41 | 0.42 | 0.38 | 0.55 | 0.86 | 0.73 | 4.63 |
| 73 | 0.61 | 0.70 | 0.56 | 0.74 | 0.77 | 1.09 | 1.10 | 1.02 | 0.95 | 1.01 | 8.56 |
| 74 | 1.29 | 1.48 | 1.27 | 0.65 | 0.64 | 0.55 | 0.64 | 0.70 | 0.52 | 0.41 | 8.15 |
| 75 | 0.37 | 0.39 | 0.45 | 0.35 | 0.30 | 0.36 | 0.51 | 0.55 | 0.38 | 0.48 | 4.15 |
| 76 | 0.50 | 0.39 | 0.37 | 0.34 | 0.33 | 0.36 | 0.34 | 0.61 | 0.90 | 0.72 | 4.87 |
| 77 | 0.60 | 0.73 | 0.47 | 0.31 | 0.51 | 0.50 | 0.65 | 0.43 | 0.44 | 0.37 | 5.01 |
| 78 | 0.35 | 0.28 | 0.24 | 0.26 | 0.21 | 0.11 | 0.13 | 0.14 | 0.18 | 0.20 | 2.10 |
| 79 | 0.21 | 0.17 | 0.20 | 0.17 | 0.18 | 0.22 | 0.16 | 0.21 | 0.22 | 0.11 | 1.86 |
| 80 | 0.04 | 0.06 | 0.05 | 0.03 | 0.03 | 0.02 | 0.03 | 0.04 | 0.03 | 0.02 | 0.37 |
| 81 | 0.01 | 0.01 | 0.02 | 0.02 | 0.02 | 0.03 | 0.01 | 0.02 | 0.06 | 0.04 | 0.25 |
| 82 | 0.03 | 0.03 | 0.04 | 0.04 | 0.02 | 0.02 | 0.03 | 0.01 | 0.01 | 0.06 | 0.28 |
| 83 | 0.02 | 0.02 | 0.02 | 0.05 | 0.03 | 0.05 | 0.02 | 0.02 | 0.02 | 0.02 | 0.27 |
| 84 | 0.02 | 0.02 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.10 |
| 85 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.07 |
| 86 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.07 |
| 87 | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 |
| 88 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| 89 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 |
| 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.05 |
| 91 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 |
| 92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 99 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

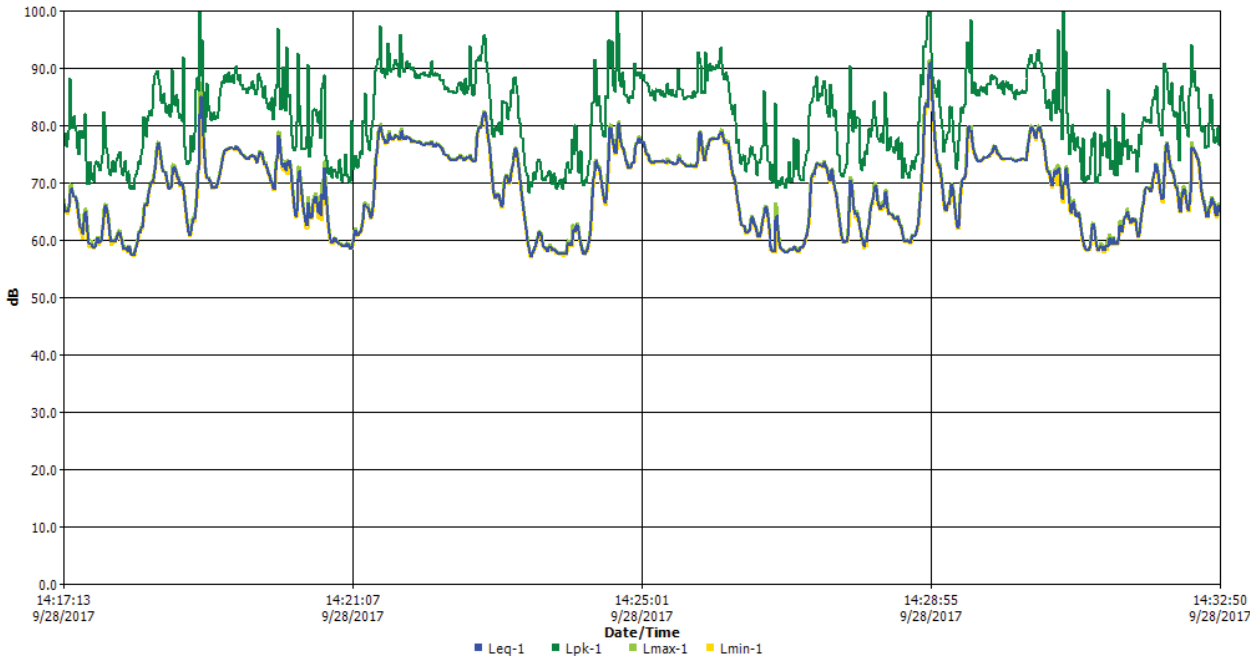
## Exceedance Chart




## Exceedance Table

| | 0% | 1% | 2% | 3% | 4% | 5% | 6% | 7% | 8% | 9% |
|---|---|---|---|---|---|---|---|---|---|---|
| 0% | | 82.1 | 79.7 | 79.1 | 78.6 | 78.1 | 77.8 | 77.5 | 77.4 | 77.1 |
| 10% | 77 | 76.8 | 76.7 | 76.5 | 76.2 | 76 | 75.8 | 75.5 | 75.3 | 75 |
| 20% | 74.8 | 74.6 | 74.4 | 74.3 | 74.1 | 74.1 | 74 | 73.9 | 73.8 | 73.7 |
| 30% | 73.6 | 73.5 | 73.4 | 73.4 | 73.2 | 73.1 | 72.9 | 72.8 | 72.6 | 72.4 |
| 40% | 72.2 | 71.9 | 71.6 | 71.3 | 71 | 70.7 | 70.4 | 70.1 | 69.8 | 69.6 |
| 50% | 69.2 | 69 | 68.8 | 68.4 | 68.1 | 67.7 | 67.4 | 67.1 | 66.8 | 66.5 |
| 60% | 66.2 | 65.9 | 65.7 | 65.5 | 65.3 | 65 | 64.7 | 64.5 | 64.3 | 64 |
| 70% | 63.8 | 63.6 | 63.4 | 63 | 62.7 | 62.4 | 62.1 | 61.8 | 61.5 | 61.3 |
| 80% | 61 | 60.7 | 60.5 | 60.3 | 60 | 59.7 | 59.6 | 59.4 | 59.3 | 59.1 |
| 90% | 58.9 | 58.8 | 58.6 | 58.4 | 58.3 | 58.2 | 58 | 57.9 | 57.7 | 57.5 |
| 100% | 56.8 | | | | | | | | | |

## Logged Data Chart



## Santee Court Apartments: DEMOLITION AND GRADING



### *Construction Noise - Unmitigated*

#### Total Equipment Noise Levels

| Source | Emission Level (dBA) | Usage Factor | Adjusted dBA |
|---|---|---|---|
| **Excavator** | 80.7 | 0.4 | 76.7 |
| **Loader** | 79.1 | 0.4 | 75.1 |
| | | **Combined dBA** | **79.0** |

#### Housing Row Shielding

| *If gaps in the row of buildings constitute less than 35% of the length of the row:* | | |
|---|---|---|
| **R** | 0 | *number of rows of houses between source and receiver |
| **A(rows1)** | **0** | |

| *If gaps in the row of buildings constitute between 35-65% of the length of the row:* | | |
|---|---|---|
| **R** | 0 | *number of rows of houses between source and receiver |
| **A(rows2)** | **0** | |

| *If gaps in the row of buildings constitute more than 65% of the length of the row:* | | |
|---|---|---|
| **A(rows3)** | **0** | |

#### Tree Zone Shielding

| *Where at least 100 feet of trees intervene between source and receiver,* ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:* | | |
|---|---|---|
| **W** | 0 | *width of the tree zone along the line of sight between source and receiver, in feet. |
| **A(trees)** | **0** | |

#### Cumulative Shielding

| | |
|---|---|
| **Axxx** | 0 |
| **Axxx** | 0 |
| **Axxx** | 0 |
| **A(rows1)** | 0 |
| **A(rows2)** | 0 |
| **A(trees)** | 0 |
| **A(cumulative)** | **0** |

## Santee Court Apartments: DEMOLITION AND GRADING



### Unmitigated Construction Noise Level

| | |
|---|---|
| **Total Equipment Noise Level** | 79.0 |
| **Cumulative Shielding (A)** | 0 |
| ***G*** | 0 |
| **Distance** | 240 |
| **Unmitigated Construction Noise** | **65.4** |

### Unmitigated Receptor Noise Level

| | |
|---|---|
| **Unmitigated Construction Noise** | 65.4 |
| **Existing Ambient Noise** | 50.8 |
| | |
| **Unmitigated Ambient Noise** | 65.5 |
| | |
| **Unmitigated Increase** | **14.7** |

### Estimated Ambient Noise Level at Receptor

| | |
|---|---|
| **Monitored Noise Level** | 64.8 |
| **Reference Distance** | 40 |
| ***G*** | 0 |
| **D** | 200 |
| **Estimated Noise Level** | **50.8** |

## Santee Court Apartments: DEMOLITION AND GRADING 

### *Construction Noise - Mitigated*

#### Construction Equipment Mitigation

| Source | Emission Level (dBA) | Usage Factor | Mitigative Attenuation | Adjusted dBA |
|---|---|---|---|---|
| **Excavator** | 80.7 | 0.4 | 3 | 73.7 |
| **Loader** | 79.1 | 0.4 | 3 | 72.1 |
| | | **Combined dBA, Mitigated** | | **76.0** |

#### Mitigated Construction Noise Level

| | |
|---|---|
| **Total Equipment Noise Level** | 76.0 |
| **Cumulative Shielding (A)** | 0 |
| **Sound Barrier Shielding** | 15.0 |
| ***G*** | 0.0 |
| **Distance** | 240 |
| **Mitigated Construction Noise** | **47.4** |

#### Mitigated Receptor Noise Level

| | |
|---|---|
| **Mitigated Construction Noise** | 47.4 |
| **Existing Ambient Noise** | 50.8 |
| | |
| **Mitigated Ambient Noise** | 52.4 |
| | |
| **Mitigated Increase** | **1.6** |

**Sources**

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

## Ballington Plaza Apartments: DEMOLITION AND GRADING



### *Construction Noise - Unmitigated*

#### Total Equipment Noise Levels

| Source | Emission Level (dBA) | Usage Factor | Adjusted dBA |
|---|---|---|---|
| **Excavator** | 80.7 | 0.4 | 76.7 |
| **Loader** | 79.1 | 0.4 | 75.1 |
| | | **Combined dBA** | **79.0** |

#### Housing Row Shielding

| *If gaps in the row of buildings constitute less than 35% of the length of the row:* | | |
|---|---|---|
| **R** | 0 | *number of rows of houses between source and receiver |
| **A(rows1)** | **0** | |

| *If gaps in the row of buildings constitute between 35-65% of the length of the row:* | | |
|---|---|---|
| **R** | 0 | *number of rows of houses between source and receiver |
| **A(rows2)** | **0** | |

| *If gaps in the row of buildings constitute more than 65% of the length of the row:* | | |
|---|---|---|
| **A(rows3)** | **0** | |

#### Tree Zone Shielding

| *Where at least 100 feet of trees intervene between source and receiver,* ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:* | | |
|---|---|---|
| **W** | 0 | *width of the tree zone along the line of sight between source and receiver, in feet. |
| **A(trees)** | **0** | |

#### Cumulative Shielding

| | |
|---|---|
| **Axxx** | 0 |
| **Axxx** | 0 |
| **Axxx** | 0 |
| **A(rows1)** | 0 |
| **A(rows2)** | 0 |
| **A(trees)** | 0 |
| **A(cumulative)** | **0** |

## Ballington Plaza Apartments: DEMOLITION AND GRADING



### Unmitigated Construction Noise Level

| | |
|---|---|
| **Total Equipment Noise Level** | 79.0 |
| **Cumulative Shielding (A)** | 0 |
| ***G*** | 0 |
| **Distance** | 440 |
| **Unmitigated Construction Noise** | **60.1** |

### Unmitigated Receptor Noise Level

| | |
|---|---|
| **Unmitigated Construction Noise** | 60.1 |
| **Existing Ambient Noise** | 68 |
| | |
| **Unmitigated Ambient Noise** | 68.7 |
| | |
| **Unmitigated Increase** | **0.7** |

## Ballington Plaza Apartments: DEMOLITION AND GRADING 

### *Construction Noise - Mitigated*

#### Construction Equipment Mitigation

| Source | Emission Level (dBA) | Usage Factor | Mitigative Attenuation | Adjusted dBA |
|---|---|---|---|---|
| **Excavator** | 80.7 | 0.4 | 3 | 73.7 |
| **Loader** | 79.1 | 0.4 | 3 | 72.1 |
| | | **Combined dBA, Mitigated** | | **76.0** |

#### Mitigated Construction Noise Level

| | |
|---|---|
| **Total Equipment Noise Level** | 76.0 |
| **Cumulative Shielding (A)** | 0 |
| **Sound Barrier Shielding** | 6.0 |
| ***G*** | 0.0 |
| **Distance** | 440 |
| **Mitigated Construction Noise** | **51.1** |

#### Mitigated Receptor Noise Level

| | |
|---|---|
| **Mitigated Construction Noise** | 51.1 |
| **Existing Ambient Noise** | 68 |
| | |
| **Mitigated Ambient Noise** | 68.1 |
| | |
| **Mitigated Increase** | **0.1** |

**Sources**

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

## Jardin de la Infancia School: DEMOLITION AND GRADING

### *Construction Noise - Unmitigated*

#### Total Equipment Noise Levels

| Source | Emission Level (dBA) | Usage Factor | Adjusted dBA |
|---|---|---|---|
| **Excavator** | 80.7 | 0.4 | 76.7 |
| **Loader** | 79.1 | 0.4 | 75.1 |
| | | **Combined dBA** | **79.0** |

#### Housing Row Shielding

| *If gaps in the row of buildings constitute less than 35% of the length of the row:* | | |
|---|---|---|
| **R** | 0 | *number of rows of houses between source and receiver |
| **A(rows1)** | **0** | |

| *If gaps in the row of buildings constitute between 35-65% of the length of the row:* | | |
|---|---|---|
| **R** | 0 | *number of rows of houses between source and receiver |
| **A(rows2)** | **0** | |

| *If gaps in the row of buildings constitute more than 65% of the length of the row:* | | |
|---|---|---|
| **A(rows3)** | **0** | |

#### Tree Zone Shielding

| *Where at least 100 feet of trees intervene between source and receiver,* ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:* | | |
|---|---|---|
| **W** | 0 | *width of the tree zone along the line of sight between source and receiver, in feet. |
| **A(trees)** | **0** | |

#### Cumulative Shielding

| | |
|---|---|
| **Axxx** | 0 |
| **Axxx** | 0 |
| **Axxx** | 0 |
| **A(rows1)** | 0 |
| **A(rows2)** | 0 |
| **A(trees)** | 0 |
| **A(cumulative)** | **0** |

## Jardin de la Infancia School: DEMOLITION AND GRADING

### Unmitigated Construction Noise Level

| | |
|---|---|
| **Total Equipment Noise Level** | 79.0 |
| **Cumulative Shielding (A)** | 0 |
| ***G*** | 0 |
| **Distance** | 220 |
| **Unmitigated Construction Noise** | **65.7** |

### Unmitigated Receptor Noise Level

| | |
|---|---|
| **Unmitigated Construction Noise** | 65.7 |
| **Existing Ambient Noise** | 73.4 |
| | |
| **Unmitigated Ambient Noise** | 74.1 |
| | |
| **Unmitigated Increase** | **0.7** |

## Jardin de la Infancia School: DEMOLITION AND GRADING

### *Construction Noise - Mitigated*

#### Construction Equipment Mitigation

| Source | Emission Level (dBA) | Usage Factor | Mitigative Attenuation | Adjusted dBA |
|---|---|---|---|---|
| **Excavator** | 80.7 | 0.4 | 3 | 73.7 |
| **Loader** | 79.1 | 0.4 | 3 | 72.1 |
| | | **Combined dBA, Mitigated** | | **76.0** |

#### Mitigated Construction Noise Level

| | |
|---|---|
| **Total Equipment Noise Level** | 76.0 |
| **Cumulative Shielding (A)** | 0 |
| **Sound Barrier Shielding** | 6.0 |
| ***G*** | 0.0 |
| **Distance** | 220 |
| **Mitigated Construction Noise** | **56.7** |

#### Mitigated Receptor Noise Level

| | |
|---|---|
| **Mitigated Construction Noise** | 56.7 |
| **Existing Ambient Noise** | 73.4 |
| | |
| **Mitigated Ambient Noise** | 73.5 |
| | |
| **Mitigated Increase** | **0.1** |

**Sources**

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X2: AM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 67.5 | 66 | 67.5 | 10 | Snd Lvl | 67.5 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 68.1 | 66 | 68.1 | 10 | Snd Lvl | 68.1 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

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PROJECT/CONTRACT: Southern California Flower Market
RUN: X2: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 67.4 | 66 | 67.4 | 10 | Snd Lvl | 67.4 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 68.0 | 66 | 68.0 | 10 | Snd Lvl | 68.0 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X2: AM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 68.8 | 66 | 68.8 | 10 | Snd Lvl | 68.8 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 69.2 | 66 | 69.2 | 10 | Snd Lvl | 69.2 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min dB | Noise Reduction Avg dB | Noise Reduction Max dB |
|---|---|---|---|---|
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
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TNM 2.5
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BARRIER DESIGN: INPUT HEIGHTS
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| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 68.8 | 66 | 68.8 | 10 | Snd Lvl | 68.8 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 69.2 | 66 | 69.2 | 10 | Snd Lvl | 69.2 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
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Calculated with TNM 2.5

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| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 69.1 | 66 | 69.1 | 10 | Snd Lvl | 69.1 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 69.1 | 66 | 69.1 | 10 | Snd Lvl | 69.1 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 69.0 | 66 | 69.0 | 10 | Snd Lvl | 69.0 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 69.1 | 66 | 69.1 | 10 | Snd Lvl | 69.1 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X2: PM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 70.2 | 66 | 70.2 | 10 | Snd Lvl | 70.2 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 70.3 | 66 | 70.3 | 10 | Snd Lvl | 70.3 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X2: PM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Los Angeles N of 7th | 1 | 1 | 0.0 | 70.2 | 66 | 70.2 | 10 | Snd Lvl | 70.2 | 0.0 | 8 | -8.0 |
| SB Los Angeles N of 7th | 2 | 1 | 0.0 | 70.3 | 66 | 70.3 | 10 | Snd Lvl | 70.3 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 64.6 | 66 | 64.6 | 10 | ---- | 64.6 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 64.7 | 66 | 64.7 | 10 | ---- | 64.7 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Noise Reduction Avg | Noise Reduction Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski

18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 64.4 | 66 | 64.4 | 10 | ---- | 64.4 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 64.5 | 66 | 64.5 | 10 | ---- | 64.5 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski

18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: AM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 65.6 | 66 | 65.6 | 10 | ---- | 65.6 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 65.6 | 66 | 65.6 | 10 | ---- | 65.6 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Noise Reduction Avg | Noise Reduction Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski

18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: AM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 65.4 | 66 | 65.4 | 10 | ---- | 65.4 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 65.5 | 66 | 65.5 | 10 | ---- | 65.5 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Noise Reduction Avg | Noise Reduction Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: PM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 66.6 | 66 | 66.6 | 10 | Snd Lvl | 66.6 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 66.2 | 66 | 66.2 | 10 | Snd Lvl | 66.2 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Noise Reduction Avg | Noise Reduction Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 66.4 | 66 | 66.4 | 10 | Snd Lvl | 66.4 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 66.0 | 66 | 66.0 | 10 | Snd Lvl | 66.0 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski

18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: PM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 67.6 | 66 | 67.6 | 10 | Snd Lvl | 67.6 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 67.2 | 66 | 67.2 | 10 | Snd Lvl | 67.2 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X4: PM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Maple S of 8th | 1 | 1 | 0.0 | 67.5 | 66 | 67.5 | 10 | Snd Lvl | 67.5 | 0.0 | 8 | -8.0 |
| SB Maple S of 8th | 2 | 1 | 0.0 | 67.1 | 66 | 67.1 | 10 | Snd Lvl | 67.1 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 2 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: AM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 62.6 | 66 | 62.6 | 10 | ---- | 62.6 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 63.0 | 66 | 63.0 | 10 | ---- | 63.0 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 62.0 | 66 | 62.0 | 10 | ---- | 62.0 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 62.4 | 66 | 62.4 | 10 | ---- | 62.4 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: AM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 63.8 | 66 | 63.8 | 10 | ---- | 63.8 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 63.8 | 66 | 63.8 | 10 | ---- | 63.8 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Noise Reduction Avg | Noise Reduction Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: AM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 63.7 | 66 | 63.7 | 10 | ---- | 63.7 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 63.7 | 66 | 63.7 | 10 | ---- | 63.7 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Noise Reduction Avg | Noise Reduction Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: PM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 64.6 | 66 | 64.6 | 10 | ---- | 64.6 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 64.3 | 66 | 64.3 | 10 | ---- | 64.3 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski

18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 64.4 | 66 | 64.4 | 10 | ---- | 64.4 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 64.1 | 66 | 64.1 | 10 | ---- | 64.1 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: PM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 65.7 | 66 | 65.7 | 10 | ---- | 65.7 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 65.4 | 66 | 65.4 | 10 | ---- | 65.4 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

DKA Planning
Noah Tanski
18 August 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Southern California Flower Market
RUN: X9: PM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier LAeq1h Calculated | Crit'n | Increase over existing Calculated | Increase over existing Crit'n Sub'l Inc | Type Impact | With Barrier Calculated LAeq1h | Noise Reduction Calculated | Noise Reduction Goal | Calculated minus Goal |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| NB Wall N of 7th | 1 | 1 | 0.0 | 65.6 | 66 | 65.6 | 10 | ---- | 65.6 | 0.0 | 8 | -8.0 |
| SB Wall N of 7th | 2 | 1 | 0.0 | 65.3 | 66 | 65.3 | 10 | ---- | 65.3 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction Min | Avg | Max |
|---|---|---|---|---|
| | | dB | dB | dB |
| All Selected | 2 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |