

<b>Site Number:</b> NM-1			
<b>Recorded By:</b> Ryan Chiene			
<b>Job Number:</b> 138407			
<b>Date:</b> 1/14/14			
<b>Time:</b> 2:41 PM			
<b>Location:</b> Residential neighborhood to the northeast of the project site, in W Calle Del Sol cul-de-sac.			
<b>Source of Peak Noise:</b> Wind, dog barking, traffic along Sierra Madre Avenue and Todd Avenue, birds chirping, UPS truck on Calle Del Sol.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
54.5	37.3	74.8	97.3

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	7/12/2013	
	Microphone	Brüel & Kjær	4189	2543364	7/12/2013	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/12/2013	
	Calibrator	Brüel & Kjær	4231	2545667	7/12/2013	
Weather Data						
Est.	Duration: 10minutes			Sky: Sunny, clear		
	Note: dBA Offset = -0.05			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	2.5		82		30.22	

**Photo of Measurement Location**





2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/14/2014 14:41:12
End Time:		01/14/2014 14:51:12
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		138.80

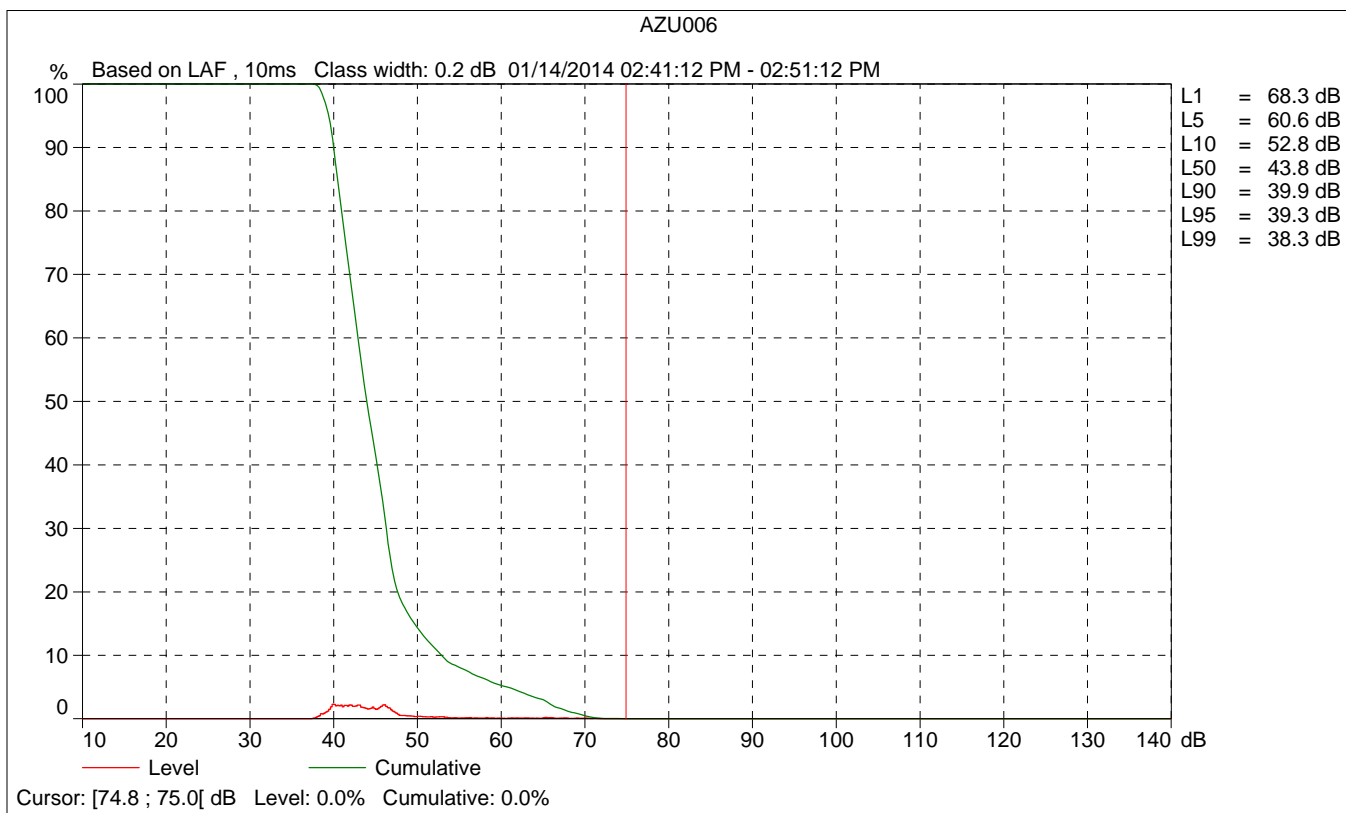
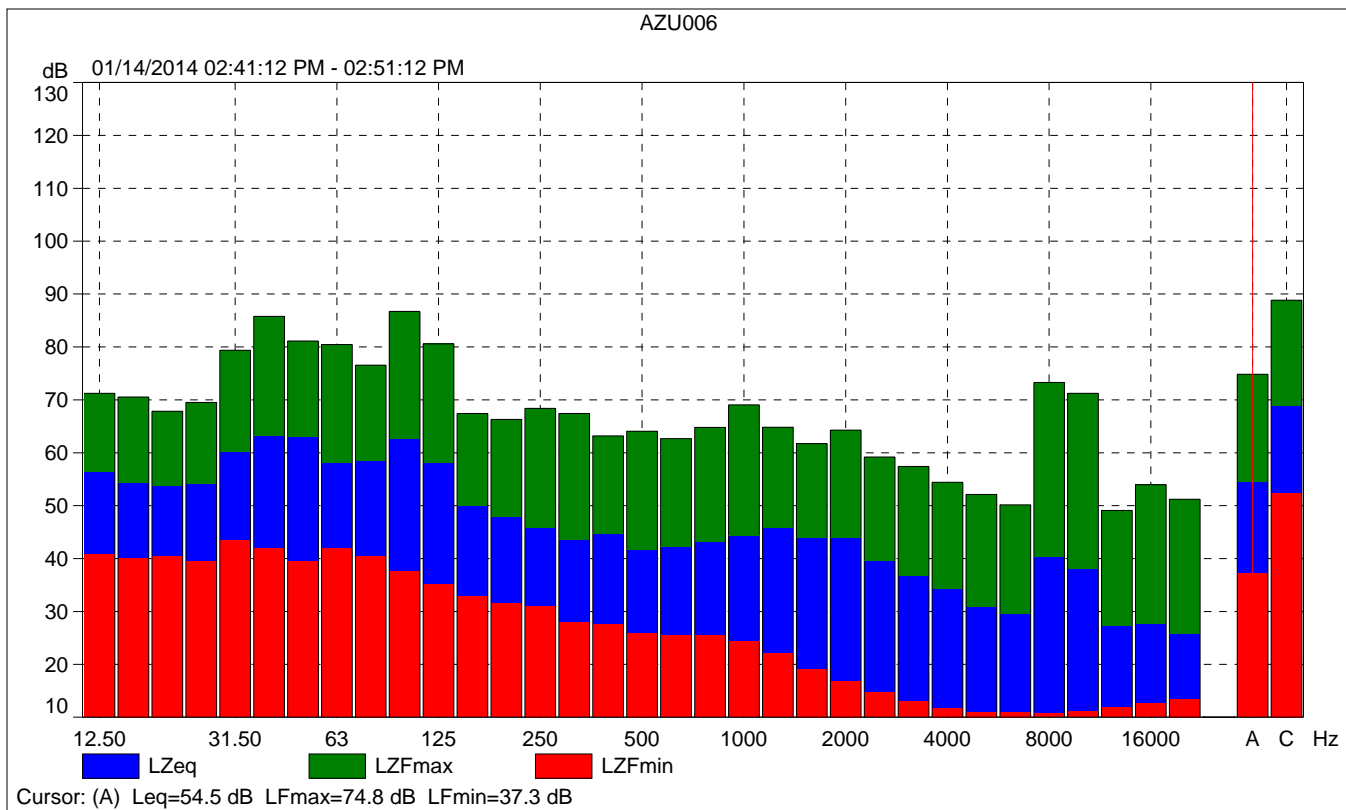
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Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

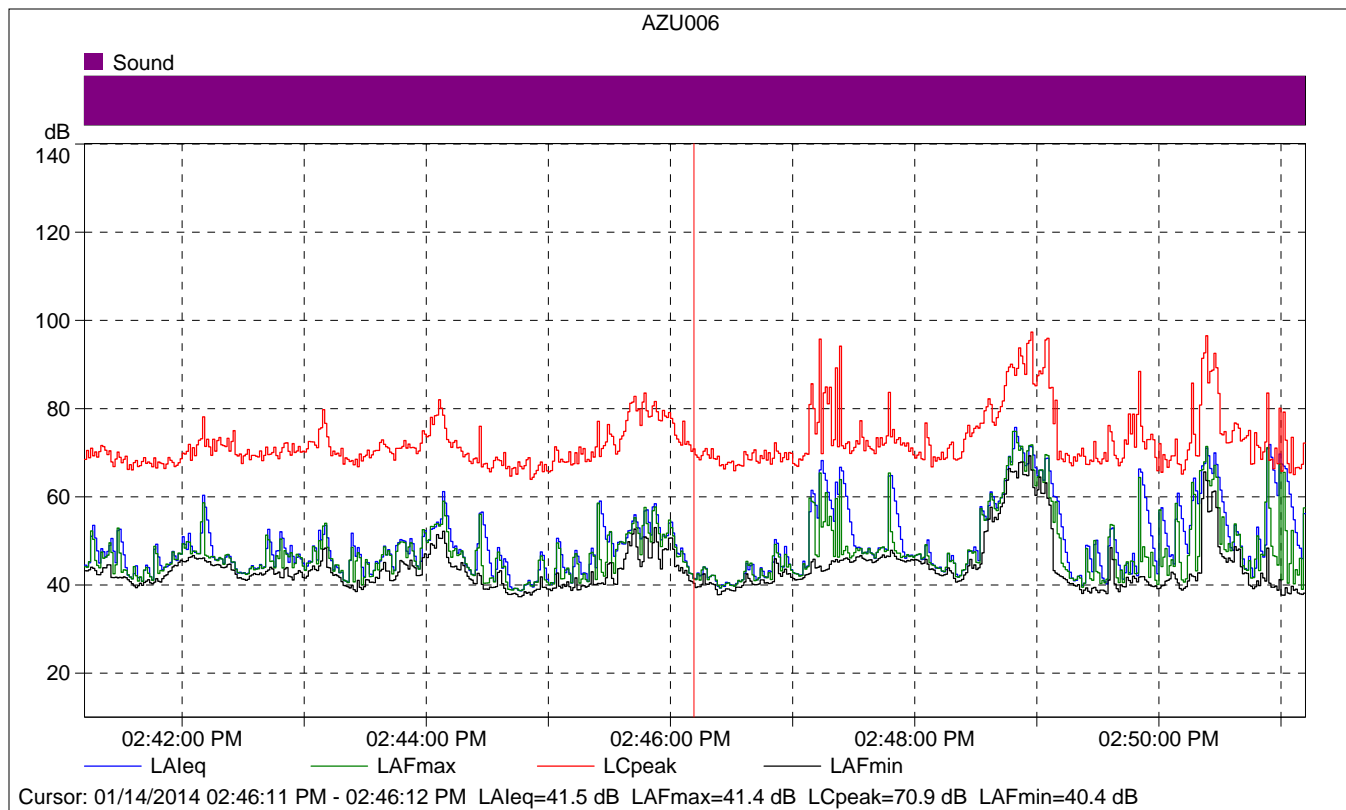
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

Calibration Time:		01/13/2014 14:06:31
Calibration Type:		External reference
Sensitivity:		63.92 mV/Pa

AZU006

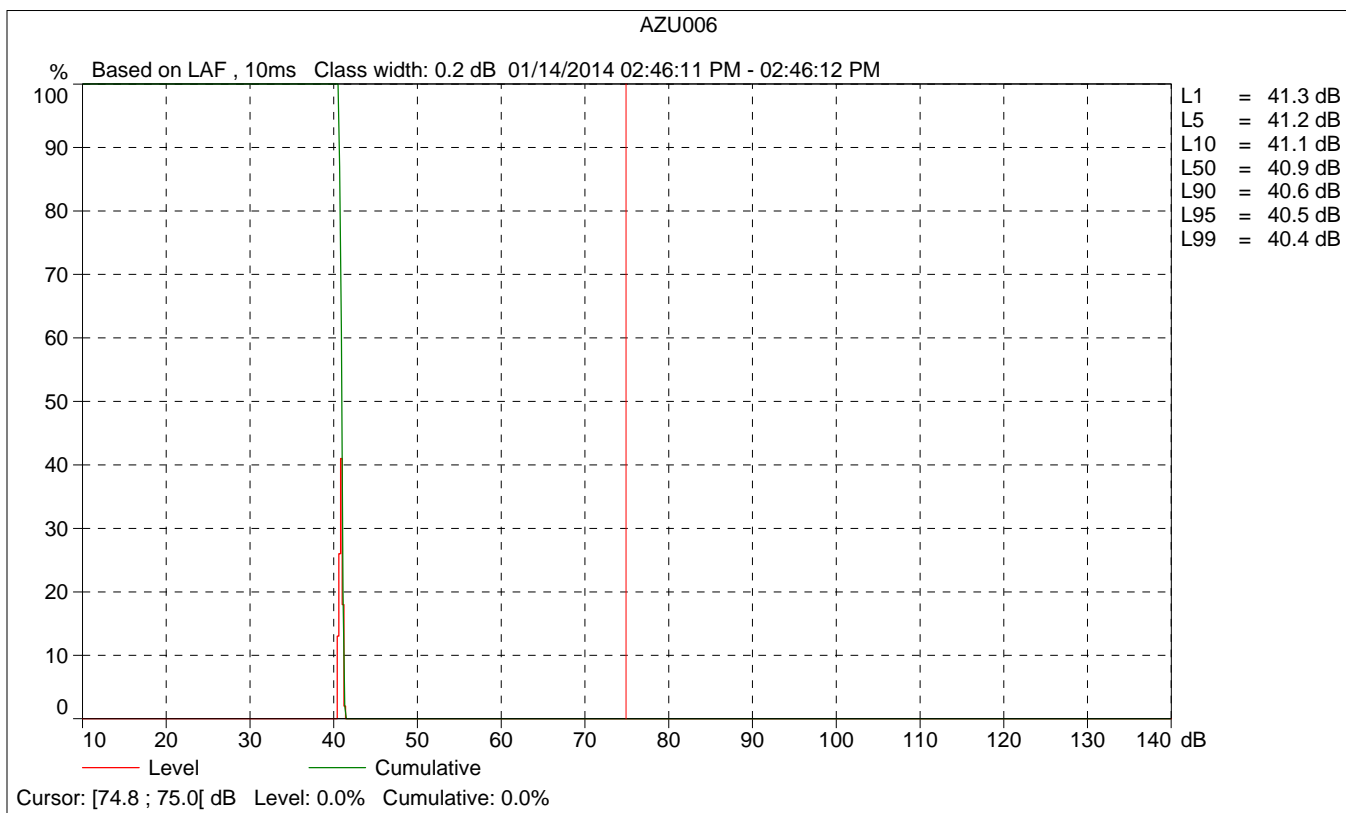
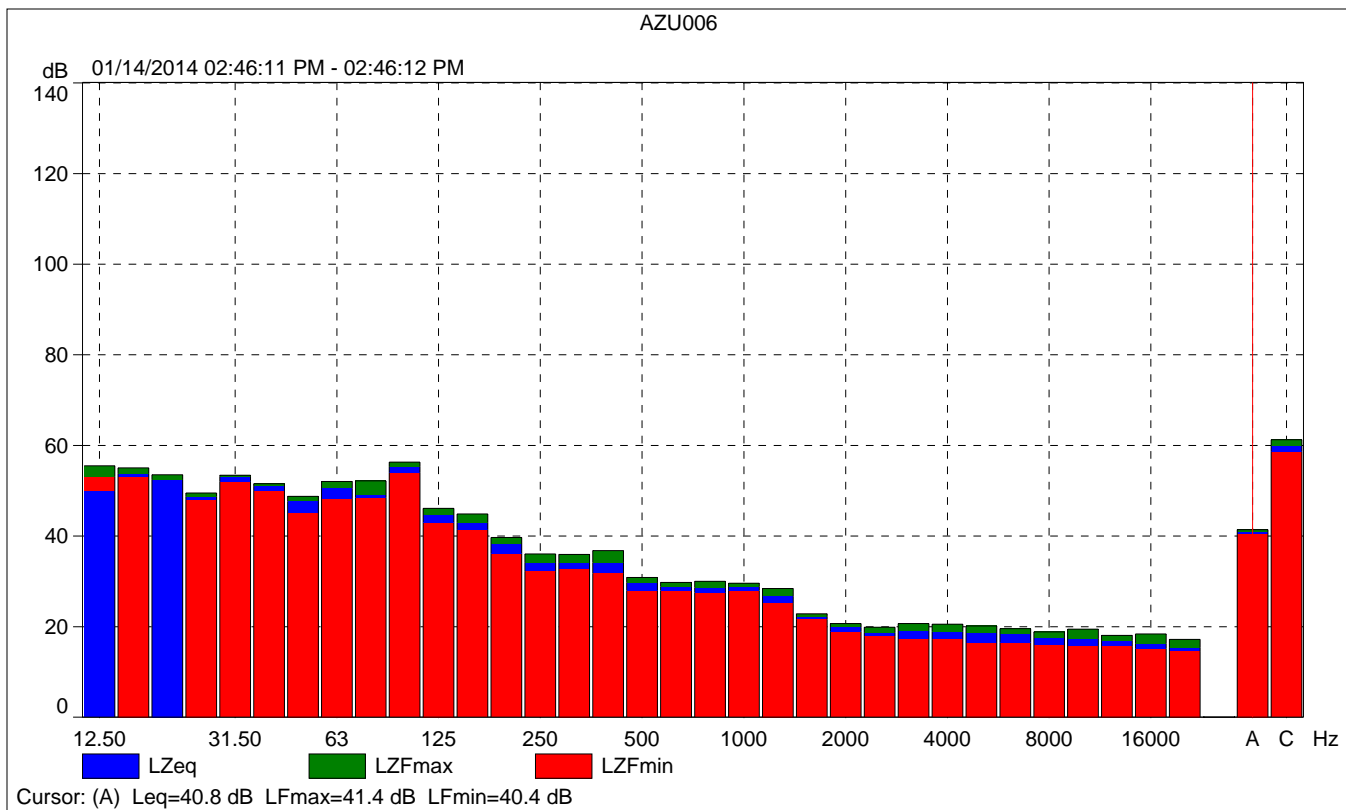
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Value				0.00	54.5	74.8	37.3
Time	02:41:12 PM	02:51:12 PM	0:10:00				
Date	01/14/2014	01/14/2014					

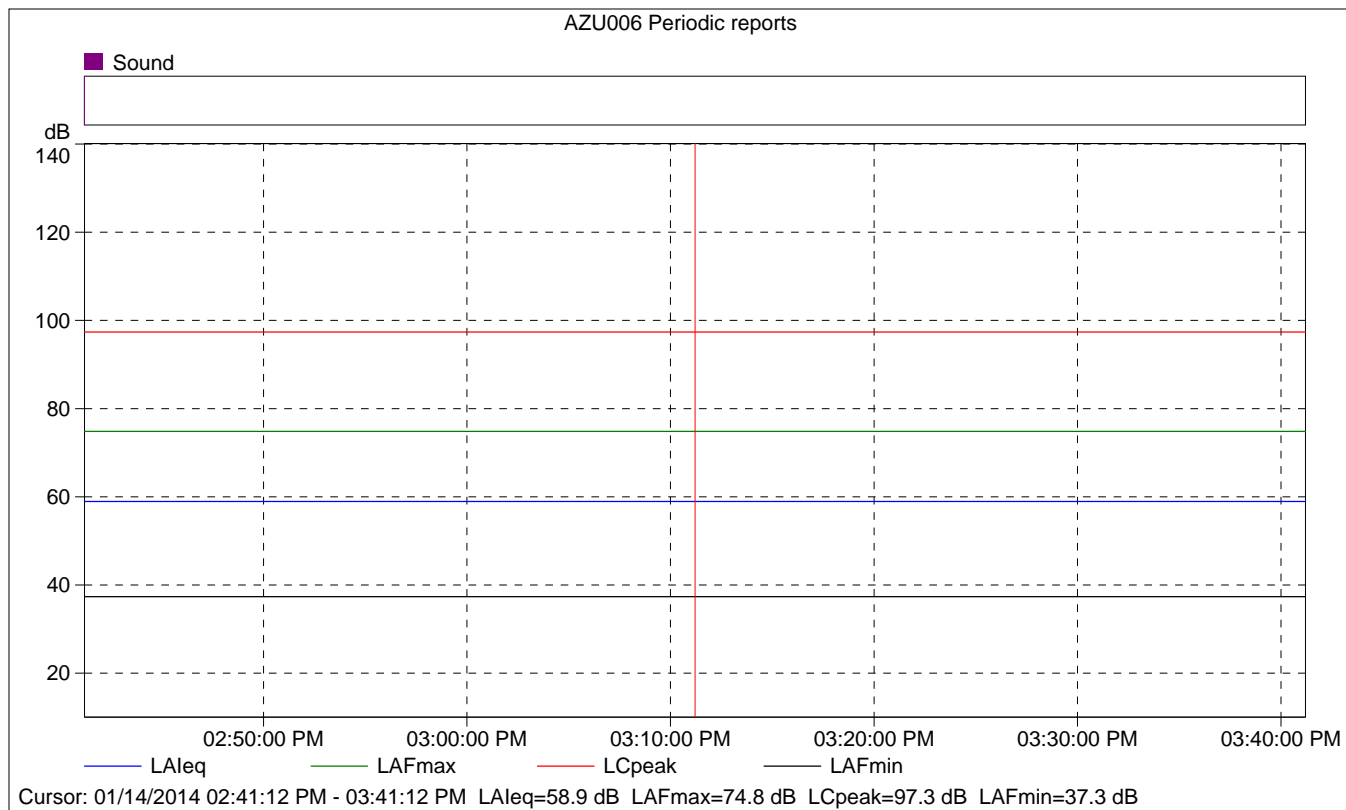




### AZU006

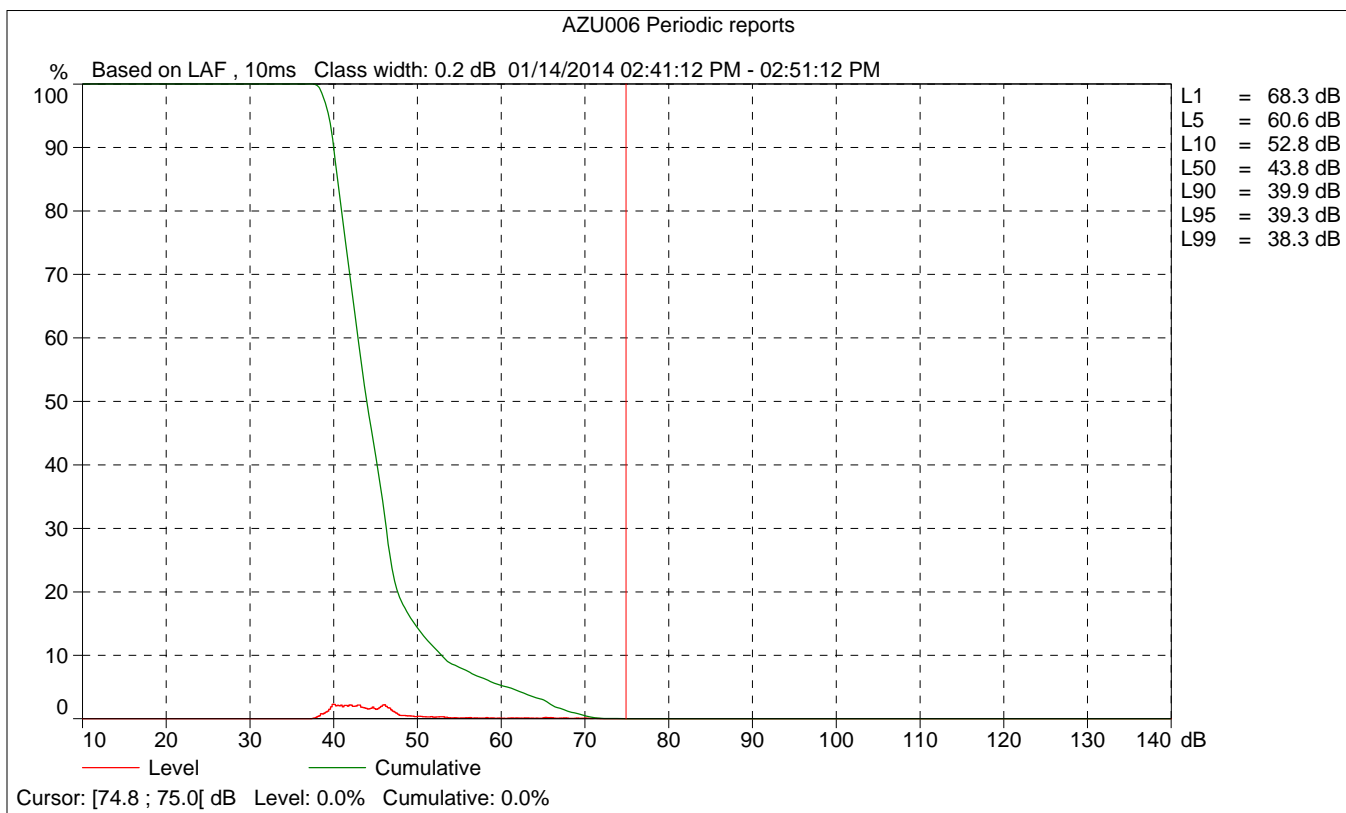
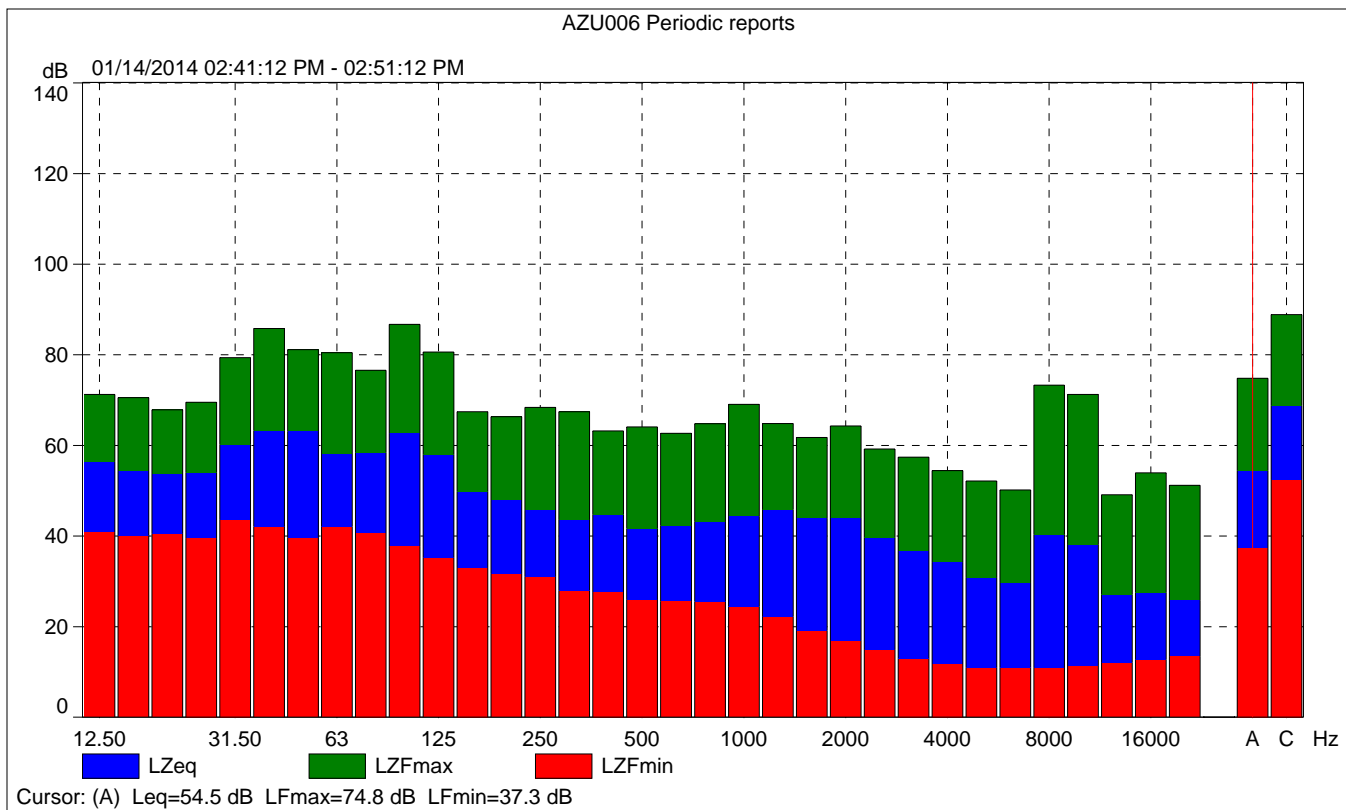
	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			41.5	41.4	40.4
Time	02:46:11 PM	0:00:01			
Date	01/14/2014				

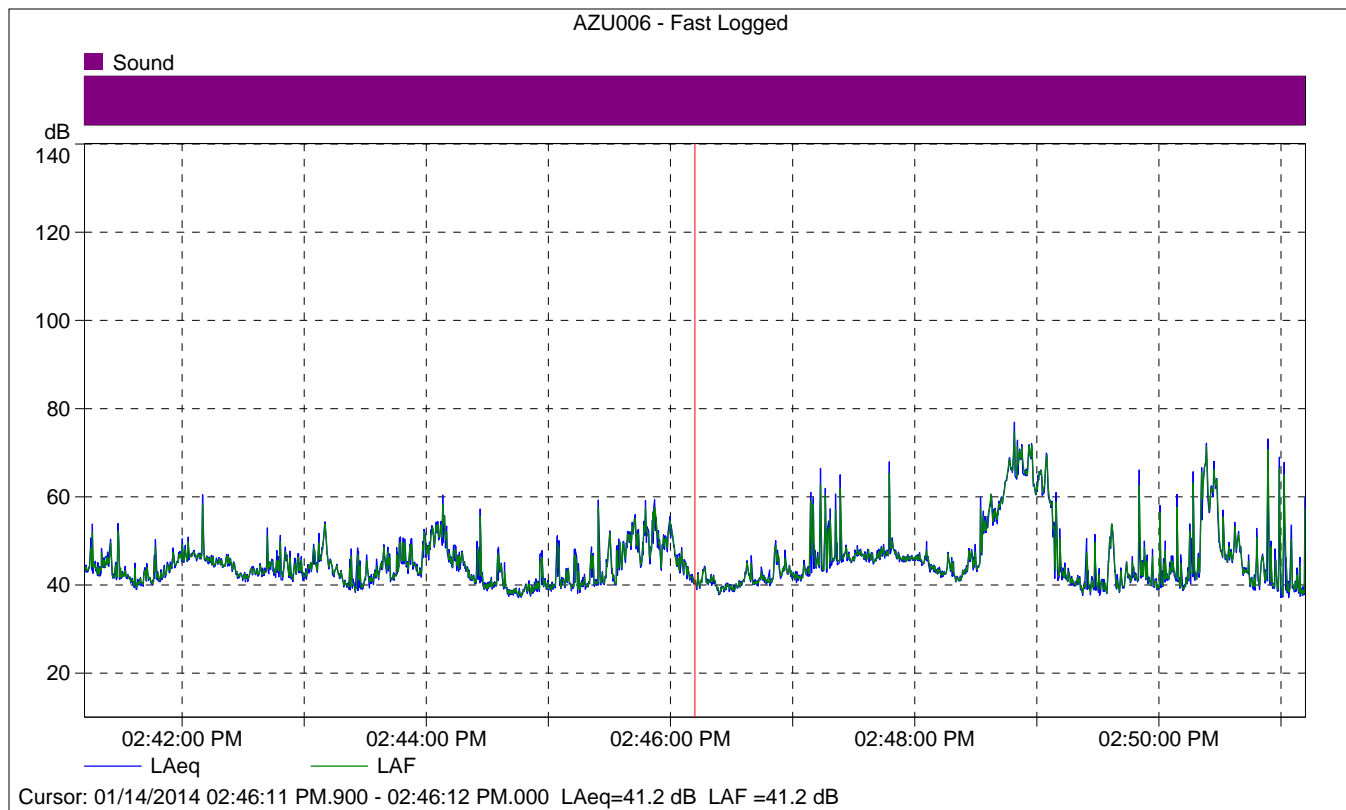




### AZU006 Periodic reports

	Start time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	58.9	74.8	37.3
Time	02:41:12 PM	0:10:00				
Date	01/14/2014					





### AZU006 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			41.2
Time	02:46:11 PM.900	0:00:00.100	
Date	01/14/2014		



<b>Site Number:</b> NM-2			
<b>Recorded By:</b> Ryan Chiene			
<b>Job Number:</b> 138407			
<b>Date:</b> 1/14/14			
<b>Time:</b> 3:00 PM			
<b>Location:</b> Grass/wooded area southeast of project site (caddy corner to existing building on project site), to the south of the railroad tracks.			
<b>Source of Peak Noise:</b> Traffic along Todd Avenue, trucks on Todd Avenue, traffic crossing railroad tracks, unknown buzzing noise from business to the south.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
66.4	45.1	82.9	101.5

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	7/12/2013	
	Microphone	Brüel & Kjær	4189	2543364	7/12/2013	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/12/2013	
	Calibrator	Brüel & Kjær	4231	2545667	7/12/2013	
Weather Data						
Est.	Duration: 10minutes			Sky: Sunny, clear		
	Note: dBA Offset = -0.05			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	2.0		85		30.22	

**Photo of Measurement Location**



2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/14/2014 15:00:35
End Time:		01/14/2014 15:10:35
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		138.80

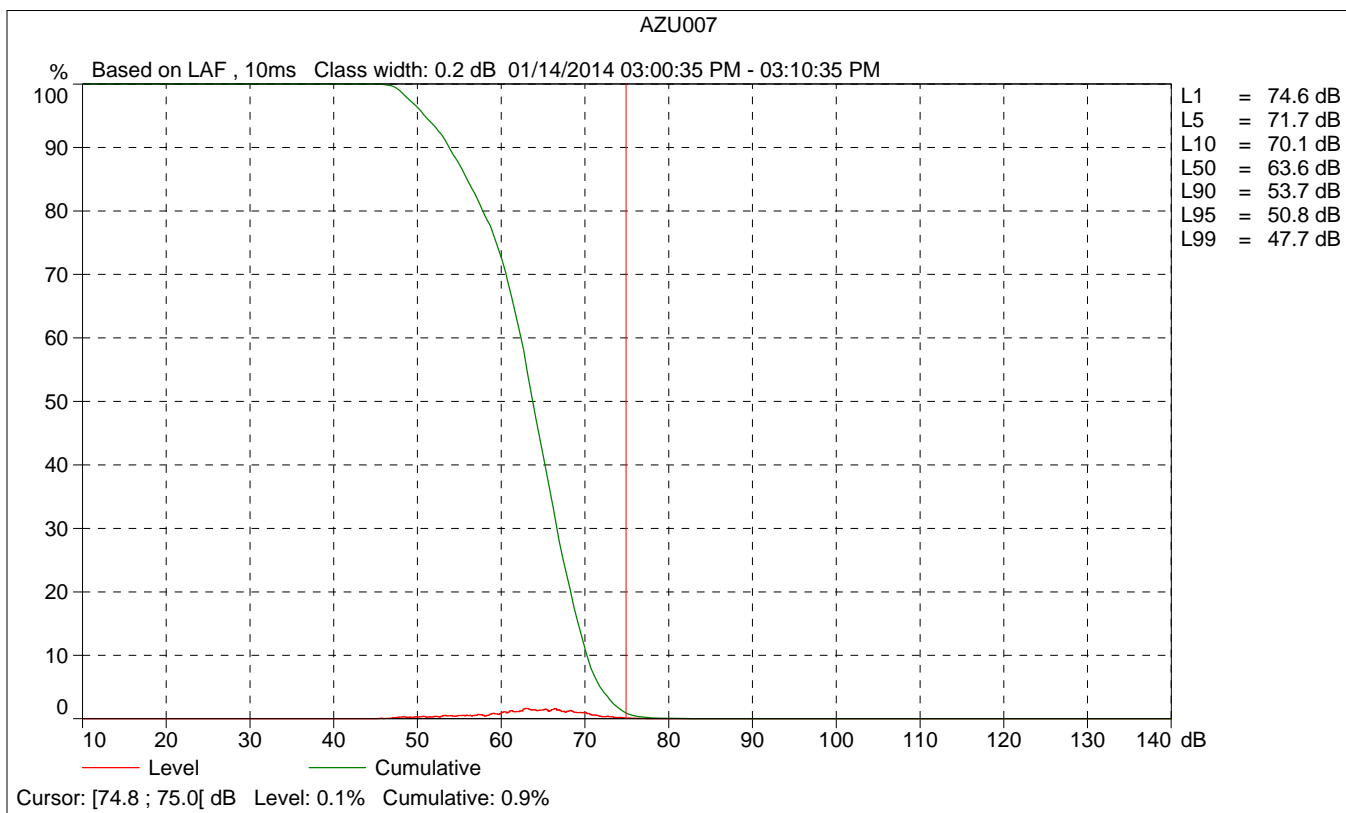
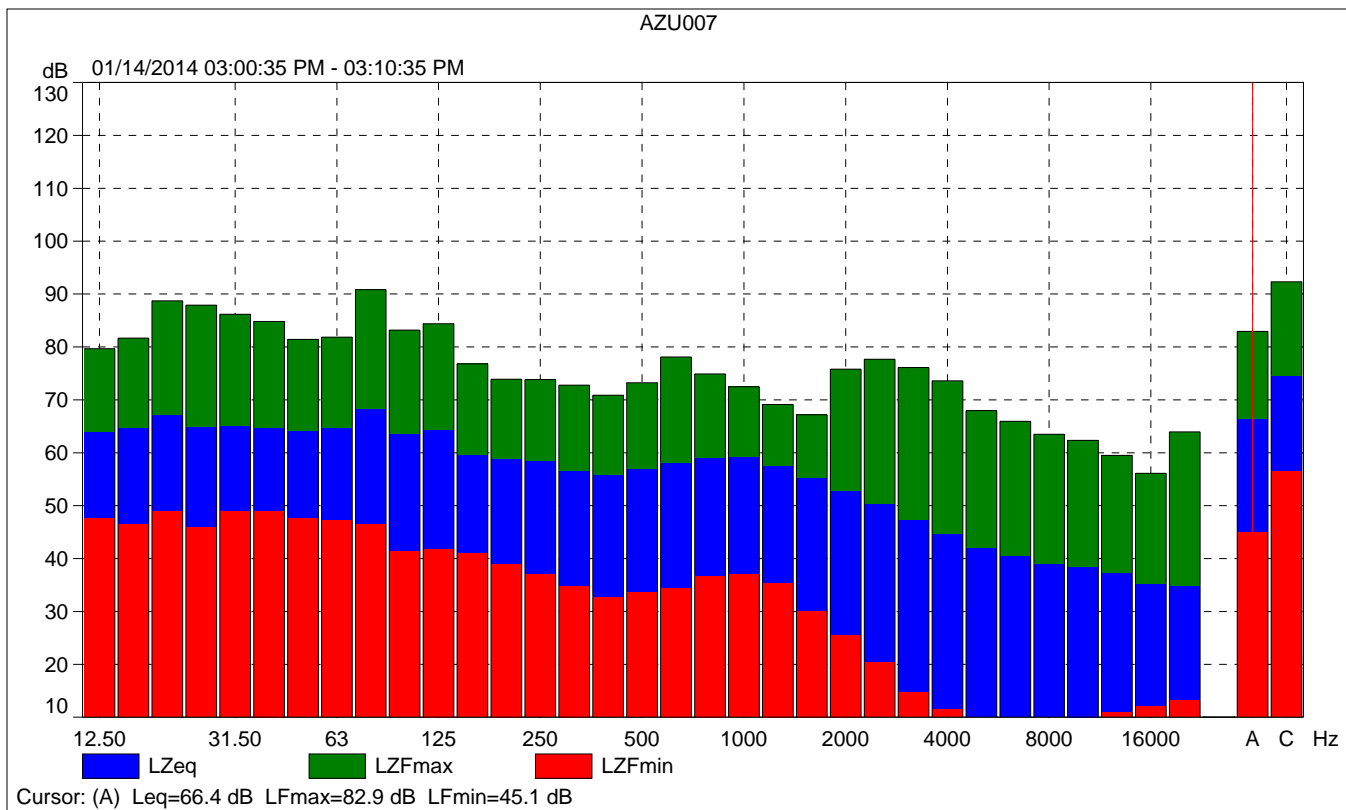
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

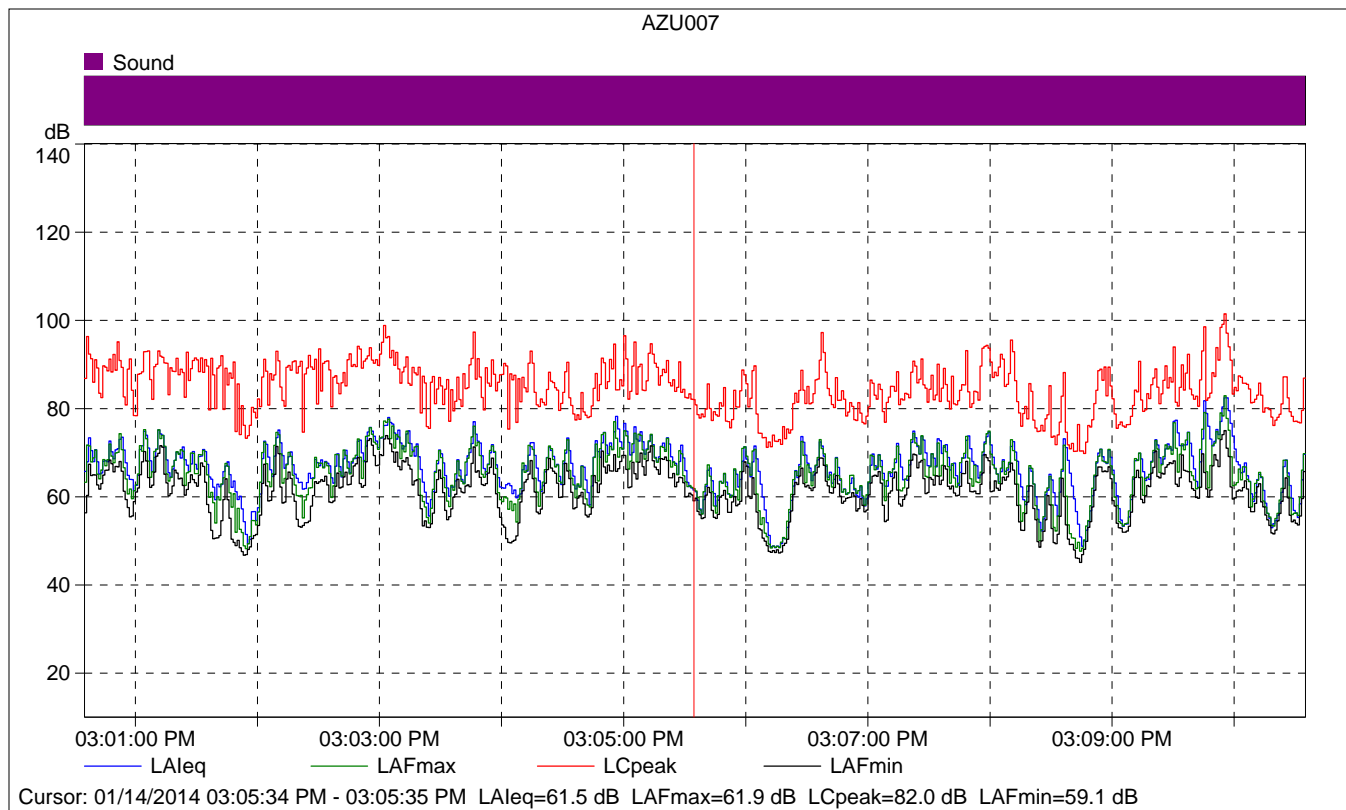
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

Calibration Time:		01/13/2014 14:06:31
Calibration Type:		External reference
Sensitivity:		63.92 mV/Pa

AZU007

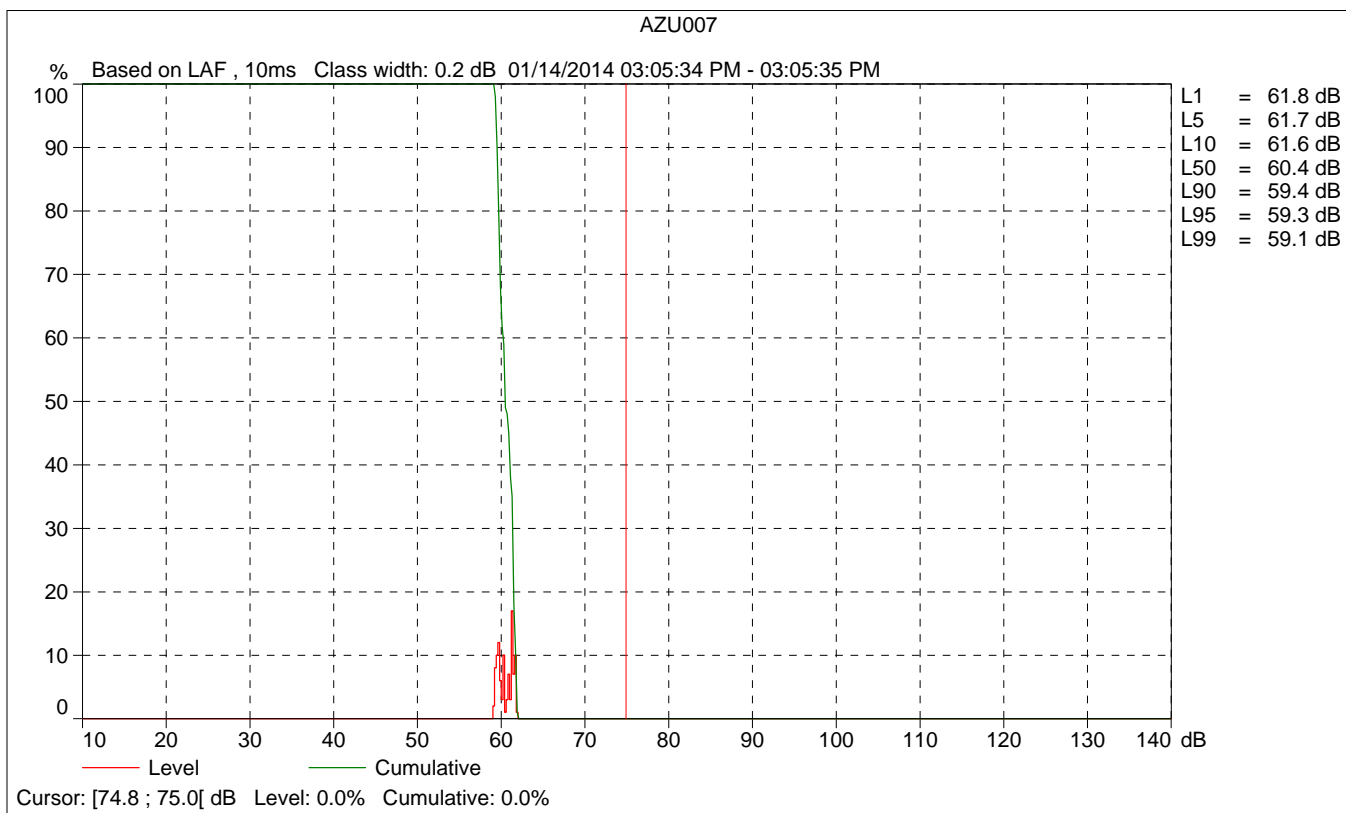
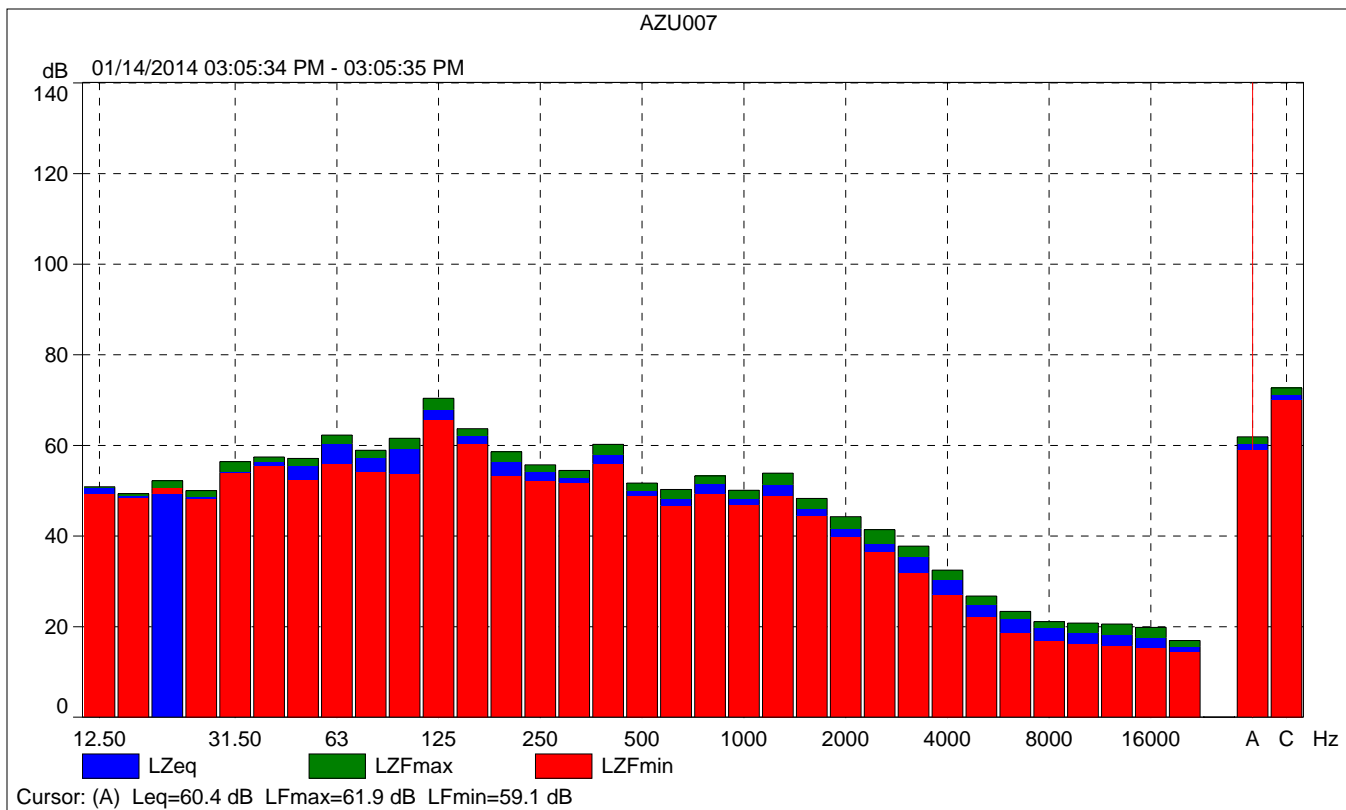
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	66.4	82.9	45.1
Time	03:00:35 PM	03:10:35 PM	0:10:00				
Date	01/14/2014	01/14/2014					

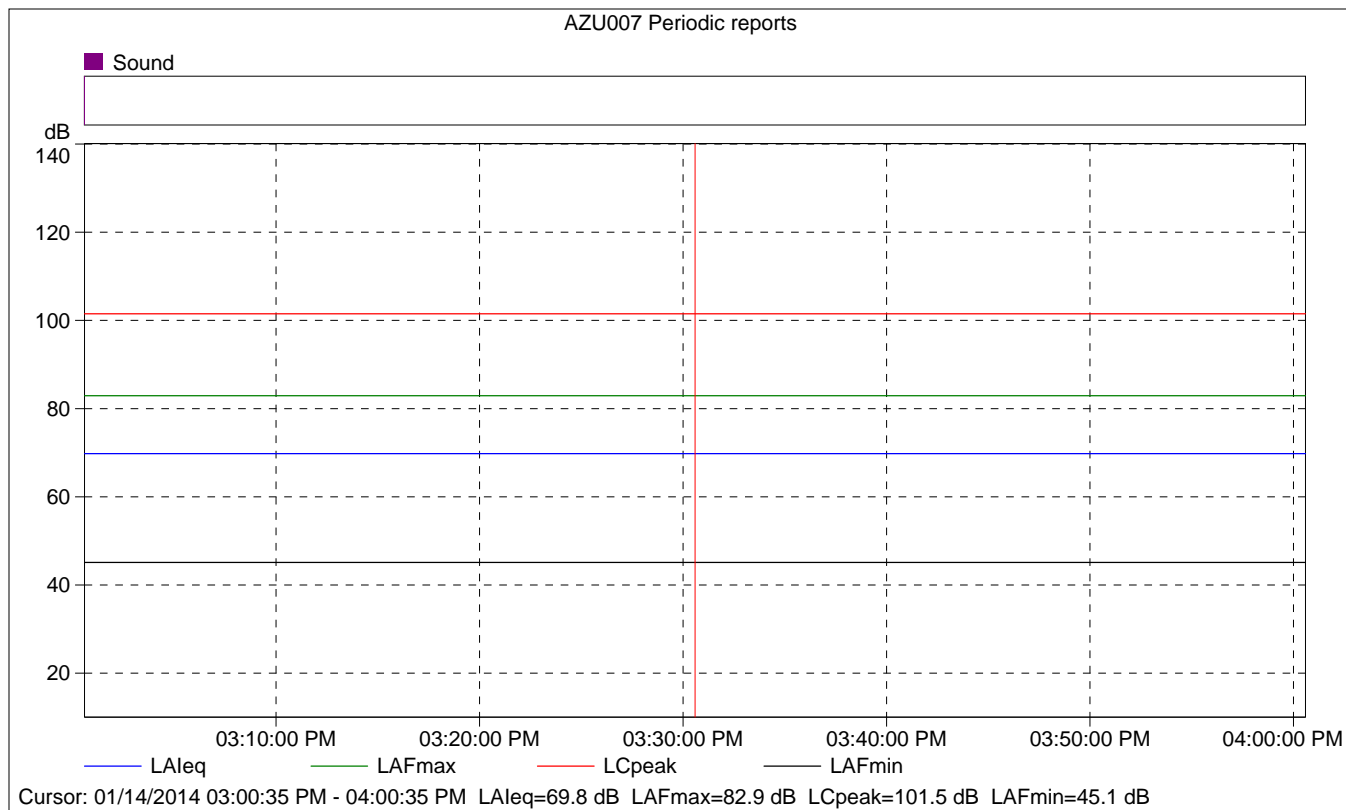




### AZU007

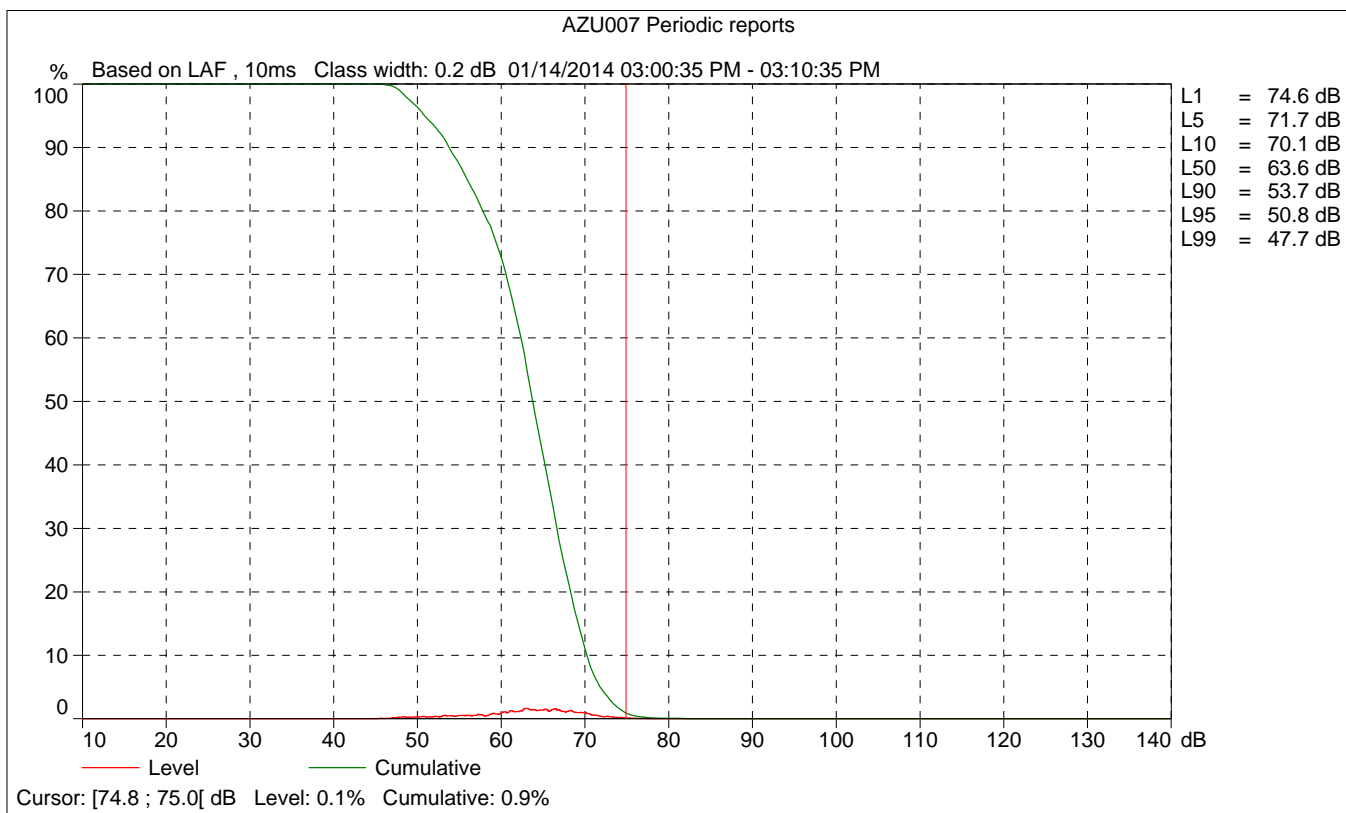
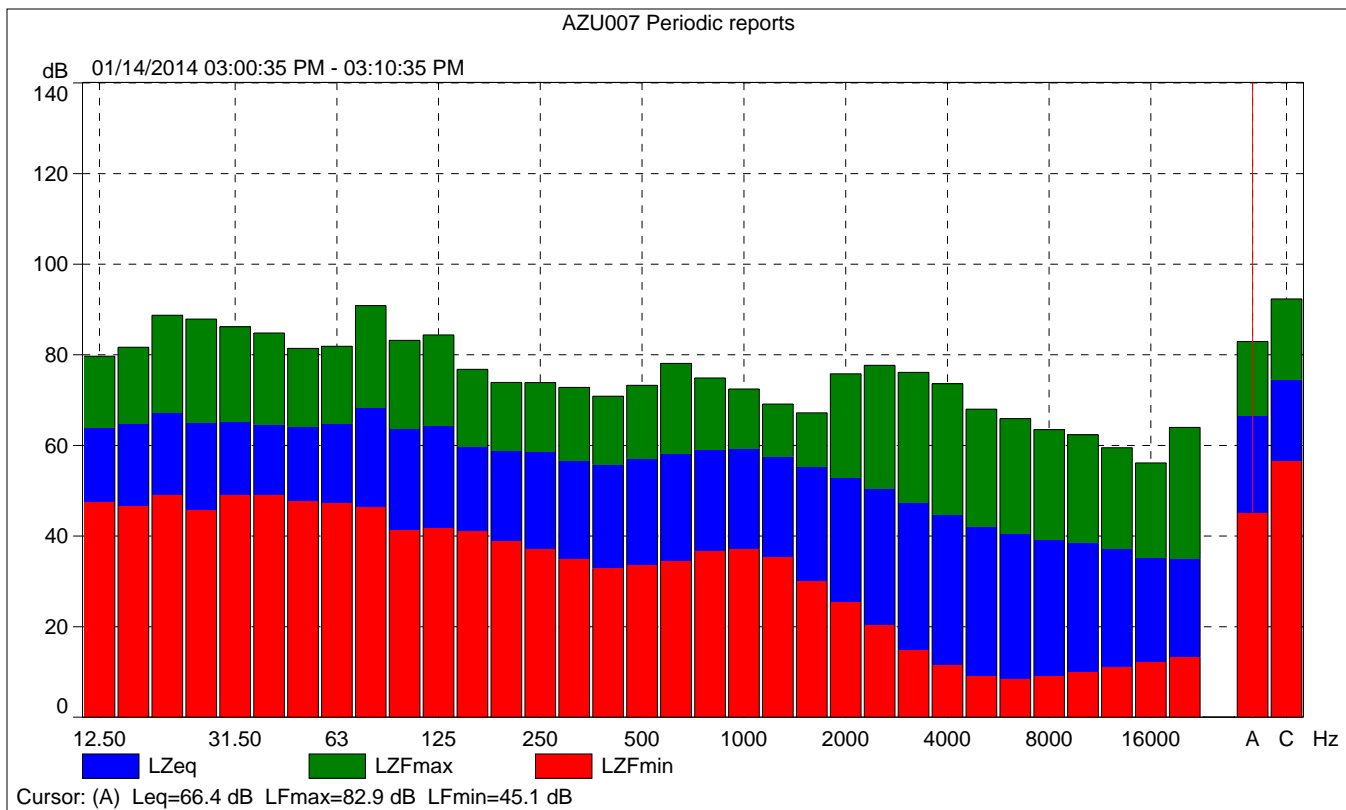
	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			61.5	61.9	59.1
Time	03:05:34 PM	0:00:01			
Date	01/14/2014				

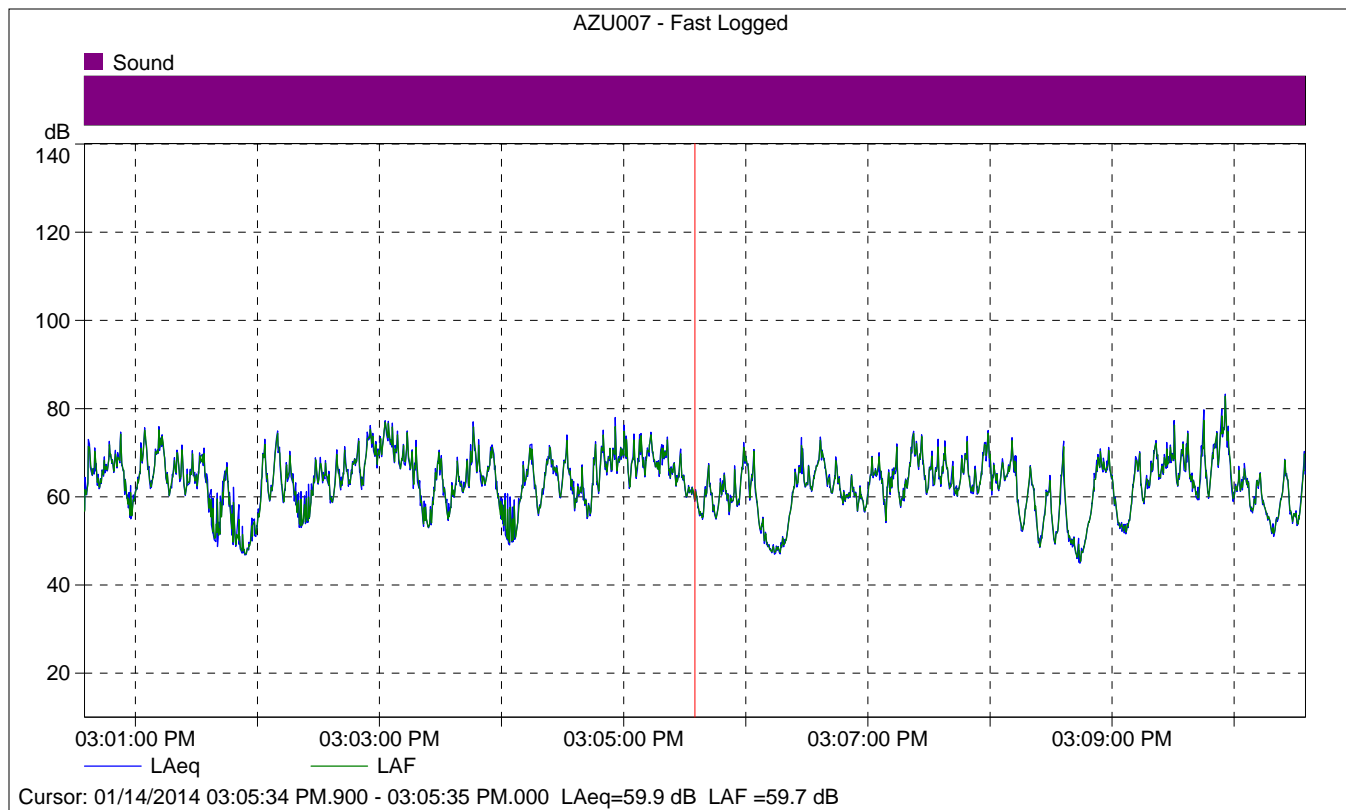




### AZU007 Periodic reports

	Start time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	69.8	82.9	45.1
Time	03:00:35 PM	0:10:00				
Date	01/14/2014					





### AZU007 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			59.9
Time	03:05:34 PM.900	0:00:00.100	
Date	01/14/2014		



<b>Site Number:</b> NM-3			
<b>Recorded By:</b> Ryan Chiene			
<b>Job Number:</b> 138407			
<b>Date:</b> 1/14/14			
<b>Time:</b> 3:17 PM			
<b>Location:</b> Apartments to the east of the project site (east of Azusa Greens Country Club).			
<b>Source of Peak Noise:</b> Trees blowing in the wind, ambient noise from Traffic along Todd Avenue, birds chirping, person talking on phone, cars driving along residential road.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
48.1	34.3	72.0	99.9

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	7/12/2013	
	Microphone	Brüel & Kjær	4189	2543364	7/12/2013	
	Preamp	Brüel & Kjær	ZC 0032	4265	7/12/2013	
	Calibrator	Brüel & Kjær	4231	2545667	7/12/2013	
Weather Data						
Est.	Duration: 10minutes			Sky: Sunny, clear		
	Note: dBA Offset = -0.05			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (inches)	
	0.8		85		30.22	

**Photo of Measurement Location**



2250

Instrument:		2250
Application:		BZ7225 Version 2.0.2
Start Time:		01/14/2014 15:17:46
End Time:		01/14/2014 15:27:46
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		138.80

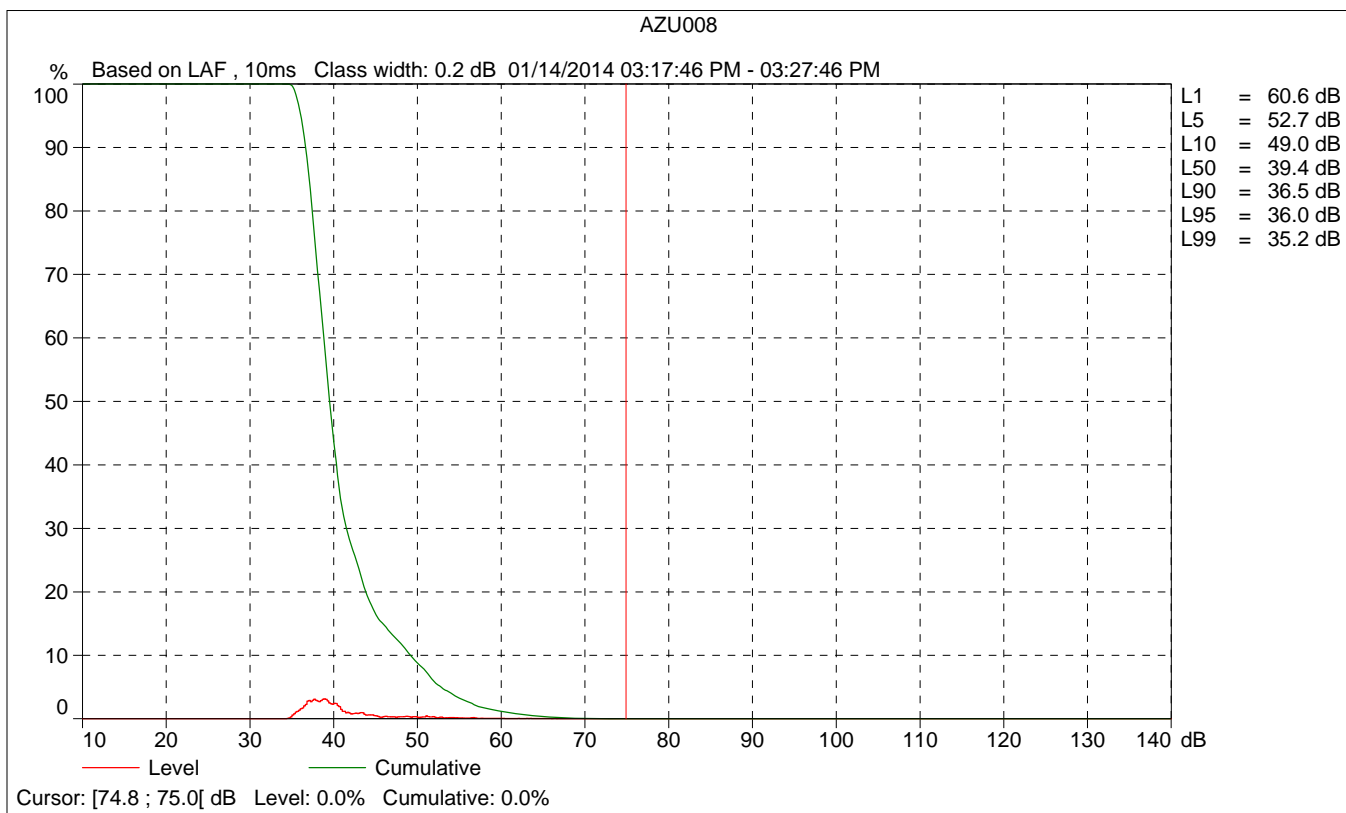
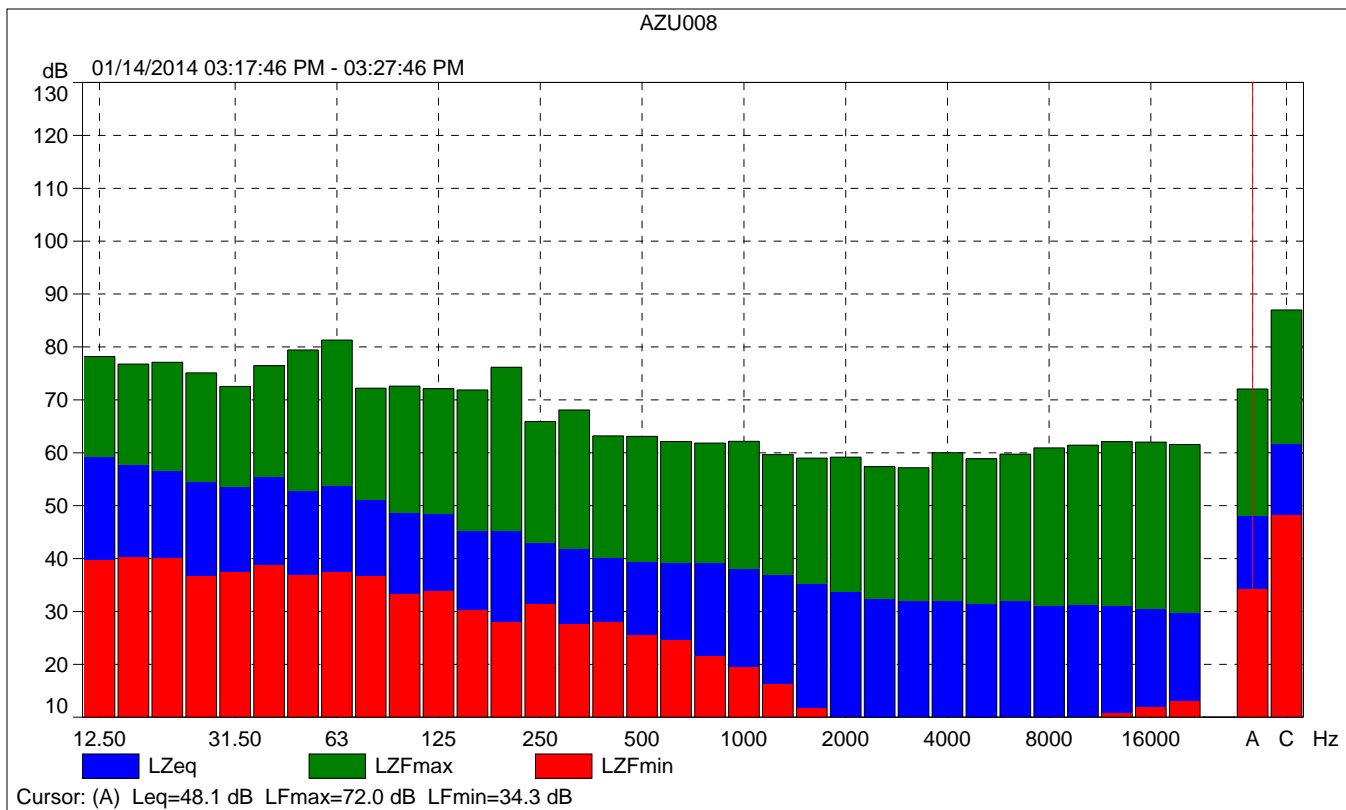
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

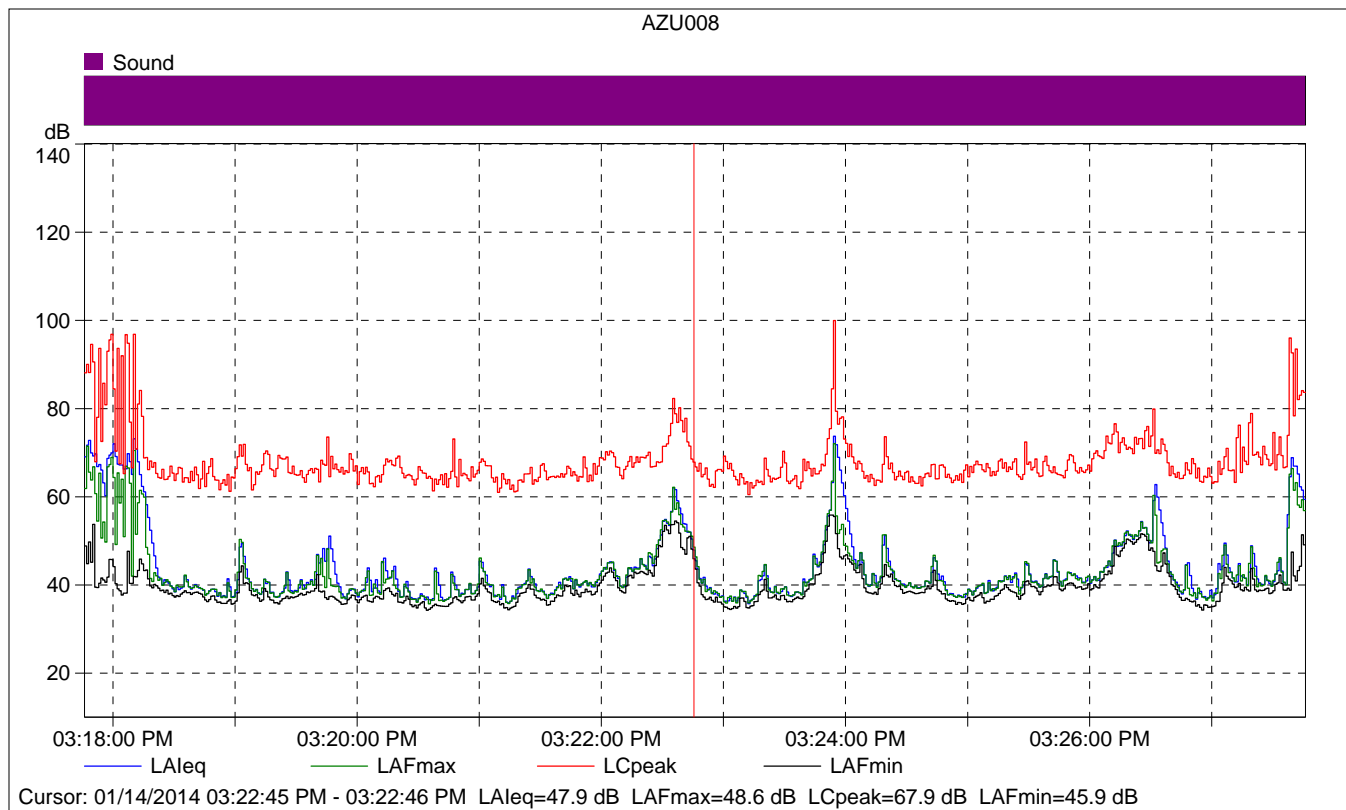
Instrument Serial Number:		2548189
Microphone Serial Number:		2543364
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Diffuse-field

Calibration Time:		01/13/2014 14:06:31
Calibration Type:		External reference
Sensitivity:		63.92 mV/Pa

AZU008

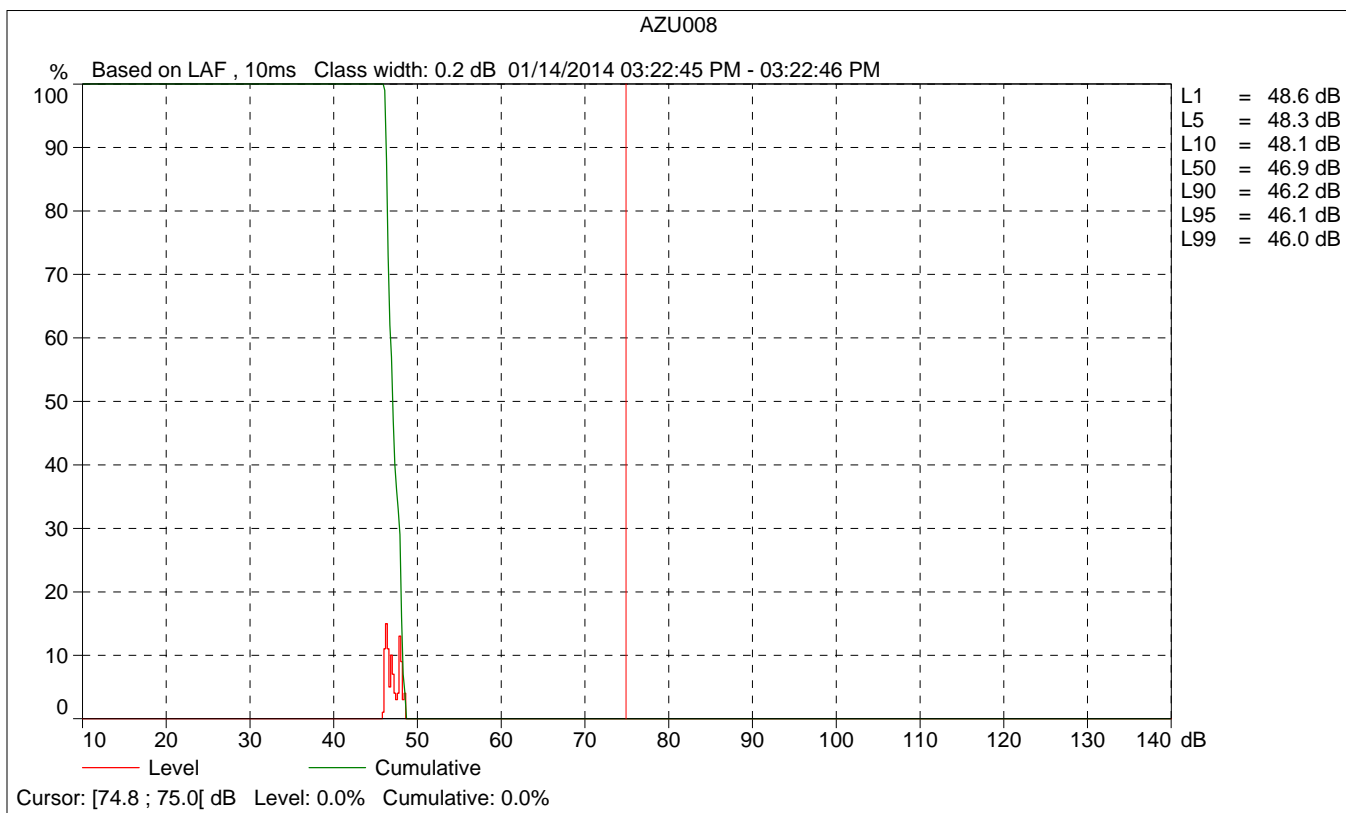
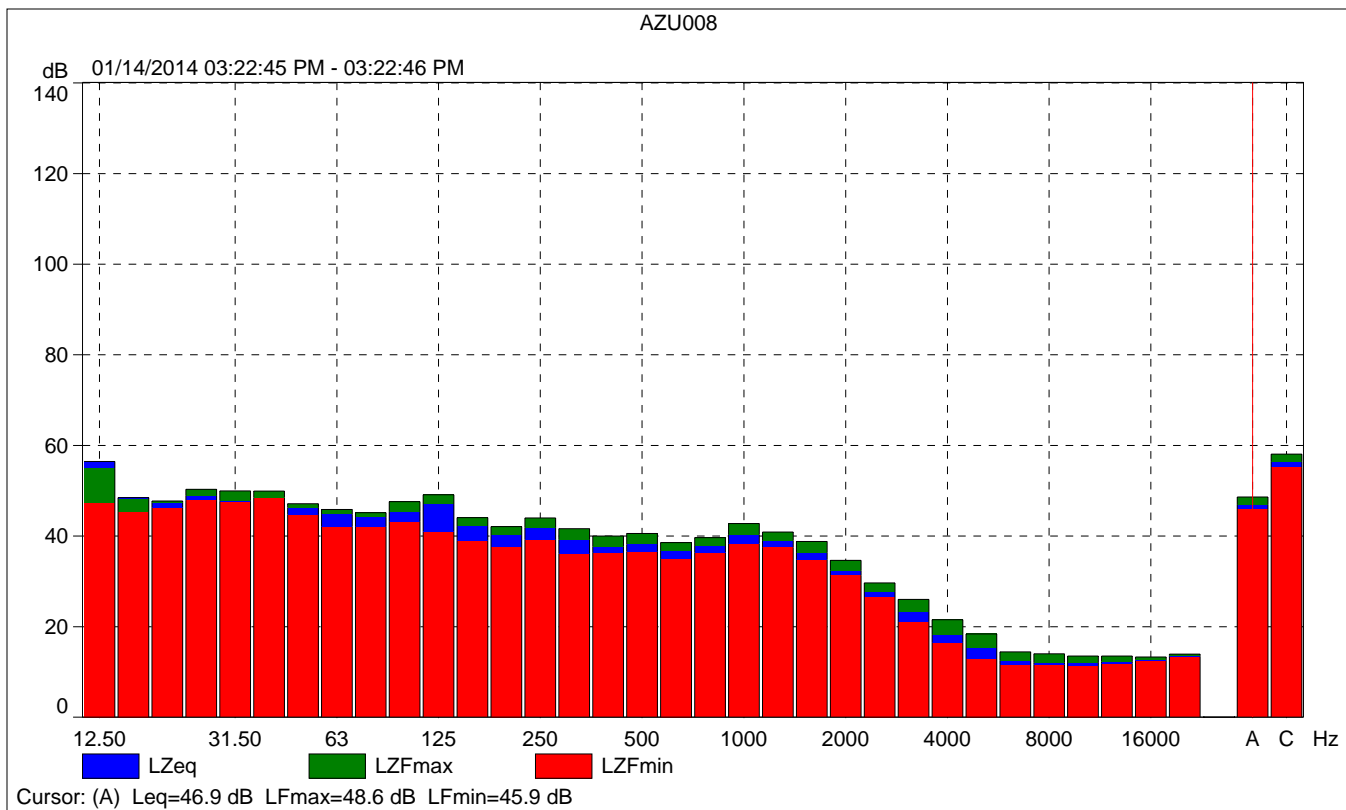
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	48.1	72.0	34.3
Time	03:17:46 PM	03:27:46 PM	0:10:00				
Date	01/14/2014	01/14/2014					

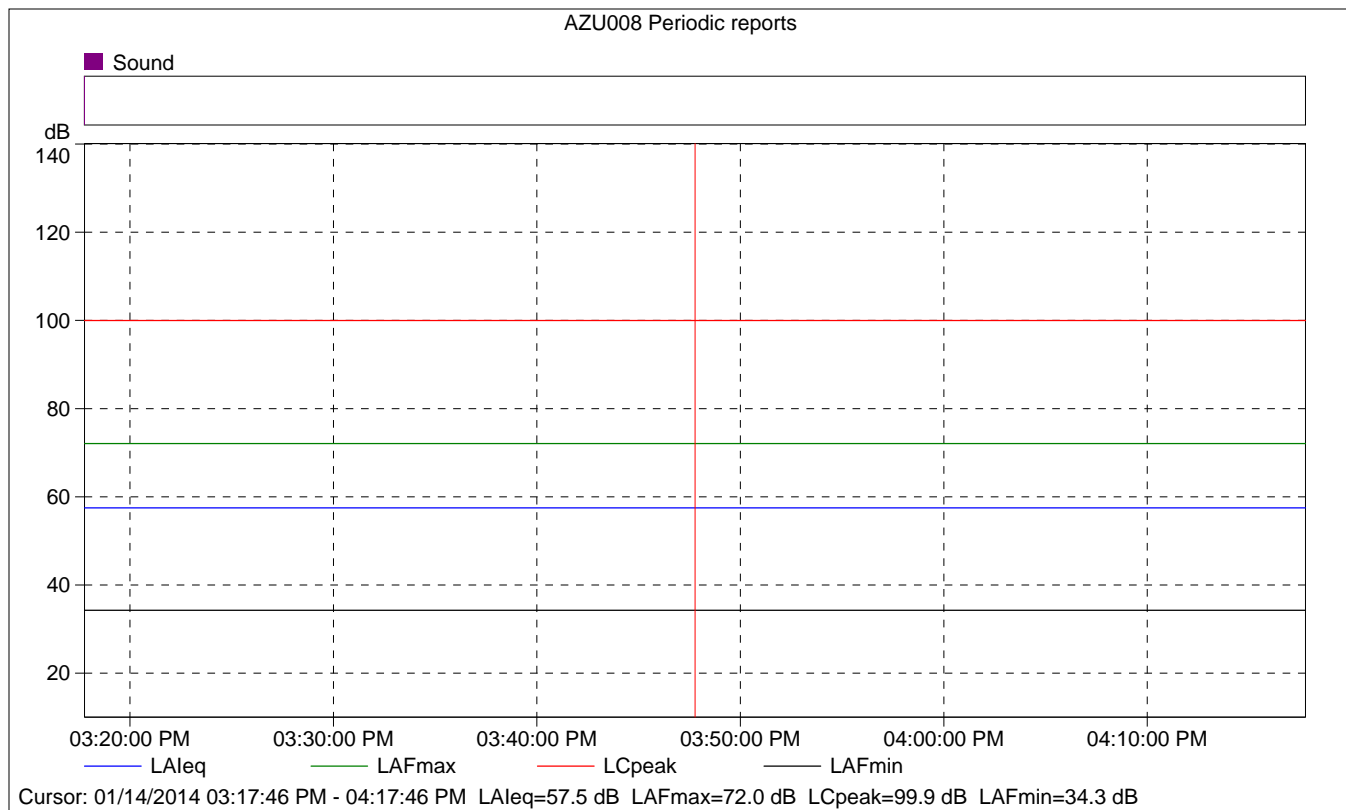




### AZU008

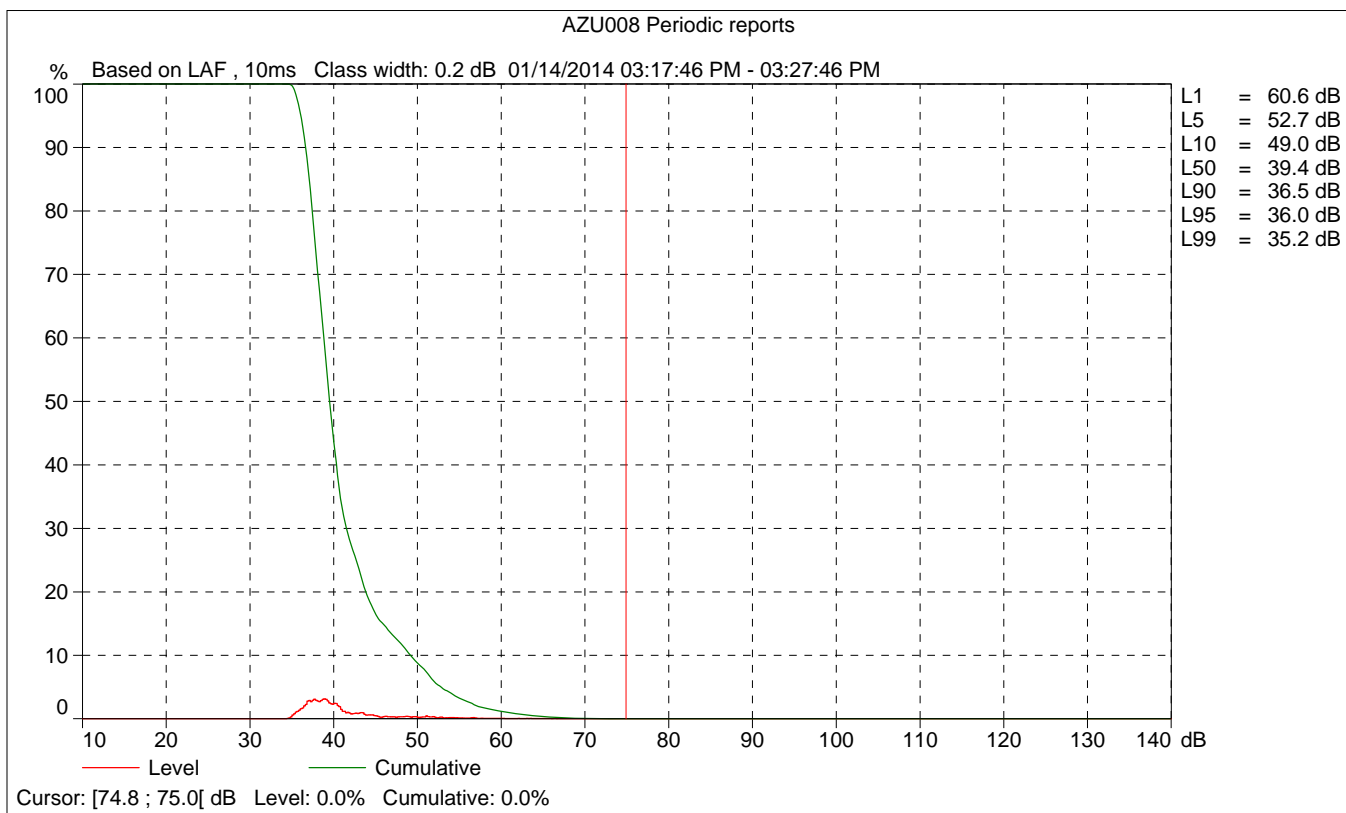
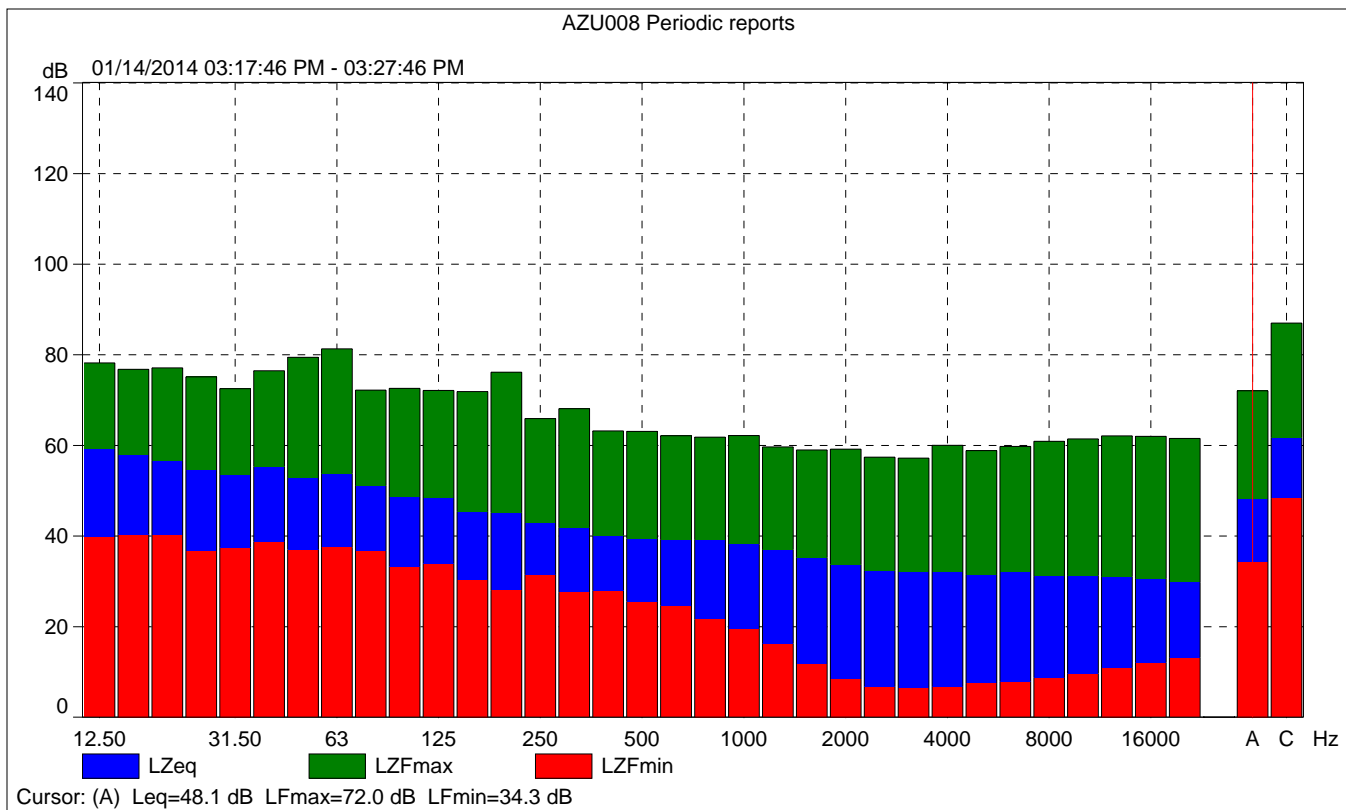
	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			47.9	48.6	45.9
Time	03:22:45 PM	0:00:01			
Date	01/14/2014				

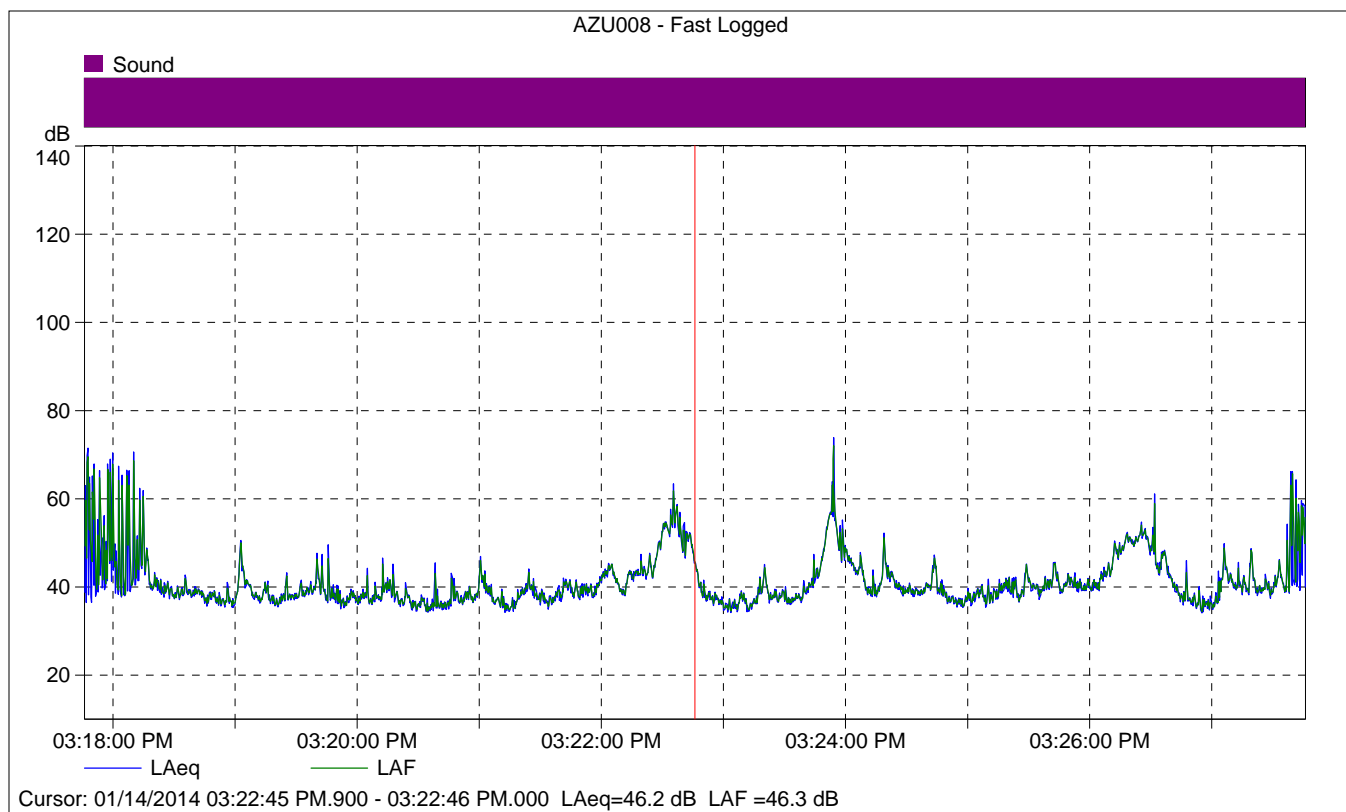




### AZU008 Periodic reports

	Start time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	57.5	72.0	34.3
Time	03:17:46 PM	0:10:00				
Date	01/14/2014					





### AZU008 - Fast Logged

	Start time	Elapsed time	LAeq [dB]
Value			46.2
Time	03:22:45 PM.900	0:00:00.100	
Date	01/14/2014		



**NOISE IMPACT ANALYSIS**  
**AZUSA LIGHT INDUSTRIAL**  
**CITY OF AZUSA, CALIFORNIA**

Prepared by:

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Prepared for:

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27782 Vista Del Lago, Suite C29  
Mission Viejo, CA 92692

Date:

December 23, 2013

Project No.: P13-023 N

## NOISE SETTING

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters which describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of sound pressure expressed as a ratio to the faintest sound detectable by a young person with excellent auditory sensitivity is called a decibel (dB).

Because sound or noise can vary in intensity by over one million times within the range of human hearing, decibels are on a logarithmic loudness scale similar to the Richter scale used for earthquake magnitude. Because the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting," written as dBA. Any further reference to decibels written as "dB" in this report should be understood to be A-weighted values.

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

CNEL-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.). Since local jurisdictions cannot regulate the noise generator, they exercise land use planning authority on the receiving property. Uses that are amenable to local control are generally considered "stationary sources." Local jurisdictions generally regulate the level of noise that one use may impose upon another through noise standards.

## NOISE COMPATIBILITY GUIDELINES

General Plan noise standards are used by planners to evaluate the suitability of a given existing or proposed land use relative to its noise exposure. These guidelines are mainly advisory, except near airports, where state law prohibits construction of noise-sensitive uses in a high-noise area. They apply mainly to transportation activity noise impacts (vehicles, trains, planes, etc.) on adjacent land use. These guidelines are used in land use decisions because noise control from transportation is controlled by state or federal agencies and is not locally regulated.

The City of Azusa General Plan Noise Element contains guidelines on noise with classes of acceptability and has a number of overlapping compatibility noise levels within several criteria. In order to reduce the potential ambiguity of various conditional acceptabilities, the City of Azusa developed a more clear-cut matrix of acceptable noise levels in Chapter 88.31.020 of the Azusa Development Code shown in Table 1. An exterior noise exposure level of 65 dB CNEL is recommended for all noise sensitive uses. Because commercial or industrial uses are not occupied on a 24-hour basis, the exterior noise exposure standard for less sensitive land uses generally is much less stringent and noise levels of up to 70-75 dB CNEL are considered acceptable.

**Table 1**  
**City of Azusa**  
**Land Use Compatibility for Community Noise Environments**

<b>Noise Sensitive Land use</b>	<b>Outdoor Activity Area*</b>	<b>Interior Spaces</b>
Residential	65 dB CNEL	45 dB CNEL
Transient Lodging	65 dB CNEL	45 dB CNEL
Hospitals, Extended Care	65 dB CNEL	45 dB CNEL
Theater, Auditorium	NA	45 dB CNEL
Meeting Facility, Public or Private	65 dB CNEL	45 dB CNEL
Offices	65 dB CNEL	45 dB CNEL
School, Library Museum	65 dB CNEL	45 dB CNEL
Playground, Park	70 dB CNEL	NA

\*Where it is not possible to reduce noise in outdoor activity areas to 65 dB CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 70 dB CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

## NOISE STANDARDS

The Azusa Municipal Code contains the City’s noise standards (Section 46-405). The noise ordinance establishes exterior noise limits that cannot be exceeded at neighboring properties due to noise generated on private property as shown Table 2. The noise standards are in terms of noise levels that cannot be exceeded for a specified period of time.

The City’s noise ordinance limits are stated in terms of a 30-minute limit with allowable deviations from this 50<sup>th</sup> percentile standard. The louder the level becomes, the shorter the time becomes that it is allowed to occur.

**Table 2  
Azusa Noise Standards**

	<b>Exterior Noise Standards</b>	
<b>Noise Zone</b>	<b>Noise Level</b>	<b>Time Period</b>
All Residential	55 dB 50 dB	7:00 a.m.—10:00 p.m. 10:00 p.m.—7:00 a.m.
Professional Office and Public Institution	55 dB	Anytime
All Commercial Properties (but not Professional Office)	60 dB	Anytime
Industrial Properties	70 dB	Anytime

**Maximum Noise Levels  
Not to be Exceeded**

Maximum Noise Level Not to be Exceeded During Period of Time	Period of Time
Exterior noise standard plus 20 dB(A)	Any period of time
Exterior noise standard plus 15 dB(A)	Cumulative period of more than 1 minute in any hour
Exterior noise standard plus 10 dB(A)	Cumulative period of more than 5 minutes in any hour
Exterior noise standard plus 5 dB(A)	Cumulative period of more than 15 minutes in any hour
Exterior noise standard	Cumulative period of more than 30 minutes in any hour

The Noise Ordinance identifies specific activities that would be exempt from the provisions of the noise restrictions. Exempted activities include, but are not limited to, construction, repair, remodeling and grading, provided such activities adhere to the following permissible hours:

	<b>Construction Hours</b>
<b>Days</b>	<b>Allowable Hours</b>
Monday through Saturday	7:00 a.m. to 6:00 p.m. Extended construction hours may only be allowed by the review authority through conditions of approval between 6:00 p.m. and 10:00 p.m.
Sunday and National Holidays	Construction activities may only be allowed by the review authority through conditions of approval between 9:00 a.m. and 5:00 p.m.

The noise ordinance also limits truck deliveries in Section 46-111 as follows:

Truck deliveries to a commercial or industrial parcel adjacent to a conforming residential use shall be limited to the hours between 7:00 a.m. and 7:00 p.m., unless the director authorizes other delivery times based on the determination that there is either no feasible alternative, or there are overriding transportation and traffic management benefits to scheduling deliveries at night.

Existing residential uses are over 1,000 feet from the proposed project site. They are not considered “adjacent to” for purposes of this ordinance section. There is no truck delivery time restriction on this parcel.

## EXISTING NOISE ENVIRONMENT

The proposed site is surrounded by commercial and light industrial uses. As noted above, there is more than 1,000 feet of separation between the project site and the closest sensitive use. Project analysis focuses therefore on impact of the proposed project on surrounding sensitive use rather than suitability of the project site for the intended use.

Existing noise levels derive primarily from on-road vehicle traffic. Although a reduction in truck volumes has occurred as sand and travel mining activities have been reduced, manufacturing, plant nursery and other truck intensive uses are still in operation in the project vicinity. Much of this traffic activity travels on Todd southward to Foothill and then to Irwindale or Azusa. Because of a heavier percentage of trucks than the typical suburban mix, traffic noise is somewhat louder than under normal “default” conditions. Existing noise levels at 50 feet from the centerline are around 67 dB CNEL along Sierra Madre Blvd, 70 dB CNEL along Todd Avenue, and 72 dB CNEL along Foothill Blvd. These levels are in excess of the City of Azusa standard for noise compatibility for sensitive land uses. However, there are few such uses in the site vicinity except along Sierra Madre Blvd. With slightly increased set-back, or with “standard” subdivision walls, any excess noise above standards can be mitigated to acceptable levels.

## NOISE IMPACTS

### NOISE SIGNIFICANCE CRITERIA

Noise impacts are considered significant if they result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Appendix G of the CEQA Guidelines also identify potential noise impacts associated with aircraft noise. Aircraft noise is considered a possible development constraint for noise-sensitive uses within two miles of an airport. There are no airports within two miles of the project site and a light industrial operation is not considered to be noise-sensitive.

The term "substantial increase" is not defined by any responsible agency. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a 3-dB difference. A threshold of 3 dB is commonly used to define "substantial increase." An increase of +3 dBA CNEL due to either traffic noise or warehousing activities would be consistent a significant impact for this project.

### SOURCES OF IMPACT

Three characteristic noise sources are typically identified with light industrial development. Construction activities, especially heavy equipment, will create short-term noise increases near the project site. Upon project completion, vehicular traffic, particularly heavy trucks, on streets surrounding the project site may create a higher noise exposure. In already-developed areas, particularly areas with high intensity development, the added land use intensity associated with a single development only increases traffic incrementally on existing roadways. Lastly, long term noise associated with project activities will include operational noise but because of the distance separation to any sensitive use and the masking effect created by intervening buildings these noise impacts likely preclude perception of any substantial operational noise level increase.

## CONSTRUCTION NOISE IMPACTS

Figure 1 shows the range of noise emissions for various pieces of construction equipment. Temporary construction noise impacts will vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level.

Much of the project site is flat and will not require extensive heavy grading. The primary construction equipment noise sources to develop the project will be during fine grading and paving activities where it is anticipated that loader/backhoes and a dozer will be employed. This equipment is seen to be the noisiest with equipment noise of about 85 dB(A) at 50 feet from the source.

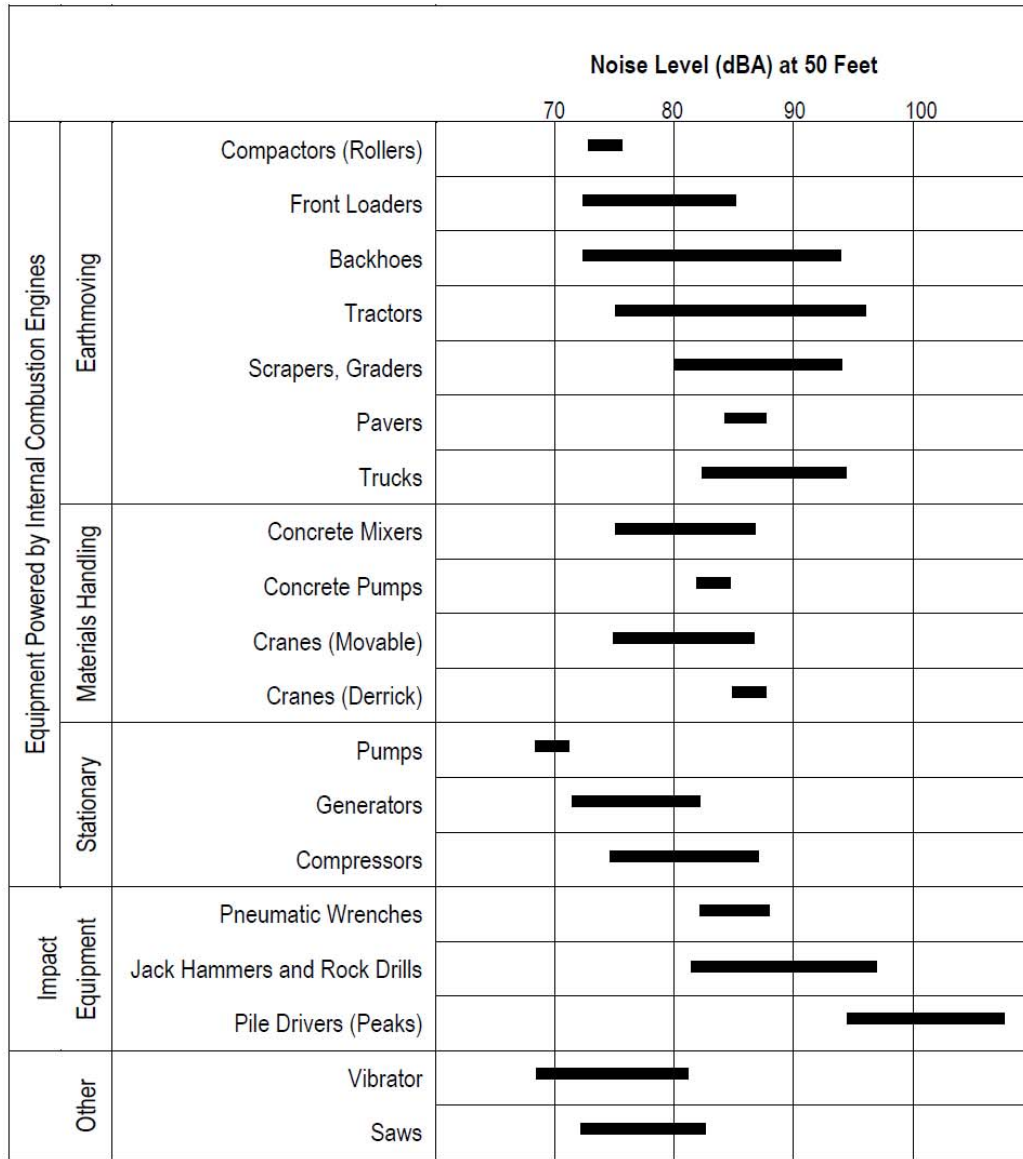
Point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance. This supposes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. With buildings and other barriers to interrupt line-of-sight conditions, the potential “noise envelope” around individual construction sites is reduced.

The nearest sensitive use for this project would be more than 1,000 feet from the closest site boundary. At the setback distance it is unlikely that project construction activity will be audible at the nearest sensitive use and the construction noise will not impact any off-site residential uses. An 85 dB equipment noise level at 50 feet from the source would decay to less than 59 dB at 1,000 feet. The nearest sensitive receptor is across Todd Avenue and Sierra Madre Ave. Traffic noise along these roadways is calculated to be 69-70 dB CNEL at 50 feet. It is unlikely that daytime construction noise would be noticeable with these background traffic noise levels.

The City of Azusa exempts construction noise from adherence to noise standards as long as activity occurs during permissible hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday. Unless conditional approval is provided by the review authority, construction activities are not permitted outside the allowable time window or on Sundays and National Holidays.

Figure 1

## Typical Construction Equipment Noise Generation Levels



Source: EPA PB 206717, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment and Operations."



## VEHICULAR NOISE IMPACTS

Long-term noise concerns from increased site usage intensity center primarily on vehicular operations on project area roadways, particularly for large trucks. These concerns were addressed using the California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108). The proposed project will generate 1,462 daily trips. The project traffic study estimates a vehicle trip distribution as follows:

- Light duty autos        65 %
- Vans/Trucks            20 %
- Heavy duty trucks      15 %

Because the project vehicle fleet is different from the standard suburban vehicle mix, the traffic noise deriving from the background traffic must be calculated in a separate model run. Then project associated vehicular noise was calculated and then combined logarithmically into one composite total. Since non project area traffic is also comprised of a higher number of truck traffic than is typically found on suburban roadways, in order to create a traffic noise signature reflective of the site, calculated noise levels were used to adjust computer model-predicted background levels by approximately +2 dB CNEL on existing approved truck route roadways (Foothill Blvd, Vernon Avenue and Todd Avenue)<sup>1</sup>.

The number of project trips on surrounding roadways was provided by the traffic engineer, Stantec in Figure 1 of the project traffic analysis. Background traffic volumes were obtained from the City of Azusa General Plan, Chapter 4, Transportation and Traffic. Although no traffic volumes were available for build-out conditions, the area is mostly built-out. Additionally, if build-out traffic volumes were higher in the future it would serve to further dilute any project related impact.

Table 3 summarizes the calculated CNEL at 50 feet from the roadway centerline for the roadways analyzed in the project traffic report. Along all area roadways, the baseline traffic levels are sufficiently high as to mask any project-related contribution. Maximum project versus no-project roadway noise differences are calculated to be approximately +0.5 dB CNEL on Todd Avenue between 10<sup>th</sup> Street and Foothill Blvd. There are no sensitive uses along this roadway segment. The largest project impact along any segment in proximity to residential use is +0.2 dB CNEL at 50 feet from roadway centerline. The human discrimination threshold is well above even +1.0 dB. Project traffic noise impacts will be imperceptible and therefore, less-than-significant.

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<sup>1</sup> <http://gis.ci.azusa.ca.us/truckroutes/>

**Table 3**

**Project-Related Traffic Noise Impact  
(dBA CNEL at 50 feet from roadway centerline)**

<b>Roadway Segment</b>		<b>Background</b>	<b>Project Only</b>	<b>Background plus Project</b>	<b>Project Impact</b>
Todd	Foothill-10th	70.1	61.2	70.7	+0.5
Foothill	E of Azusa	72.5	49.1	72.5	0.0
Foothill	San Gabriel-Vernon	72.0	56.1	72.1	+0.1
Foothill	Vernon-Todd	72.2	53.9	72.3	+0.1
Foothill	Todd-Irwindale	74.2	60.3	74.3	+0.2
Huntington	Irwindale-605	73.1	55.1	73.2	+0.1
Sierra Madre	E of San Gabriel	68.7	49.1	68.8	0.0
Sierra Madre	San Gabriel-Todd	68.3	52.1	68.4	+0.1
Irwindale	S of 210	74.5	49.1	74.5	0.0
Irwindale	210 to Foothill	73.8	58.7	73.9	+0.1
First	E of Alameda	71.1	55.1	71.2	+0.1
10th	Todd-Vernon	62.2	52.1	62.6	+0.4

## SUMMARY

Noise from surrounding perimeter roadways and other area sources do not pose a development constraint for project development as proposed.

Construction impacts are not expected to be audible at the closest off-site residence at more than 1,000 feet from any construction area. However, the following construction practices are recommended:

- All construction and general maintenance activities, except in an emergency, shall be limited to the hours of hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday.
- All on-site construction equipment shall have properly operating mufflers.
- All construction staging areas should be located as far away as practical from the nearest homes.

The project noise impact study indicates a less-than-significant noise impact from project-related traffic, including truck traffic, on project vicinity receptors. Project-related traffic will not exceed the + 3 dB CNEL significance threshold nor make measurably worse any existing noise levels.