IV. ENVIRONMENTAL IMPACT ANALYSIS
G. NOISE

This section evaluates the potential noise impacts resulting from implementation of the proposed project. This includes the potential for the project to cause a substantial temporary and/or permanent increase in ambient noise levels within or around the project site, or to expose people to excessive noise levels. The purpose of this analysis is to evaluate the project in terms of its planning to ensure that new uses are planned appropriately from a noise perspective and to evaluate the noise impacts of the project on the surrounding community.

ENVIRONMENTAL SETTING

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table IV.G-1 illustrates representative noise levels for the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

Table IV.G-1
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

***Source**: California Department of Transportation 1998.*

- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 10 dBA "penalty" added to noise during the hours of 10:00 p.m. to 7:00 a.m., and an additional 5 dBA penalty during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 45 dBA, moderate in the 45–60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-

commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA). Generally, a difference of 3 dBA over 24 hours is a barely-perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA. Noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance. Noise levels may also be reduced by intervening structures—generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table IV.G-2.

Table IV.G-2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Railroad Administration 1998.

Noise Analysis Methodology

The analysis of the existing and future noise environments presented in this analysis is based on noise prediction modeling and empirical observations. Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments in the site vicinity. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model has been modified to reflect average vehicle noise rates identified for California by Caltrans.[1] The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.[2] Traffic volumes utilized as data inputs in the noise prediction model were provided by the project traffic engineer.

Existing Ambient Daytime Noise Levels

The proposed project site is currently vacant and has most recently been used seasonally as a pumpkin sales lot and Christmas tree sales lot. It was also used as an equipment storage yard in relation to the construction of the UCLA Medical Center. The properties to the northwest and west of the project site are developed with multi-family residential structures, the properties to the south are developed with single-family residential structures, and the property to the north and east is comprised of the Los Angeles Country Club.

Existing daytime noise levels were monitored at tone locations on the project site and two locations off-site in order to identify representative noise levels in various areas on December 2, 2004. The noise survey was conducted using the Larson-Davis 820 precision noise meter. This noise meter meets and

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[1] *Rudolf W. Hendriks, California Vehicle Noise Emission Levels (January 1987), NTIS, FHWA/CA/TL-87/03.*

[2] *California Vehicle Noise Emission Levels.*

exceeds the minimum industry standard performance requirements for "Type 1" standard instruments as defined in the American National Standard Institute (ANSI) S1.4. Furthermore, this noise meter meets and exceeds the minimum requirements specified in Section 111.01(l) of the LAMC3, in particular, that the instruments be "Type S2A" standard instruments or better. The instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of five feet above the local grade.

At the noise measurement location, the sound level meter was programmed to record the average sound level (L_{eq}) over a 15 minute period. This measurement duration satisfies the requirements of LAMC Section 111.01(a)[4] that the ambient noise measurements should be continuous for a period of at least 15 minutes. The average noise levels and sources of noise monitored at each location are shown in Table IV.G-3 with the locations identified in Figure IV.G-1. These daytime noise levels are characteristic of an urban residential environment.

Table IV.G-3
Existing Daytime Noise Levels at Selected On- and Off-Site Locations

Noise Measurement Location	Primary Noise Sources	Noise Level Statistics		
		L_{eq}	L_{min}	L_{max}
Approximate center of proposed project site	Traffic on Wilshire	61.4	50.7	73.5
In front of single family homes on the south side of Club View Dr.	Traffic on Wilshire	61.0	51.2	76.4
In front of multi-family residential units on Comstock Ave.	Traffic on Wilshire	61.5	49.5	74.4

Source: Christopher A. Joseph and Associates, 2004.

Existing Off-Site Roadway Noise Levels

Existing 24-hour noise levels have been calculated for the various roadways adjacent roadway links in the project vicinity. These noise levels are presented in Table IV.G-4 along with the distances to various noise level contours.

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[3] *City of Los Angeles Municipal Code, Chapter XI Noise Regulation, Article 1 General Provisions, Section 111.01(l), Rev. No. 63 – 1996.*

[4] *City of Los Angeles Municipal Code, Chapter XI Noise Regulation, Article 1 General Provisions, Section 111.01(a), Rev. No. 63 – 1996.*

Table IV.G-4
Existing Roadway Noise Levels Off-Site

Roadway	Roadway Segment	Land Uses	dBA CNEL at 50 Feet from Centerline
Wilshire Boulevard	Beverly Glen Blvd. to Comstock Ave.	Residential	73.7
Wilshire Boulevard	West of Beverly Glen Blvd.	Residential	71.5
Wilshire Boulevard	East of Comstock Ave.	Residential	71.1
Beverly Glen Boulevard	North of Wilshire Blvd.	Residential	65.3
Beverly Glen Boulevard	South of Wilshire Blvd.	Residential	66.5
Comstock Avenue	North of Wilshire Blvd.	Residential	63.4
Comstock Avenue	Wilshire Blvd. to Club View Dr.	Residential	63.2
Comstock Avenue	South of Club View Dr.	Residential	57.9
Club View Drive	East of Comstock Ave.	Residential	61.9
Club View Drive	North of Santa Monica Blvd.	Residential	63.0
Santa Monica Boulevard	West of Club View Drive	Residential	72.3
Santa Monica Boulevard	East of Club View Drive	Residential	73.0

Source: Christopher A. Joseph and Associates, 2004. Calculation data and results are provided in Appendix E.

Existing Groundborne Vibration

Aside from seismic events, the greatest regular sources of groundborne vibration at the proposed site and immediate vicinity are roadway truck and bus traffic. These trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB. These levels could reach 72 VdB where trucks and buses pass over bumps in the road.

REGULATORY FRAMEWORK

Federal

The Federal Railway Administration has developed vibration impact thresholds for sensitive buildings, residences, and institutional land uses. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences and day care facility) and 83 VdB at institutional buildings.

State

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA Leq in

any habitable room of new multi-family dwellings. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application.

Local

City of Los Angeles

The City of Los Angeles is the local agency responsible for adopting and implementing policies as they relate to noise levels and its affect on land uses within its jurisdiction. Both acceptable and unacceptable noise levels associated with construction activities, roadway noise levels and ambient noise levels must all be defined and quantified. The City of Los Angeles has numerous ordinances and enforcement practices that apply to intrusive noise as well as ones that guide new construction. The City's comprehensive noise ordinance (Section 111 et seq. of the Los Angeles Municipal Code) establishes sound measurement and criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed a disturbance to the peace, and legal remedies for violations. The standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. Table IV.G-5 below shows the noise/land use compatibility guideline for land uses within the City of Los Angeles.

In the Noise Element of the City of Los Angeles General Plan, a 60 dB CNEL exposure is considered the most desirable target for the exterior of noise sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB CNEL for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are normally unacceptable for sensitive uses except in unusual circumstances.

FIGURE IV.G-1 Location of Noise Monitoring

Table IV. G-5
Community Noise Exposure CNEL

Land Use	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[1]Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[2]Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[3]Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[4]Clearly Unacceptable: New construction or development should generally not be undertaken.
Source: Office of Noise Control, California Department of Health Services (DHS).

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Based on criteria established in the City of Los Angeles CEQA Threshold Guide (2001), the standards listed below are used for determining noise construction and operational impacts.

Construction Noise

A project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed ambient exterior noise levels by 10 dBA or more at a noise sensitive use;

- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or

- Construction activities would exceed the ambient noise level by 5dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday.

Section 112.05 of the Los Angeles Municipal Code specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet from construction and industrial machinery is prohibited. However, the above noise limitation does not apply where compliance is technically infeasible (Section 112.05, Los Angeles Municipal Code). Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. An inability to reduce construction equipment noise exposure to 75 dB(A) or less at any off-site, noise-sensitive use would be considered a significant temporary noise impact.

Operational Noise

A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, as defined in Table IV.G-2.

Project Impacts

Construction activities would generate noise levels that exceed City thresholds.

Project development would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented Table IV.G-6 and IV.G-7. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

Table IV.G-6
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Levels in dBA L_{eq} at 50 feet[1]
Front Loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic Impact Equipment	83–88
Jackhammers	81–98
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95
Pile Driving (peaks)	95–107
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

[1]Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: U.S. EPA 1971.

Table IV.G-7
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet (dBA L_{eq})	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA 1971.

During construction, three basic types of activities would be expected to occur and generate noise. First, the existing vacant structures would be demolished and the surface parking lot cleared. Second, the development sites would be prepared, excavated, and graded to accommodate building foundations

and the three levels of subterranean parking. Third, the buildings would be constructed and readied for use.

The properties to the northwest and west of the project site are developed with multi-family residential and hotel structures, the properties to the south are developed with single-family residential structures, and the property to the north and east is comprised of the Los Angeles Country Club. The project area is fairly urbanized with several uses, including residential, offices, commercial, and other uses along the local roadways. The nearest and most notable sensitive receptor to the project site is the four two-story single-family residential units located approximately 50 feet south of the project site, across Club View Drive. Noise levels at these homes may reach a maximum of 89 dBA L_{eq} during site grading, excavation, and finishing. Because construction activities would last more than one day and would increase the ambient noise levels by 10 dBA or more at the off-site single family residential units as well as the off-site multi-family residential units, both directly adjacent to the proposed project site, this impact may be considered significant.

However, even though the construction activities may exceed noise thresholds outlined in theCEQA Threshold Guidelines, they would be temporary in nature and would be limited to between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and from 8:00 a.m. and 6:00 p.m. on Saturday and Sunday. Nevertheless, even though the construction of the proposed project would be limited to the hours outlined above, and implementation of Mitigation Measures IV.G-1 through IV.G-4 would be required, construction of the proposed project would result in a short-term, significant and unavoidable impact.

Construction activities would not generate excessive groundborne vibrations levels.

Vibration sensitive land uses generally include residential units, hospitals, schools, and religious institutions. Construction activities that would occur under the proposed project have the potential to generate low levels of groundborne vibration at the single family residential units located approximately 100 feet to the south of the proposed project site. Thresholds identified by the Federal Railway Administration (FRA) state that those vibration levels which exceed 80 VdB during recognized sleep hours may constitute a significant impact.

With the presence of a sensitive receptor within close proximity to active construction of the proposed project, the chance for exposure to excessive vibration levels may increase. However, even though construction activities may exceed the Federal Railway Administration 80 VdB threshold, they would be limited to between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and from 8:00 a.m. and 6:00 p.m. on Saturday and Sunday in accordance with the *City of Los Angeles Noise Ordinance*. Therefore, construction would not occur during recognized sleep hours. This would result in a less than significant impact. No mitigation is required.

Implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project.

Noise levels in the project vicinity are dominated by vehicular traffic utilizing the local roadways. As discussed earlier, the project site and surrounding uses are compatible from a land use perspective. Additionally, given the data provided in the traffic study, the local roadway network affecting the project site and adjacent sensitive receptors would not result in any noticeable increase in vehicular volumes. Consequently, development of the proposed project would not result in the introduction of an incompatible land use that would either subject the surrounding residential uses to unacceptable noises, nor would it be subjected to unacceptable noises.

Long-term noise concerns from the increased development intensity of the project site have the potential to affect off-site locations, relative to the *City of Los Angeles CEQA threshold* significance criteria, resulting primarily from mobile source noise along affected roadway segment analyzed in the project traffic study. These concerns were addressed using the *FHWA Highway Traffic Noise Prediction Model* (FHWA-RD-77-108) which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the proposed project in conjunction with the surrounding land uses, roadway noise levels were forecasted to determine if the increase in vehicular traffic would result in a significant impact at off site sensitive receptor locations.

Table IV.G-8 summarizes the forecasted results in the future (2007) for scenarios with and without project. As shown, roadway volumes along the Comstock Avenue, south of Club View Drive roadway segment would result in a maximum volume of 64.0 CNEL with the project, as compared to 63.9 CNEL without the project, representing a marginal roadway noise level difference of 0.1 dB(A). As discussed earlier, noise level increases less than 3.0 dB(A) in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category do not constitute significant noise impacts. Therefore, the resulting roadway noise level increase attributable to the proposed project would be less than significant.

Table IV.G-8
Project Traffic Noise Impacts

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Future without Project Traffic	Future Plus Project Traffic	Increase	Significance Threshold
Wilshire Boulevard	Beverly Glen Blvd. to Comstock Ave.	74.3	74.3	0.0	3.0
Wilshire Boulevard	West of Beverly Glen Blvd.	72.1	72.1	0.0	3.0
Wilshire Boulevard	East of Comstock Ave.	71.7	71.7	0.0	3.0
Beverly Glen Boulevard	North of Wilshire Blvd.	65.7	65.7	0.0	3.0
Beverly Glen Boulevard	South of Wilshire Blvd.	66.8	66.8	0.0	3.0
Comstock Avenue	North of Wilshire Blvd.	63.8	63.8	0.0	3.0
Comstock Avenue	Wilshire Blvd. to Club View Dr.	63.9	64.0	0.1	3.0
Comstock Avenue	South of Club View Dr.	59.2	59.2	0.0	3.0
Club View Drive	East of Comstock Ave.	62.2	62.2	0.0	3.0
Club View Drive	North of Santa Monica Blvd.	63.3	63.3	0.0	3.0
Santa Monica Boulevard	West of Club View Drive	72.6	72.6	0.0	3.0
Santa Monica Boulevard	East of Club View Drive	73.2	73.2	0.0	3.0

Source: Christopher A. Joseph and Associates, 2004. Calculation data and results are provided in Appendix E.

The proposed project would not result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project.

Temporary or periodic increases in ambient noise levels may occur from the heating, ventilation, and air conditioning (HVAC) systems which may be installed for the new residential buildings located within the project site. Residential HVAC systems would result in noise levels that average between 40 and 50 dBA L_{eq} at 50 feet from the equipment. However, project development, while contributing to an overall increase in ambient noise levels in the project area, would result in land uses that are consistent with the General Plan land use designation for the project site. In addition, exterior-to-interior reduction of newer residential units in California is generally 30 dBA or more. Therefore, impacts associated with noise generated as a result of the operation of the proposed project would be less than significant. No mitigation would be required.

CUMULATIVE IMPACTS

The continued development throughout the City would result in intermittent, short-term noise and impacts throughout the area. Construction activities could result in significant short-term noise impacts on sensitive land uses in the vicinity of the project site, such as residences. The duration of these localized impacts would be limited to the construction phases of the individual projects. All construction activities taking place within the City would be subject to the City of Los Angeles's requirements and regulations.

With Noise Element compliance, the combined impact of the construction noise from the proposed project and existing noise levels on interior and exterior noise levels on adjacent properties would be significant but of short duration. Based on the analysis presented earlier in the EIR section, the noise levels associated with project construction activities would exceed City standards and increase ambient noise levels at adjacent locations by more than 10 dBA L_{eq}. Therefore, the proposed project would cause a cumulatively considerable contribution to the cumulative construction-related noise impact regarding the exposure persons to or generation noise levels in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies and the creation of a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The future plans project conditions reflect traffic from the related projects. The cumulative increase in roadway noise would be below the significance threshold. Therefore, roadway noise impacts would not be cumulatively considerable. In addition, with Noise Ordinance compliance, the combined impact of the operational noise levels from the proposed project and existing noise levels on interior and exterior noise levels on adjacent properties would be less than significant and, therefore, not cumulatively considerable.

MITIGATION MEASURES

On-site construction activities would result in significant temporary noise impact at the nearest sensitive receptors due to heavy equipment operations. Standard noise abatement conditions will be required by the City of Los Angeles as part of any grading/construction permits. These measures include:

- Construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, and 8:00 a.m. to 6:00 p.m. on Saturday and Sunday.
- All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

- Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.
- The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With respect to construction noise impacts, even with the implementation of the identified mitigation measures, short-term construction noise impacts would remain unavoidably significant during high noise level events.

Operational noise impacts would be less than significant.