Noise Study

West Grove 9.5 Apartments Project

prepared for

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1 Project Description

1.1 Introduction

This study is an analysis of the potential noise impacts of a proposed residential project, West Grove 9.5 Apartments, located along Lugonia Avenue between Nevada Street and California Street in the County of San Bernardino. Rincon Consultants, Inc. prepared this study under contract to West Grove 9.5, LLC, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA) by the County of San Bernardino. The purpose of this study is to analyze the proposed project's temporary noise impacts associated with construction activity and long-term noise impacts associated with project operation, including the project's potential exposure to roadway noise.

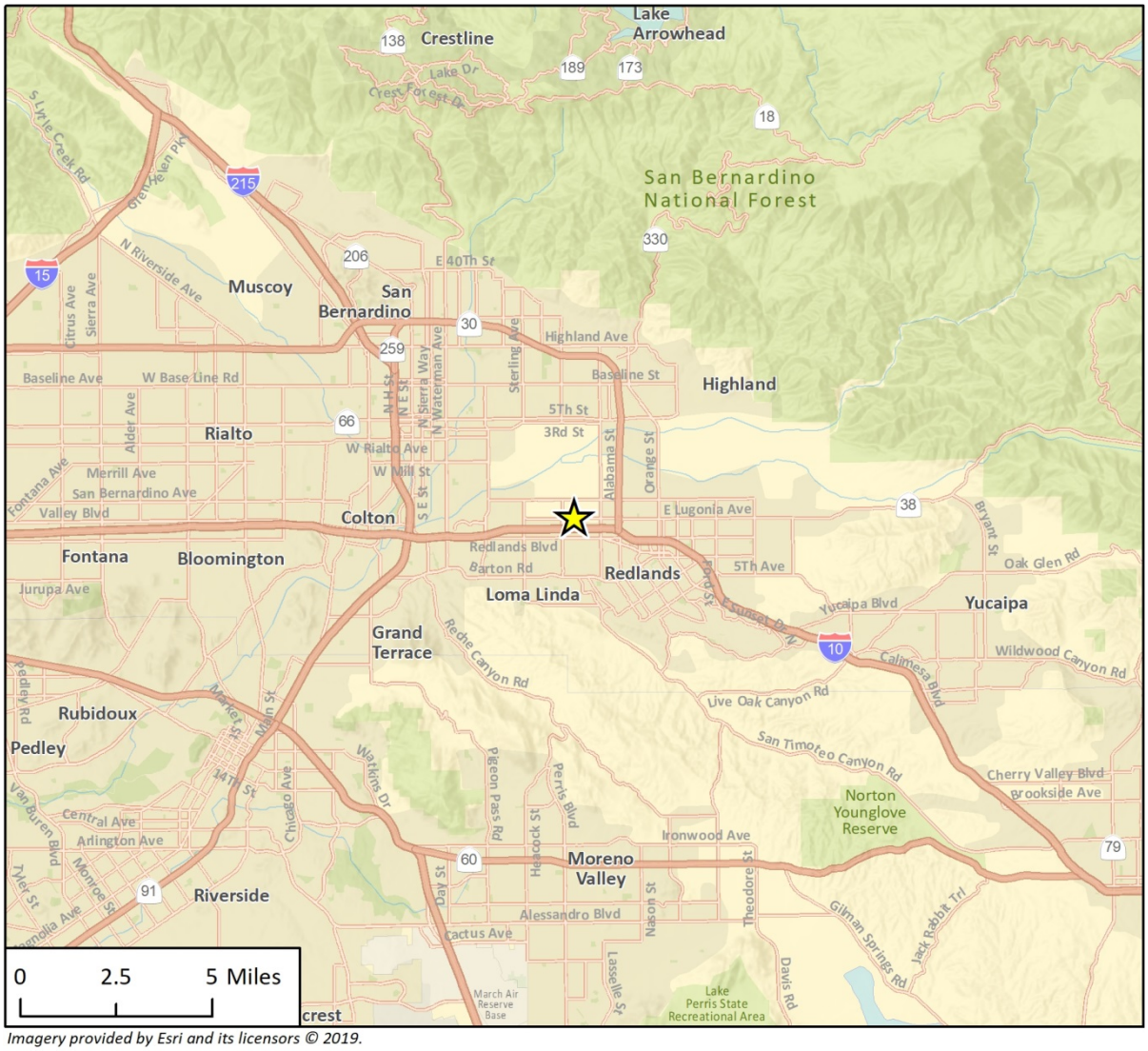
1.2 Project Summary

The proposed project would involve the construction of a 282-unit, multi-family residential development on an approximately 9.5-acre undeveloped project site (Assessor Parcel Number 0292-053-08-0000). Offices are located to the south across West Lugonia Avenue and existing warehouses/distribution centers border the project site to the west and north. An approved, 360-unit apartment complex is under construction immediately east of the project site. The project site is zoned East Valley/Special Development (EV/SD) under the County of San Bernardino Development Code (County of San Bernardino 2016).

Five three-story buildings with a gross building area of 350,795 square feet (sf), including common spaces, would house 277 residential units. Four additional units would be constructed in two-story buildings above proposed garages, providing an additional 9,584 sf of residential building area. The project would also include construction of an approximately 3,900 sf outdoor pool, as well as a 1,000 sf pool house and a 7,584 sf clubhouse containing a fitness center, leasing offices, a business center, pool bathrooms, a pool equipment room, and a permanent non-leasable model unit. The four largest residential buildings would be constructed around landscaped courtyards, with a total of 98,846 sf of landscaping provided on the project site.

Access to the project site would be provided via a primary public access drive along Lugonia Avenue at the eastern property line. An additional tenant-only exit and emergency access drive would be provided along Lugonia Drive at the western property line. A total of 474 parking spaces would be provided, including 195 garage spaces, 142 carport spaces, 93 open tenant spaces, 24 spaces that are complaint with the American's with Disabilities Act (ADA) requirements, and 20 lifter spaces. Figure 1 shows the project's regional location, and Figure 2 shows the project site location. Appendix A contains the project site plan.

Figure 1 Regional Location



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Project Location

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Figure 2 Project Location

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Fig 2 Project Location

2 Background

2.1 Overview of Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to low frequencies (below 100 Hertz).

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy. The perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., 2x the sound energy); that a change of 5 dBA is readily perceptible (8x the sound energy); and that an increase (decrease) of 10 dBA sounds twice (half) as loud (10.5x the sound energy) (Crocker 2007).

Sound changes both in level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner in which noise reduces with distance depends on the important factors, including the type of sources, i.e., point or line, the path the sound will travel, site conditions and obstructions. Noise levels typically attenuate, or drop-off, at a rate of 6 dBA per doubling of distance (6dBA/DD) from a point source, such as industrial machinery. Noise levels may be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, as well as man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line-of-sight will provide at least a 5 dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Based on the FHWA's Highway Traffic Noise: Analysis and Abatement Guidance, typical construction generally provides a reduction of exterior-to-interior noise levels of about 20 to 35 dBA with closed windows (FHWA 2011).

Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-

weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours; it is also measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013a). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

2.2 Vibration Fundamentals

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2013b). When vibration encounters a building, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second

(in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2013b).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018).

Damage to structures occurs when vibration levels range from 2 to 6 in/sec PPV. One half this minimum threshold, or 1 inch per second PPV is considered a safe criterion that would protect against structural damage (Caltrans 2013b).

Vibration significance ranges from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings (FTA 2018). The general human response to different levels of groundborne vibration -velocity levels is described in Table 1.

Table 1 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: FTA 2018

2.2.1 Project Noise Setting

The most common and primary existing source of noise in the project site vicinity is vehicular traffic along Lugonia Avenue. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds. Ambient noise from Interstate 10 (I-10) approximately 0.25 mile to the south is also perceptible throughout the site. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise sensitive uses. Additional sources of noise in the project site vicinity include activities associated with nearby industrial uses, including delivery trucks at adjacent distribution centers. There are no existing sources of noise on the project site, which is currently undeveloped.

To characterize ambient sound levels at and near the project site, Rincon Consultants collected three, 15-minute measurements ($L_{eq[15]}$ dBA) during a weekday morning peak hour on January 25, 2019 using an Extech Model 407780A, ANSI Type II integrating sound level meter. Noise Measurement (NM) 1 was collected along Lugonia Avenue adjacent to the project site to characterize roadway noise. NM 2 was collected in the northeast corner of the project site to characterize noise at proposed residences on the project site and near future residences on the adjacent parcel to the east. Finally, NM 3 was collected on the western border of the project site to

capture noise associated with existing distribution center operations near the project site. Noise monitoring results are summarized in Table 2. Figure 3 shows noise measurement locations.

Table 2 Sound Level Monitoring Results

Measurement Number	Measurement Location	Primary Noise Source (Secondary Noise Source)	Sample Time	Approximate Distance to Primary Noise Source (feet)	L_{eq} (dBA)[1]
NM 1	Lugonia Avenue	Traffic on Lugonia Avenue (I-10)	7:29 – 7:44 a.m.	20	70.0
NM 2	Northeastern corner of project site	Traffic on Lugonia Avenue (Distribution center to the north)	8:05 – 8:20 a.m.	600	56.1
NM 3	Western border of project site	Traffic on Lugonia Avenue (Distribution center to the west)	8:26 – 8:40 a.m.	310	56.8

See Appendix B for noise monitoring data. See Figure 3 for locations of noise measurements.

[1] The equivalent noise level (L_{eq}) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the L_{eq} was over a 15-minute period is considered representative of a one-hour L_{eq}.

Source: Rincon Consultants, field measurements conducted on January 25, 2019 using an ANSI Type II Integrating sound level meter.

2.2.2 Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. According to Section 83.01.080(b) for the San Bernardino County Code, noise-sensitive land uses include residential uses, schools, hospitals, nursing homes, religious institutions, libraries, and similar uses. Sensitive receptors likely to be affected by noise impacts associated with construction of the proposed project include existing multi-family residences, approximately 1,300 feet east, and multi-family residences currently under construction approximately 680 feet east of the project site at the northeast corner of Lugonia Avenue and Nevada Street. While currently undeveloped, the property immediately east of the project site is slated for construction of 360 multi-family residential units associated with The Redlands, an approved project. Therefore, to provide a conservative analysis, potential future sensitive receptors sharing the eastern property line of the project site are also considered in this analysis. Project residences would also be sensitive receptors.

Vibration sensitive receivers are similar to noise sensitive receivers, such as residences, and institutional uses, such as schools, churches, and hospitals. However, vibration sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment, including levels that may be well below those associated with human annoyance.

Figure 3 Noise Measurement Locations

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Fig 3 Noise Measurement Locations

2.3 Regulatory Setting

2.3.1 San Bernardino County Code

Section 83.01.080 of the San Bernardino County Code establishes standards concerning acceptable noise levels for both noise-sensitive and for noise-generating land uses. Section 83.01.080 provides performance standards and noise control guidelines for determining and mitigating non-transportation, or stationary, noise source impacts to noise-sensitive land uses, including residential properties. The purpose of these standards is to protect, create and maintain an environment free from noise that may jeopardize the health or welfare, or degrade the quality of life. Table 83-2 of Section 83.01.08(c) states that residential land uses should not be exposed to noise generated by stationary noise sources that exceeds 55 dBA L_{eq} during daytime hours (7:00 a.m. – 10:00 p.m.) and 45 dBA L_{eq} during nighttime hours (10:00 p.m. – 7:00 a.m.).

Table 83-3 of Section 83.01.080(d) establishes standards concerning acceptable noise levels from mobile sources at various land uses. For residential land uses, the San Bernardino County Code sets an interior noise level of 45 dBA L_{dn} (or CNEL) and an exterior noise level of 60 L_{dn} or CNEL. However, an exterior noise level of 65 dBA L_{dn} (or CNEL) is allowed at residences provided that exterior noise levels have been substantially mitigated through a reasonable application of best available noise reduction technology, and interior noise exposure does not exceed 45 dBA L_{dn} (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level may necessitate the use of air conditioning or mechanical ventilation.

The San Bernardino County Code Section 83.01.080(g)(3) exempts temporary construction, maintenance, repair, or demolition activities from noise standards between 7:00 a.m. and 7:00 p.m., except for Sundays and federal holidays.

Section 83.01.090(a) of the San Bernardino County Code states that no ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths inches per second measured at or beyond the lot line. However, the San Bernardino County Code exempts construction-related vibration from County standards if it occurs between 7:00 a.m. and 7:00 p.m., except for Sundays and federal holidays.

2.3.2 San Bernardino County General Plan Noise Element

The Noise Element of the San Bernardino County General Plan contains goals and policies intended to limit the exposure of the County's communities to excessive noise. Specifically, the following goals and policies are relevant to the project (County of San Bernardino 2007):

Goal N1: The County will abate and avoid excessive noise exposures through noise mitigation measures incorporated into the design of new noise-generating and new noise-sensitive land uses, while protecting areas within the County where the present noise environment is within acceptable limits.

> **Policy N 1.1:** Designate areas within San Bernardino County as "noise impacted" if exposed to existing or projected future exterior noise levels from mobile or stationary sources exceeding the standards listed in Chapter 83.01 of the Development Code.
>
> **Policy N 1.2:** Ensure that new development of residential or other noise-sensitive land uses is not permitted in noise-impacted areas unless effective mitigation measures are incorporated

into the project design to reduce noise levels. Noise-sensitive land uses include residential uses, schools, hospitals, nursing homes, places of worship and libraries.

Policy N 1.4: Enforce the state noise insulation standards (California Administrative Code, Title 24) and Chapter 35 of the California Building Code (CBC).

Policy N 1.7: Prevent incompatible land uses, by reason of excessive noise levels, from occurring in the future.

3 Impact Analysis

3.1 Methodology and Significance Thresholds

The analysis of noise impacts considers the effects of both temporary construction-related noise and long-term noise associated with operation of the project.

3.1.1 Vibration

The proposed project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the project site. The greatest vibratory sources during construction in the project site vicinity would be bulldozers, excavators, and loaded trucks. Neither blasting nor pile driving would be required for construction of the proposed project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2013b, FTA 2018).

A quantitative assessment of potential vibration impacts from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation, was conducted using equations developed by Caltrans and the FTA (Caltrans 2013b, FTA 2018). Table 3 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 3 Vibration Levels Measured during Construction Activities

Equipment		PPV at 25 ft. (in/sec)	Approximate L_v[1] VdB at 25 ft.
Pile Driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Pile Driver (sonic)	Upper range	0.734	105
	Typical	0.170	93
Hydromill (slurry wall)	Soil	0.008	66
	Rock	0.017	75
Clam Shovel Drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

[1] *rms velocity in decibels (VdB) re 1 micro-inch/second*

Source: FTA 2018

As described in Section 2.3, *Regulatory Setting*, the County's vibration threshold is 0.20 inches per second measured at the lot line. However, groundborne vibration associated with construction is exempt from this standard if it would occur during the County's permitted construction hours.

3.1.2 Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment.

For construction noise assessment, construction equipment can be considered to operate in two modes:, stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either a fixed-power operation (e.g., pumps, generators, and compressors), or with variable noise operation (e.g., such as pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts for mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site). For linear construction, such as a roadway or pipeline, construction noise is assessed from the centerline of the alignment based on the distance worked in an hour.

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FHWA 2018).

Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels. The maximum hourly L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FHWA 2018). In typical construction projects, grading activities generate the highest noise levels, as grading involves the largest equipment and covers the greatest area.

Construction noise limits are not defined in the San Bernardino County Code. Rather, the County Development Code merely restricts construction activities to daytime hours (7:00 a.m. to 7:00 p.m., Monday through Saturday). Construction is not permitted on Sundays or holidays.

3.1.3 On-Site Exterior and Interior Noise Environment

As discussed in Section 2.2.1, *Regulatory Setting*, the San Bernardino County Code includes noise standards for noise generated by mobile and stationary sources for residential land uses. Exterior and interior noise levels for the project were determined using noise levels from traffic along Lugonia Avenue and distribution center operation and compared to standards for residential land uses. Noise generated by roadways and the adjacent distribution centers were determined through 15-minute noise measurements collected on January 25, 2019.

The noise environment would be incompatible with residential uses if: roadway noise levels exceeded 60 CNEL (or 65 CNEL with reasonable application of best available noise reduction

technology) in outdoor use areas; roadway noise levels would exceed 45 CNEL at the interior of residential units; distribution center noise levels would exceed 55 dBA L_{eq} between 7:00 a.m. and 10:00 p.m.; or distribution center noise levels would exceed 45 dBA L_{eq} between 10:00 p.m. and 7:00 a.m.

3.1.4 On-Site Stationary Sources

Noise levels from on-site operational noise sources were estimated at the nearest noise sensitive receptors using noise levels from equipment or facilities, obtained either from manufacturer specifications or comparable studies, and the distance to receptors. On-site operational noise would be significant if noise levels exceeded the County's 55 dBA L_{eq} daytime standard (7:00 a.m. – 10:00 p.m.) or 45 dBA L_{eq} nighttime standard (10:00 p.m. – 7:00 a.m.) for stationary noise sources at existing or proposed residential receptors located east of the project site.

3.1.5 Roadway Noise

The analysis of anticipated roadway noise impacts is based on the Traffic Impact Analysis (TIA) for the project prepared by Ganddini Group, Inc. (Ganddini) (2019), which estimates traffic generated by the project and traffic distribution amongst area roadways. The percentage increase in traffic volumes on area roadways was calculated to determine the increase in traffic noise. A 10 percent increase in traffic volumes would raise traffic noise by approximately 0.4 dBA, a 20 percent increase would raise traffic noise by approximately 0.8 dBA, and a 30 percent increase would result in approximately 1.1 dBA increase in traffic noise. The project would have a significant effect due to traffic noise if it would increase roadway noise levels by more than the 3 dBA threshold of perception, which would occur if traffic on area roadways doubled.

3.2 Project Impacts

3.2.1 Temporary Construction Vibration Impacts

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would utilize vibration equipment including dozers, loaded trucks, and jackhammers during most construction phases. Use of this equipment may occur at the property line of the project site. As shown in Table 3, large bulldozers, loaded trucks, and jackhammers all generate groundborne vibration below 0.1 inches/second PPV at a reference distance of 25 feet. Therefore, operation of construction equipment would not generate groundborne vibration in excess of the County's 0.2 inches/second PPV standard. Furthermore, construction-related vibration is exempt from the County's standard as long as it occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Section 83.01.090 of the San Bernardino County Development Code. Therefore, construction-related vibration impacts would be less than significant. The project does not include any substantial vibration sources associated with operation. Therefore, operational vibration impacts would not be significant.

3.2.2 Temporary Construction Noise Impacts

The project would generate temporary noise and includes site preparation and grading, construction of five multi-family residential buildings, carports and garages, a pool and clubhouse, and paving of parking areas. Construction is anticipated to last approximately 24 months.

The project site is surrounded industrial distribution centers to the north and west, offices to the south across Lugonia Avenue, and proposed residences under construction immediately to the east. Proposed residences to the east share a property line with the project site and would be the nearest noise-sensitive receptors during project construction. Therefore, construction noise levels were conservatively modeled at the property line for the proposed residential receptors. Given the size of the project site and configuration of proposed site improvements, construction activities would occur, on average, approximately 330 feet from the adjacent residential property line. Typical heavy construction equipment would include bulldozers, excavators, dump trucks, front-end loaders, graders, and stationary equipment, such as compressors and generators. It is assumed that diesel engines would power all construction equipment. For assessment purposes and to be conservative, the loudest hour has been used for this assessment. Noise levels are based on three loaders/backhoes, a dozer, a grader, and an excavator operating simultaneously[1]. Using the RCNM to estimate noise associated with construction equipment, maximum hourly noise levels are calculated to be approximately 85 L_{eq} at 50 feet, as measured from the center of the construction site or activity. At 330 feet from these activities (i.e., the adjacent property line), noise levels would attenuate to approximately 68 dBA L_{eq}. While this noise level is less than ambient levels measured near the southern boundary of the project site, which is dominated by roadway noise along Lugonia Avenue, construction noise would exceed ambient noise levels measured further north on the project site by approximately 12 dBA. RCNM calculations are included in Appendix D.

Construction equipment estimates used for the construction phase analysis are representative of worst case conditions because it is assumed that all the equipment would operate simultaneously and continuously. Therefore, the noise levels presented above represent a conservative estimate of construction noise.

The County exempts noise associated with construction activities from noise ordinance standards as long as such activities occur between the hours of 7:00 a.m. and 7:00 p.m., except for Sundays and holidays. Assuming compliance with the construction timing restrictions contained in the County Development Code, construction noise would not affect proposed residences during normal sleep hours and would not represent a substantial, temporary increase in ambient noise levels. Nevertheless, standard construction noise mitigation is included as a recommended noise abatement measure in Section 3.3.1, *Project Noise Recommendations.*

3.2.3 Long-Term Operational Noise Impacts

On-Site Exterior and Interior Noise Environment

Mobile Source Noise Exposure

As described in subsection 2.1.1, *Existing Project Area Noise Levels*, ambient noise on the project site is as high as 70.0 dBA L_{eq} along Lugonia Avenue (refer to Table 2). Peak hourly L_{eq} is typically approximately equivalent to the daily CNEL in a suburban setting (State Water Resources Control Board 1999). Therefore, noise on the project site is as loud as approximately 70 CNEL, primarily due to traffic.

[1] Machinery informed by CalEEMod default equipment list, included as Appendix C.

EXTERIOR NOISE

Table 83-3 of the San Bernardino County Code describes exterior and interior noise standards for adjacent mobile noise sources. For multi-family residential buildings, the exterior noise standard is 60 CNEL (or 65 CNEL with reasonable application of best available noise reduction technology) and the Code notes that this exterior standard applies only to private balconies or patios (Table 83-3 of the San Bernardino County Code). Proposed residential buildings would be situated around four interior courtyards. Private balconies and patios would be oriented toward these interior courtyards. Based on the project site plan (Appendix A), the southernmost courtyards and balconies on the project site would be located approximately 80 feet from Lugonia Avenue, the major noise source in the project site vicinity. While the project site is exposed to noise levels up to 70.0 CNEL along Lugonia Avenue, noise levels would be lower at residences and outdoor use areas because they are located further from Lugonia Avenue. Furthermore, proposed private balconies would be oriented toward the interior of the courtyards, with the line-of-sight to Lugonia Avenue obstructed by the building. Based on a 3 dBA attenuation rate for mobile sources and a minimum 5 dBA reduction due to intervening structures (FHWA 2011), noise levels at the private balconies nearest Lugonia Avenue would be approximately 59.0 CNEL. Other private balconies and patios would be located further from Lugonia Avenue and would experience noise levels lower than this. As a result, noise levels at exterior use areas would not exceed the County's 60 CNEL exterior noise standard for roadway noise.

INTERIOR NOISE

Proposed residences nearest to Lugonia Avenue would be located approximately 70 feet from the roadway. Therefore, roadway noise would be approximately 65 CNEL at the exterior of these residences, assuming an attenuation rate of 3 dBA. Applying an exterior-to-interior noise reduction of approximately 25 dBA (FHWA 2011), which is typical for standard construction with closed doors and windows, the interior of residential units would have a noise level of approximately 40 CNEL. Residences located farther from Lugonia Road would be exposed to lower levels of roadway noise and, thus, would have a lower interior noise level. Proposed residences would not be exposed to interior noise from mobile sources exceeding the County standard of 45 CNEL.

Stationary Source Noise Exposure

In addition to roadway noise, the County of San Bernardino has adopted standards for noise exposure from stationary noise sources. The nearest stationary noise generators in the vicinity of the project site are the distribution centers directly north and west. Ambient noise in the northern portion of the project site was measured at 56.1 dBA based on NM 2, which captured circulation of seven heavy duty trucks (3+ axel) at the northern distribution center during the 15-minute measurement. Ambient noise in the western portion of the project site was measured at 56.8 dBA based on NM 3, which captured circulation of five heavy duty trucks at the western distribution center. A previous traffic study conducted by Kunzman Associates, Inc. for the distribution center to the north estimates the distribution center generates approximately 20 peak hour truck trips daily (Kunzman Associates, Inc. 2012). Therefore, the truck circulation captured by these noise measurements is in line with typical distribution center operations, and may provide a conservative estimate of noise generated by adjacent distribution centers.

Residences on the project site may be exposed to noise from trucks entering/exiting the distribution center and idling in the distribution center driveway. The primary source of noise throughout the project site is traffic from Lugonia Avenue and I-10 to the south. Ambient noise measurements

collected at NM 2 and NM 3 are consistent with attenuated noise levels from these mobile sources. As shown in the project site plan, the northern and western portions of the project site would be developed with open parking and garage uses. The nearest proposed residential receptors would be located approximately 50 feet from the distribution center to the west and approximately 70 feet from the distribution center to the north, allowing for attenuation of distribution center noise. Furthermore, all noise measurements were collected during the morning peak hour. Distribution center operations would be diminished during the overnight hours. Given that area roadways are the primary sources of noise on the project site, noise from adjacent distribution centers does not contribute substantially to existing noise levels on the project site and would not expose residential uses to stationary source noise in excess of the County standards of 55 dBA L_{eq} during the day or 45 dBA L_{eq} at night.

On-Site Stationary Sources

HVAC Equipment

The project would introduce stationary noise sources in the form of rooftop-mounted heating, ventilation, and air-conditioning (HVAC) equipment. Acoustic engineers have measured rooftop-mounted HVAC equipment at 60 to 70 dBA L_{eq} at a distance of 15 feet from the source (Illington and Rodkin 2009). The nearest potential rooftop-mounted HVAC unit to proposed residences to the east would be located at Building 1. Based on the project site plan and the site plan for The Redlands project, HVAC units at Building 1 could be as close as 180 feet from proposed residences to the east, if sited on the eastern edge of the Building 1 roof. Given the distance to receptors, a standard attenuation rate of 6 dBA per doubling distance for stationary noise sources, and conservatively assuming that noise associated with HVAC equipment would be 70 dBA L_{eq} at 15 feet, noise levels from rooftop HVAC equipment would be approximately 48 dBA L_{eq} at the nearest future residential receptors to the east. This level would not exceed the County's 55 dBA L_{eq} daytime standard for stationary noise sources, but would exceed the County's 45 dBA L_{eq} nighttime standard. Noise Abatement Measure-2 is described in Section 3.3.1, *Project Noise Recommendations*, to reduce impacts from proposed HVAC systems on adjacent residential receptors.

Swimming Pool Area

Outdoor activities at the proposed swimming pool located near the center of the project site would generate noise from splashing, talking, and yelling. The YWCA Kimpton Hotel Project Draft Environmental Impact Report estimated outdoor swimming pool area noise associated with children yelling or playing at approximately 70 dBA at a distance of five feet for 10 minutes in any hour (City of Pasadena 2016). Adjacent residential receptors to the east would be located as close as 285 feet from the proposed pool deck. Given the distance to these receptors, pool area noise would be approximately 34.9 dBA L_{eq} at future residences to the east. Furthermore, the pool area would be shielded by buildings on all sides, including garage buildings and the clubhouse to the east, the clubhouse and poolhouse to the south, Building 5 to the west, and Building 2 to the north. The presence of buildings would further attenuate pool area noise by 6 to 10 dBA. Therefore, noise associated with the pool area would not exceed the County's daytime or nighttime standard for stationary noise sources.

Roadway Noise Impacts

Traffic along Lugonia Avenue and I-10 is the primary source of noise in the project site vicinity and the project would incrementally increase traffic on the local roadway network. The analysis of anticipated roadway noise impacts is based on the TIA for the project prepared by Ganddini (2019).

The project would generate a total of 1,534 daily trips, including 102 AM and 124 PM peak hour trips (Ganddini 2019). Table 4 summarizes daily traffic changes on roadway segments resulting from the project. As shown in Table 4, the majority of project traffic would use Lugonia Avenue between California Street and Nevada Street, resulting in an increase of approximately 13 percent. Traffic noise would increase roadway noise by up to 0.6 dBA, which is below the 3 dBA threshold of perception and would not represent a substantial permanent increase in ambient noise levels.

Table 4 Roadway Noise Impacts

Roadway Segment	Existing ADT	Project ADT	Total ADT	Percent Increase	Noise Level Increase (dBA)
Lugonia Avenue					
Project Site to California Street	6,700	900	7,600	13.4%	0.6
Project Site to Nevada Street	7,100	700	7,800	9.9%	0.4
East of Nevada Street	10,100	300	10,400	3.0%	0.1
evada Street					
Lugonia Avenue to Almond Avenue	6,700	200	6,900	3.0%	0.1
Lugonia Avenue to Interstate 10	10,300	200	10,500	1.9%	<0.1
lifornia Street					
Lugonia Avenue to Almond Avenue	10,400	100	10,500	1.0%	<0.1
Lugonia Avenue to Interstate 10	18,400	800	19,200	4.3%	0.2
South of Interstate 10	24,400	100	24,500	0.4%	<0.1

Note: This analysis uses traffic volumes that do not account for reciprocal access via The Redlands project under construction immediately to the east of the project site. This results in a conservative analysis, as it assumes all project-generated traffic would access immediately adjacent roadways, resulting in higher traffic volumes along Lugonia Avenue and Nevada Street.

Source: Ganddini Group, Inc. 2019 (Table 2, Figure 12, and Figure 19)

3.3 Recommendations and Conclusion

3.3.1 Project Noise Recommendations

As described in Sections 3.2.1 and Section 3.2.2, project construction would temporarily increase noise and vibration in the area but would not expose residents to noise levels or vibration levels outside of the County's standards as long as construction occurs within the adopted construction hours of 7:00 a.m. to 7:00 p.m., except for Sundays and holidays. Noise Abatement Measure-1 is recommended to minimize construction noise at adjacent noise-sensitive receptors.

As described in Section 3.2.3, *Long Term Operational Noise Impacts*, HVAC units associated with proposed residential buildings on the eastern side of the project site would have the potential to exceed the County's 45 dBA L_{eq} standard for stationary sources at future residences under construction to the east. Noise Abatement Measure-2 is recommended to reduce noise impacts on residential receptors to the east associated with HVAC units installed as part of the project.

Noise Abatement Measure-1 Construction Noise Reduction

While construction-related noise would be exempt from noise ordinance noise restrictions during permitted construction hours pursuant to Section 83.01.080(g)(3) of the San Bernardino County Code, implement the following to minimize construction noise:

- Limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and Saturday.
- Limit the use of signals, such as horns, alarms, and bells, to safety warning purposes.
- Conduct construction staging as far from noise-sensitive receptors as possible.
- Use electrical power to run air compressors and similar power tools. Equip internal combustion engines with a muffler of a type recommended by the manufacturer and in good repair. Operate diesel equipment with closed engine doors and factory-recommended mufflers.

Noise Abatement Measure-2 HVAC Siting and Shielding

Site rooftop mounted HVAC equipment on the eastern-most residential building (Building 1) on the western portion of the building, at least 270 feet from future residential receptors to be constructed to the east. If rooftop-mounted HVAC units cannot be constructed in the western portion of the building, enclose the units with a screen or parapet. To be an effective noise barrier, the screen or parapet should extend at least one foot above the rooftop unit and be of sufficient length to block line-of-sight between the HVAC units and future off-site residences. The screen should be designed to achieve at least a 4 dBA reduction.

3.3.2 Conclusion

Noise Abatement Measure-1 would minimize construction noise at planned sensitive receptors to the east. Siting proposed rooftop mounted HVAC units at Building 1 at least 270 feet from future residences under construction to the east would reduce noise at these residences to 44.9 dBA L_{eq}. If locating HVAC units on the western side of Building 1 is not feasible, shielding with a screen or parapet would reduce noise levels at these residential receptors to approximately 44.4 dBA L_{eq}. In both cases, compliance with Noise Abatement Measure-2 would reduce HVAC noise below the County's stationary noise source daytime and nighttime standard of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively.

4 References

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State Water Resources Control Board [SWRCB]. 1999. *General Waste Discharge Requirements for Biosolids Land Application Draft Statewide Program EIR – Appendix G*. Background Information on Acoustics. http://www.waterboards.ca.gov/water_issues/programs/biosolids/deir/appendices/app_g.pdf. (accessed January 2019).

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Appendix A

Site Plan

PROJECT SUMMERY

BUILDING 1										
UNIT MIX & BLD. AREA	**COUNT**		**GROSS AREA**		**GROSS BAL**		**TOTAL GROSS**	**NET AREA**	**NET BAL**	**TOTAL NET**
STU										
A1	20		14,540		1,540		16,080	13,600	1,100	14,700
A2	6		6,072		792		6,864	5,712	564	6,276
A3	12		10,008		1,008		11,016	9,252	720	9,972
A4	4		3,428		252		3,680	3,172	168	3,340
B1	8		8,296		784		9,080	7,672	600	8,272
B2	12		12,756		1,080		13,836	12,096	696	12,792
B3	0		0		0		0	0	0	0
TOTAL	**62**		**55,100**		**5,456**		**60,556**	**51,504**	**3,848**	**55,352**
BUILDING 2										
UNIT MIX & BLD. AREA	**COUNT**		**GROSS AREA**		**GROSS BAL**		**TOTAL GROSS**	**NET AREA**	**NET BAL**	**TOTAL NET**
STU	0		0		0		0	0	0	0
A1	20		14,540		1,540		16,080	13,600	1,100	14,700
A2	6		6,072		792		6,864	5,712	564	6,276
A3	12		10,008		1,008		11,016	9,252	720	9,972
A4	4		3,428		252		3,680	3,172	168	3,340
B1	8		8,296		784		9,080	7,672	600	8,272
B2	12		12,756		1,080		13,836	12,096	696	12,792
B3	0		0		0		0	0	0	0
TOTAL	**62**		**55,100**		**5,456**		**60,556**	**51,504**	**3,848**	**55,352**
BUILDING 3										
UNIT MIX & BLD. AREA	**COUNT**		**GROSS AREA**		**GROSS BAL**		**TOTLA GROSS**	**NET AREA**	**NET BAL**	**TOTAL NET**
STU	0		0				0	0	0	0
A1	20		14,540		1,540		16,080	13,600	1,100	14,700
A2	6		6,072		792		6,864	5,712	564	6,276
A3	12		10,008		1,008		11,016	9,252	720	9,972
A4	4		3,428		252		3,680	3,172	168	3,340
B1	8		8,296		784		9,080	7,672	600	8,272
B2	12		12,756		1,080		13,836	12,096	696	12,792
B3	0		0		0		0	0	0	0
TOTAL	**62**		**55,100**		**5,456**		**60,556**	**51,504**	**3,848**	**55,352**
BUILDING 4										
UNIT MIX & BLD. AREA	**COUNT**		**GROSS AREA**		**GROSS BAL**		**TOTAL GROSS**	**NET AREA**	**NET BAL**	**TOTAL NET**
STU	0		0		0		0	0	0	0
A1	20		14,540		1,540		16,080	13,600	1,100	14,700
A2	6		6,072		792		6,864	5,712	564	6,276
A3	12		10,008		1,008		11,016	9,252	720	9,972
A4	4		0		24		8	24	8	16
B1	8		8,296		784		9,080	7,672	464	8,272
B2	12		12,756		1,080		13,836	12,096	696	12,792
B3	0		0		0		0	0	0	0
TOTAL	**62**		**51,672**		**5,228**		**56,884**	**48,356**	**3,552**	**52,028**
BUILDING 5										
UNIT MIX & BLD. AREA	**COUNT**		**GROSS AREA**		**GROSS BAL**		**TOTAL GROSS**	**NET AREA**	**NET BAL**	**TOTAL NET**
STU	15		7,170		1,380		8,550	6,600	900	7,500
A1	8		0		0		0	0	0	0
A2	0		0		0		0	0	0	0
A3	0		0		0		0	0	0	0
B1	0		0		0		0	0	0	0
B2	0		0		0		0	0	0	0
B3	0		0		0		0	0	0	0
C1	6		7,638		570		8,208	7,164	519	7,683
TOTAL	**29**		**7,170**		**1,380**		**8,550**	**6,600**	**900**	**7,500**
BUILDING 6										
UNIT MIX & BLD. AREA	**COUNT**		**GROSS AREA**		**GROSS BAL**		**TOTAL GROSS**	**NET AREA**	**NET BAL**	**TOTAL NET**
CARRIAGE	2		2,396		276		2,672	2,282	248	2,530
TOTAL	**2**		**2,396**		**276**		**2,672**	**2,282**	**248**	**2,530**
BUILDING 7										
UNIT MIX & BLD. AREA	**COUNT**		**GROSS AREA**		**GROSS BAL**		**TOTAL GROSS**	**NET AREA**	**NET BAL**	**TOTAL NET**
CARRIAGE	2		2,396		276		2,672	2,282	248	2,530
TOTAL	**2**		**2,396**		**276**		**2,672**	**2,282**	**248**	**2,530**

SITE INFORMATION:

415,686.27 SF - 9.54 AC (gross)
401,168.22 SF - 9.21 AC (net)

DENSITY INFORMATION:

Units 280 Units + 1 Permanent Model + 1 Manager Unit

Density 280 / 9.21 = 30.4 units per acre

Three Building Types:

Type A - 3 - Stories (4 Buildings)
Type B - 3 - Stories (1 Building)
Type C - 2 - Stories (2 Buildings)
Clubhouse - 1 & 2 Stories with roof-top deck

PARKING:	
GARRAGE	195
CARPORT	142
OPEN	93
HANDICAP	24
LIFTERS	20
TOTAL	474
RATIO	1.70

SITE INFORMATION					
	GROSS ACRES	GROSS SQ. FT.	NET ACRES	NET SQ. FT.	%
SITE AREA	**9.54**	-	**9.54**		
LANDSCAPE / OPEN SPACE		**92,845.60**	-	-	**23%**
PLANTERS		35,286.36			9%
BLDG. COURTYARDS		17,421.73			4%
POOL DECK		10,469.42			3%
BARK PARK		642.24			0%
PRIVATE BALCONIES		23,204.00			6%
POOL		3,485.91			1%
WATER FEATURES		2,335.94	.23	.23	1%
PAVING		**177,070.19**	-	-	**44%**
ASPHALT		139,276.81			35%
SIDEWALKS & COMMON PATIOS		17,421.73			5%
DECORATIVE PAVING		10,469.42			5%
BUILDING COVERAGE		**130.918.10**	-	-	**33%**
APARTMENT BUILDINGS		118,207.89			29%
CLUBHOUSE		8,028.35			2%
CARRIAGE UNITS		4,681.86			1%

UNIT MIX BY BUILDING										
	STU	A1	A2	A3	A4	B1	B2	B3	C1	**TOTAL**
BUILDING 1	0	20	6	12	4	8	12	0	0	62
BUILDING 2	0	20	6	12	4	8	12	0	0	62
BUILDING 3	0	20	6	12	4	8	12	0	0	62
BUILDING 4	0	20	6	12	4	8	12	0	0	62
BUILDING 5	17	0	0	0	0	0	0	0	10	27
CARRIAGE UNITS	0	0	0	0	0	0	0	4	0	4
PERMANENT MODEL	0	0	0	0	0	0	1	0	0	1
TOTAL	**17**	**80**	**24**	**48**	**16**	**32**	**49**	**4**	**10**	**280**

UNIT TYPES	**GROSS AREA**	**GROSS BAL AREA**	**TOTAL GROSS**	**NET AREA**	**NET BAL AREA**	**TOTAL NET**
STU (Studio)	478	92	570	440	60	500
		GROSS BAL AREA				
A1 (One Bedroom)	727		804	680	55	735
A2 (One Bedroom)	1012	92	1144	952	94	1046
A3 (One Bedroom)	834	84	918	771	60	831
A4 (One Bedroom)	857	63	920	793	42	835
B1 (Two Bedroom)	1037	98	1135	959	75	1034
B2 (Two Bedroom)	1063	90	1153	1008	58	1066
B3 (Two Bedroom)	896	43	939	833	36	869
C1 (Three Bedroom)	1273	95	1368	1194	86.5	1280.5
CARRIAGE	1198	138	1336	1141	124	1265

BUILDING AREA BY FLOOR										
UNIT MIX & BLD. AREA	**NET AREA FLOOR 1**	**NET AREA FLOOR 2**	**NET AREA FLOOR 3**	**NET AREA TOTAL**	**GROSS AREA FLOOR 1**	**GROSS AREA FLOOR 2**	**GROSS AREA FLOOR 3**	**COMMON AREA**	**GROSS AREA TOTAL**
BUILDING 1	11376	20,064.00	20,064.00	51,504.00	26,557	21,144	21,504	5,363	79,930
BUILDING 2	11376	20,064.00	20,064.00	51,504.00	26,557	21,144	21,504	5,363	79,930
BUILDING 3	11376	20,064.00	20,064.00	51,504.00	26,557	21,144	21,504	5,363	79,930
BUILDING 4	11376	20,064.00	20,064.00	51,504.00	26,557	21,144	21,504	5,363	79,930
BUILDING 5	8144.22	7,748.00	7,748.00	23,640.22	9,286	9,608	9,608	1,286	31,075
BUILDING 6		2,282		2,282.00	2,396	2,396			4,792
BUILDING 7		2,282		2,282.00	2,396	2,396			4,792
TOTAL BUILDING SQ. FT.				**234,220**	120,304				**360,380**

PROJECT INFORMATION

OWNER:

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SHEET INDEX

VICINITY MAP

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PLOT DATE:

alcalá architecture

2994 Rochester Circle
Corona, CA 92879

(909) 772-8818
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WESTGROVE 9.5 APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

SCALE: 12" = 1'-0"

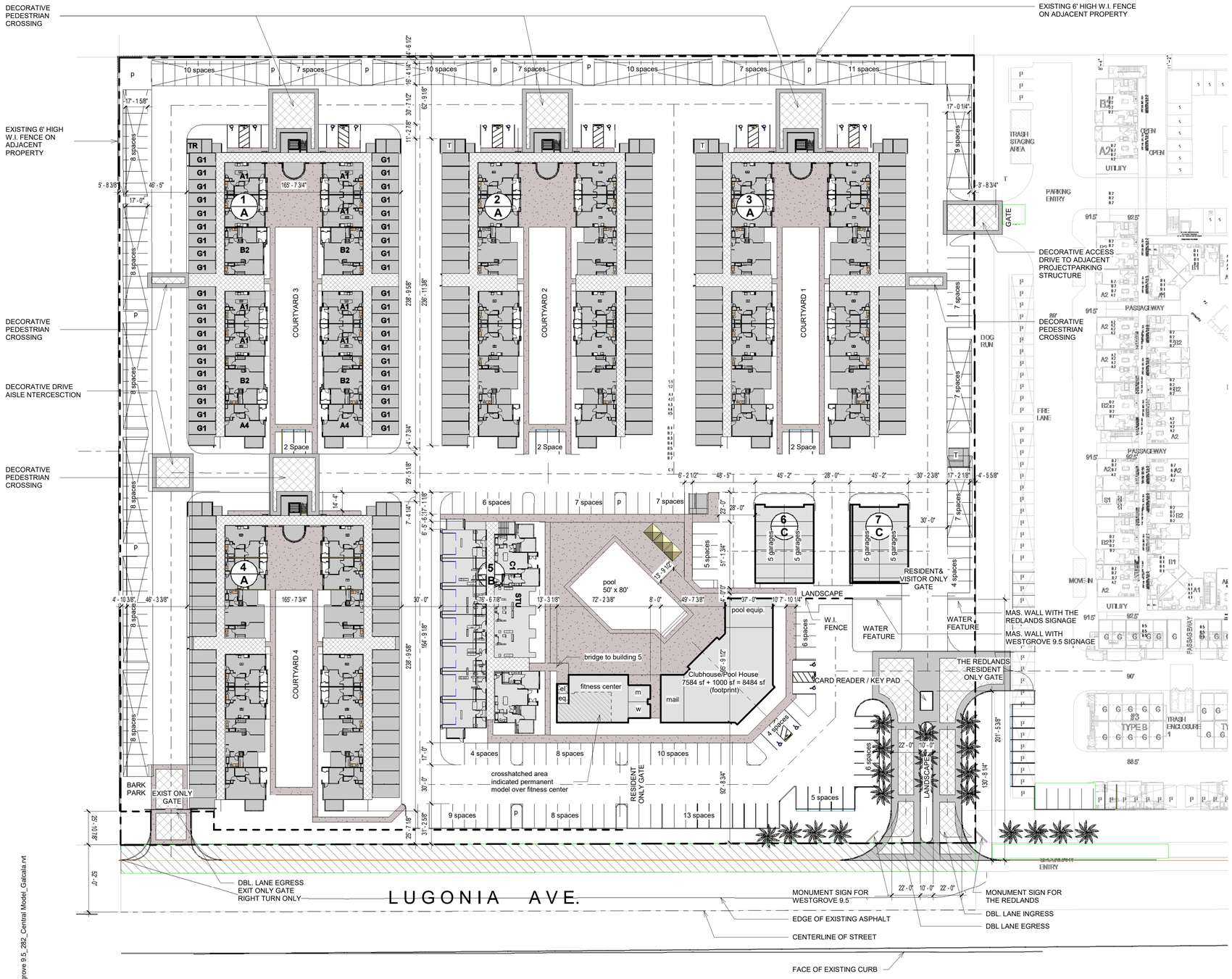
PROJECT SUMMARY

Revision Number | Revision Date | Revision Description

PROJECT NO.: 1809

A-01

11/29/2018



SITE LEGEND

- PROPERTY LINE
- SETBACK LINE
- FENCE LINE
- PAVED DRIVE AISLE
- BUILDING FOOTPRINT
- DEDICATION
- T — TRASH ENCLOSURE / TRASH ROOM
- DECORATIVE PAVING WITH CONCRETE BANDING
- INDICATES CARPORT

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WESTGROVE 9.5 APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

SCALE: As indicated

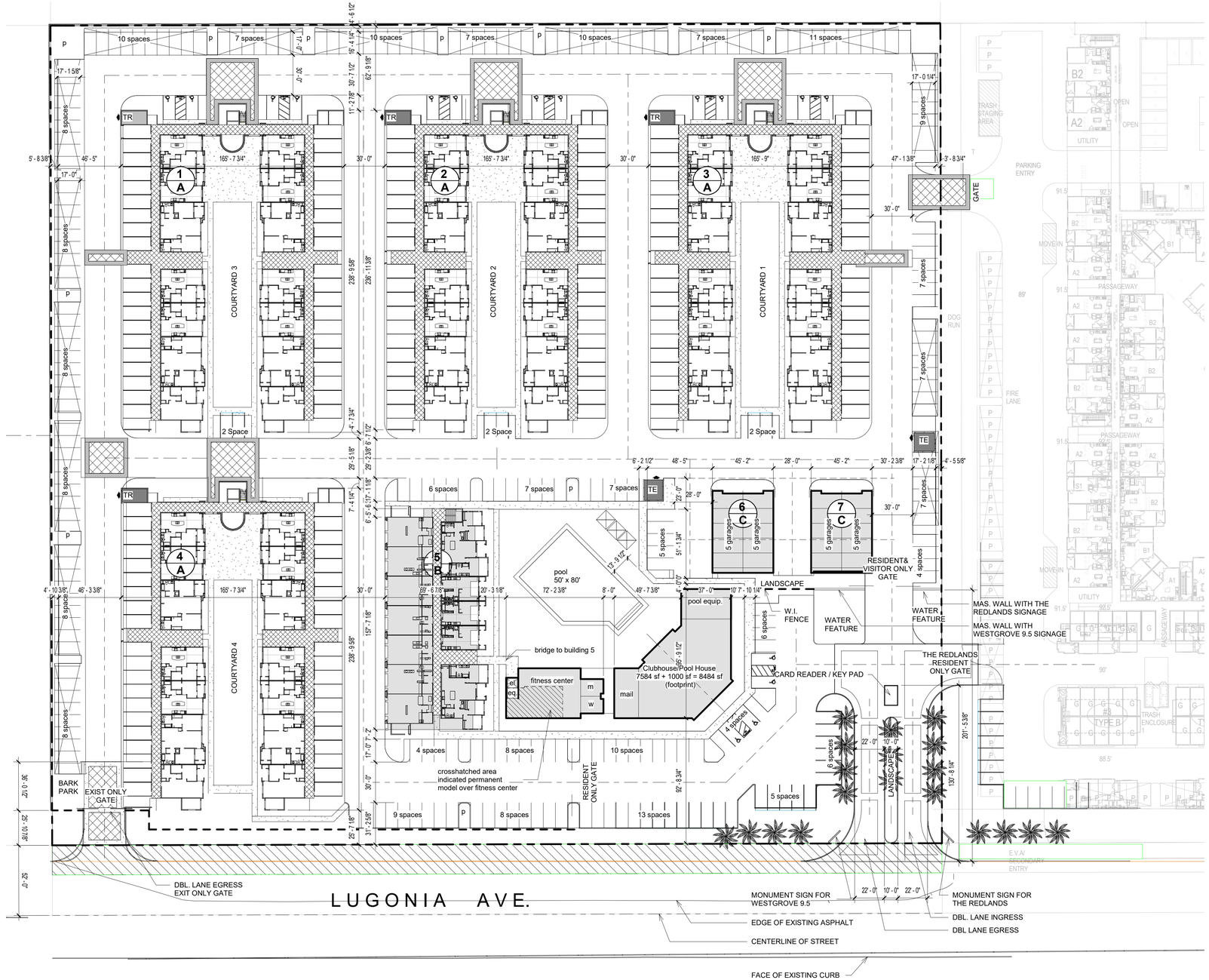
SITE PLAN

Revision Number	Revision Date	Revision Description

PROJECT NO.: 1809

A-03.1

12/11/2018



1 TRASH AND RECYCLING PLAN
1" = 40'-0"

TRASH SUMMERY - OVERALL

UNITS SERVED		280		
WASTE GENERATED (LBS)		7.5	LBS PER DAY	2100
CUBIC YARD CONVERSION		0.01	CU YD PER DAY	21.0
WEEKLY MULTIPLIER	7	CU YD	CU YD PER WEEK	147
CONTAINER SIZE	3	COMPACTION RATIO		0.33
PICK UPS PER WEEK	2	NUMBER OF BINS REQUIRED		8

QUANITITY OF REQURED BINS: 8 TRASH + 8 RECYCLE BINS PROVIDED

WASTE STORAGE REQUIREMENT

	REFUGE SF	RECYCLE SF
WASTE GENERATED (LBS)	512	512
CUBIC YARD CONVERSION	630	630

TRASH / RECYCLE LEGEND

- TE — TRASH / RECYCLE ENCLOSURE
- TR — TRASH / RECYCLE ROOM & CHUTE LOCATIONS
- TRASH / RECYCLE ACCESS

TRASH NARRATIVE

The written Solid Waste Management and Recycling is explained as follows:

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WESTGROVE 9.5 APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

TRASH AND RECYLING PLAN

SCALE: As indicated

Revision Number | Revision Date | Revision Description

PROJECT NO.: 1809

A-03.3

11/29/18

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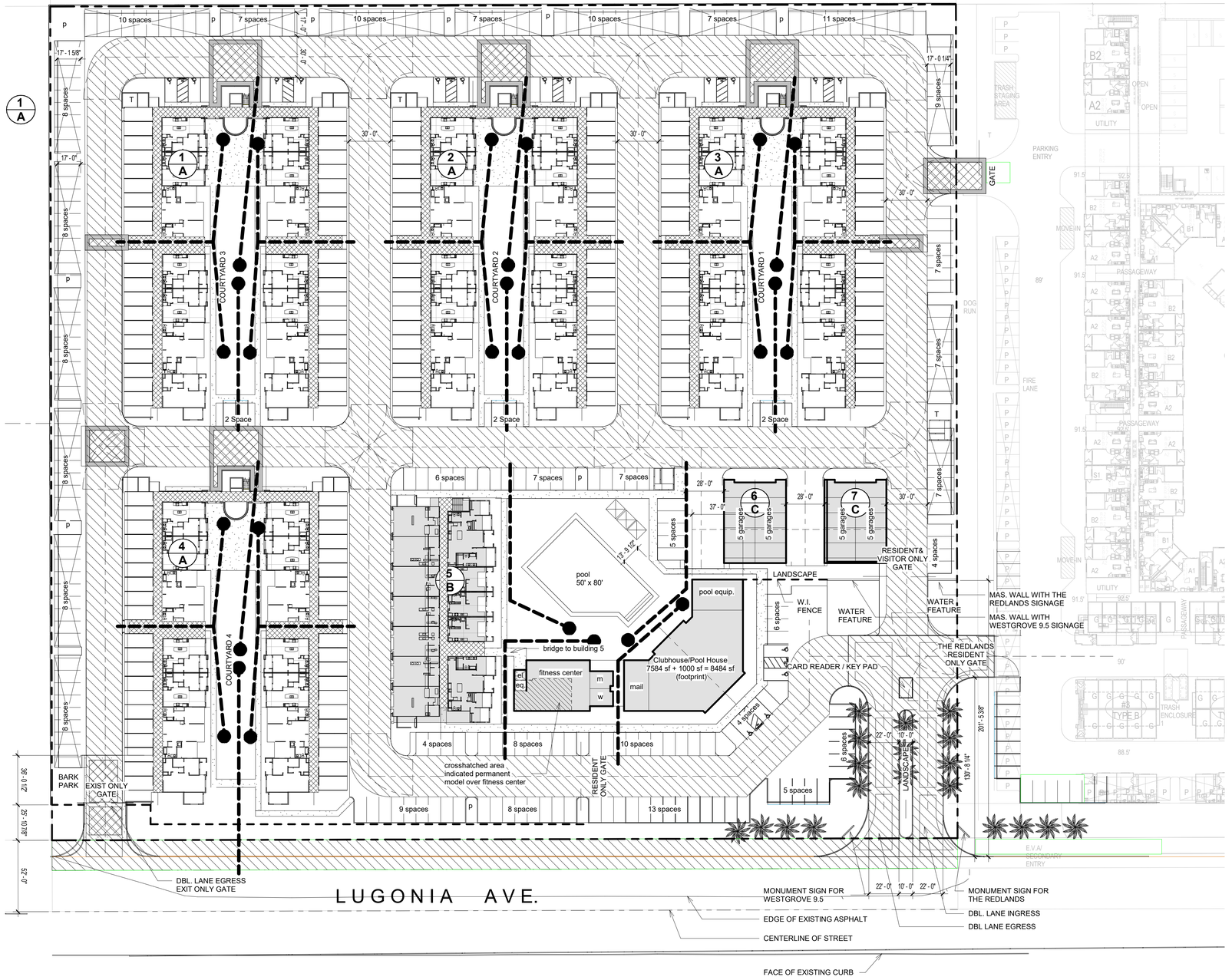

FIRE TRUCK ACCESS LEGEND

150' HOSE PULL DISTANCE

R 45' - 0" R 19' - 0" TRUCK TURN RADIUS

30' - 0" FIRE LANE

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WESTGROVE 9.5 APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

SCALE: 1" = 40'-0"

FIRE ACCESS PLAN

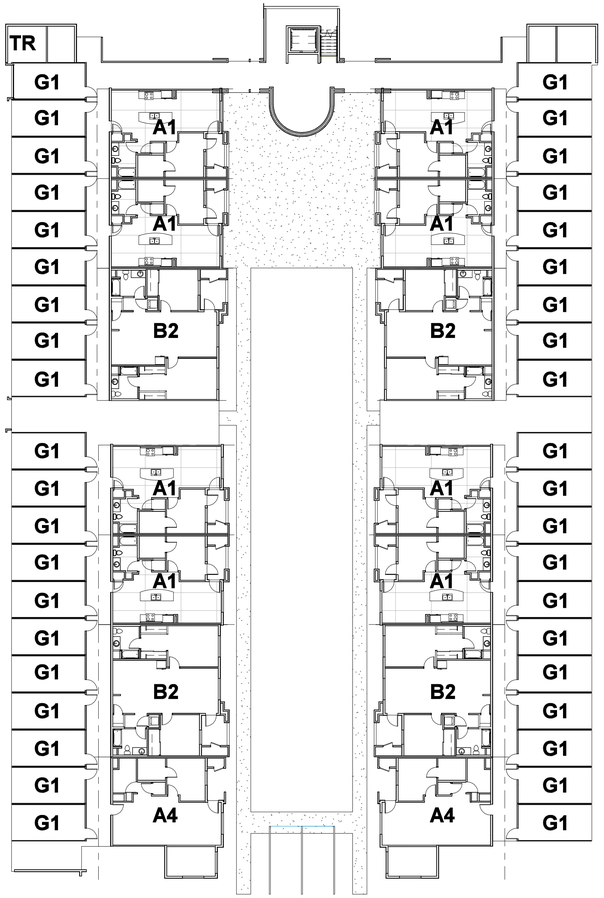
Revision Number	Revision Date	Revision Description

PROJECT NO.: 1809

A-03.4

12/11/2018

PLOT DATE: 12/13/2018 11:38:39 AM E:\Drawings\1809 Westgrove 9.5_282_Central Model_Galcala.rvt



1 BUILDING TYPE "A" FIRST FLOOR
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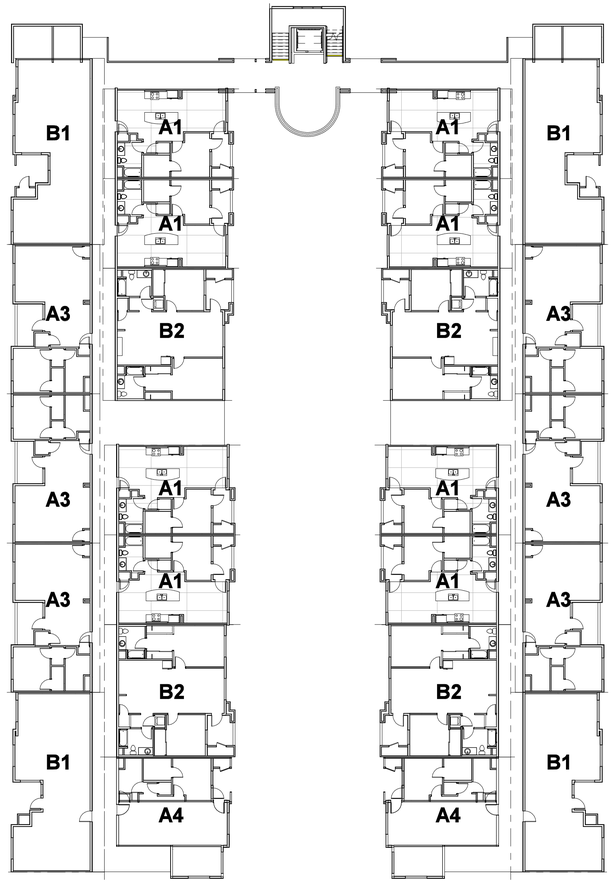
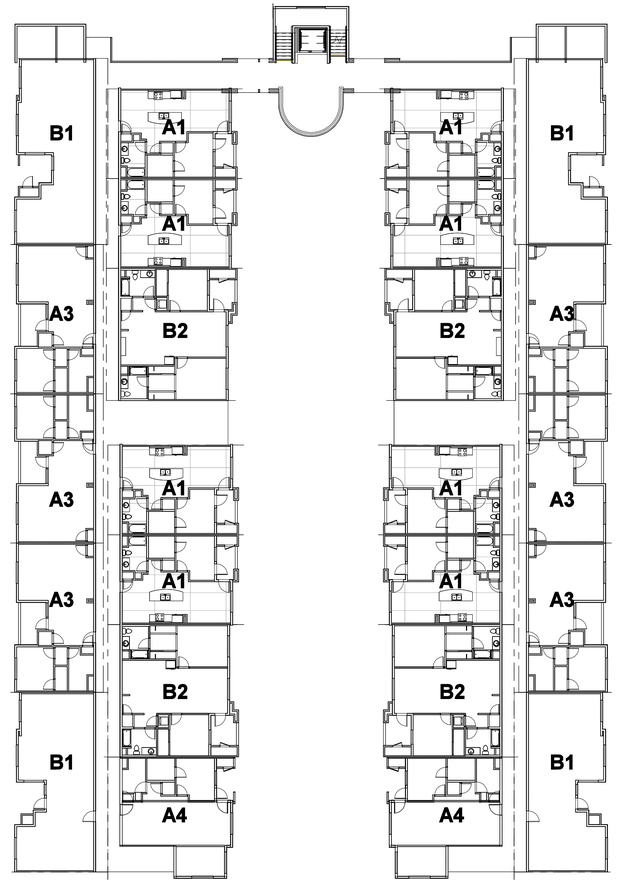


2 BUILDING TYPE "A" SECOND FLOOR PLAN
1" = 20'-0"



3 BUILDING TYPE "A" THIRD FLOOR PLAN
1" = 20'-0"

12/13/2018 11:38:43 AM E:\Drawings\1809 Westgrove 9.5_282_Central Model_Galcala.rvt

PLOT DATE:

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WESTGROVE 9.5 APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

BUILDING TYPE "A" FLOOR PLANS

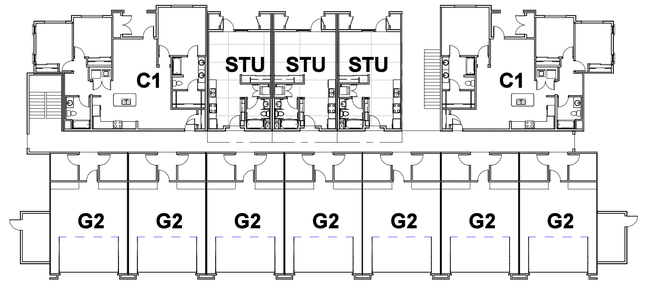
SCALE: 1" = 20'-0"

Revision Number | Revision Date | Revision Description

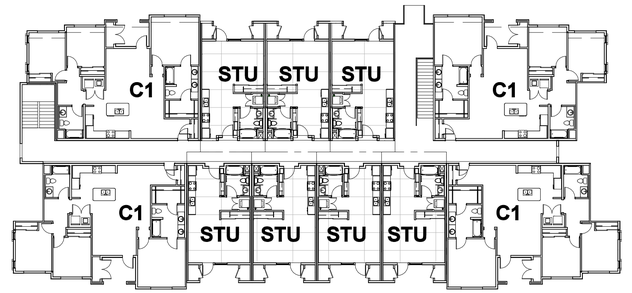
PROJECT NO.: 1809

A-04

12/11/2018



① BUILDING TYPE "B" FIRST FLOOR
1" = 20'-0"



② BUILDING TYPE "B" SECOND FLOOR PLAN
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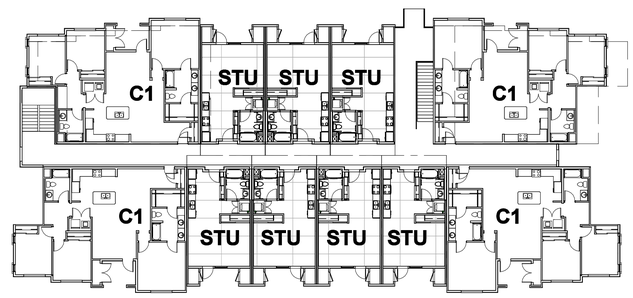

③ BUILDING TYPE "B" THIRD FLOOR PLAN
1" = 20'-0"

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WESTGROVE 9.5 APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

BUILDING TYPE "B" FLOOR PLANS

SCALE: 1" = 20'-0"

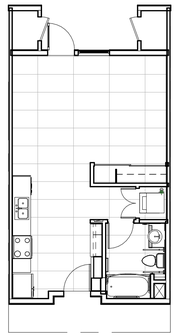
Revision Number	Revision Date	Revision Description

PROJECT NO.: 1809

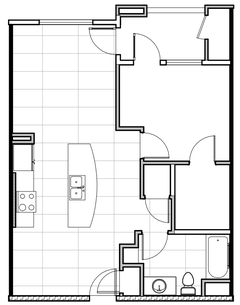
A-04.1

12/11/2018

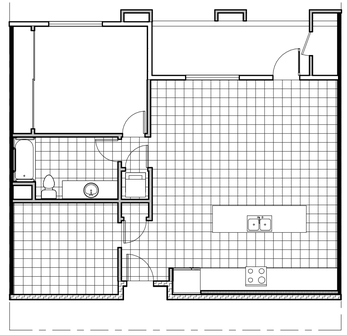
PLOT DATE: 12/13/2018 11:38:46 AM E:\Drawings\1809 Westgrove 9.5_ 282_Central Model_Galcala.rvt



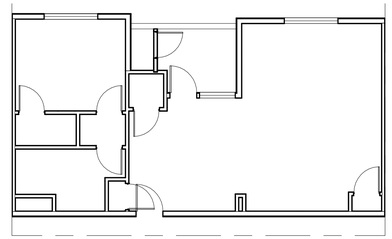
STU



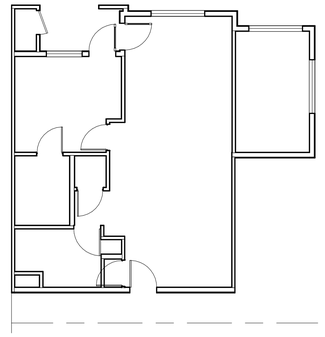
UNIT A1



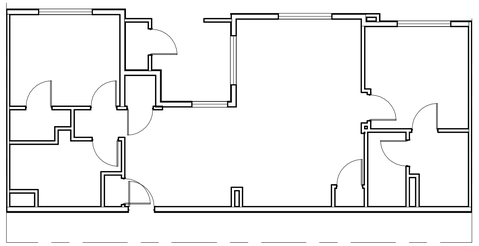
UNIT A2



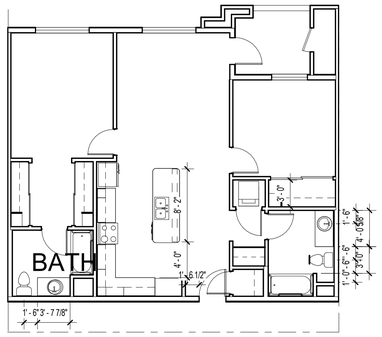
UNIT A3



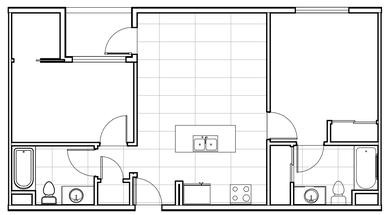
UNIT A4



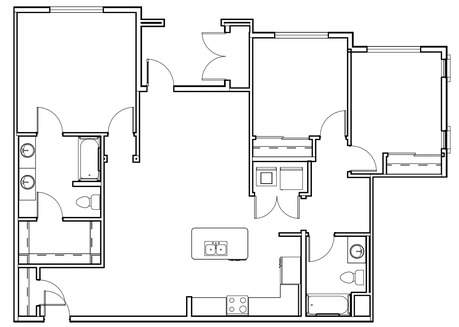
UNIT B1



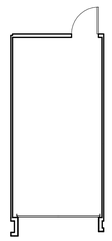
UNIT B2



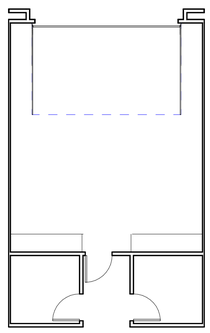
UNIT B3



UNIT C1



G1



G2

12/13/2018 11:38:47 AM E:\Drawings\1809 Westgrove 9.5_ 282_Central Model_Galcala.rvt

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WESTGROVE 9.5 APARTMENTS

LUGONIA AVENUE, REDLANDS, CA 92374

TYPICAL UNIT TYPES FLOOR PLANS

SCALE: 1/8" = 1'-0"

Revision Number	Revision Date	Revision Description

PROJECT NO.: 1809

A-04.2

12/11/2018

Appendix B

Noise Measurement Data

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 87.0 - 2019/01/25 07:29:15
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
1	2019/01/25 07:29:10	65.5
2	2019/01/25 07:29:11	64.2
3	2019/01/25 07:29:12	64.3
4	2019/01/25 07:29:13	66.1
5	2019/01/25 07:29:14	74.6
6	2019/01/25 07:29:15	81.9
7	2019/01/25 07:29:16	74.9
8	2019/01/25 07:29:17	84.5
9	2019/01/25 07:29:18	72.3
10	2019/01/25 07:29:19	68.2
11	2019/01/25 07:29:20	72.6
12	2019/01/25 07:29:21	85.1
13	2019/01/25 07:29:22	71.0
14	2019/01/25 07:29:23	65.8
15	2019/01/25 07:29:24	63.4
16	2019/01/25 07:29:25	63.7
17	2019/01/25 07:29:26	61.8
18	2019/01/25 07:29:27	59.9
19	2019/01/25 07:29:28	63.0
20	2019/01/25 07:29:29	66.3
21	2019/01/25 07:29:30	72.4
22	2019/01/25 07:29:31	81.0
23	2019/01/25 07:29:32	70.1
24	2019/01/25 07:29:33	64.8
25	2019/01/25 07:29:34	62.8
26	2019/01/25 07:29:35	62.3
27	2019/01/25 07:29:36	59.1
28	2019/01/25 07:29:37	57.5
29	2019/01/25 07:29:38	60.0
30	2019/01/25 07:29:39	59.6
31	2019/01/25 07:29:40	63.3
32	2019/01/25 07:29:41	67.4
33	2019/01/25 07:29:42	76.6
34	2019/01/25 07:29:43	77.5
35	2019/01/25 07:29:44	76.1
36	2019/01/25 07:29:45	78.4
37	2019/01/25 07:29:46	69.2
38	2019/01/25 07:29:47	66.5
39	2019/01/25 07:29:48	66.1
40	2019/01/25 07:29:49	70.6
41	2019/01/25 07:29:50	84.6
42	2019/01/25 07:29:51	74.4
43	2019/01/25 07:29:52	70.7
44	2019/01/25 07:29:53	69.3
45	2019/01/25 07:29:54	79.9
46	2019/01/25 07:29:55	69.7
47	2019/01/25 07:29:56	67.4
48	2019/01/25 07:29:57	70.6
49	2019/01/25 07:29:58	80.5
50	2019/01/25 07:29:59	80.6
51	2019/01/25 07:30:00	72.7
52	2019/01/25 07:30:01	70.8
53	2019/01/25 07:30:02	75.5
54	2019/01/25 07:30:03	80.2
55	2019/01/25 07:30:04	70.2
56	2019/01/25 07:30:05	65.4
57	2019/01/25 07:30:06	61.3
58	2019/01/25 07:30:07	59.0
59	2019/01/25 07:30:08	58.0
60	2019/01/25 07:30:09	56.5
61	2019/01/25 07:30:10	55.9
62	2019/01/25 07:30:11	57.7
63	2019/01/25 07:30:12	56.8
64	2019/01/25 07:30:13	56.5
65	2019/01/25 07:30:14	55.6
66	2019/01/25 07:30:15	55.1
67	2019/01/25 07:30:16	55.0
68	2019/01/25 07:30:17	55.8
69	2019/01/25 07:30:18	55.2
70	2019/01/25 07:30:19	56.3
71	2019/01/25 07:30:20	56.7
72	2019/01/25 07:30:21	56.4
73	2019/01/25 07:30:22	56.9
74	2019/01/25 07:30:23	57.3
75	2019/01/25 07:30:24	57.8
76	2019/01/25 07:30:25	57.9
77	2019/01/25 07:30:26	59.2
78	2019/01/25 07:30:27	60.5
79	2019/01/25 07:30:28	64.2
80	2019/01/25 07:30:29	71.7
81	2019/01/25 07:30:30	82.8
82	2019/01/25 07:30:31	72.7
83	2019/01/25 07:30:32	66.2
84	2019/01/25 07:30:33	64.9
85	2019/01/25 07:30:34	66.5

86	2019/01/25	07:30:35	70.4
87	2019/01/25	07:30:36	81.9
88	2019/01/25	07:30:37	77.4
89	2019/01/25	07:30:38	68.4
90	2019/01/25	07:30:39	66.6
91	2019/01/25	07:30:40	64.5
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94	2019/01/25	07:30:43	59.3
95	2019/01/25	07:30:44	61.4
96	2019/01/25	07:30:45	63.1
97	2019/01/25	07:30:46	67.5
98	2019/01/25	07:30:47	74.4
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100	2019/01/25	07:30:49	65.6
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104	2019/01/25	07:30:53	58.9
105	2019/01/25	07:30:54	58.4
106	2019/01/25	07:30:55	58.4
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110	2019/01/25	07:30:59	68.1
111	2019/01/25	07:31:00	68.1
112	2019/01/25	07:31:01	63.4
113	2019/01/25	07:31:02	61.0
114	2019/01/25	07:31:03	58.9
115	2019/01/25	07:31:04	57.6
116	2019/01/25	07:31:05	56.6
117	2019/01/25	07:31:06	55.6
118	2019/01/25	07:31:07	55.3
119	2019/01/25	07:31:08	55.9
120	2019/01/25	07:31:09	55.6
121	2019/01/25	07:31:10	55.7
122	2019/01/25	07:31:11	55.5
123	2019/01/25	07:31:12	55.9
124	2019/01/25	07:31:13	56.3
125	2019/01/25	07:31:14	56.7
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128	2019/01/25	07:31:17	56.4
129	2019/01/25	07:31:18	57.6
130	2019/01/25	07:31:19	56.7
131	2019/01/25	07:31:20	58.0
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133	2019/01/25	07:31:22	60.8
134	2019/01/25	07:31:23	63.0
135	2019/01/25	07:31:24	65.6
136	2019/01/25	07:31:25	74.8
137	2019/01/25	07:31:26	79.9
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139	2019/01/25	07:31:28	67.0
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143	2019/01/25	07:31:32	62.6
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145	2019/01/25	07:31:34	70.7
146	2019/01/25	07:31:35	63.5
147	2019/01/25	07:31:36	61.0
148	2019/01/25	07:31:37	60.4
149	2019/01/25	07:31:38	60.0
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152	2019/01/25	07:31:41	59.9
153	2019/01/25	07:31:42	61.9
154	2019/01/25	07:31:43	66.8
155	2019/01/25	07:31:44	76.2
156	2019/01/25	07:31:45	66.8
157	2019/01/25	07:31:46	61.6
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159	2019/01/25	07:31:48	59.3
160	2019/01/25	07:31:49	59.6
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174	2019/01/25	07:32:03	57.6
175	2019/01/25	07:32:04	56.4
176	2019/01/25	07:32:05	55.5
177	2019/01/25	07:32:06	54.7
178	2019/01/25	07:32:07	55.3
179	2019/01/25	07:32:08	55.8
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182	2019/01/25	07:32:11	55.1
183	2019/01/25	07:32:12	54.4
184	2019/01/25	07:32:13	54.4

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188	2019/01/25	07:32:17	54.7
189	2019/01/25	07:32:18	55.2
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191	2019/01/25	07:32:20	55.0
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194	2019/01/25	07:32:23	57.4
195	2019/01/25	07:32:24	56.8
196	2019/01/25	07:32:25	56.6
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203	2019/01/25	07:32:32	76.4
204	2019/01/25	07:32:33	66.7
205	2019/01/25	07:32:34	62.0
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207	2019/01/25	07:32:36	56.3
208	2019/01/25	07:32:37	56.2
209	2019/01/25	07:32:38	55.6
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212	2019/01/25	07:32:41	56.3
213	2019/01/25	07:32:42	56.9
214	2019/01/25	07:32:43	58.0
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216	2019/01/25	07:32:45	60.9
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220	2019/01/25	07:32:49	79.5
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223	2019/01/25	07:32:52	61.6
224	2019/01/25	07:32:53	60.2
225	2019/01/25	07:32:54	57.0
226	2019/01/25	07:32:55	57.8
227	2019/01/25	07:32:56	60.4
228	2019/01/25	07:32:57	61.3
229	2019/01/25	07:32:58	57.3
230	2019/01/25	07:32:59	58.2
231	2019/01/25	07:33:00	61.6
232	2019/01/25	07:33:01	63.4
233	2019/01/25	07:33:02	66.8
234	2019/01/25	07:33:03	74.0
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237	2019/01/25	07:33:06	63.8
238	2019/01/25	07:33:07	60.5
239	2019/01/25	07:33:08	59.3
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241	2019/01/25	07:33:10	56.2
242	2019/01/25	07:33:11	56.3
243	2019/01/25	07:33:12	57.0
244	2019/01/25	07:33:13	57.5
245	2019/01/25	07:33:14	58.6
246	2019/01/25	07:33:15	61.3
247	2019/01/25	07:33:16	67.4
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251	2019/01/25	07:33:20	60.2
252	2019/01/25	07:33:21	60.0
253	2019/01/25	07:33:22	59.5
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255	2019/01/25	07:33:24	59.5
256	2019/01/25	07:33:25	57.5
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260	2019/01/25	07:33:29	57.9
261	2019/01/25	07:33:30	61.4
262	2019/01/25	07:33:31	62.3
263	2019/01/25	07:33:32	65.6
264	2019/01/25	07:33:33	69.6
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699	2019/01/25	07:40:48	55.5
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705	2019/01/25	07:40:54	57.7
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- Time Weight : FAST
- Level Range : 40-100
- Max dB : 67.5 - 2019/01/25 08:14:59
- Level Range : 40-100
- SEL : 85.6
- Leq : 56.1
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- Time Weight : FAST
- Level Range : 40-100
- Max dB : 72.3 - 2019/01/25 08:29:43
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600	2019/01/25	08:35:59	52.6
601	2019/01/25	08:36:00	52.2
602	2019/01/25	08:36:01	52.9
603	2019/01/25	08:36:02	53.0
604	2019/01/25	08:36:03	53.3
605	2019/01/25	08:36:04	53.1
606	2019/01/25	08:36:05	53.7
607	2019/01/25	08:36:06	53.3
608	2019/01/25	08:36:07	53.3
609	2019/01/25	08:36:08	52.9
610	2019/01/25	08:36:09	54.4
611	2019/01/25	08:36:10	53.7
612	2019/01/25	08:36:11	53.3
613	2019/01/25	08:36:12	53.1
614	2019/01/25	08:36:13	53.7
615	2019/01/25	08:36:14	54.1
616	2019/01/25	08:36:15	54.5
617	2019/01/25	08:36:16	54.2
618	2019/01/25	08:36:17	53.9
619	2019/01/25	08:36:18	54.2
620	2019/01/25	08:36:19	53.8
621	2019/01/25	08:36:20	54.5
622	2019/01/25	08:36:21	54.7
623	2019/01/25	08:36:22	55.2
624	2019/01/25	08:36:23	54.3
625	2019/01/25	08:36:24	54.5
626	2019/01/25	08:36:25	54.1
627	2019/01/25	08:36:26	54.2
628	2019/01/25	08:36:27	54.6
629	2019/01/25	08:36:28	55.1
630	2019/01/25	08:36:29	55.4
631	2019/01/25	08:36:30	56.2
632	2019/01/25	08:36:31	55.5
633	2019/01/25	08:36:32	54.4
634	2019/01/25	08:36:33	55.1
635	2019/01/25	08:36:34	56.2
636	2019/01/25	08:36:35	54.8
637	2019/01/25	08:36:36	54.3
638	2019/01/25	08:36:37	54.9
639	2019/01/25	08:36:38	54.9
640	2019/01/25	08:36:39	54.5
641	2019/01/25	08:36:40	54.0
642	2019/01/25	08:36:41	56.1
643	2019/01/25	08:36:42	55.8
644	2019/01/25	08:36:43	54.6
645	2019/01/25	08:36:44	54.7
646	2019/01/25	08:36:45	55.0
647	2019/01/25	08:36:46	54.2
648	2019/01/25	08:36:47	54.4
649	2019/01/25	08:36:48	53.8
650	2019/01/25	08:36:49	54.0
651	2019/01/25	08:36:50	53.9
652	2019/01/25	08:36:51	53.8
653	2019/01/25	08:36:52	57.3
654	2019/01/25	08:36:53	59.1
655	2019/01/25	08:36:54	56.4
656	2019/01/25	08:36:55	53.8
657	2019/01/25	08:36:56	55.0
658	2019/01/25	08:36:57	54.9
659	2019/01/25	08:36:58	55.3
660	2019/01/25	08:36:59	55.8
661	2019/01/25	08:37:00	55.8
662	2019/01/25	08:37:01	54.3
663	2019/01/25	08:37:02	53.7
664	2019/01/25	08:37:03	53.7
665	2019/01/25	08:37:04	54.0
666	2019/01/25	08:37:05	53.7
667	2019/01/25	08:37:06	54.1
668	2019/01/25	08:37:07	54.0
669	2019/01/25	08:37:08	54.2
670	2019/01/25	08:37:09	54.5
671	2019/01/25	08:37:10	54.4
672	2019/01/25	08:37:11	54.6
673	2019/01/25	08:37:12	55.0
674	2019/01/25	08:37:13	55.6
675	2019/01/25	08:37:14	57.2
676	2019/01/25	08:37:15	57.0
677	2019/01/25	08:37:16	55.5
678	2019/01/25	08:37:17	55.3
679	2019/01/25	08:37:18	56.8

680	2019/01/25	08:37:19	57.5
681	2019/01/25	08:37:20	58.7
682	2019/01/25	08:37:21	58.9
683	2019/01/25	08:37:22	57.4
684	2019/01/25	08:37:23	57.3
685	2019/01/25	08:37:24	59.0
686	2019/01/25	08:37:25	59.2
687	2019/01/25	08:37:26	59.8
688	2019/01/25	08:37:27	61.1
689	2019/01/25	08:37:28	60.9
690	2019/01/25	08:37:29	60.9
691	2019/01/25	08:37:30	59.7
692	2019/01/25	08:37:31	60.1
693	2019/01/25	08:37:32	60.0
694	2019/01/25	08:37:33	59.9
695	2019/01/25	08:37:34	59.2
696	2019/01/25	08:37:35	59.4
697	2019/01/25	08:37:36	59.0
698	2019/01/25	08:37:37	60.5
699	2019/01/25	08:37:38	60.3
700	2019/01/25	08:37:39	60.7
701	2019/01/25	08:37:40	61.8
702	2019/01/25	08:37:41	60.3
703	2019/01/25	08:37:42	61.3
704	2019/01/25	08:37:43	63.4
705	2019/01/25	08:37:44	63.9
706	2019/01/25	08:37:45	64.3
707	2019/01/25	08:37:46	61.3
708	2019/01/25	08:37:47	60.7
709	2019/01/25	08:37:48	61.6
710	2019/01/25	08:37:49	66.1
711	2019/01/25	08:37:50	65.4
712	2019/01/25	08:37:51	64.6
713	2019/01/25	08:37:52	63.4
714	2019/01/25	08:37:53	61.7
715	2019/01/25	08:37:54	60.7
716	2019/01/25	08:37:55	61.9
717	2019/01/25	08:37:56	64.0
718	2019/01/25	08:37:57	63.9
719	2019/01/25	08:37:58	62.0
720	2019/01/25	08:37:59	61.0
721	2019/01/25	08:38:00	62.9
722	2019/01/25	08:38:01	64.2
723	2019/01/25	08:38:02	62.8
724	2019/01/25	08:38:03	61.8
725	2019/01/25	08:38:04	61.5
726	2019/01/25	08:38:05	59.2
727	2019/01/25	08:38:06	58.5
728	2019/01/25	08:38:07	59.0
729	2019/01/25	08:38:08	58.4
730	2019/01/25	08:38:09	57.6
731	2019/01/25	08:38:10	56.4
732	2019/01/25	08:38:11	56.8
733	2019/01/25	08:38:12	56.4
734	2019/01/25	08:38:13	55.2
735	2019/01/25	08:38:14	55.1
736	2019/01/25	08:38:15	56.1
737	2019/01/25	08:38:16	55.2
738	2019/01/25	08:38:17	56.2
739	2019/01/25	08:38:18	55.8
740	2019/01/25	08:38:19	56.5
741	2019/01/25	08:38:20	57.3
742	2019/01/25	08:38:21	57.6
743	2019/01/25	08:38:22	57.8
744	2019/01/25	08:38:23	58.6
745	2019/01/25	08:38:24	58.2
746	2019/01/25	08:38:25	58.1
747	2019/01/25	08:38:26	57.9
748	2019/01/25	08:38:27	58.2
749	2019/01/25	08:38:28	56.4
750	2019/01/25	08:38:29	55.7
751	2019/01/25	08:38:30	56.2
752	2019/01/25	08:38:31	56.7
753	2019/01/25	08:38:32	56.4
754	2019/01/25	08:38:33	55.2
755	2019/01/25	08:38:34	55.5
756	2019/01/25	08:38:35	54.9
757	2019/01/25	08:38:36	56.2
758	2019/01/25	08:38:37	56.5
759	2019/01/25	08:38:38	59.8
760	2019/01/25	08:38:39	58.9
761	2019/01/25	08:38:40	58.8
762	2019/01/25	08:38:41	59.1
763	2019/01/25	08:38:42	57.8
764	2019/01/25	08:38:43	55.9
765	2019/01/25	08:38:44	57.7
766	2019/01/25	08:38:45	57.0
767	2019/01/25	08:38:46	56.0
768	2019/01/25	08:38:47	55.7
769	2019/01/25	08:38:48	56.1
770	2019/01/25	08:38:49	56.0
771	2019/01/25	08:38:50	56.0
772	2019/01/25	08:38:51	56.1
773	2019/01/25	08:38:52	56.7
774	2019/01/25	08:38:53	56.6
775	2019/01/25	08:38:54	56.1
776	2019/01/25	08:38:55	57.3
777	2019/01/25	08:38:56	56.9
778	2019/01/25	08:38:57	56.6

779	2019/01/25	08:38:58	56.3
780	2019/01/25	08:38:59	56.0
781	2019/01/25	08:39:00	60.3
782	2019/01/25	08:39:01	65.1
783	2019/01/25	08:39:02	64.3
784	2019/01/25	08:39:03	68.5
785	2019/01/25	08:39:04	60.7
786	2019/01/25	08:39:05	60.7
787	2019/01/25	08:39:06	58.8
788	2019/01/25	08:39:07	56.7
789	2019/01/25	08:39:08	57.2
790	2019/01/25	08:39:09	58.6
791	2019/01/25	08:39:10	56.1
792	2019/01/25	08:39:11	57.7
793	2019/01/25	08:39:12	54.7
794	2019/01/25	08:39:13	54.4
795	2019/01/25	08:39:14	54.5
796	2019/01/25	08:39:15	55.3
797	2019/01/25	08:39:16	55.1
798	2019/01/25	08:39:17	55.0
799	2019/01/25	08:39:18	56.5
800	2019/01/25	08:39:19	56.3
801	2019/01/25	08:39:20	57.0
802	2019/01/25	08:39:21	56.8
803	2019/01/25	08:39:22	57.4
804	2019/01/25	08:39:23	57.7
805	2019/01/25	08:39:24	58.0
806	2019/01/25	08:39:25	57.2
807	2019/01/25	08:39:26	56.1
808	2019/01/25	08:39:27	55.7
809	2019/01/25	08:39:28	55.1
810	2019/01/25	08:39:29	55.3
811	2019/01/25	08:39:30	55.7
812	2019/01/25	08:39:31	55.9
813	2019/01/25	08:39:32	60.6
814	2019/01/25	08:39:33	58.6
815	2019/01/25	08:39:34	61.0
816	2019/01/25	08:39:35	59.1
817	2019/01/25	08:39:36	59.5
818	2019/01/25	08:39:37	60.1
819	2019/01/25	08:39:38	61.4
820	2019/01/25	08:39:39	59.8
821	2019/01/25	08:39:40	69.6
822	2019/01/25	08:39:41	61.4
823	2019/01/25	08:39:42	62.1
824	2019/01/25	08:39:43	65.9
825	2019/01/25	08:39:44	58.1
826	2019/01/25	08:39:45	56.3
827	2019/01/25	08:39:46	57.2
828	2019/01/25	08:39:47	54.7
829	2019/01/25	08:39:48	54.9
830	2019/01/25	08:39:49	55.6
831	2019/01/25	08:39:50	62.3
832	2019/01/25	08:39:51	59.5
833	2019/01/25	08:39:52	55.6
834	2019/01/25	08:39:53	54.6
835	2019/01/25	08:39:54	54.7
836	2019/01/25	08:39:55	54.7
837	2019/01/25	08:39:56	54.4
838	2019/01/25	08:39:57	53.8
839	2019/01/25	08:39:58	54.0
840	2019/01/25	08:39:59	54.1
841	2019/01/25	08:40:00	54.1
842	2019/01/25	08:40:01	53.9
843	2019/01/25	08:40:02	54.5
844	2019/01/25	08:40:03	54.5
845	2019/01/25	08:40:04	54.4
846	2019/01/25	08:40:05	55.0
847	2019/01/25	08:40:06	54.5
848	2019/01/25	08:40:07	53.8
849	2019/01/25	08:40:08	54.5
850	2019/01/25	08:40:09	54.3
851	2019/01/25	08:40:10	54.4
852	2019/01/25	08:40:11	54.8
853	2019/01/25	08:40:12	55.2
854	2019/01/25	08:40:13	54.6
855	2019/01/25	08:40:14	54.3
856	2019/01/25	08:40:15	54.6
857	2019/01/25	08:40:16	54.8
858	2019/01/25	08:40:17	54.7
859	2019/01/25	08:40:18	53.8
860	2019/01/25	08:40:19	54.7
861	2019/01/25	08:40:20	55.8
862	2019/01/25	08:40:21	53.9
863	2019/01/25	08:40:22	55.0
864	2019/01/25	08:40:23	55.8
865	2019/01/25	08:40:24	55.1
866	2019/01/25	08:40:25	55.3
867	2019/01/25	08:40:26	54.6
868	2019/01/25	08:40:27	54.8
869	2019/01/25	08:40:28	54.8
870	2019/01/25	08:40:29	57.2
871	2019/01/25	08:40:30	55.5
872	2019/01/25	08:40:31	56.3
873	2019/01/25	08:40:32	55.8
874	2019/01/25	08:40:33	55.5
875	2019/01/25	08:40:34	55.7
876	2019/01/25	08:40:35	55.3
877	2019/01/25	08:40:36	55.1

878	2019/01/25	08:40:37	55.4
879	2019/01/25	08:40:38	55.1
880	2019/01/25	08:40:39	55.1
881	2019/01/25	08:40:40	55.2
882	2019/01/25	08:40:41	55.4
883	2019/01/25	08:40:42	55.5
884	2019/01/25	08:40:43	55.5
885	2019/01/25	08:40:44	55.1
886	2019/01/25	08:40:45	55.4
887	2019/01/25	08:40:46	55.0
888	2019/01/25	08:40:47	56.1
889	2019/01/25	08:40:48	55.3
890	2019/01/25	08:40:49	55.1
891	2019/01/25	08:40:50	55.5
892	2019/01/25	08:40:51	56.6
893	2019/01/25	08:40:52	55.0
894	2019/01/25	08:40:53	55.4
895	2019/01/25	08:40:54	55.2
896	2019/01/25	08:40:55	54.7
897	2019/01/25	08:40:56	54.6
898	2019/01/25	08:40:57	54.6
899	2019/01/25	08:40:58	54.8
900	2019/01/25	08:40:59	55.6

Appendix C

CalEEMod Construction Equipment List

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	6,825.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	293.00	65.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	59.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Appendix D

Roadway Construction Noise Model Worksheets

West Grove - Grading (reference)
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/01/2019
Case Description: West Grove - Grading (reference)

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
50 feet	Residential	65.0	45.0	45.0

Description	Impact Device	Usage (%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Dozer	No	40		81.7	50.0	0.0
Grader	No	40	85.0		50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	84.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

West Grove - Grading
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 02/01/2019
Case Description: West Grove - Grading

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Property Line (east)	Residential	65.0	45.0	45.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	330.0	0.0
Backhoe	No	40		77.6	330.0	0.0
Backhoe	No	40		77.6	330.0	0.0
Excavator	No	40		80.7	330.0	0.0
Dozer	No	40		81.7	330.0	0.0
Grader	No	40	85.0		330.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Backhoe	61.2	57.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	61.2	57.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	61.2	57.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	64.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	65.3	61.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	68.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	68.6	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A