



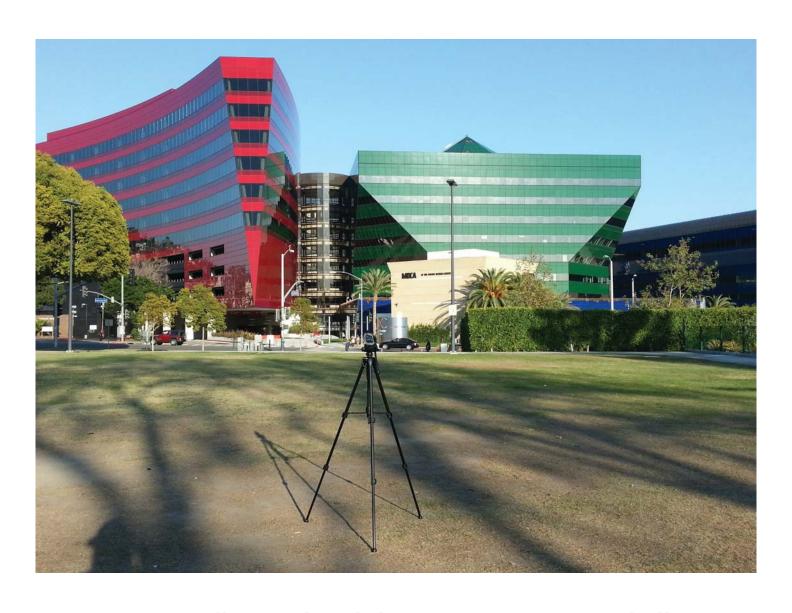
M1 – Project Site 655 North Robertson Blvd West Hollywood, California 90069

SITE ID RODERTS	son Lane		PROJECT # 8595	
SITE ADDRESS HET N. O.		1111 100001		1 T .
START DATE 2/25/15	END DATE	4 16 1/wood CA 9006	OBSERVER(S) 3+0	chanie lang
START TIME 21: 2 PM		2.44Pm	_	
METEOROLOGICAL CONDI	TIONS			
TEMP 74.0 F	HUMIDITY L	151		CIONED MODERANT
WINDSPD LO MI		5 SE S SW W NW	WIND CALM VARIABLE	STEADY GUSTY
SKY SUNNY CL	EAR OVRCAST	PRTLY CLDY FOG	RAIN	JIEAU SSST
ACOUSTIC MEASUREMENT				
MEAS, INSTRUMENT	Piccolu SI	M	7/05 1 (3)	SERIAL # 120625008
CALIBRATOR	BSWA CA		_TYPE 1 (2)	SERIAL # 49015 1
CALIBRATION CHECK	PRE TEST	94.0 dBA SPL	POST-TEST 94.0	dBA SPL WINDSCRN
SETTINGS (A.	WTD (SLOW) F	AST FRONTAL RANDOM	ANSI OTHER:	
REC. # BEGIN	END Leq	Lmax Lmin L90	L50 L10	OTHER (SPECIFY METRIC
M 2:29pm 2	144 65.5	78.6 52.8		
COMMENTS -				
COMMENTS				
SOURCE INFO AND TRAFF	IC COLINTS			
SOURCE INFO AND TRAFF		RAFFIC AIRCRAFT RAIL	INDUSTRIAL	OTHER:
PRIMARY NO ROADWAY TY	ISE SOURCE (T	Blud DIST. TO	INDUSTRIAL RDWY C/L OR EOP:	~60'
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION	ISE SOURCE (T PE: Robertson N: 15 MIN	SPEED DIST. TO	RDWY C/L OR EOP:	MIN SPEED
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION	ISE SOURCE T PE: Robentson N: L MIN NB/EB SB/WB	SPEED NB/EB SB/WB	RDWY C/L OR EOP:  NB/EB	~60'
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION	ISE SOURCE T PE: Robentson N: L MIN NB/EB SB/WB	SPEED DIST. TO	RDWY C/L OR EOP:  NB/EB	MIN SPEED
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION	ISE SOURCE (T PE: Robentson N: LC MIN NB/EB SB/WB BS 73 2	SPEED  NB/EB SB/WB  IF COUNTIN  BOTH  DIRECTION  AS ONE,	RDWY C/L OR EOP:  NB/EB	MIN SPEED
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION AUTOS MED TRKS HVY TRKS BUSES	ISE SOURCE TO PE: Robentson N: LC MIN NB/EB SB/WB BS 73 2 0 1 0	SPEED  NB/EB SB/WB  IF COUNTIN  BOTH  DIRECTION	DUNT 2 RDWY 2) 89/80 	MIN SPEED
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION AUTOS MED TRKS HVY TRKS BUSES MOTRCLS	ISE SOURCE TO PE: Robentson N: LC MIN NB/EB SB/WB BS 73 2 0 1 0 0	SPEED NB/EB SB/WB IF COUNTIN BOTH DIRECTION AS ONE, CHECK HER	RDWY C/L OR EOP:  NB/EB	MIN SPEED
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION AUTOS HVY TRKS HVY TRKS BUSES MOTRCLS SPEEDS ESTIMATED BY: RADA	ISE SOURCE  PE: Robentson  N: LC MIN  NB/EB SB/WB  BS 73  2 0  1 0  AR / DRIVING THE PACE	SPEED NB/EB SB/WB IF COUNTIN BOTH DIRECTION AS ONE, CHECK HER	RDWY C/L OR EOP:  NB/EB	MIN SPEED
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION AUTOS HVY TRKS HVY TRKS BUSES MOTRCLS SPEEDS ESTIMATED BY: RADA POSTED SPEED LIMIT SIGNS S	ISE SOURCE  PE: Robentson  N: LC MIN  NB/EB SB/WB  SS 73  2 0  AR / DRIVING THE PACE  AY: 30mph	SPEED NB/EB SB/WB IF COUNTIN BOTH DIRECTION AS ONE, CHECK HER	COUNT 2  OR RDWY 2)  NB/EB  S   MB/EB	MIN SPEED SB/WB NB/EB SB/WB
PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION AUTOS AUTOS HVY TRKS BUSES MOTRCLS SPEEDS ESTIMATED BY: RADA POSTED SPEED LIMIT SIGNS S	ISE SOURCE TO PE: Robentson  V: L MIN  NB/EB SB/WB  BS 73  2 0  L O O  AR / DRIVING THE PACE  AY: 30mph  (GROUND): DIST. AIRCL	SPEED  NB/EB SB/WB  IF COUNTING  BOTH  DIRECTION  AS ONE,  CHECK HER	RDWY C/L OR EOP:  OBJUSTICAL STATE OF THE PROPERTY OF THE PROP	MIN SPEED SB/WB NB/EB SB/WB  ——————————————————————————————————
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PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION AUTOS HVY TRKS BUSES MOTRCLS SPEEDS ESTIMATED BY: RADA POSTED SPEED LIMIT SIGNS S OTHER NOISE SOURCES (BACK DIST. KIDS PLAY OTHER:  DESCRIPTION / SKETCH TERRAIN PHOTOS OTHER COMMENTS / SKE	ISE SOURCE  PE: Robentson  N: LC MIN  NB/EB SB/WB  SS 73  2 0  L 0  AR / DRIVING THE PACE  AY: 30mph  CGROUND): DIST. AIRC  VING DIST. CONVRSTN  LOWER AND AIRC  VING DIST. CONVRSTN  LOWER ADDRESS  SOFT MIXED FLAT	DIST. TO SPEED NB/EB SB/WB IF COUNTIN BOTH DIRECTION AS ONE, CHECK HER  SA YELLING DIST. TRAFFIC (LIST AS UNICE MARCE  OTHER:	RDWY C/L OR EOP:  NB/EB  R C L MO  R	MIN SPEED SB/WB NB/EB SB/WB  DIST. INDUSTRIAD  ARDENERS/LANDSCAPING NOISE
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PRIMARY NO ROADWAY TY TRAFFIC COUNT DURATION DIRECTION AUTOS HVY TRKS BUSES MOTRCLS SPEEDS ESTIMATED BY: RADA POSTED SPEED LIMIT SIGNS S OTHER NOISE SOURCES (BACK DIST. KIDS PLAY OTHER:  DESCRIPTION / SKETCH TERRAIN PHOTOS OTHER COMMENTS / SKE	ISE SOURCE  PE: Robentson  NELL MIN  NB/EB SB/WB  BS 73  2 0  L 0  AR / DRIVING THE PACE  AY: 30mph  CGROUND): DIST. AIRC  VING DIST. CONVRSTN  LICE ADDITION  SOFT MIXED FLAT  HACKE  THACKE	DIST. TO SPEED NB/EB SB/WB IF COUNTIN BOTH DIRECTION AS ONE, CHECK HER  SA YELLING DIST. TRAFFIC (LIST AS UNICE MARCE  OTHER:	RDWY C/L OR EOP:  NB/EB  R C L MO  R	MIN SPEED SB/WB NB/EB SB/WB  DIST. INDUSTRIAL ARDENERS/LANDSCAPING NOISE  LIMIT DIST. TRAFFIC
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M2 – West Hollywood Park (Facing Robertson Blvd) 647 N. San Vicente Blvd West Hollywood, California 90048

PROJECT SITE ID	Koher	tson Lar		0 10			PROJECT	8595			
SITE ADDRES	5 64 7 1	west Holl	Though	tack (19	Fing Pp	eptsu	RINA	ver CLa	مندماه	T.	_
START DATE	2 25	15	END DATE	2 25 15	Amma (	DOY 8	OBSERVER	131 STE	phanie	Ian	3
START TIME	3 32	PM	END TIME		7	LIUT D					•
METEORINA											
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WINDSPD	0.8	-F		50.7 ×			WIND	CALM (	LIGHT)	MODERA	TE
cine 2	SUNNY	- MPH CLEAR		NE S SE S		100000		VARIABLE	STEADY	GUSTY	
(		CLEAN	OVRCAST	PRTLY CL	DY I	FOG	RAIN				
ACOUSTIC M	TASUREN	TENTS									
MEAS, INSTR		- Pic	colo SU	M .			TYPE 1	(2)		SERIAL #	130625
CALIBRATOR				114							490151
CALIBRATION	N CHECK		PRE-TEST	94.0 d	BA SPL		POST-TEST	94.0	_dBA SPL	WINDSCI	RN_
SETTINGS		A-WTD	(SLOW)	FAST F	RONTAL R	RANDOM	ANSI	OTHER:			
REC.#	BEGIN	END	Leq	Lmax	Lmin	L90	L50	L10	OTHER (S	PECIFY ME	TRIC
M2	3:32pm	3:47A	66.0	82.9	56.2						
	-										
COMMENTS				-							
SOLIBCE INCO	AND TR	NEETC COLIN	TS								
SOURCE INFO		AFFIC COUN		TRAFFIC) A	IRCRAFT	RAIL	INDUS	TRIAL	OTHER:		
,		NOISE SOU	RCE (		IRCRAFT	RAIL DIST. TO RE	INDUS DWY C/L OF		OTHER:	·	
F	PRIMARY ROADWAY	NOISE SOU					INDUS DWY C/L OF		OTHER:		ED
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F F TRAFFIC COUI	PRIMARY ROADWAY NT DURAT DIRECTION AUTOS MED TRKS	NOISE SOU TYPE: TION: 15 NB/EB	NIN	SPEED	SB/WB "	F COUNTING BOTH DIRECTIONS	OWY C/L OF	EOP:	~ 80 MIN	SPE	
F F FRAFFIC COUI	PRIMARY ROADWAY NT DURAT DIRECTION AUTOS MED TRKS	NOISE SOU TYPE: TION: 15 NB/EB	NIN	SPEED	SB/WB "	F COUNTING BOTH DIRECTIONS AS ONE,	OWY C/L OF	EOP:	~ 80 MIN	SPE	
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TRAFFIC COULT 1  COULT 1  COUNT 1  COUNT 1  A  A  COUNT 1  COUNT 1  A  COUNT 1  COUN	PRIMARY ROADWAY NT DURAT DIRECTION AUTOS MED TRKS RVY TRKS BUSES MOTRCLS LIED BY: R LIMIT SIGN	NOISE SOUL (TYPE: STON: IS NB/EB 103 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	RCE  Coloration  MIN  SB/WB  71  Q  2  ING THE PACE  COMPA	SPEED NB/EB  CRAFT RUSTI	SB/WB III	F COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT	NB/EB	MIN SB/WB	SPE NB/EB	SB/WB
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TESCRIPTION / TERRAIN PHOTOS	PRIMARY ROADWAY NT DURAT DIRECTION AUTOS MED TRKS BUSES MOTRCLS LIMIT SIGN OURCES (B DIST. KIDS I THER:  ARD ARD ARD ARD ARD ARD ARD ARD ARD AR	NOISE SOUT TYPE: TION: IS NB/EB 103 1 DADAR / DRIV NS SAY: 2 ACKGROUNIS DAYING DI DIST	MIN SB/WB 71 Q 2 ING THE PACE COMPA ST. CONVRST	SPEED NB/EB  CRAFT RUSTI  NS YELLING Off Say	SB/WB III	F COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  DIST. BA FIC (LIST RD	COUNT 2 COUNT	NB/EB	MIN SB/WB	STRIAL LANDSCAP	SB/WB
TERRAIN PHOTOS	PRIMARY ROADWAY NT DURAT DIRECTION AUTOS MED TRKS BUSES MOTRCLS LIMIT SIGN OURCES (B DIST. KIDS I THER:  ARD ARD ARD ARD ARD ARD ARD ARD ARD AR	NOISE SOUT TYPE: TION: IS NB/EB 103 1 ADAR / DRIV	MIN SB/WB  2 ING THE PACE ST. CONVRST  AIXED FLA	SPEED NB/EB  CRAFT RUSTI  NS YELLING Off Say	SB/WB III	F COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  DIST. BA FIC (LIST RD	COUNT 2 COUNT	NB/EB	MIN SB/WB	STRIAL LANDSCAP	SB/WB



M3 – West Hollywood Park (Facing San Vicente Blvd) 647 N. San Vicente Blvd West Hollywood, California 90048

PROJECT Rober	2tson 1	ane				DD0:555	. ara			
SITE ID M3-V	Nest Holl	AMOOG B	ark (I	acina Co	Vicente	PROJECT	1 859			
START DATE 2 25	N. San Y	itente B	W WIPS	WIEIT	bod (A	OBSERVE	RIS) Ste	phanie	2 lang	
START TIME 3:		END DATE	2/25/1		9	8400			J	
13.	TAM	END TIME	4:14							
METEOROLOGICAL CO	NOITIONS									
TEMP 70.9	F	HUMIDITY	49.	<b>2</b> % R.H.		MANAGE		(ucur)	MODERATE	
WINDSPD LO	MPH	DIR. N	NE S SE		w <b>nw</b>	WIND	CALM	LIGHT)	MODERATE GUSTY	
SKY	CLEAR	OVRCAST	PRTLY		FOG	RAIN	VARIABL	L SILADI	00311	
ACCULITICATION										
ACOUSTIC MEASURER MEAS, INSTRUMENT	_									
CALIBRATOR		crolos	SLMI			TYPE 1	(2)		SERIAL #	306 2500
CALIBRATION CHECK	- 13	SWA C	1	10.1.00			0.1.0		SERIAL #	90121
- I I I I I I I I I I I I I I I I I I I		PRE-TEST	94.0	_dBA SPL		POST-TES	94.0	_ dBA SPL	WINDSCRN	
SETTINGS	(A-WTD)	(SLOW)	FAST	FRONTAL	RANDOM	ANGI	OTHER:			
			11151	THOMPAL	KANDOW	MINDI	OTHER.			
REC. # BEGIN	END	62.6	Lmax	Lmin	L90	L50	L10	OTHER (S	PECIFY METRI	c
M3 3:59	4:14	62.6	78.7	56.b						
				-						
			-							
COMMENTS										
SOURCE INFO AND TR	AFFIC COUN	rts								
	NOISE SOU		TRAFFIC	AIRCRAFT	RAIL	INDUS	TRIAL	OTHER:		
ROADWA	Y TYPE: S	an Vicen				DWY C/L OF		~ 22	51	
TRAFFIC COUNT DURA	Contract to the state of the second second	MIN	SPEE	D	7		_	MIN	SPEED	
DIRECTIO	N NB/EB	SB/WB	NB/EB	SB/WB	IF COUNTING	_	NB/EB	SB/WB	NB/EB SE	/WB
AUTOS MED TRK		1-11			BOTH	72				
COUNT 1  COUNT 1  OR ROWY 1)  SATI DAM BUSES  BUSES  BUSES		-9			AS ONE .	COUNT 2 OR RDWY 2)				
S & BUSES	9	2			CHECK HERE	8 %				
MOTRCLS	I					9	-			
SPEEDS ESTIMATED BY:	RADAR / DRIV	ING THE PAC	E							
POSTED SPEED LIMIT SIG	INS SAY: 35	mph								
OTHER NOISE SOURCES	BACKGROUNI	DI: (DIST. AIR	CRAF) (RU	STLING LEAV	ES DIST. BA	RKING DOGS	BIRDS	DIST. INDUS	TRIAL	
OTHER:	Dick	raffic	YELLIN	G (DIST. TRA	AFFIC (LIST RO	CA B		ARDENERS/L	ANDSCAPING N	OISE
OTHER.	_PUt_1	UNITTIC	giving	<b>XINT</b>	r IIIon	CA D				
DESCRIPTION / SKETCH	4	خــ			-				- 1	
TERRAIN CHAR	soft I	MIXED (FLA	T)OTHER							
	Atta	ched							W) in	
PHOTOS See	Lauran Ciri		M	Blud			N	1		
OTHER COMMENTS	SKETCH	17.10	THURSON							
OTHER COMMENTS	SKETCH	Santo	I I BAIC			* #	oise !!	easur	ATTION TO	
OTHER COMMENTS	SKETCH	Santo	I I WATE			7	1.		ATMAP	
OTHER COMMENTS	SKETCH	Santa	*			7	catio		ATTENAT	
PHOTOS SEE	SKETCH	Santa	*			7	1.		AT MART	
PHOTOS SEE OTHER COMMENTS /	SKETCH	Santa	*			7	1.		WW.	
OTHER COMMENTS	SKETCH PARTY SI TI	W.	* HO			7	1.			
OTHER COMMENTS,	SKETCH PARTY SI TI	W.	*			7	1.			
OTHER COMMENTS,	SKETCH PARTY SI TI	Santa	*			7	1.			



M4 – The Abbey (Bar) 692 N. Robertson Blvd West Hollywood, California 90069

PROJECT Robertson Lane	
SITE ID MILL ALL TO THE	PROJECT N_ 8595
TOURISS (ALT) [] O-11 -1- TITH	-barrayay Clashan a Taxa
	observer(s) Stephanie lang
START TIME A. A CO	10069
1. 111 T-36/411	
METEOROLOGICAL CONDITIONS TEMP 70.0	
WINDSON TO HUMIDITY 41.0 % R.H.	WIND CALM (LIGHT) MODERATE
MPH DIR. N NE S SE S SW W NW	VARIABLE STEADY GUSTY
STINNY CLEAR OVECAST PRILY CLDY FOG	RAIN
ACOUSTIC MEASUREMENTS	
11717	- 121
	TYPE 1 (2) SERIAL # 13062.500
CALIBRATION CHECK PRE-TEST QUE O DE DE LA SPI	SERIAL # 490 LS
CALIBRATION CHECK  SCUA CALIF PRE-TEST 940 dBA SPL	POST-TEST ALO DE BA SPL WINDSCRN
SETTINGS (SLOW) FAST FRONTAL RANDOM	M ANSI OTHER:
TASI PRONTAL RAINDON	W ANSI OTHER:
REC.# BEGIN END Leg Lmax Lmin L90	L50 L10 OTHER (SPECIFY METRIC
M4 4:41Pm 4:56PM 73.0 80.9 666	
COMMENTS	
COMMENTS	
SOURCE INFO AND TRAFFIC COUNTS	
PRIMARY NOISE SOURCE (TRAFFIC) AIRCRAFT RAIL	INDUSTRIAL OTHER:
	RDWY C/L OR EOP:
TRAFFIC COUNT DURATION: 15 MIN SPEED	MIN SPEED
DIRECTION NB/EB SB/WB NB/EB SB/WB	NB/EB SB/WB NB/EB SB/WB
	The country of the co
	The country of the co
	The country of the co
	The country of the co
AUTOS 18 79 BOTH BOTH BOTH BOTH BOTH BOTH BOTH BOTH	NG 2
AUTOS 18 79 BOTH BOTH BOTH BOTH BOTH BOTH BOTH BOTH	The country of the co
AUTOS 18 79 BOTH BOTH BOTH BOTH DIRECTION AS ONE, CHECK HER MOTRCLS 5PEEDS ESTIMATED BY: RADAR / DRIVING THE PACE	The Charles of the Control of the Co
AUTOS  MED TRKS  MED TRKS  MOTRCLS  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY: 3000000000000000000000000000000000000	COUNT 2 SE
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  OTHER NOISE SOURCES (BACKGROUND) DIST. AIRCRAFT RUSTLING LEAVES DIST.	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  OTHER NOISE SOURCES (BACKGROUND) DIST. AIRCRAFT RUSTLING LEAVES  DIST.	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST.  DIST. KIDS PLAYING  OTHER:  DIST. TRAFFIC (UST	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  OTHER NOISE SOURCES (BACKGROUND) DIST. AIRCRAFT RUSTLING LEAVES DIST.	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  OTHER NOISE SOURCES (BACKGROUND)  DIST. KIDS PLAYING  DIST. CONVESTNS / YELLIND  OTHER:  OTHER:  OTHER  OTHER:  DIST. TRAFFIC (UST  OTHER:  DIST. WEGSPENNENT  DIST. TRAFFIC (UST  OTHER)	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST. KIDS PLAYING  OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES  DIST. KIDS PLAYING  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVESTINS / YELLIND  OTHER / YELLIND	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST. KIDS PLAYING  OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES  DIST. KIDS PLAYING  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVESTINS / YELLIND  OTHER / YELLIND	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST. KIDS PLAYING  OTHER NOISE SOURCES (BACKGROUND)  DIST. KIDS PLAYING  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVRSTNS / YELLIND  OTHER:  DESCRIPTION / SKETCH  TERRAIN  HARD  SOFT MIXED FLAT DTHER: PHOTOS  OTHER COMMENTS / SKETCH	BARKING DOGS BIRDS DIST. INDUSTRIAL
AUTOS  MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST. KIDS PLAYING  OTHER NOISE SOURCES (BACKGROUND)  DIST. KIDS PLAYING  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVRSTNS / YELLIND  OTHER:  DESCRIPTION / SKETCH  TERRAIN  HARD  SOFT MIXED FLAT DTHER: PHOTOS  OTHER COMMENTS / SKETCH	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTD GARDENERS/LANDSCAPING NOISE
MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  OTHER NOISE SOURCES (BACKGROUND)  DIST. AIRCRAFT RUSTLING LEAVES  DIST. TRAFFIC (1) ST  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVRSTNS / YELLIND  OTHER:  DIST. TRAFFIC (1) ST  OTHER:  DESCRIPTION / SKETCH  TERRAIN  HARD  SOFT MIXED FLAT DTHER: PHOTOS	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTO GARDENERS/LANDSCAPING NOISE TO BY A STEE MASSACRAMAN
AUTOS  MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST. KIDS PLAYING  OTHER NOISE SOURCES (BACKGROUND)  DIST. KIDS PLAYING  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVRSTNS / YELLIND  OTHER:  DESCRIPTION / SKETCH  TERRAIN  HARD  SOFT MIXED FLAT DTHER: PHOTOS  OTHER COMMENTS / SKETCH	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTD GARDENERS/LANDSCAPING NOISE
AUTOS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST. KIDS PLAYING  OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST.  DIST. KIDS PLAYING  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVRSTNS / YELLIND  OTHER:  DESCRIPTION / SKETCH  TERRAIN  HARD  SOFT MIXED FLAT DTHER: PHOTOS  OTHER COMMENTS / SKETCH	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTO GARDENERS/LANDSCAPING NOISE TO BY A STEE MASSACRAMAN
AUTOS  MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST, KIDS PLAYING OTHER:  DIST, CONVRSTNS / YELLIND OTHER:  DESCRIPTION / SKETCH TERRAIN HARD SOFT MIXED FLAT DTHER: PHOTOS OTHER COMMENTS / SKETCH  PROTOS  OTHER COMMENTS / SKETCH  ROW  ROW  ROW  ROW  ROW  ROW  ROW  RO	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTO GARDENERS/LANDSCAPING NOISE TO BY A STEE MASSACRAMAN
AUTOS  MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST, KIDS PLAYING OTHER NOISE SOURCES (BACKGROUND): DIST, CONVRSTNS / YELLIND OTHER:  DIST, KIDS PLAYING OTHER:  DESCRIPTION / SKETCH TERRAIN HARD SOFT MIXED FLAT DTHER: PHOTOS  OTHER COMMENTS / SKETCH  NOTHER COMMENTS / SKETCH	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTO GARDENERS/LANDSCAPING NOISE TO BY A COMMENT OF THE PROPERTY OF THE PROPE
AUTOS  MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST. KIDS PLAYING  OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST.  DIST. KIDS PLAYING  OTHER:  DIST. KIDS PLAYING  OTHER:  DIST. CONVRSTNS / YELLIND  OTHER:  DIST. TRAFFIC (1) ST  TERRAIN  HARD  SOFT MIXED FLAT DTHER: PHOTOS  OTHER COMMENTS / SKETCH	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTO GARDENERS/LANDSCAPING NOISE TO BY A COMMENT OF THE PROPERTY OF THE PROPE
AUTOS  MED TRKS  MED TRKS  MED TRKS  MED TRKS  MOTRCLS  BUSES  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY:  DIST, KIDS PLAYING OTHER NOISE SOURCES (BACKGROUND)  DIST, KIDS PLAYING OTHER:  DIST, KIDS PLAYING OTHER:  DESCRIPTION / SKETCH  TERRAIN  HARD SOFT MIXED FLAT DTHER: PHOTOS  OTHER COMMENTS / SKETCH  NOTHER COMMENTS / SKETCH	BARKING DOGS BIRDS DIST. INDUSTRIAL RDWYS BELOW DISTO GARDENERS/LANDSCAPING NOISE TO BY A COMMENT OF THE PROPERTY OF THE PROPE



M5 – Side of SFR Garage 715 <u>Ramage</u> Street West Hollywood, California 90069

CITE IN	Roon	Lane				PROJECT	1 859	5		
M5	- Side a	C DON	Goog	96						
SULE WODNESS YIC	Kama	ac St	west Ho	Thuba	J. CA	OBSERVE	R(S) Ste	phanie	Tana	
4	2117	ENDUALL	2/24	115	91	2069				
START TIME TO	MAG	END TIME	1014	SAM						
METEOROLOGICAL	ONDITIONS									
TEMP 67.6	CMDITIONS	HUMIDITY	1106	*****				-		
WINDSPD 0.9	MPH	DID	40.0	-	ave averser	WIND	CALM	(LIGHT)	MODER	MTE
SKY SUNNY	CLEAR	DIR. N			w nw		VARIABLE	STEADY	GUSTY	
	CLEAN	OVRCAST	PRTLY	CLDY	FOG	RAIN				
ACOUSTIC MEASURI	MENTS									
MEAS. INSTRUMENT		ccolo s	CLM.			TYPE 1	1			1201 20
CALIBRATOR	RC	WAC				TYPE 1	0		SERIAL	130625
CALIBRATION CHEC	(		94.0	dBA SPL		POST-TEST	alo	dBA SPL	WINDS	
			1102			, 031 123	_11.0	_ 007 37 1	********	
SETTINGS	(A-WTD)	(SLOW)	FAST	FRONTAL	RANDOM	ANSI	OTHER:			
REC. # BEGI										
M5 19:30	M 10:45	Leq	Lmay	Lmin	L90	L50	L10	OTHER (S	PECIFY M	ETRIC
	אבריען ייווס	an occ	69.4	53.						
COMMENTS									-	
PRIMA	RY NOISE SOL	IRCE	TRAFFIC	AIRCRAFT		INDUS		OTHER:		
PRIMA ROADW	AY TYPE: R	IRCE	200000000	104M39413.055.1A		INDUS DWY C/L OR		~5		FD
PRIMA ROADW TRAFFIC COUNT DUI DIRECTI	AY TYPE: R	IRCE	TRAFFIC SPEE NB/EB	104M39413.055.1A		DWY C/L OR	EOP:	MIN S	SPE	
PRIMA ROADW TRAFFIC COUNT DUI DIRECTI	RY NOISE SOLVAY TYPE: REALION: 15	IRCE MIN	SPEE	D	DIST. TO RI	DWY C/L OR		~5		ED SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECTI	RY NOISE SOL VAY TYPE: RATION: 15 ON NB/EB	IRCE MIN	SPEE	D	_DIST. TO RI	DWY C/L OR	EOP:	MIN S	SPE	
PRIMA ROADW TRAFFIC COUNT DUI DIRECTI	RY NOISE SOL VAY TYPE: RATION: 15 ON NB/EB	IRCE MIN	SPEE	D	IF COUNTING BOTH DIRECTIONS AS ONE,	DWY C/L OR	EOP:	MIN S	SPE	
COUNT 1  OR ROWN 1)  OR ROWN 1)  OR TO THU 1  OR TO THU 1	RY NOISE SOLL (AY TYPE: RATION: 15 ON NB/EB 3 LKS 1 CKS D	IRCE MIN	SPEE	D	DIST. TO RI	DWY C/L OR	EOP:	MIN S	SPE	
PRIMA ROADW TRAFFIC COUNT DUI DIRECT! AUTOS MED TF HVY TR BUSES MOTRO	RY NOISE SOLL AY TYPE: RATION: 15 ON NB/EB LKS 1 KS 2	MIN SB/WB	SPEE NB/EB	D	IF COUNTING BOTH DIRECTIONS AS ONE,	DWY C/L OR	EOP:	MIN S	SPE	
PRIMAL ROADW TRAFFIC COUNT DUI DIRECT!  AUTOS MED TF HVY TR BUSES MOTRO	RY NOISE SOLL AY TYPE: RATION: 15 ON NB/EB LKS 1 LS 2 LS 2 LS 2 LS ADAR / DRI	MIN SB/WB	SPEE NB/EB	D	IF COUNTING BOTH DIRECTIONS AS ONE,	DWY C/L OR	EOP:	MIN S	SPE	
PRIMAL ROADW TRAFFIC COUNT DUI DIRECT!  AUTOS MED TF HVY TR BUSES MOTRO	RY NOISE SOLL AY TYPE: RATION: 15 ON NB/EB LKS 1 LS 2 LS 2 LS 2 LS ADAR / DRI	MIN SB/WB	SPEE NB/EB	D	IF COUNTING BOTH DIRECTIONS AS ONE,	DWY C/L OR	EOP:	MIN S	SPE	
PRIMAL ROADW TRAFFIC COUNT DUI DIRECT THE PROPERTY OF THE PROP	RY NOISE SOLL AY TYPE: RATION: 15 ON NB/EB SKS 1 KS	MIN SB/WB  VING THE PAG	SPEE NB/EB	SB/WB	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 2 COUNT 2 COUNT 2	NB/EB	MIN SB/WB	SPE NB/EB	SB/WB
PRIMAL ROADW TRAFFIC COUNT DUI DIRECT THE PROPERTY OF THE PROP	RY NOISE SOL  (AY TYPE: RO  (A	MIN SB/WB  VING THE PAGE ND): DIST. ALI	SPEE NB/EB	SB/WB SB/WB STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  VES DIST. BA  AFFIC (LIST, RG	COUNT 2  COUNT 2  COUNT 2  COUNT 2	NB/EB  BIRDS  DISTO G	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
PRIMAL ROADW TRAFFIC COUNT DUI DIRECT THE PROPERTY OF THE PROP	RY NOISE SOL  (AY TYPE: RATION: 15  ON NB/EB  3  IKS 1  KS 2  IR RADAR / DRI  IGNS SAY:  S (BACKGROUN  OS PLAYING CO  Vehicle	MIN SB/WB  VING THE PACE ND): OIST, AII	SPEE NB/EB	SB/WB SB/WB STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  VES DIST. BA  AFFIC (LIST, RG	COUNT 2  COUNT 2  COUNT 2  COUNT 2	NB/EB	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
PRIMA ROADW ROADW TRAFFIC COUNT DUI DIRECTI AUTOS MED TE HVY TR BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI	RY NOISE SOL  (AY TYPE: RATION: 15  ON NB/EB  3  IKS 1  KS 2  IR RADAR / DRI  IGNS SAY:  S (BACKGROUN  OS PLAYING CO  Vehicle	MIN SB/WB  VING THE PAGE ND): DIST. ALI	SPEE NB/EB	SB/WB SB/WB STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  VES DIST. BA  AFFIC (LIST, RG	COUNT 2  COUNT 2  COUNT 2  COUNT 2	NB/EB  BIRDS  DISTO G	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI TRAFFIC AUTOS MED TR BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI OTHER:	RY NOISE SOLL AY TYPE: RATION: LS CRATION:	MIN SB/WB  VING THE PACE ND): OIST, AII	SPEE NB/EB	SB/WB SB/WB STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  VES DIST. BA  AFFIC (LIST, RG	COUNT 2  COUNT 2  COUNT 2  COUNT 2	NB/EB  BIRDS  DISTO G	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECTI AUTOS MED TE NOTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET	RY NOISE SOLL AY TYPE: RATION: LS CRATION:	MIN SB/WB SB/WB OIST. AII	SPEE NB/EB	SB/WB  STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  VES DIST. BA  AFFIC (LIST, RG	COUNT 2  COUNT 2  COUNT 2  COUNT 2	NB/EB  BIRDS  DISTO G	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECTI AUTOS MED TE NOTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET	RY NOISE SOLL  (AY TYPE: RATION: 15  ON NB/EB  SKS 1  KS 2  : RADAR / DRI  IGNS SAY:  S (BACKGROUN  OS PLAYING CO  VENIC	MIN SB/WB SB/WB VING THE PACE MIST. CONVRS	SPEE NB/EB	SB/WB  STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  VES DIST. BA  AFFIC (LIST, RG	COUNT 2  COUNT 2  COUNT 2  COUNT 2	NB/EB  BIRDS  DISTO G	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
ROADW TRAFFIC COUNT DUI DIRECT AUTOS MED TF BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET TERRAIN	RY NOISE SOLL  RATION: 15  RAT	MIN SB/WB SB/WB WING THE PAGE MIXED FL	SPEE NB/EB	STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2  COUNT 2  COUNT 2  COUNT 2	NB/EB  BIRDS  DISTO G	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECT AUTOS MED TE HVY TR BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET TERRAIN PHOTOS	RY NOISE SOLL AY TYPE: RATION: 15 ON NB/EB SKS 1 KS 2 ERADAR / DRI IGNS SAY: IS (BACKGROUN DS PLAYING CO VENICE SOFT	MIN SB/WB SB/WB WING THE PAGE MIXED FL	SPEE NB/EB	STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2  COUNT 2  COUNT 2  COUNT 2	BIRDS DISTO G	MIN SB/WB	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECT AUTOS MED TE HVY TR BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET TERRAIN PHOTOS	RY NOISE SOLL  RATION: 15  RAT	MIN SB/WB  VING THE PAG  MIXED FL	SPEE NB/EB	STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE  VES DIST. BA  AFFIC (LIST, RG	COUNT 2  COUNT 2  COUNT 2  COUNT 2	BIRDS DISTO G	MIN SB/WB  DIST. INDUS	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECT AUTOS MED TE HVY TR BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET TERRAIN PHOTOS	RY NOISE SOLL AY TYPE: RATION: 15 CON NB/EB  SKS 1 KS 1 KS 1 KS 2 CH SCHOOL SOFT CH SOFT CH SCHOOL SOFT CH SCHO	MIN SB/WB  VING THE PAGE MIXED FL	SPEE NB/EB	STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2  COUNT 2  COUNT 2  COUNT 2	BIRDS DISTO G	MIN SB/WB	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECT AUTOS MED TE HVY TR BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET TERRAIN PHOTOS	RY NOISE SOLL AY TYPE: RATION: 15 CON NB/EB  SKS 1 KS 1 KS 1 KS 2 CH SCHOOL SOFT CH SOFT CH SCHOOL SOFT CH SCHO	MIN SB/WB  VING THE PAG  MIXED FL	SPEE NB/EB  CE  RCRAE RU TINS YELLIN THER	STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2  COUNT 2  COUNT 2  COUNT 2	BIRDS DISTO G	MIN SB/WB	SPE NB/EB	SB/WB
PRIMA ROADW TRAFFIC COUNT DUI DIRECT AUTOS MED TE HVY TR BUSES MOTRO SPEEDS ESTIMATED BY POSTED SPEED LIMIT S OTHER NOISE SOURCE DIST. KI OTHER:  DESCRIPTION / SKET TERRAIN PHOTOS	RY NOISE SOLL AY TYPE: RATION: 15 CON NB/EB  SKS 1 KS 1 KS 1 KS 2 CH SCHOOL SOFT CH SOFT CH SCHOOL SOFT CH SCHO	MIN SB/WB  VING THE PAG  MIXED FL	SPEE NB/EB	STLING LEAV	DIST. TO RI  IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2  COUNT 2  COUNT 2  COUNT 2	BIRDS DISTO G	MIN SB/WB	SPE NB/EB	SB/WB



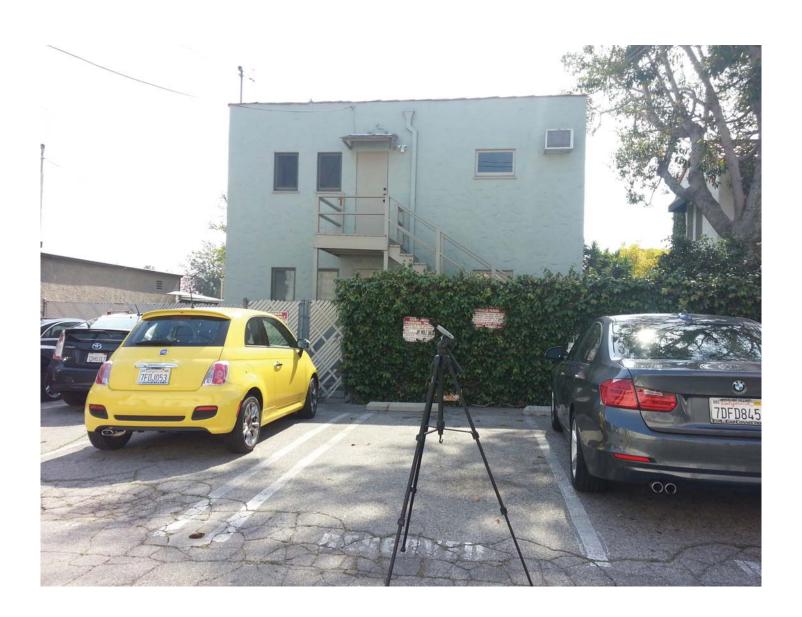
M6 – Commercial 655 N. La Peer Drive West Hollywood, California 90069

CITE IN	17000	retson U	uno .				PROJECT #	8595			
SITE ID	Mb -	Comme	acial		.1.,	,			1		
SITE ADDRE	55 655	N. La Re	en Dr	West	Helluno	CA	OBSERVER	(s) Ster	phomie	Tang	
START DATE		15	END DA	TE 2/26	115	90	069			5	
START TIME	10:01	AM_	END TIM	E TI,TY	M						
METEOROL	OGICAL CO	NOITIONS									
TEMP	69.R	F	HUMIDI	TV UL	% R.H.		MAINE	CA114	(III)	MODERATE	
WINDSPD	08	MPH	DIR. N		E S SW V	A/ BIVA/	WIND	CALM VARIABLE	LIGHT	MODERATE GUSTY	
SKY	SUNNY	CLEAR	OVRCAS		YCLDY	FOG	RAIN	VARIABLE	STEADT	00311	
			5750 HI 771 H		- CLDI	100	IVAII I				
ACOUSTIC I	MEASUREN	MENTS	021								
MEAS. INST		Yi	ccolo	SLM.			TYPE 1	(2)		SERIAL #	130625008
CALIBRATO		BS	WA	CA 114				<u> </u>		SERIAL #	
CALIBRATIC	ON CHECK		PRE-TES	94.0	dBA SPL		POST-TEST	94.0	dBA SPL	WINDSCRN	/
SETTINGS		(1)	0								1
35111403		A-WID	SLOW	FAST	FRONTAL	RANDOM	ANSI	OTHER:			
REC. M.	BEGIN	END	- 100	1		100	150		OTHER IS	DECIEV MAETO	16
Mb	10:500	M 11:11A	4 71.	Emax 87.0	55.2	L90	L50	L10	OTHER (5	PECIFY METR	ic
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COMMENT	S								/ (************************************		
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SOURCE IN	FO AND TR	AFFIC COUN	VTS								
		NOISE SOU		TRAFFIC	AIRCRAFT	RAIL	A.D.L.		OTHER		
						INAIL	(NDU	STRIAL	OTHER:		
	ROADWA	Y TYPE: N	· La Pe				DWY C/L O	R EOP:	OTHER:		
TRAFFIC CO			· La Pe	ex The	PEED				MIN	SPEE	D
	DUNT DURA	TION: 15	MIN SB/W	SF SF	PEED	_ DIST. TO R	RDWY C/L O		7.	SPEE NB/EB	D SB/WB
	DIRECTION AUTOS	N NB/EB	MIN	SF SF	PEED	DIST. TO R	RDWY C/L O	R EOP:	MIN		- Contract C
	DIRECTION AUTOS MED TRK	N NB/EB	MIN SB/W	SF SF	PEED	IF COUNTING	RDWY C/L O	R EOP:	MIN		- Contract C
	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS	N NB/EB	MIN SB/W	SF SF	PEED	DIST. TO R	RDWY C/L O	R EOP:	MIN		- Contract C
13	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES	NB/EB NB/EB NB/EB NB/EB	MIN SB/W	SF SF	PEED	DIST. TO R  IF COUNTING BOTH DIRECTIONS AS ONE,	RDWY C/LO	R EOP:	MIN		- Contract C
COUNT 1 (OR RDWY 1)	DIRECTION AUTOS MED TRKS HVY TRKS BUSES MOTRCLS	N NB/EB	MIN SB/W	SF NB/E	PEED	DIST. TO R  IF COUNTING BOTH DIRECTIONS AS ONE,	RDWY C/L O	R EOP:	MIN		- Carlotte
COUNT 1	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY:	N NB/EB N NB/E	MIN SB/W SB/W SB/W SB/W SB/W SB/W SB/W SB/W	SF NB/E	PEED	DIST. TO R  IF COUNTING BOTH DIRECTIONS AS ONE,	RDWY C/L O	R EOP:	MIN		- Carlotte
COUNT 1 (OR RDWY 1)	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY:	N NB/EB N NB/E	MIN SB/W SB/W SB/W SB/W SB/W SB/W SB/W SB/W	SF NB/E	PEED	DIST. TO R  IF COUNTING BOTH DIRECTIONS AS ONE,	RDWY C/L O	R EOP:	MIN		- Carlotte
COUNT 1	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	N NB/EB 18 S 3 S 3 RADAR / DRI GNS SAY: 3	MIN SB/W SB/W SB/W SB/W SB/W SB/W SB/W SB/W	SF NB/E NB/E	PEED  B SB/WB	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 AM	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
COUNT 1	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	N NB/EB 18 S 3 S 3 RADAR / DRI GNS SAY: 3	MIN SB/W SB/W SB/W SB/W SB/W SB/W SB/W SB/W	SF NB/E NB/E	PEED  B SB/WB	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 AM	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
COUNT 1	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	N NB/EB 18 S 3 S 3 RADAR / DRI GNS SAY: 3	MIN SB/W SB/W SB/W SB/W SB/W SB/W SB/W SB/W	SF NB/E NB/E	PEED  B SB/WB	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 AM	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
COUNT 1	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	N NB/EB 18 S 3 S 3 RADAR / DRI GNS SAY: 3	MIN SB/W SB/W SB/W SB/W SB/W SB/W SB/W SB/W	SF NB/E NB/E	PEED  B SB/WB	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 AM	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
OUNT 1  COUNT 1	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	N NB/EB 18 S 3 RADAR / DRI GNS SAY: 3 (BACKGROUN S PLAYING C	MIN SB/W SB/W SB/W SB/W SB/W SB/W SB/W SB/W	SF NB/E NB/E	B SB/WB	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 AM	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
DESCRIPTIO  COUNT 1  COUNT 1  COUNT 1	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI	VING THE	SF NB/E SF NB/E AIRCRAE	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 AM	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
DESCRIPTION TERRAIN	DUNT DURA  DIRECTIO  AUTOS  MED TRK  HVY TRKS  BUSES  MOTRCLS  MATED BY:  ED LIMIT SIG  E SOURCES  DIST. KIDS  OTHER:  DN / SKETC	RADAR / DRI S PLAYING (  BACKGROUN S PLAYING (  TAUST  H  RD) SOFT.	VING THE	SFLAT OTH	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 AM	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE	SFLAT OTH	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	NB/EB  SS BIRDS	MIN SB/WB	NB/EB	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA  DIRECTIO  AUTOS  MED TRK  HVY TRKS  BUSES  MOTRCLS  MATED BY:  ED LIMIT SIG  E SOURCES  DIST. KIDS  OTHER:  DN / SKETC	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE	SFLAT OTH	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  GS BIRDS  WY DISTD	MIN SB/WB	USTRIAL) S/LANDSCAPIN	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE	SFLAT OTH	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  GS BIRDS  WY DISTD	MIN SB/WB	NB/EB	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE	SFLAT OTH	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  SS BIRDS  OUT DISTO	MIN SB/WB	USTRIAL) S/LANDSCAPIN	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE	SF NB/E  SF NB/E  AIRCRAE  VRSTNS YEL  OCCUPATION	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  SS BIRDS  OUT DISTO	MIN SB/WB	USTRIAL) S/LANDSCAPIN	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE	PACE  AIRCRAD  VRSTNS YEL  PAGE  FLAT OTH	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  SS BIRDS  OUT DISTO	MIN SB/WB	USTRIAL) S/LANDSCAPIN	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE OMPH	PACE  AIRCRAE  VRSTNS YEL  VERSTNS YEL  PRO	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  SS BIRDS  OUT DISTO	MIN SB/WB	USTRIAL) S/LANDSCAPIN	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE OMPH	PACE  AIRCRAE  VRSTNS YEL  VERSTNS YEL  PRO	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  SS BIRDS  OUT DISTO	MIN SB/WB	USTRIAL) S/LANDSCAPIN	SB/WB
DESCRIPTION TERRAIN PHOTOS	DUNT DURA DIRECTIO AUTOS MED TRK HVY TRKS BUSES MOTRCLS MATED BY: ED LIMIT SIG	RADAR / DRI GNS SAY: 3  (BACKGROUN S PLAYING (FLAYING TO LAYING TO	VING THE	PACE  AIRCRAD  VISTNEY YEL  VIS	RUSTLING LEA	IF COUNTING BOTH DIRECTIONS AS ONE, CHECK HERE	COUNT 2 COUNT 3 COUNT	R EOP:  NB/EB  SS BIRDS  OUT DISTO	MIN SB/WB	USTRIAL) S/LANDSCAPIN	SB/WB



M7 – Commercial 634 N. La Peer Drive West Hollywood, California 90069

PROJECT Robertson lane.	PROJECT N 8598
SITE ID MI-Commercial	
START DATE 12611 END DATE 2761	Conserver(s) Stephanie Tang
START DATE 22615 END DATE 2/2615 START TIME 11:94 AND END TIME 11:2(14)	4064
HITTERN LINE 11.34AM	
METEOROLOGICAL CONDITIONS	
TEMP 71.4 F HUMIDITY 43.8 % R.H.	WIND CALM LIGHT MODERATE
WINDSPD MPH DIR. N NE S SE S SW W NW	VARIABLE STEADY GUSTY
SKY SUNNY CLEAR OVRCAST PRTLY CLDY FOG	RAIN
ACOUSTIC MEASUREMENTS	
MEAS. INSTRUMENT Piccolo SUM	TYPE 1 (1) SERIAL # 170625008
CALIBRATOR SSUA-CA IN	SERIAL # 489157
CALIBRATION CHECK PRE-TEST 940 dBA SPL	POST-TEST 940 dBA SPL WINDSCRN
1100	
SETTINGS (A-WTD) (SLOW) FAST FRONTAL RANDOM	ANSI OTHER:
REC.# BEGIN END Leg Lmax Lmin L90	L50 L10 OTHER (SPECIFY METRIC
M7 1:19AM 11:34AM 64.9 76.9 58.3	
COMMENTS	
SOURCE INFO AND TRAFFIC COUNTS	
PRIMARY NOISE SOURCE TRAFFIC AIRCRAFT RAIL	INDUSTRIAL OTHER:
[ · · · · · · · · · · · · · · · · · · ·	RDWY C/L OR EOP: ~20'
TRAFFIC COUNT DURATION: MIN SPEED	MIN SPEED
DIRECTION NB/EB SB/WB NB/EB SB/WB	NB/EB SB/WB NB/EB SB/WB
AUTOS BOTH	COUNT 2 OR RDWY 2)
MED TRKS DIRECTIONS  AS ONE, CHECK HERE	COUNT 2
AUTOS  MED TRKS  HVY TRKS  BOTH  CHECK HERE	8 8 = = = = = = = = = = = = = = = = = =
MOTRCLS &	
SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE	
POSTED SPEED LIMIT SIGNS SAY: 3000	
CONTRACTOR DUST INC LEAVES DIST.	DARWING DOGS BIRDS (DIST INDUSTRIAL
OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST. E	ROWYS BELOW) DISTO GARDENERS/LANDSCAPING NOISE
OTHER: COAST ACTIVITY ACRASS the Street	norms seed in , close of meaning, a more and a seed in the seed in
OTHER. IDAST. DISTORTS	
DESCRIPTION / SKETCH	
TERRAIN HARD SOFT MIXED FLAT OTHER:	
PHOTOS See Attached	
OTHER COMMENTS / SKETCH	+ Noise Measurement
Santa manca pio	
7	Location
- Pios 10 Works	
N SE COOK	
Cast & Curr	
Const. & Comm	
Const & Cour	
Mel Rose Ave 12	
4A   A Ca ()-10	



PROJECT Kopertson tane	PROJECT # 8595
SITE ADDRESS (Back of Res)	
START DATE 3/26 1 - CONTROL OF THE MAN TO THE WOOD C	
START TIME 12:27Pm END TIME 12:42Pm	D048
METEOROLOGICAL CONDITIONS	
TEMP 73.1 F HUMIDITY 48.0 % R.H.	
WINDSPD NPH DIR. N NE S SE S SW W NW	WIND CALM LIGHT MODERATE  VARIABLE STEADY GUSTY
SKY SUNNY CLEAR OVRCAST PRILYCLDY FOG	RAIN
ACOUSTIC MEASUREMENTS	
MEAS. INSTRUMENT PCCCO SM	TYPE 1 (2) SERIAL # /30625008
CALIBRATION CUESUS BSWA CA 114	SERIAL # 49015)
PRE-TEST	POST-TEST 94.0 dBA SPL WINDSCRN
SETTINGS (A-WTD) SLOW) FAST FRONTAL RANDOM	1 ANSI OTHER:
REC. # BEGIN END Leg Lmax Lmin L90  12:27an 12:42m(1.0) 745 517	L50 L10 OTHER (SPECIFY METRIC
m8 12:27pm 12:42m61.0 745 S1.7	
COMMENTS	
SOURCE INFO AND TRAFFIC COUNTS	
PRIMARY NOISE SOURCE TRAFFIC AIRCRAFT RAIL ROADWAY TYPE: OPERATION BY DIST. TO	INDUSTRIAL OTHER:  RDWY C/L OR EOP:
TRAFFIC COUNT DURATION:S MIN SPEED	
DIRECTION NB/EB SB/WB NB/EB SB/WB	MIN SPEED  NB/EB SB/WB NB/EB SB/WB
DIRECTION NB/EB SB/WB NB/EB SB/WB	MIN SPEED  NB/EB SB/WB NB/EB SB/WB
DIRECTION NB/EB SB/WB NB/EB SB/WB	MIN SPEED  NB/EB SB/WB NB/EB SB/WB
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 IF COUNTIN BOTH DIRECTION AS ONE, CHECK HER	NB/EB SB/WB NB/EB SB/WB  MIN SPEED  MIN SPEED
DIRECTION NB/EB SB/WB NB/EB SB/WB AUTOS 117 130 BOTH DIRECTION NB/EB SB/WB HVY TRKS 4 4 2 DIRECTION AS ONE, CHECK HEF	MIN SPEED  NB/EB SB/WB NB/EB SB/WB
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 IF COUNTIN BOTH DIRECTION AS ONE, CHECK HER	MIN SPEED  NB/EB SB/WB NB/EB SB/WB
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130  MED TRKS 4 2 DIRECTION AS ONE, CHECK HER  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY: 30001	NB/EB SB/WB NB/EB SB/WB  NB/EB SB/WB NB/EB SB/WB  NB/EB SB/WB NB/EB SB/WB
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130  MED TRKS 4 2 DIRECTION  AS ONE,  CHECK HER  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  POSTED SPEED LIMIT SIGNS SAY: 30000	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  SB SB/WB NB/EB SB/WB  RE O O O W W C O O O O O O O O O O O O O O
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130  MED TRKS 4 2 DIRECTION AS ONE, CHECK HER  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE POSTED SPEED LIMIT SIGNS SAY: 30001	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  SB SB/WB NB/EB SB/WB  NB/EB SB/WB NB/EB SB/WB
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130  MED TRKS 4 2 DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  AS ONE,  CHECK HEF  POSTED SPEED LIMIT SIGNS SAY: 3000  OTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST.  DIST, KIDS PLAYING DIST, CONVASTIBLY YELLING DIST, TRAFFIC (LIST	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  IS NDO W W W W W W W W W W W W W W W W W W W
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130  MED TRKS 4 2 DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  AS ONE,  CHECK HER  OTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST.  DIST, KIDS PLAYING DIST, CONVESTION YELLING DIST, TRAFFIC (LIST  OTHER:  DESCRIPTION / SKETCH	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  IS ND/EB SB/WB  BARKING DOGS BIRDS DIST. INDUSTRIAL  RDWY\$ BELOW) DISTD GARDENERS/LANDSCAPING NOISE
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 IF COUNTING BOTH DIRECTION BOTH DIRECTION AS ONE AS ONE POSTED SPEED LIMIT SIGNS SAY: 300001  OTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST, DIST, KIDS PLAYING DIST, CONVASTABLY YELLING DIST, TRAFFIC (LIST OTHER:  DESCRIPTION / SKETCH TERRAIN HARD SOFT MIXED FLAT DTHER:	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  IS ND/EB SB/WB  BARKING DOGS BIRDS DIST. INDUSTRIAL  RDWY\$ BELOW) DISTD GARDENERS/LANDSCAPING NOISE
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130  MED TRKS 4 2 DIRECTION BOTH DIRECTION BOTH DIRECTION BOTH DIRECTION BOTH DIRECTION AS ONE, CHECK HER  OTHER NOISE SOURCES (BACKGROUND)  DIST, KIDS PLAYING DIST, CONVESTION YELLING DIST, TRAFFIC (LIST OTHER:  DESCRIPTION / SKETCH TERRAIN HARD SOFT MIXED FLAT DTHER: PHOTOS SEE A Hacked OTHER COMMENTS / SKETCH	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  SS WO O O O O O O O O O O O O O O O O O
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 BOTH  DIRECTION NB/EB SB/WB NB/EB SB/WB  IF COUNTING BOTH  DIRECTION BOTH  DIRECTION AS ONE,  CHECK HER  AS ONE,  CHECK HER  DIST. KIDS PLAYING DIST. CONVASTOR  OTHER NOISE SOURCES (BACKGROUND): DIST. AIRCRAFT RUSTLING LEAVES DIST.  DIST. KIDS PLAYING DIST. CONVASTOR  YELLING DIST. TRAFFIC (LIST  OTHER:  DESCRIPTION / SKETCH  TERRAIN HARD SOFT MIXED FLAT DTHER:  PHOTOS  SEE ATTACKEE	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  SS WO O O O O O O O O O O O O O O O O O
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 BOTH  DIRECTION  MED TRKS 4 2 DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  AS ONE,  CHECK HER  OTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST.  DIST, KIDS PLAYING DIST, CONVESTION YELLING DIST, TRAFFIC (LIST  OTHER:  DESCRIPTION / SKETCH  TERRAIN HARD SOFT MIXED FLAT DTHER:  PHOTOS See Attaches  OTHER COMMENTS / SKETCH  SANGE ATTACHES  OTHER COMMENTS / SKETCH	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  IS TOO WE SELOW)  BARKING DOGS BIRDS DIST. INDUSTRIAL  RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE  C. Ley  MIN SPEED  NB/EB SB/WB  NB/EB SB/WB  NB/EB SB/WB  MEANTONIE  M
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 BOTH  DIRECTION NB/EB SB/WB NB/EB SB/WB  MED TRKS 4 2 DIRECTION  MED TRKS 4 2 DIRECTION  BOTH  DIRECTION NB/EB SB/WB NB/EB SB/WB  IF COUNTING  BOTH  DIRECTION NB/EB SB/WB  IF COUNTING  BOTH  DIRECTION SBOTH  DIRECTION SECURITY  AS ONE  CHECK HER  DOTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST.  DIST, KIDS PLAYING DIST, CONVASTABLY YELLING DIST, TRAFFIC (LIST  OTHER:  DESCRIPTION / SKETCH  TERRAIN HARD SOFT MIXED FLAT DTHER:  PHOTOS SEE ATTACHED  OTHER COMMENTS / SKETCH  SALE  STE WARD  SOFT MIXED FLAT DTHER:  PHOTOS SEE ATTACHED  OTHER COMMENTS / SKETCH  SALE  STE WARD  STE STE STE STEEL  DISTANCE  STE STEEL  DISTANCE  STE STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  STEEL  DISTANCE  DISTANCE  DISTANCE  STEEL  DISTANCE  DIST	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  SS WO O O O O O O O O O O O O O O O O O
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 BOTH  DIRECTION  MED TRKS 4 2 DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  BOTH  DIRECTION  AS ONE,  CHECK HER  OTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST.  DIST, KIDS PLAYING DIST, CONVESTION YELLING DIST, TRAFFIC (LIST  OTHER:  DESCRIPTION / SKETCH  TERRAIN HARD SOFT MIXED FLAT DTHER:  PHOTOS See Attaches  OTHER COMMENTS / SKETCH  SANGE ATTACHES  OTHER COMMENTS / SKETCH	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  IS TOO WE SELOW)  BARKING DOGS BIRDS DIST. INDUSTRIAL  RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE  C. Ley  MIN SPEED  NB/EB SB/WB  NB/EB SB/WB  NB/EB SB/WB  MEANTONIE  M
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130  MED TRKS 4 2 DIRECTION  MED TRKS 4 2 DIRECTION  MED TRKS 4 2 DIRECTION  MOTRCLS  SPEEDS ESTIMATED BY: RADAR / DRIVING THE PACE  POSTED SPEED LIMIT SIGNS SAY: 3000  OTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST,  DIST, KIDS PLAYING DIST, CONVASTOR YELLING DIST, TRAFFIC (LIST  OTHER: Ven. 2 STEEN  DESCRIPTION / SKETCH  TERRAIN HARB SOFT MIXED FLAT DTHER:  PHOTOS See A Hackes  OTHER COMMENTS / SKETCH  STIE WORLD	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  IS TOO WE SELOW)  BARKING DOGS BIRDS DIST. INDUSTRIAL  RDWYS BELOW) DISTD GARDENERS/LANDSCAPING NOISE  C. Ley  MIN SPEED  NB/EB SB/WB  NB/EB SB/WB  NB/EB SB/WB  MEANTONIE  M
DIRECTION NB/EB SB/WB NB/EB SB/WB  AUTOS 117 130 BOTH  DIRECTION NB/EB SB/WB NB/EB SB/WB  MED TRKS 4 2 DIRECTION  MED TRKS 4 2 DIRECTION  BOTH  DIRECTION NB/EB SB/WB NB/EB SB/WB  IF COUNTING  BOTH  DIRECTION NB/EB SB/WB  IF COUNTING  BOTH  DIRECTION SBOTH  DIRECTION SECURITY  AS ONE  OTHER NOISE SOURCES (BACKGROUND): DIST, AIRCRAFT RUSTLING LEAVES DIST.  DIST, KIDS PLAYING DIST, CONVESTOR YELLING DIST, TRAFFIC (LIST  OTHER:  OTHER:  DESCRIPTION / SKETCH  TERRAIN HARD SOFT MIXED FLAT DTHER:  PHOTOS SEE ATTACHED  OTHER COMMENTS / SKETCH  STILL STIL	MIN SPEED  NB/EB SB/WB NB/EB SB/WB  IS TOO WE SELOW)  BARKING DOGS BIRDS DIST. INDUSTRIAL  RDWYS BELOW) DISTO GARDENERS/LANDSCAPING NOISE  C. Ley  MIN SPEED  NB/EB SB/WB  NB/EB SB/WB  NB/EB SB/WB  NB/EB SB/WB  MEANTONIAL

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INPUT: ROADWAYS								avement typ			
PROJECT/CONTRACT:	<project< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th>ghway agenc</th><th></th><th></th><th></th></project<>							ghway agenc			
RUN:	Robertso	n Lane Ex	isting + Pro	oject			of a differen	ent type with	the approv	al of FHW	A
Roadway		Points									
Name	Width	Name		oordinates (p			Flow Cont			Segment	
			X	Y	Z		Control	Speed	Percent	Pvmt	On
						0	Device	Constraint	Vehicles	Туре	Struct?
									Affected		
	ft		ft	ft	f	t		mph	%		
N. San Vicente Blvd	70.0	point3	3	2,050.0	1.0	0.00				Average	
		point4	4	2,050.0	1,400.0	0.00					
N. Robertson Blvd	45.0	point11	11	1,300.0	1.0	0.00				Average	
		point35	35	1,300.0	455.5	0.00				Average	
		point12	12	1,300.0	910.0	0.00					
N. La Peer Dr	35.0	point13	13	950.0	1.0	0.00				Average	
		point14	14	950.0	670.0	0.00					
N. La Cienega Blvd	70.0	point15	15	4,050.0	-300.0	0.00				Average	
		point16	16	4,050.0	2,750.0	0.00					
Melrose Avenue	50.0	point19	19	0.0	0.0	0.00				Average	
		point20	20	4,025.0	0.0	0.00					
Santa Monica Blvd	80.0	point26	26	-185.0	-90.0	0.00				Average	
		point33	33	527.5	395.0	0.00				Average	
		point34	34	1,240.0	880.0	0.00				Average	
		point32	32	1,952.5	1,365.0	0.00				Average	
		point27	27	4,090.0	2,820.0	0.00					
Ramage Street	30.0	point28	28	820.0	640.0	0.00				Average	
		point29	29	590.0	940.0	0.00					1
Almont Drive	45.0	point30	30	700.0	15.0	0.00				Average	
		point31	31	700.0	500.0	0.00					

INPUT: TRAFFIC FOR LAeq1h Volumes						<p< th=""><th>roject Na</th><th>me?&gt;</th><th></th><th></th><th></th><th></th></p<>	roject Na	me?>				
<organization?></organization?>				•	tember 2	2016						
<analysis by?=""></analysis>				TNM 2	.5							
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:	<project na<="" th=""><th>ame?&gt;</th><th>1</th><th>I</th><th>ı</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></project>	ame?>	1	I	ı							
RUN:	Robertson	Lane Exis	ting + Pr	oject								
Roadway	Points											
Name	Name	No.	Segmen	t								
			Autos		MTrucks	5	HTrucks	;	Buses		Motorcy	cles
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
N. San Vicente Blvd	point3	3	2891	35	60	35	60	35	0	0	0	)
	point4	4										
N. Robertson Blvd	point11	11	2075	30	43	30	43	30	0	0	0	
	point35	35	1251	30	26	30	26	30	0	0	0	
	point12	12										
N. La Peer Dr	point13	13		30	2	30	2	30	0	0	0	1
	point14	14										
N. La Cienega Blvd	point15	15		0	0	0	0	0	0	0	0	)
	point16	16										
Melrose Avenue	point19	19		35	50	35	50	35	0	0	0	)
	point20	20										
Santa Monica Blvd	point26	26		35								
	point33	33		35								
	point34	34		35								
	point32	32		35	108	35	108	35	0	0	0	) (
	point27	27			_		_	_	_		_	
Ramage Street	point28	28		25	8	25	0	0	0	0	0	) (
	point29	29			_		_		_	_	_	
Almont Drive	point30	30	284	30	6	30	6	30	0	0	0	1

point31

INPUT: RECEIVERS							•	<project na<="" th=""><th>ame?&gt;</th><th></th><th></th></project>	ame?>		
<organization?></organization?>						14 Septen	nber 2016				
<analysis by?=""></analysis>						TNM 2.5					
INPUT: RECEIVERS											
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RUN:	Rober	tson La	ane Existing -	Project							
Receiver											
Name	No.	#DUs	Coordinates	(ground)		Height	Input Sou	nd Levels	and Criteri	a	Active
			X	Υ	Z	above	Existing	Impact Cr	iteria	NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	2	1	1,260.0	510.0	0.00	4.92	0.00	66	10.0	8.	) Y
M2	3	1	1,345.0	710.0	0.00	5.00	0.00	66	10.0	8.	) Y
M3	5	1	1,830.0	930.0	0.00	5.00	0.00	66	10.0	8.	Y (
M4	7	1	1,330.0	890.0	0.00	5.00	0.00	66	10.0	8.	Y 0
M5	9	1	675.0	750.0	0.00	5.00	0.00	66	10.0	8.	Y
M6	11	1	905.0	380.0	0.00	5.00	0.00	66	10.0	8.	Y 0
M7	13	1	975.0	270.0	0.00	5.00	0.00	66	10.0	8.	Y 0
M8	15	1	3,885.0	-155.0	0.00	5.00	0.00	66	10.0	8.	Y (

#### <Project Name?>

<organization?></organization?>							14 Septen	nber 2016				
<analysis by?=""></analysis>							<b>TNM 2.5</b>					
							Calculate	d with TNN	1 2.5			
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<project< td=""><td>t Name?&gt;</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></project<>	t Name?>									
RUN:		Roberts	son Lane E	xisting + Proj	ject							
BARRIER DESIGN:		INPUT	HEIGHTS						pavement type			
									ghway agenc			
ATMOSPHERICS:		68 deg	F, 50% RH					of a differ	ent type with	approval of F	HWA.	
Receiver												
Name	No.	#DUs	Existing	No Barrier					With Barrier			
			LAeq1h	LAeq1h		Increase over	existing	Type	Calculated	Noise Reduc	tion	
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated
							Sub'l Inc					minus
												Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	2	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	3	-8.0
M2	3	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	3	-8.0
M3	5	1	0.0	64.9	66	64.9	10		64.9	0.0	3	
M4	7	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	
M5	9		0.0						64.2			
M6	11		0.0						64.5			
M7	13		0.0				_		63.7			
M8	15	1	0.0	62.0	66	62.0	10		62.0	0.0	3	-8.0
Dwelling Units		# DUs	Noise Red	duction								
			Min	Avg	Max							
			dB	dB	dB							
All Selected		8	0.0	0.0	0.0							
All Impacted		3	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: ROADWAYS							<proj< th=""><th>ect Name?&gt;</th><th></th><th></th><th></th></proj<>	ect Name?>			
<organization?></organization?>					14 Septembe	er 2016					
<analysis by?=""></analysis>					TNM 2.5						
INPUT: ROADWAYS							Average	pavement typ	e shall be i	used unle	SS
PROJECT/CONTRACT:	<project< th=""><th>Name?&gt;</th><th></th><th></th><th></th><th></th><th>a State hi</th><th>ighway agend</th><th>cy substant</th><th>iates the</th><th>use</th></project<>	Name?>					a State hi	ighway agend	cy substant	iates the	use
RUN:	Robertso	n Lane Ex	cisting + I	Project			of a diffe	rent type with	the appro	val of FHV	VA
Roadway		Points									
Name	Width	Name	No.	Coordinates	(pavement)		Flow Cor	itrol		Segmen	t
				X	Υ	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
N. San Vicente Blvd	70.0	point3	3	2,050.0	1.0	0.00				Average	;
		point4	4	2,050.0	1,400.0	0.00					
N. Robertson Blvd	45.0	point11	11	1,300.0	1.0	0.00				Average	;
		point35	35	1,300.0	455.5	0.00				Average	;
		point12	12	1,300.0	910.0	0.00					
N. La Peer Dr	35.0	point13	13	950.0	1.0	0.00				Average	;
		point14	14	950.0	670.0	0.00					
N. La Cienega Blvd	70.0	point15	15	4,050.0	-300.0	0.00				Average	;
		point16	16	4,050.0	2,750.0	0.00					
Melrose Avenue	50.0	point19	19	0.0	0.0	0.00				Average	;
		point20	20	-							
Santa Monica Blvd	80.0		26							Average	;
		point33	33							Average	;
		point34	34							Average	
		point32	32	-						Average	;
		point27	27	-							
Ramage Street	30.0	•	28							Average	;
		point29	29								
Almont Drive	45.0	'	30							Average	;
		point31	31	700.0	500.0	0.00					

INPUT: TRAFFIC FOR LAeq1h Volumes						<p< th=""><th>roject Na</th><th>me?&gt;</th><th></th><th></th><th></th><th></th></p<>	roject Na	me?>				
<organization?></organization?>				•	tember 2	2016						
<analysis by?=""></analysis>				TNM 2	.5							
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:	<project na<="" th=""><th>ame?&gt;</th><th>1</th><th>1</th><th>I</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></project>	ame?>	1	1	I							
RUN:	Robertson		ting + Pr	oject								
Roadway	Points											
Name	Name	No.	Segmen	t								
			Autos		MTrucks	5	HTrucks	;	Buses	1	Motorcy	cles
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
N. San Vicente Blvd	point3	3	2944	35	61	35	61	35	0	0	0	0
	point4	4										
N. Robertson Blvd	point11	11	2153	30	45	30	45	30	0	0	0	0
	point35	35	1358	30	28	30	28	30	0	0	0	0
	point12	12										
N. La Peer Dr	point13	13	165	30	3	30	3	30	0	0	0	0
	point14	14										
N. La Cienega Blvd	point15	15	0	0	0	0	0	0	0	0	0	0
	point16	16										
Melrose Avenue	point19	19	2466	35	51	35	51	35	0	0	0	0
	point20	20										
Santa Monica Blvd	point26	26								0	0	
	point33	33										
	point34	34										
	point32	32		35	111	35	111	35	0	0	0	0
	point27	27										
Ramage Street	point28	28		25	8	25	0	0	0	0	0	0
	point29	29										
Almont Drive	point30	30		30	6	30	6	30	0	0	0	0
	point31	31										

INPUT: RECEIVERS									<project n<="" th=""><th>lame?&gt;</th><th></th><th></th><th></th></project>	lame?>			
<organization?></organization?>							14 Septer	mber 2016					
<analysis by?=""></analysis>							TNM 2.5						
INPUT: RECEIVERS													
PROJECT/CONTRACT:	<proje< td=""><td>ct Nam</td><td>ne?&gt;</td><td></td><td>'</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></proje<>	ct Nam	ne?>		'								
RUN:	Rober	tson La	ane Existing -	+ Project									
Receiver													
Name	No.	#DUs	Coordinates	(ground)			Height	Input Sou	und Levels	and Cri	teria	1	Active
			X	Υ	Z		above	Existing	Impact C	riteria	NR	i	n
							Ground	LAeq1h	LAeq1h	Sub'l	Goal	C	Calc.
			ft	ft	ft		ft	dBA	dBA	dB	dB		
M1	2	1	1,260.0	510.0		0.00	4.92	2 0.00	0 6	6	10.0	8.0	Υ
M2	3	1	1,345.0	710.0		0.00	5.00	0.0	0 6	6	10.0	8.0	Υ
M3	5	1	1,830.0	930.0		0.00	5.00	0.0	0 6	6	10.0	8.0	Υ
M4	7	1	1,330.0	890.0		0.00	5.00	0.0	0 6	6	10.0	8.0	Υ
M5	9	1	675.0	750.0		0.00	5.00	0.0	0 6	6	10.0	8.0	Υ
M6	11	1	905.0	380.0		0.00	5.00	0.0	0 6	6	10.0	8.0	Υ
M7	13	1	975.0	270.0		0.00	5.00	0.0	0 6	6	10.0	8.0	Υ
M8	15	1	3,885.0	-155.0		0.00	5.00	0.0	0 6	6	10.0	8.0	Υ

RESULTS: SOUND LEVELS							<	Project Na	me?>				
<organization?></organization?>								14 Septen	ber 2016				
<analysis by?=""></analysis>								TNM 2.5					
· · ·								Calculate	d with TNM	1 2.5			
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<proje< td=""><td>ct Name?&gt;</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></proje<>	ct Name?>										
RUN:		Robert	tson Lane E	xisting + Pro	ject								
BARRIER DESIGN:		INPUT	HEIGHTS						Average p	avement type	shall be use	d unless	
									a State hig	ghway agenc	y substantiate	s the use	
ATMOSPHERICS:		68 de	g F, 50% RH						of a differ	ent type with	approval of F	HWA.	
Receiver													
Name	No.	#DUs	Existing	No Barrier						With Barrier			
			LAeq1h	LAeq1h			Increase over	existing	Туре	Calculated	Noise Reduc	tion	
				Calculated	Crit'n		Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated
								Sub'l Inc					minus
													Goal
			dBA	dBA	dBA		dB	dB		dBA	dB	dB	dB
M1	2		1 0.0	67.6	3	66	67.6	10	Snd Lvl	67.6	0.0	3	-8.
M2	3		1 0.0	67.8	3	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.
M3	5		1 0.0			66	65.0			65.0			-8.
M4	7		1 0.0			66	73.6			73.6		3	-8.
M5	9		1 0.0			66	64.3			64.3			-8.
M6	11		1 0.0	_		66	64.8	-		64.8			8 -8.
M7	13		1 0.0			66	64.2			64.2			-8.
M8	15		1 0.0	62.	1	66	62.1	10		62.1	0.0	3	8 -8.
Dwelling Units		# DUs	Noise Re	duction									
			Min	Avg	Max								
			dB	dB	dB								
All Selected			0.0	0.0	)	0.0							
All Impacted		;	3 0.0	0.0	0	0.0							
All that meet NR Goal			0.0	0.0	<b>1</b>	0.0							

INPUT: ROADWAYS				·	1	_	<proj< th=""><th>ect Name?&gt;</th><th></th><th></th><th>_</th></proj<>	ect Name?>			_
<organization?></organization?>					14 Septembe	er 2016					
<analysis by?=""></analysis>					TNM 2.5	. 20.0					
Antalysis by . P					114111 2.0						
INPUT: ROADWAYS							Average	pavement typ	e shall be i	used unles	Si
PROJECT/CONTRACT:	<project< th=""><th>Name?&gt;</th><th></th><th></th><th></th><th></th><th>a State h</th><th>ighway agend</th><th>y substant</th><th>iates the u</th><th>se</th></project<>	Name?>					a State h	ighway agend	y substant	iates the u	se
RUN:	Robertso	n Lane Fu	ture With	nout Project			of a diffe	rent type with	the appro	val of FHW	A
Roadway		Points									
Name	Width	Name	No.	Coordinates	(pavement)		Flow Cor	ntrol		Segment	
				X	Υ	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Туре	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
N. San Vicente Blvd	70.0	point3	3	2,050.0	1.0	0.00				Average	
		point4	4	2,050.0	1,400.0	0.00					
N. Robertson Blvd	45.0	point11	11	1,300.0	1.0	0.00				Average	
		point35	35	1,300.0	455.5	0.00				Average	
		point12	12	1,300.0	910.0	0.00					
N. La Peer Dr	35.0	point13	13	950.0	1.0	0.00				Average	
		point14	14	950.0	670.0	0.00					
N. La Cienega Blvd	70.0	point15	15	4,050.0	-300.0	0.00				Average	
		point16	16	4,050.0	2,750.0	0.00					
Melrose Avenue	50.0	point19	19	0.0	0.0	0.00				Average	
		point20	20	4,025.0	0.0	0.00					
Santa Monica Blvd	80.0	point26	26	-185.0	-90.0	0.00				Average	
		point33	33	527.5	395.0	0.00				Average	
		point34	34	1,240.0	880.0	0.00				Average	
		point32	32	1,952.5	1,365.0	0.00				Average	
		point27	27	4,090.0	2,820.0	0.00					
Ramage Street	30.0	point28	28							Average	
		point29	29	590.0	940.0	0.00					
Almont Drive	45.0	point30	30	700.0	15.0	0.00				Average	
		point31	31	700.0	500.0	0.00					

INPUT: TRAFFIC FOR LAeq1h Volumes						<p< th=""><th>roject Na</th><th>ame?&gt;</th><th></th><th></th><th></th><th></th></p<>	roject Na	ame?>				
<organization?></organization?>				•	tember 2	2016						
<analysis by?=""></analysis>				TNM 2	.5							
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:	<project na<="" th=""><th>ame?&gt;</th><th></th><th>1</th><th>I</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></project>	ame?>		1	I							
RUN:	Robertson		ıre Witho	ut Proj	ect							
Roadway	Points											
Name	Name	No.	Segmen	t								
			Autos		MTrucks	S	HTrucks	<b>,</b>	Buses	1	Motorcy	cles
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
N. San Vicente Blvd	point3	3	3639	35	76	35	76	35	0	0	0	0
	point4	4										
N. Robertson Blvd	point11	11	2442	30	51	30	51	30	0	0	0	0
	point35	35	1377	30	29	30	29	30	0	0	0	0
	point12	12										
N. La Peer Dr	point13	13	122	30	3	30	3	30	0	0	0	0
	point14	14										
N. La Cienega Blvd	point15	15		0	0	0	0	0	0	0	0	0
	point16	16										
Melrose Avenue	point19	19		35	57	35	57	35	0	0	0	0
	point20	20										
Santa Monica Blvd	point26	26									1	_
	point33	33										
	point34	34								_		
	point32	32		35	131	35	131	35	0	0	0	0
	point27	27										
Ramage Street	point28	28		25	8	25	0	0	0	0	0	0
	point29	29										
Almont Drive	point30	30		30	8	30	8	30	0	0	0	0
	point31	31										

INPUT: RECEIVERS							•	<project na<="" th=""><th>ame?&gt;</th><th></th><th></th></project>	ame?>		
<organization?></organization?>						14 Septen	nber 2016				
<analysis by?=""></analysis>						TNM 2.5					
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<proje< td=""><td>ct Nan</td><td>ne?&gt;</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></proje<>	ct Nan	ne?>								
RUN:	Rober	tson L	ane Future W	ithout Project	t						
Receiver											
Name	No.	#DUs	Coordinates	(ground)		Height	Input Sou	nd Levels a	and Criteria	a	Active
			X	Y	Z	above	Existing	Impact Cr	iteria	NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	2	1	1,260.0	510.0	0.0	0 4.92	0.00	66	10.0		8.0 Y
M2	3	1	1,345.0	710.0	0.0	0 5.00	0.00	66	10.0		8.0 Y
M3	5	1	1,830.0	930.0	0.0	0 5.00	0.00	66	10.0	)	8.0 Y
M4	7	1	1,330.0	890.0	0.0	0 5.00	0.00	66	10.0	)	8.0 Y
M5	9	1	675.0	750.0	0.0	0 5.00	0.00	66	10.0	)	8.0 Y
M6	11	1	905.0	380.0	0.0	0 5.00	0.00	66	10.0		8.0 Y
M7	13	1	975.0	270.0	0.0	5.00	0.00	66	10.0		8.0 Y
M8	15	1	3,885.0	-155.0	0.0	5.00	0.00	66	10.0		8.0 Y

RESULTS: SOUND LEVELS						<	Project Na	me?>				
<organization?></organization?>							14 Septem	her 2016				
<analysis by?=""></analysis>							TNM 2.5	1001 2010				
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RESULTS: SOUND LEVELS												
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RUN:		Roberts	son Lane F	uture Without	Project							
BARRIER DESIGN:		INPUT	HEIGHTS					Average p	avement type	shall be use	d unless	
								a State hi	ghway agency	/ substantiate	s the use	
ATMOSPHERICS:		68 deg	F, 50% RH					of a differ	ent type with	approval of F	HWA.	
Receiver												
Name	No.	#DUs	Existing	No Barrier					With Barrier			
			LAeq1h	LAeq1h		Increase over	existing	Туре	Calculated	Noise Reduc	tion	
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated
							Sub'l Inc					minus
												Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	2		0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
M2	3		0.0					Snd Lvl	68.3		8	
M3	5		0.0						65.9			
M4	7		0.0						74.3			
M5	9		0.0		66	_			64.7			
M6	11		0.0		66		10		65.1			
M7	13		0.0						64.3			
M8	15		0.0		66	62.6	10		62.6	0.0	8	-8.0
Dwelling Units		# DUs	Noise Re									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		8	0.0	0.0								
All Impacted		3	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: ROADWAYS							<proj< th=""><th>ect Name?&gt;</th><th></th><th></th><th></th></proj<>	ect Name?>			
<organization?></organization?>					14 Septembe	er 2016					
<analysis by?=""></analysis>					TNM 2.5						
INPUT: ROADWAYS							Average	 pavement typ	e shall be i	used unle	SS
PROJECT/CONTRACT:	<project< th=""><th>Name?&gt;</th><th></th><th></th><th></th><th></th><th>a State hi</th><th>ighway agend</th><th>cy substant</th><th>iates the</th><th>use</th></project<>	Name?>					a State hi	ighway agend	cy substant	iates the	use
RUN:	Robertso	n Lane Fu	ıture With	n Project			of a diffe	rent type with	the appro	val of FHV	VA
Roadway		Points									
Name	Width	Name	No.	Coordinates	(pavement)		Flow Cor	itrol		Segmen	t
				X	Υ	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
N. San Vicente Blvd	70.0	point3	3	2,050.0	1.0	0.00				Average	;
		point4	4	2,050.0	1,400.0	0.00					
N. Robertson Blvd	45.0	point11	11	1,300.0	1.0	0.00				Average	;
		point35	35	1,300.0	455.5	0.00				Average	;
		point12	12	1,300.0	910.0	0.00					
N. La Peer Dr	35.0	point13	13	950.0	1.0	0.00				Average	;
		point14	14	950.0	670.0	0.00					
N. La Cienega Blvd	70.0	point15	15	4,050.0	-300.0	0.00				Average	;
		point16	16	4,050.0	2,750.0	0.00					
Melrose Avenue	50.0	point19	19	0.0	0.0	0.00				Average	;
		point20	20	*							
Santa Monica Blvd	80.0	•	26							Average	;
		point33	33							Average	:
		point34	34	*						Average	
		point32	32	*						Average	;
		point27	27	*	· ·						
Ramage Street	30.0	•	28							Average	;
		point29	29								
Almont Drive	45.0	point30	30							Average	;
		point31	31	700.0	500.0	0.00					

INPUT: TRAFFIC FOR LAeq1h Volumes						<p< th=""><th>roject Na</th><th>me?&gt;</th><th></th><th></th><th></th><th></th></p<>	roject Na	me?>				
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RUN:	Robertson		re With F	Project								
Roadway	Points											
Name	Name	No.	Segmen	t								
			Autos		MTrucks	5	HTrucks	; ;	Buses	1	Motorcy	cles
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
N. San Vicente Blvd	point3	3	3659	35	76	35	76	35	0	0	0	0
	point4	4										
N. Robertson Blvd	point11	11	2523	30	53	30	53	30	0	0	0	0
	point35	35	1484	30	31	30	31	30	0	0	0	0
	point12	12										
N. La Peer Dr	point13	13	170	30	4	30	4	30	0	0	0	0
	point14	14										
N. La Cienega Blvd	point15	15	0	0	0	0	0	0	0	0	0	0
	point16	16										
Melrose Avenue	point19	19	2807	35	58	35	58	35	0	0	0	0
	point20	20										
Santa Monica Blvd	point26	26								0	0	_
	point33	33										
	point34	34								_		
	point32	32		35	133	35	133	35	0	0	0	0
	point27	27										
Ramage Street	point28	28		25	8	25	0	0	0	0	0	0
	point29	29										
Almont Drive	point30	30		30	8	30	8	30	0	0	0	0
	point31	31										

INPUT: RECEIVERS								<project na<="" th=""><th>ame?&gt;</th><th></th><th></th></project>	ame?>		
<organization?></organization?>						14 Septer	nber 2016				
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INPUT: RECEIVERS											
PROJECT/CONTRACT:	<proj< td=""><td>ect Nan</td><td>ne?&gt;</td><td></td><td>'</td><td></td><td></td><td></td><td></td><td></td><td></td></proj<>	ect Nan	ne?>		'						
RUN:	Robe	rtson L	ane Future W	ith Project							
Receiver											
Name	No.	#DUs	Coordinates	(ground)		Height	Input Sou	nd Levels	and Criteri	a	Active
			X	Y	Z	above	Existing	Impact Cr	iteria	NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1		2 1	1,260.0	510.0	0.00	4.92	2 0.00	) 66	10.0	) 8	3.0 Y
M2	;	3 1	1,345.0	710.0	0.00	5.00	0.00	66	10.0	) 8	3.0 Y
M3		5 1	1,830.0	930.0	0.00	5.00	0.00	66	10.0	) 8	3.0 Y
M4		7 1	1,330.0	890.0	0.00	5.00	0.00	66	10.0	3 (	3.0 Y
M5	!	9 1	675.0	750.0	0.00	5.00	0.00	66	10.0	) (	3.0 Y
M6	1	1 1	905.0	380.0	0.00	5.00	0.00	66	10.0	) (	3.0 Y
M7	1:	3 1	975.0	270.0	0.00	5.00	0.00	66	10.0	) (	3.0 Y
M8	1:	5 1	3,885.0	-155.0	0.00	5.00	0.00	66	10.0	) 8	3.0 Y

RESULTS: SOUND LEVELS						<	Project Na	me?>					
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<analysis by?=""></analysis>							TNM 2.5						
valuityele by i							Calculated with TNM 2.5						
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<project< td=""><td>t Name?&gt;</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></project<>	t Name?>										
RUN:			Robertson Lane Future With Project										
BARRIER DESIGN:		INPUT HEIGHTS					Average pavement type shall be used unless						
								a State hi	ghway agency	/ substantiate	s the use		
ATMOSPHERICS:	68 deg F, 50% RH of a different type with approval of FHWA.												
Receiver													
Name	No.	#DUs	Existing	No Barrier					With Barrier				
			LAeq1h	LAeq1h		Increase over	existing	Туре	Calculated	Noise Reduc	tion		
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated	
							Sub'l Inc					minus	
												Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
M1	2		0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.	
M2	3		0.0					Snd Lvl	68.4		8		
M3	5		0.0						65.9		_		
M4	7		0.0						74.4				
M5	9		0.0						64.9				
M6	11		0.0				_		65.4	-			
M7	13		0.0						64.9				
M8	15	1	0.0	62.7	66	62.7	10		62.7	0.0	8	-8.	
Dwelling Units		# DUs	Noise Re										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		8	0.0	0.0									
All Impacted		3	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0								

Noise Impact Study

# ROBERTSON LANE HOTEL PROJECT WEST HOLLYWOOD, CALIFORNIA

Prepared for:
City of West Hollywood
Community Development Department

June 2016

Report Ref: R2014115.3

Acoustical Engineering Services, Inc.
22801 Crespi Street
Woodland Hills, CA 91364

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## **Appendices**

 $Appendix \ A-Ambient \ Noise \ Measurements \ Data$ 

Appendix B – Noise Calculations

#### **EXECUTIVE SUMMARY**

In response to a request from the City of West Hollywood, Acoustical Engineering Services, Inc. (AES) has conducted this Noise Impact Study (Study) to analyze the potential noise impacts that would result from the outdoor uses associated with the proposed Robertson Lane Hotel in the City of West Hollywood, California (Project), as shown in Figure 1 (on page 6).

The current ambient noise levels at the sensitive noise receptors (e.g., residential and park) in the vicinity of the Project Site were measured and tabulated in this report. The measured ambient sound data were utilized as baseline levels in conjunction with the City of West Hollywood noise standards and guidelines, to define the Project's noise impact thresholds. In general, the existing sound environment in the vicinity of the Project Site is dominated by local auto traffic (e.g., Santa Monica Boulevard and Robertson Boulevard) and nearby commercial uses (e.g., retail uses and restaurants).

Potential noise impacts from the Project's outdoor uses (due to people gathering and the use of amplified sound systems) at the Project's Levels 1, 3, 4 and 9 were evaluated at the off-site noise sensitive uses. To represent a conservative noise scenario, the noise levels were calculated based on the assumption of concurrent use of all the outdoor areas with the maximum number of people as well as simultaneous use of amplified sound. The key findings of the noise analysis are as follows:

- The estimated noise levels from the people gathering (e.g., talking/conversing) at the Project's proposed outdoor uses would be below the applicable significance threshold for both daytime and nighttime hours.
- The Project's amplified sound system at the Levels 1, 3 and 4 outdoor areas (i.e., outdoor dining, terrace, and pool area) would be employed primarily to broadcast background music. The amplified sound system would be designed to a maximum 75 dBA (Leq) sound level (during daytime hours from 8:00 a.m. to 10:00 p.m.) and 55 to 65 dBA (Leq) sound level (during nighttime hours from 10:00 p.m. to 8:00 a.m.). The estimated noise levels from the Levels 1, 3 and 4 amplified sound system to the offsite noise sensitive receptors would be below the applicable significance threshold for both daytime and nighttime hours.
- The Project's amplified sound system at the Level 9 outdoor areas would be used in connection with the Hotel for scheduled banquets and parties. During daytime hours from 8:00 a.m. to 10:00 p.m. the sound level output for the outdoor amplified sound system at Level 9 would be higher than Levels 1, 3, and 4, at approximately 85 dBA (L<sub>eq</sub>). Based on the maximum 85 dBA amplified sound level, the Project sound system sound output would be below the applicable daytime significance threshold at the offsite sensitive receptors. During nighttime hours from 10:00 p.m. to 8:00 a.m. the

amplified sound system would be designed to a maximum of 65 dBA ( $L_{eq}$ ). The estimated noise levels from the Level 9 amplified sound system to the off-site noise sensitive receptors would be below the applicable significance threshold for nighttime hours.

• The cumulative noise levels from use of the outdoor areas on Levels 1, 3, 4 and 9 (including both people gathering and the use of amplified sound system) would be below the applicable significance threshold for both daytime and nighttime hours.

### 1 INTRODUCTION

The proposed Robertson Lane Hotel Project includes several outdoor uses which would operate from 7 a.m. to 2 a.m. The outdoor uses, dining and meeting areas, located on the Hotel building Levels 1, 3, 4 and 9 will incorporate amplified sound systems to enhance/ broadcast and reinforce background music and spoken words. This study evaluates the potential noise impacts from the Project's outdoor uses on existing off-site sensitive land uses and develops noise Project Design Features, as required.

#### 1.1 Purpose

The objectives of this noise study are to:

- a) Determine potential noise impacts on noise sensitive uses from Project operation-related outdoor uses, including people gathering and amplified sound systems, and
- b) Provide Project Design Features to avoid or reduce the potential noise impacts.

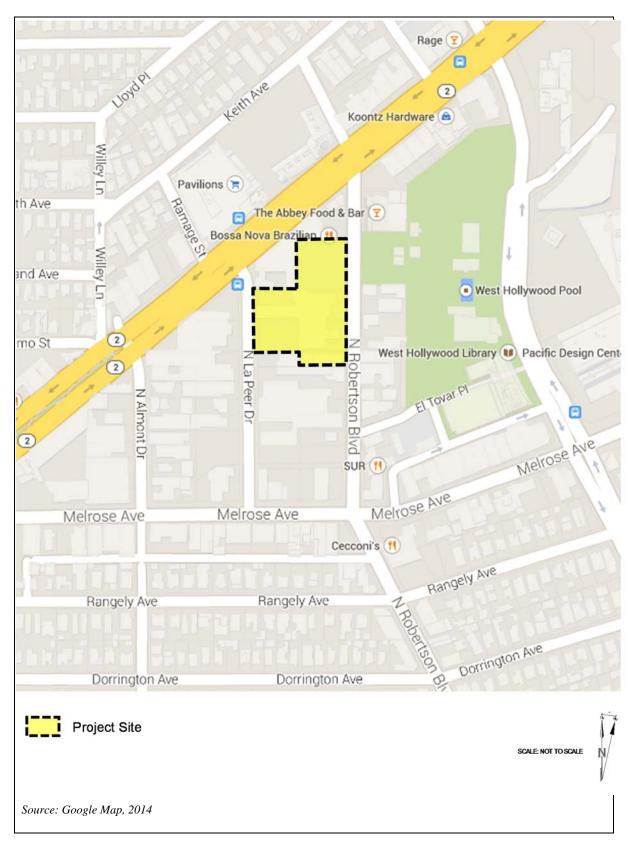


Figure 1. Project Site Map

#### 2 ENVIRONMENTAL SETTING

#### 2.1 Fundamentals of Sound and Environmental Noise

Noise is commonly defined as sound that is undesirable because it can interfere with speech communication and hearing, may cause sleep disturbance, or may otherwise be considered annoying (unwanted sound). The decibel (dB) is a conventional unit for measuring the amplitude of sound because it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude. The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human frequency-dependent response, the A-weighted filtering system is used to adjust measured sound levels (dBA). The term "A-weighted" refers to filtering the noise signal in a manner that corresponds to the way the human ear perceives sound. Examples of various sound levels in different environments are provided in Table 1 (on page 8).

Generally, people judge the relative magnitude of sound sensation by subjective terms such as "loudness" or "noisiness." To the normal human ear, a change in sound level of 3 dB is considered "just perceptible," a change in sound level of 5 dB is considered "clearly noticeable," and a change (i.e., increase) of 10 dB is generally recognized as "twice as loud."

#### 2.1.1 Outdoor Sound Propagation

In an outdoor environment, sound levels attenuate (reduce) through the air as a function of distance. Such attenuation is commonly referred to as "distance loss" or "geometric spreading," and is based on the noise source configuration (e.g., point source, or line source). For a point source, such as electronic speaker systems and outdoor gatherings, the rate of sound attenuation is about 6 dB per doubling of distance from the noise source. For example, an outdoor speaker system generates a sound level of 60 dBA at a distance of five feet would attenuate to 54 dBA at a distance of 10 feet. For a line source, such as a constant flow of traffic on a roadway, the rate of sound attenuation is about 3 dB per doubling of distance.<sup>3</sup>

In addition, structures (e.g., buildings, parapet walls) and natural topography (e.g., hills) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receptor is located behind the wall but still has a view of the source (i.e., line-of-sight is not fully blocked), some barrier insertion loss would still occur, however to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall reflects noise back to the receptor, thereby compounding

All sound levels measured in decibel (dB) in this study are relative to  $2x10^{-5}$  N/m<sup>2</sup>.

<sup>&</sup>lt;sup>2</sup> Engineering Noise Control, Bies & Hansen, 1988.

<sup>&</sup>lt;sup>3</sup> Caltrans, "Technical Noise Supplement (TeNS)", 2009.

the noise. Outdoor noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the noise source and receiver) to an upper range of 20 dBA with a more substantial barrier.<sup>4</sup>

**Table 1. Typical Noise Levels** 

	Noise Levels,	
Common Outdoor Activities	dBA	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 1000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
Gas Lawn Mower 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 Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio (background)
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing
Source: Caltrans, Technical Noise Supplem	nent (TeNS), 2009	

### 2.1.2 Environmental Noise Descriptors

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 the total acoustical energy content, as well as the time and duration of occurrence. The most frequently used noise descriptors, including those used by the City of West Hollywood, are summarized below.

<sup>&</sup>lt;sup>4</sup> Caltrans, "Technical Noise Supplement (TeNS)", 2009.

Equivalent Sound Level ( $L_{eq}$ ).  $L_{eq}$  is a measurement of the acoustic energy content of noise averaged over a specified time period. Thus, the  $L_{eq}$  of a time-varying sound and that of a steady sound are the same if they deliver the same amount of energy to the receptor's ear during exposure.  $L_{eq}$  for one-hour periods, during the daytime or nighttime hours, and 24 hours are commonly used in environmental noise assessments.  $L_{eq}$  can be measured for any time period, but is typically measured for an increment of no less than 15 minutes for environmental studies. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during day or night.

Statistical Sound Level ( $L_n$ ).  $L_n$  is a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the  $L_{50}$  noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level.  $L_{90}$  noise level represents the noise level that is exceeded 90 percent of the time and for environmental noise is representative of background ambient noise level.

Community Noise Equivalent Level (CNEL). CNEL is the time average of all A-weighted sound levels for a 24-hour period with a 10 dBA adjustment (upward) added to the sound levels that occur between the hours of 10:00 P.M. and 7:00 A.M. (nighttime), and a 5 dBA adjustment (upward) added to the sound levels which occur between the hours of 7:00 P.M. and 10:00 P.M. (evening). These penalties attempt to account for increased human sensitivity to noise during the nighttime and evening periods, particularly where sleep is the most probable activity. CNEL has been adopted by the State of California to define the community noise environment for development of the community noise element of a General Plan and is also used by the City of West Hollywood for land use planning in the City's General Plan.<sup>5</sup>

Day/Night Average Sound Level (L<sub>dn</sub>). L<sub>dn</sub> is the time average of all A-weighted sound levels for a 24-hour period, similar to the CNEL. L<sub>dn</sub> includes a 10 dBA adjustment (upward) added to the sound levels that occur between the hours of 10:00 P.M. and 7:00 A.M. (nighttime). Unlike CNEL, L<sub>dn</sub> does not include the 5 dBA adjustment (upward) to the sound levels which occur between the hours of 7:00 P.M. and 10:00 P.M. (evening). L<sub>dn</sub> is typically within one dBA of CNEL and the two measurements are often used interchangeably for the purposes of defining the community noise environment and measuring A-weighted sound levels for a 24-hour period.

#### 2.2 Regulatory Framework

Government agencies have established noise standards and guidelines to protect citizens from potential hearing damage and other adverse physiological and social effects associated with

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State of California, General Plan Guidelines, 2003. City of West Hollywood, West Hollywood General Plan 2035, Chapter 10 Safety and Noise, September 6, 2011.

noise. The City of West Hollywood General Plan establishes L<sub>dn</sub>/CNEL guidelines for land use compatibility and includes a number of goals, objectives, and policies for land use planning purposes. The City also has regulations to control unnecessary, excessive and annoying noise, as set forth in the City of West Hollywood Noise Control Ordinance, Municipal Code Chapter 9.08. Standards and guidelines that may be applicable to this project are discussed below.

#### 2.2.1 City of West Hollywood General Plan

The overall purpose of the General Plan is to guide policy makers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels. The following City of West Hollywood General Plan policies and objectives are applicable to the Project:<sup>6</sup>

- SN-3.2: Require the inclusion of noise-reducing design features in development projects to address the impact of noise on residential development.
- SN-3.3: Review development proposals to ensure that noise standards and compatibility criteria set forth in the General Plan are met.
- SN-3.6: Require development projects to implement mitigation measures, where
  necessary, to reduce noise levels to meet the adopted standards and criteria. Such
  measures may include, but are not limited to, berms, walls, and sound attenuating
  architectural design and construction methods.
- SN-3.7: Require new development to meet adopted noise standards and regulations.
- SN-5.1: Work to minimize stationary noise impacts on sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities, night clubs and bars, and special events.
- SN-5.3: Require that entertainment uses, restaurants, and bars engage in responsible
  management and operation to control the activities of their patrons on-site and within
  reasonable and legally justifiable proximity to minimize noise impacts on adjacent
  residences.
- SN-5.4: Require mitigation as needed for development of new nightclubs, bars, and
  other high noise-generating uses adjacent to residences, schools, senior citizen
  housing, and other noise-sensitive uses.

<sup>6</sup> City of West Hollywood, West Hollywood General Plan 2035, Chapter 10 Safety and Noise, September 6, 2011.

The General Plan provides non-transportation source noise level guidance for use in determining general compatibility of proposed residential properties with adjacent properties. The noise levels represent the maximum acceptable noise levels for new developments as measured from any adjoining or proposed residential property within the City. The General Plan provides that proposed development should generally not cause, or if residential in nature, be exposed to a noise level that exceeds 55 dBA ( $L_{eq}$ ) during the daytime (8 a.m. to 10 p.m.) or 50 dBA ( $L_{eq}$ ) during the nighttime (10 p.m. to 8 a.m.). The City's noise compatibility guidelines are provided in Table 2 (on page 12).

#### 2.2.2 City of West Hollywood Noise Control Ordinance

Chapter 9.08, *Noise*, of the City's Municipal Code (Noise Ordinance) establishes acceptable ambient sound levels to regulate intrusive noises within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources. The following sections of the Noise Ordinance are applicable to the proposed Project:

#### **Section 9.08.050 – Prohibited Noises – Specific Examples**

Notwithstanding any other provisions of this chapter, the following acts and the causing or permitting thereof, are declared to be in violation of this chapter.

Part a. *Radios, Phonographs, Etc.* The using, operating or permitting to be played, used or operated between the hours of 10:00 p.m. and 8:00 a.m. of any radio, musical instrument, phonograph, television set, or instrument or device similar to those heretofore specifically mentioned for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of fifty feet or more therefrom.

Part k. Commercial Establishments Adjacent to Residential Property. Notwithstanding any provision of this code to the contrary, continuous, repeated or sustained noise from the premises of any commercial establishment which is adjacent to one or more residential dwelling units, including any outdoor area part of or under the control of the establishment, between the hours of 10:00 p.m. and 8:00 a.m. that is plainly audible from the residential dwelling unit's property line.

<sup>&</sup>lt;sup>7</sup> City of West Hollywood, West Hollywood General Plan 2035, Chapter 10 Safety and Noise, September 6, 2011, Table 10-1.

Community Noise Exposure Land Use Category Lan or CNEL, dBA 55 65 70 80 Residential Transient Lodging — Motel, Hotel Schools, Libraries, Churches, Hospitals, Nursing Homes Auditoriums, Concert Halls, Amphitheaters Sports Arena, Outdoor Spectator Sports Playgrounds, Parks Golf Courses, Riding Stables, Water Recreation, Cemeteries Office Buildings, Business Commercial, and Professional Industrial, Manufacturing, Utilities, Agriculture ZONE A – Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards, No special noise insulation requirements. ZONE B - Conditionally Acceptable: New construction or development should be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design. ZONE C - Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design. ZONE D – Clearly Unacceptable: New construction or development should not be undertaken. Source: Table 10-2: Noise/Land Use Compatibility Matrix, West Hollywood General Plan 2035, City of West Hollywood, 2011

Table 2. City of West Hollywood Guidelines for Noise Compatible Land Use

### 2.3 Existing Ambient Noise Levels

Some land uses are considered more sensitive to intrusive noise than others based on the types of activities typically involved at the receptor location. Based on a review of the land uses in the Project area, a total of five noise sensitive receptor locations were selected to represent

noise sensitive uses surrounding the Project area. The locations of the five noise-sensitive receptors are identified as R1 through R5 in Figure 2 (on page 14). The nearest residential use (R4) is approximately 330 feet from the Project Site.

Ambient noise measurements were taken at the five off-site locations in the vicinity of the Project Site and one on-site location. Descriptions of the noise measurement locations are provided in Table 3 (on page 15). The off-site noise measurements locations range from approximately 60 feet (R1) to 710 feet (R2) from the Project Site. The ambient noise monitoring program was conducted using several Quest Technologies Model 2900 Integrating/Logging Sound Level Meters, these sound level meters meet and exceed the minimum industry standard performance requirements for "Type 2" standard instruments as defined in the American National Standard Institute (ANSI) S1.4.

The ambient noise levels were measured between May 5 and May 6, 2014. Two 15-minute measurements were conducted at each of the off-site receptor locations during both daytime and nighttime hours. A 24-hour measurement was conducted at the Project Site (receptor P1). A 15-minute measurement is a reasonable duration for sampling ambient noise levels where street traffic is the dominant source (typical of urban environments), as traffic noise generally does not vary significantly within an hour.<sup>8</sup>

Table 4 (on page 15) presents the measured ambient noise levels at the selected receptors in  $L_{eq}$  and  $L_{90}$  in the vicinity of the Project Site. Based on field observation and measured sound data, the current ambient noise environment in the vicinity of the Project Site is controlled primarily by vehicular traffic on local roadways, and commercial uses, and other typical urban noise.

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<sup>&</sup>lt;sup>8</sup> Caltrans, Technical Noise Supplement, Chapter 3.3, November 2009

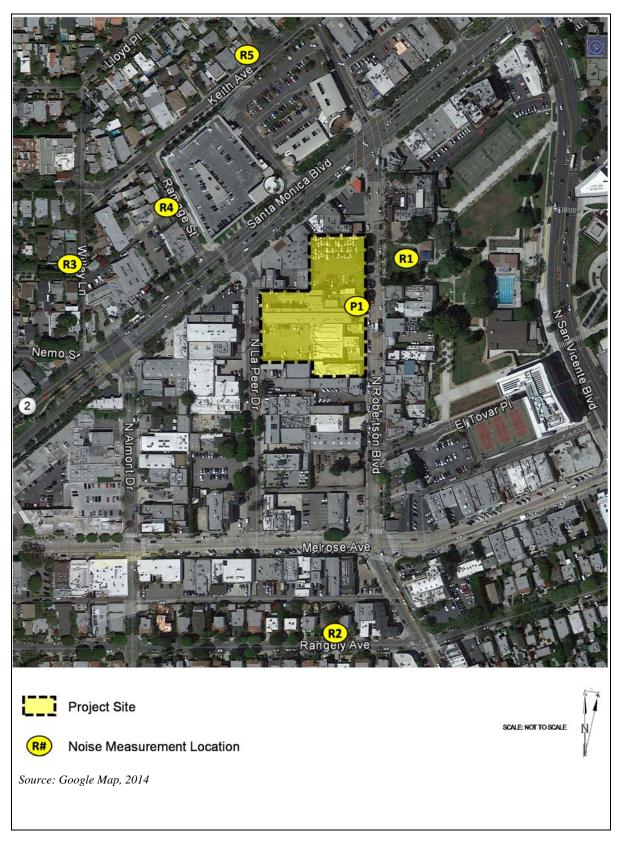


Figure 2. Noise Measurement Locations

**Table 3. Description of Noise Measurement Locations** 

Location	Description	Approximate Distance to Project Site, <sup>a</sup> Feet	Representing Nearby Land Uses	Sensitive Receptor
R1	West Hollywood Park, directly east of the Project Site	60	Public Park	Yes
R2	Residence on Rangely Avenue, south of the Project Site	710	Residential	Yes
R3	Residence at the corner of Willey Lane and Harland Avenue, west of the Project Site	510	Residential	Yes
R4	Residence on Ramage Street, north of Santa Monica Boulevard, northwest of the Project Site	330	Residential	Yes
R5	Residence on Keith Avenue, north of the Project Site	500	Residential	Yes
P1	On Project Site – Project east boundary			
a Distances	are estimated based on Google Earth map and are refer	renced to the Projec	t nearest boundary.	

**Table 4. Existing Ambient Noise Levels** 

		Measured Ambient Lega		
Location	Noise-Sensitive Land Use	Daytime Hours (8 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 8 a.m.)	CNEL (24-hour)
R1	Park	58.3 / 52.6	58.8 / 55.6	63.4ª
R2	Residential	53.6 / 47.9	52.5 / 41.8	57.4 <sup>a</sup>
R3	Residential	54.4 / 47.8	49.6 / 46.1	55.7 <sup>a</sup>
R4	Residential	61.1 / 53.2	58.6 / 51.7	63.9 <sup>a</sup>
R5	Residential	62.3 / 51.3	55.1 / 48.8	62.4 <sup>a</sup>
P1	Project Site	63.8 - 68.9 / 51.8 - 65.4 <sup>b</sup>	55.8 - 66.6 / 46.6 - 55.1 <sup>b</sup>	70.2

<sup>&</sup>lt;sup>a</sup> Estimated based on short-term (15-minute) noise measurement based on FTA procedures.

b Measurements at Location P1 are 24-hour; therefore, a range of noise levels during the daytime and nighttime hours are provided.. The CNEL at Location P1 is calculated based on the 24-hour measurements.

#### 3 IMPACT ANALYSIS

### 3.1 Thresholds of Significance

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to noise. These questions are as follows:

Would the project result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been
  adopted, within two miles of a public airport or public use airport, exposure of people
  residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of private airstrip, would the project expose people residing or working the project area to excessive noise levels.

With regards to these questions from Appendix G of the CEQA Guidelines, the Project Site is not located within an airport land use plan or within two miles of a public or private airport or within the vicinity of a private airstrip. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels associated with a public or private airport or from a private airstrip. As such, no further analysis of airport operation-related noise is necessary.

In addition, pursuant to Mitigation Measure 3.9-1 of the 2035 General Plan Final EIR, the City of West Hollywood has determined that the City should use the following thresholds and procedures for CEQA analysis of proposed projects:

- The City shall apply the noise standards specified in Table 10-1 and Table 10-2 of the Safety and Noise Element to proposed projects analyzed under CEQA.
- In addition, an increase in ambient noise levels is assumed to be a significant noise concern if a proposed project causes ambient noise levels to exceed the following:

- Where the existing ambient noise level is less than 60 dB, a project-related permanent increase in ambient noise levels of 5 dB  $L_{dn}$  or greater.
- Where the existing ambient noise level is greater than 60 dB, a project-related permanent increase in ambient noise levels of 3 dB L<sub>dn</sub> or greater.
- A project-related temporary increase in ambient noise levels of 10 dB L<sub>eq</sub> or greater.

The City of West Hollywood General Plan Final EIR does not have quantitative noise limits as applied to people gathering or outdoor amplified sound systems. However, as noted above the West Hollywood Noise Ordinance Section 9.08.050 prohibits the following:

- Part a. *Radios, Phonographs, Etc.* The using, operating or permitting to be played, used or operated between the hours of 10:00 p.m. and 8:00 a.m. of any radio, musical instrument, phonograph, television set, or instrument or device similar to those heretofore specifically mentioned for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of fifty feet or more therefrom.
- Part k. *Commercial Establishments Adjacent to Residential Property*. Notwithstanding any provision of this code to the contrary, continuous, repeated or sustained noise from the premises of any commercial establishment which is adjacent to one or more residential dwelling units, including any outdoor area part of or under the control of the establishment, between the hours of 10:00 p.m. and 8:00 a.m. that is plainly audible from the residential dwelling unit's property line.

To ensure compliance with the West Hollywood Noise Ordinance Section 9.08.050 restrictions on noise that is "plainly audible" between the hours of 10:00 p.m. and 8:00 a.m., it has been determined that the significance threshold for the people gathering in the Project's outdoor areas or from the Project's outdoor amplified sound system between 10:00 p.m. and 8:00 a.m. (nighttime hours) would be 5 dBA below the lowest measured background sound level ( $L_{90}$ ) at the property line of the affected noise sensitive receptor during the nighttime hours. The  $L_{90}$  noise level is generally considered to represent the true background or ambient level, as it excludes intermittent peak noise sources such as a truck passing by or dog barking.

The significance threshold of 5 dBA below the lowest background sound levels measured in  $L_{90}$  is also a more conservative threshold than the City's General Plan. The General Plan provides that proposed development should generally not cause a noise level that exceeds 50 dBA ( $L_{eq}$ ) during the nighttime (10 p.m. to 8 a.m.). As showing in Table 7, the applicable

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<sup>&</sup>lt;sup>9</sup> City of West Hollywood, West Hollywood General Plan 2035, Chapter 10 Safety and Noise, September 6, 2011, Table 10-1.

nighttime thresholds for all residential sensitive receptors is below 50 dBA ( $L_{eq}$ ). Therefore, the significance threshold of 5 dBA below the lowest background sound levels measured in  $L_{90}$  is a more conservative threshold than provided in the City's General Plan, and addresses the requirement in Noise Ordinance Section 9.08.050 that new noise sources not be "plainly audible" at sensitive receptors.

Therefore, the Project would have a significant impact on noise levels from people gathering or from outdoor amplified sound systems if:

- The noise level generated at the outdoor uses, including people gathering and amplified sound systems increase the existing ambient noise level (L<sub>eq</sub>) at noise sensitive uses by 5 dBA (where the existing ambient noise level is less than 60 dBA L<sub>eq</sub>) or 3 dBA (where the existing ambient noise level is 60 dBA L<sub>eq</sub> or greater), during the daytime hours between 8:00 a.m. and 10:00 p.m.; or
- The noise level generated from the outdoor uses, including people gathering and amplified sound systems, at the property line of a noise sensitive use exceeds the lowest background noise level (L<sub>90</sub>) minus 5 dBA, during the nighttime hours between 10:00 p.m. and 8:00 a.m.

#### **3.2** Operation Impacts

The Project operation includes outdoor dining and outdoor meeting uses at various levels including, Level 1, Level 3, Level 4 and Level 9 of the new hotel buildings. Noise sources associated with the outdoor uses typically include noise from people gathering and conversing, and use of amplified sound systems. Table 5 (on page 19) presents the anticipated number of people at each of the outdoor spaces and the Project's proposed amplified sound levels, used for the noise analysis. The outdoor spaces at the upper levels (i.e., Levels 3, 4 and 9) would be shielded to the off-site receptors by the Project's proposed 6-ft (at Level 4) and 8-ft high (at Levels 3 and 9) solid parapet walls (translucent glass). The Project's proposed amplified sound levels and the glass parapet walls will be implemented as Project Design Features as further discussed in Section 4 (on page 21). Implementation of all Project Design Features outlined in Section 4 (on page 21) was assumed for the noise analysis.

Noise levels associated with the people gathering at the outdoor areas were assumed to be 62 dBA and 65 dBA at a distance of 3.3 feet (1 meter), for women and men speaking in raised voice effort, respectively. To represent a typical scenario, the noise analysis assumed that up to 50 percent of the people (half of which would be female and the other half male) would be talking at the same time. In addition, to represent a conservative noise scenario, the noise levels from the use of the Project's outdoor spaces were calculated based on the assumption of concurrent use of all the outdoor spaces with the maximum number of people as well as simultaneous use of the amplified sound systems. This represents a conservative worst case analysis because the Project would not be expected to operate all the outdoor spaces at capacity, concurrently.

**Table 5. Outdoor Use Assumptions** 

		Estimated Total	Amplified Sound System Levels, dBA for Background Music, Banquet and			
Hotel Level	Description	Number of People <sup>a</sup>	Daytime Hours (8 a.m. to 10 p.m.)	Nighttime Hours (10 p.m. to 8 a.m.)		
	Outdoor dining at the northeast corner, facing Robertson Blvd.	25	75	60		
Level 1	Outdoor dining at the east side, facing Robertson Blvd.	30	75	60		
Level 1	Outdoor dining at the center of the Hotel (near the Lobby)	32	75	60		
	Outdoor dining at the southwest corner, facing La Peer Dr.	32	75	60		
Level 3	Outdoor dining at the west side, facing La Peer Dr.	64	75	55		
Level 4	Outdoor meeting at the northeast corner, facing Robertson Blvd.	500	75	65		
	Outdoor pool deck at the east side, facing Robertson Blvd.	316	75	65		
	Outdoor dining at the northeast corner, facing Robertson Blvd.	450	85	65		
Level 9	Outdoor dining at the west side, facing La Peer Dr.	270	85	65		
	Outdoor dining at the southwest corner, facing La Peer Dr.	209	85	65		
<sup>a</sup> Source:	Hodgetts + Fung, 2016 & 2013 CA Bu	ilding Code, Tabl	e 1004.1.2			

Table 6 (below) presents the estimated noise levels at the off-site noise sensitive receptors from people gathering and amplified sound system at the Project's outdoor use areas during the daytime. As indicated in Table 6, the estimated noise levels at all off-site noise-sensitive receptors would be below the daytime significance threshold.

Table 6. Outdoor Uses Noise Levels – Daytime Hours (8 a.m. to 10 p.m.)

	Estimated No	/ <b>T</b>		Existing Daytime	Significance	
Location	People	Amplified Sound	People + Amplified Sound	Ambient, dBA (L <sub>eq</sub> )	Threshold, <sup>a</sup> dBA (L <sub>eq</sub> )	Significant Impact?
R1	48.3	62.0	62.2	58.3	63.3	No
R2	30.2	47.7	47.8	53.6	58.6	No
R3	36.3	55.9	55.9	54.4	59.4	No
R4	37.7	56.5	56.6	61.1	64.1	No
R5	37.3	54.3	54.4	62.3	65.3	No

<sup>&</sup>lt;sup>a</sup> Significance threshold is equal to ambient plus 5 dBA where the existing ambient is less than 60 dBA and plus 3 dBA where the existing ambient is equal to or greater than 60 dBA.

Table 7 (below) presents the estimated noise levels at the off-site noise sensitive receptors from people gathering and the amplified sound at the Project's outdoor use areas during the nighttime. As indicated in Table 7, the estimated noise levels at all off-site noise-sensitive receptors would be below the nighttime significance threshold.

Table 7. Outdoor Uses Noise Levels – Nighttime Hours (10 p.m. to 8 a.m.)

	Estimated Noise Levels from Outdoor Areas, $dBA\ (L_{eq})$			Nighttime Ambient	Nighttime Significance	
Location	People	Amplified Sound	People + Amplified Sound	Noise Levels, dBA (L <sub>90</sub> )	Threshold, <sup>a</sup> dBA (L <sub>90</sub> )	Significant Impact?
R1	48.3	46.2	50.4	55.6	50.6	No
R2	30.2	29.1	32.7	41.8	36.8	No
R3	36.3	36.1	39.2	46.1	41.1	No
R4	37.7	36.9	40.3	51.7	46.7	No
R5	37.3	34.7	39.2	48.8	43.8	No
<sup>a</sup> Nighttime	hours significat	nce threshold is equ	ual to nighttime ambien	t L90 minus 5 dBA.		

#### 4 PROJECT DESIGN FEATURES

As analyzed above, the outdoor uses including people gathering in the Project's outdoor areas and the use of an amplified sound system would be below the applicable significance threshold at all of the off-site noise sensitive receptors during both the daytime and nighttime hours. The following Project Design Features would be implemented as part of the Project to ensure the noise impacts would be less than significant:

- 1) The amplified sound system shall be calibrated for the outdoor uses so as to not exceed the following levels. The amplified sound system sound output is to be measured at the distance provided below on a plane parallel from the face of the speaker:
  - a. Level 1:
    - i. 75 dBA (L<sub>eq</sub>) at 15 feet, during daytime hours from 8:00 a.m. to 10:00 p.m.
    - ii. 60 dBA ( $L_{eq}$ ) at 15 feet, during nighttime hours from 10:00 p.m. to 8:00 a.m.
  - b. Level 3:
    - i. 75 dBA (L<sub>eq</sub>) at 25 feet, during daytime hours from 8:00 a.m. to 10:00 p.m.
    - ii. 55 dBA (L<sub>eq</sub>) at 25 feet, during nighttime hours from 10:00 p.m. to 8:00 a.m.
  - c. Level 4:
    - i. 75 dBA (L<sub>eq</sub>) at 35 feet, during daytime hours from 8:00 a.m. to 10:00 p.m.
    - ii. 65 dBA ( $L_{eq}$ ) at 35 feet, during nighttime hours from 10:00 p.m. to 8:00 a.m.
  - d. Level 9:
    - i. 85 dBA ( $L_{eq}$ ) at 35 feet, during daytime hours from 8:00 a.m. to 10:00 p.m.
    - ii. 65 dBA ( $L_{eq}$ ) at 35 feet, during nighttime hours from 10:00 p.m. to 8:00 a.m.
- 2) Orientate the Level 9 outdoor speaker system, such that, the sound projection from the speakers would aim toward the audience/guest area and away from the off-site noise sensitive receptors.
- 3) Provide a 6-ft high solid parapet wall (e.g., translucent glass) at the outdoor use areas at Level 4.
- 4) Provide an 8-ft high solid parapet wall (e.g., translucent glass) at the outdoor use areas at Levels 3 and 9.

With the implementation of the Project Design Features above, the estimated noise levels from use of the Project's outdoor areas (people gathering plus amplified sound) would be below the applicable significance thresholds and potential noise impacts from the Project would be less than significant.

## **Robertson Lane Hotel Project**

## **Appendices**

Provided by Acoustical Engineering Services

May 2016

Appendix A - Ambient Noise Data

Appendix B - Noise Calculations

## Appendix A

Ambient Noise Data

Location: R1 - Park Date: 5/5/2014

Time Overload	Leq	Lmax	L10	L90	L90
1:00:08 PM No	56.3	61	59.2	53.2	
1:01:08 PM No	54.8	58.2	56.8	52.3	
1:02:08 PM No	55	59.2	57.5	52	
1:03:08 PM No	55.2	64.4	57.1	52.5	
1:04:08 PM No	56.4	60.2	57.7	54.6	
1:05:08 PM No	56.4	65.7	58.3	53.3	
1:06:08 PM No	60	67.3	63	52.3	
1:07:08 PM No	58.6	67.4	61	54.8	
1:08:08 PM No	56.5	62.5	58.3	53.4	
1:09:08 PM No	55.5	59.8	58.4	51.7	
1:10:08 PM No	55.3	57.7	57.1	52.8	
1:11:08 PM No	65.2	71.2	69.5	55.7	
1:12:08 PM No	59.8	67.9	63.6	53.3	
1:13:08 PM No	53.1	57.5	54.7	50.8	
1:14:08 PM No	56.9	62.7	59.5	53.7	
	58.3				
Time Overload	Leq	Lmax	L10	L90	
11:53:27 PM No	59.3	63.2	62.3	53.6	
11:54:27 PM No	56.6	58.6	57.6	55.6	
11:55:27 PM No	56.7	59.4	57.5	55.8	
11:56:27 PM No	57.2	60.9	58.2	56.2	
11:57:27 PM No	56.8	60.6	57.9	55.6	
11:58:27 PM No	58.8	61.4	60.1	57.2	
11:59:27 PM No	57.5	59.9	58.6	56.1	
12:00:27 AM No	57.2	60.3	58.9	55	
12:01:27 AM No	61.7	69.1	64.6	57.6	
12:02:27 AM No	60.4	64.7	62.8	56.2	
12:03:27 AM No	60.6	63.9	62.5	57.8	
12:04:27 AM No	58.8	62.6	61.1	52.7	
12:05:27 AM No	58.8	62.1	61.3	55.5	
12:06:27 AM No	58.5	61.7	60.7	53.1	
12:07:27 AM No	59.1	61.9	61	55.2	

Location: R2 - Residential use on Rangely Avenue

Date: 5/5/2014

Time Overload	Leq	Lmax	L10	L90	L90
2:31:41 PM No	51	59.1	53.5	48	<u> </u>
2:32:41 PM No	53.4	61.1	57.2	48.9	
2:33:41 PM No	51.8	55.4	54.2	48.1	
2:34:41 PM No	56.2	62	59.1	52.2	
2:35:41 PM No 2:36:41 PM No	49.2	54.2	50.7	46.9	
	55.4	63.4	58.4	50.5	
2:37:41 PM No	52.1	60.5	54.5	48	
2:38:41 PM No	53.9	61.7	57.4	50	
2:39:41 PM No	53.8	63.3	57.7	48.6	
2:40:41 PM No	48.6	53.3	50.4	46.8	
2:41:41 PM No	52.7	63	55.3	46.9	
2:42:41 PM No	55.6	67.1	59.5	47.9	
2:43:41 PM No	51.6	61.8	52.3	47.2	
2:44:41 PM No	56.1	65.1	60.1	48.9	
2:45:41 PM No	53.5	60.1	55.5	49.2	
	53.6				
Time Overload	Leq	Lmax	L10	L90	
11:23:18 PM No	50.9	60.7	53.5	43.6	
11:24:18 PM No	49.4	57.3	52.2	45.3	
11:25:18 PM No	50.9	57.5	54.5	43.5	
11:26:18 PM No	62	79.4	58.8	44.3	
11:27:18 PM No	49.1	62.5	51.7	43.7	
11:28:18 PM No	49.5	55.8	51.9	46.3	
11:29:18 PM No	46.1	53.3	50.2	41.3	
11:30:18 PM No	46.2	55	50	41.8	
11:31:18 PM No	44.9	52.4	49.1	41.1	
11:32:18 PM No	43.5	48.8	46.4	40.7	
11:33:18 PM No	51.1	54.9	53.6	47.3	
11:34:18 PM No	47.3	53.5	50.2	43.5	
11:35:18 PM No	45.9	51.9	49.4	41.4	
11:36:18 PM No	48.9	55.9	52	44.9	
11:37:18 PM No	51.1	61	54.2	42.8	

Location: R3 - Residential use at corner of Willey Lane and Harland Avenue

Date: 5/5/2014

11:13:13 PM No

Time		Leq	Lmax	L10	L90	L90
1:56:01 PM		48.1	50.2	49.3	46.9	
1:57:01 PM	No	53.5	64.4	55.5	47.2	
1:58:01 PM	No	50.5	55.4	52.5	49	
1:59:01 PM	No	54.2	60.8	57.7	49.7	
2:00:01 PM	No	56.7	65.2	58.6	50.6	
2:01:01 PM	No	53.2	58.1	56.6	49.3	
2:02:01 PM	No	50.1	55.6	51.8	47.9	
2:03:01 PM	No	49.3	51.1	50.2	48.4	
2:04:01 PM	No	49.4	55.9	51.9	47	
2:05:01 PM	No	61.5	74.8	64.6	48.6	
2:06:01 PM	No	56.7	68.2	59.7	47.5	
2:07:01 PM	No	53	57.8	55.5	50.4	
2:08:01 PM	No	51	58.9	53.1	48.4	
2:09:01 PM	No	51.8	57.2	53.4	50	
2:10:01 PM	No	51.8	60.1	54.4	47.4	
		54.4				
		54.4				
Time	Overload	<b>54.4</b> Leq	Lmax	L10	L90	
Time 10:59:13 PM			Lmax 52.5	L10 50.8	L90 45.9	
	No	Leq				
10:59:13 PM	No No	Leq 48.8	52.5	50.8	45.9	
10:59:13 PM 11:00:13 PM	No No No	Leq 48.8 47.8	52.5 52.1	50.8 50.5	45.9 45.7	
10:59:13 PM 11:00:13 PM 11:01:13 PM	No No No No	Leq 48.8 47.8 48.5	52.5 52.1 51.7	50.8 50.5 50.6	45.9 45.7 46.1	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM	No No No No	Leq 48.8 47.8 48.5 47.3	52.5 52.1 51.7 52.1	50.8 50.5 50.6 49.2	45.9 45.7 46.1 45.9	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM	No No No No No	Leq 48.8 47.8 48.5 47.3 48	52.5 52.1 51.7 52.1 51.9	50.8 50.5 50.6 49.2 50.5	45.9 45.7 46.1 45.9 46.3	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM 11:04:13 PM	No No No No No No	Leq 48.8 47.8 48.5 47.3 48 48.2	52.5 52.1 51.7 52.1 51.9 52.9	50.8 50.5 50.6 49.2 50.5	45.9 45.7 46.1 45.9 46.3 45.6	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM 11:04:13 PM 11:05:13 PM	No	Leq 48.8 47.8 48.5 47.3 48 48.2 48.3	52.5 52.1 51.7 52.1 51.9 52.9	50.8 50.5 50.6 49.2 50.5 52 50.4	45.9 45.7 46.1 45.9 46.3 45.6 46.1	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM 11:04:13 PM 11:05:13 PM 11:06:13 PM	No	Leq 48.8 47.8 48.5 47.3 48 48.2 48.3 51.1	52.5 52.1 51.7 52.1 51.9 52.9 52 54.6	50.8 50.5 50.6 49.2 50.5 52 50.4 53.4	45.9 45.7 46.1 45.9 46.3 45.6 46.1	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM 11:04:13 PM 11:05:13 PM 11:06:13 PM 11:07:13 PM	No	Leq 48.8 47.8 48.5 47.3 48 48.2 48.3 51.1 47.8	52.5 52.1 51.7 52.1 51.9 52.9 52 54.6 49.8	50.8 50.5 50.6 49.2 50.5 52 50.4 53.4 48.9	45.9 45.7 46.1 45.9 46.3 45.6 46.1 47 46.6	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM 11:04:13 PM 11:05:13 PM 11:06:13 PM 11:07:13 PM 11:07:13 PM	No N	Leq 48.8 47.8 48.5 47.3 48 48.2 48.3 51.1 47.8 50.9	52.5 52.1 51.7 52.1 51.9 52.9 52 54.6 49.8 53.3	50.8 50.5 50.6 49.2 50.5 52 50.4 53.4 48.9 52.4	45.9 45.7 46.1 45.9 46.3 45.6 46.1 47 46.6 48.8	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM 11:04:13 PM 11:05:13 PM 11:06:13 PM 11:07:13 PM 11:08:13 PM 11:08:13 PM	No N	Leq 48.8 47.8 48.5 47.3 48 48.2 48.3 51.1 47.8 50.9 53.1	52.5 52.1 51.7 52.1 51.9 52.9 52 54.6 49.8 53.3 61.3	50.8 50.5 50.6 49.2 50.5 52 50.4 53.4 48.9 52.4 55.8	45.9 45.7 46.1 45.9 46.3 45.6 46.1 47 46.6 48.8 49.3	
10:59:13 PM 11:00:13 PM 11:01:13 PM 11:02:13 PM 11:03:13 PM 11:04:13 PM 11:05:13 PM 11:06:13 PM 11:07:13 PM 11:08:13 PM 11:09:13 PM 11:09:13 PM	No N	Leq 48.8 47.8 48.5 47.3 48 48.2 48.3 51.1 47.8 50.9 53.1 49.4	52.5 52.1 51.7 52.1 51.9 52.9 52 54.6 49.8 53.3 61.3 54.7	50.8 50.5 50.6 49.2 50.5 52 50.4 53.4 48.9 52.4 55.8 51.4	45.9 45.7 46.1 45.9 46.3 45.6 46.1 47 46.6 48.8 49.3 46.5	

51.5 **49.6**  54.8

53.3

Location: R4 - Residential use on Ramage Street

Date: 5/5/2014

Time Overload	Leq	Lmax	L10	L90	
1:37:55 PM No	57.9	64.4	61.9	51.8	
1:38:55 PM No	56.9	64.4	58.4	54.8	
1:39:55 PM No	68.0	77.1	73.6	57.2	
1:40:55 PM No	65.6	76.8	70.2	54.8	
1:41:55 PM No	54.8	57.7	57.2	51.7	
1:42:55 PM No	57.6	62.8	59.9	54.8	
1:43:55 PM No	54.0	60.2	55.4	51.9	
1:44:55 PM No	60.5	72.2	61.9	53.5	
1:45:55 PM No	55.7	59.7	58.4	51.7	
1:46:55 PM No	58.3	65.7	59.7	53.8	
1:47:55 PM No	57.2	60.9	59	54.5	
1:48:55 PM No	61.3	69	66.1	54.8	
1:49:55 PM No	58.6	68.6	61.6	54.6	
1:50:55 PM No	56.7	61.9	58.7	54.2	
1:51:55 PM No	62.5	72.5	65.7	54.6	
	C1 1				

61.1

Time Overload	Leq	Lmax	Lpeak	L10	L90
10:42:19 PM No	65.6	73.6	70.6	54.9	
10:43:19 PM No	59.3	68.4	64	52.7	
10:44:19 PM No	56.2	60.4	58.6	52.9	
10:45:19 PM No	55.8	64	58.4	52.2	
10:46:19 PM No	57.0	64.9	59.4	53.1	
10:47:19 PM No	57.6	69.6	60.4	50.5	
10:48:19 PM No	56.1	61.8	58.5	51.7	
10:49:19 PM No	57.4	62.6	59.7	53.3	
10:50:19 PM No	55.7	62.6	59.9	50.4	
10:51:19 PM No	56.3	64.7	58.5	51.6	
10:52:19 PM No	57.3	61	60.3	52.3	
10:53:19 PM No	54.4	58.3	56.6	51.7	
10:54:19 PM No	57.1	62.3	59.3	52	
10:55:19 PM No	54.2	60.4	57	50.2	
10:56:19 PM No	60.3	72.1	63.1	52.9	

Location: R5 - Residential use on Keith Avenue

Date: 5/5/2014

Time Overload	Leq	Lmax	L10	L90	
1:20:40 PM No	63.6	76.6	66.4	52.3	
1:21:40 PM No	60.8	72.1	62.5	51.1	
1:22:40 PM No	66	73.8	72.2	52.8	
1:23:40 PM No	62.1	72.6	67.2	52	
1:24:40 PM No	57.4	70.1	57.1	50.9	
1:25:40 PM No	59.2	67.3	64.1	51.9	
1:26:40 PM No	54.4	58.8	57.7	51.3	
1:27:40 PM No	62.5	74.9	66.8	51.5	
1:28:40 PM No	60.1	70.2	65	49.7	
1:29:40 PM No	60.6	71.1	65.6	49.3	
1:30:40 PM No	63.5	73.7	68.9	51.9	
1:31:40 PM No	58.9	70	60.8	53	
1:32:40 PM No	67.1	80.8	68.9	51.7	
1:33:40 PM No	58.4	69.4	62.9	50.2	
1:34:40 PM No	63.3	72.6	68.2	53	
	62.3				
Time Overload	Leq	Lmax	L10	L90	
10:21:12 PM No	56.7	66.3	61.5	48.3	
10:22:12 PM No	60.8	70.9	65.5	50.9	
10:23:12 PM No	57.5	64	60.7	49.2	
10:24:12 PM No	52.3	63.4	53.3	49.3	
10:25:12 PM No	57.8	71.1	59.3	50	
10:26:12 PM No	50.8	54.6	51.6	49.6	
10:27:12 PM No	50.5	53.5	51.5	49.4	
10:28:12 PM No	49.8	53.2	51.8	48.5	
10:29:12 PM No	49.3	53.9	50.4	48.3	
10:30:12 PM No	49.7	51.8	50.3	48.9	
10:31:12 PM No	51.6	58.4	53.9	48.6	
		58.4 62.4	53.9 56.5	48.6 49.1	
10:31:12 PM No	51.6				
10:31:12 PM No 10:32:12 PM No	51.6 53.3	62.4	56.5	49.1	

## Measured Ambient Noise Levels

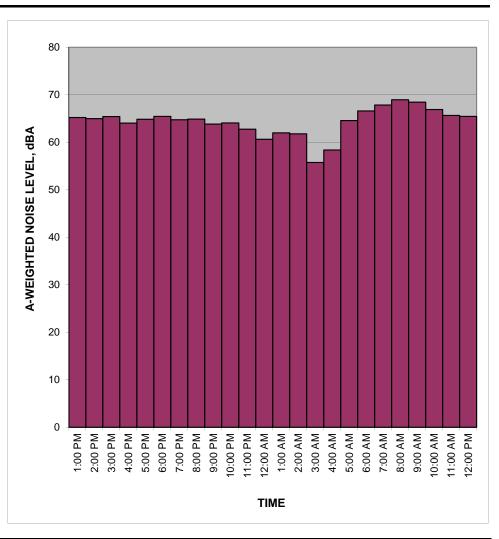


Project: Robertson Lane Hotel

Location: P1 - Project Site Sources: Traffic Volumes

Date: 5/5 to 5/6/2014

	HNL,
TIME	dB(A)
1:00 PM	65.2
2:00 PM	65.0
3:00 PM	65.4
4:00 PM	64.0
5:00 PM	64.8
6:00 PM	65.5
7:00 PM	64.7
8:00 PM	64.9
9:00 PM	63.8
10:00 PM	64.1
11:00 PM	62.8
12:00 AM	60.6
1:00 AM	62.0
2:00 AM	61.8
3:00 AM	55.8
4:00 AM	58.4
5:00 AM	64.6
6:00 AM	66.6
7:00 AM	67.8
8:00 AM	68.9
9:00 AM	68.4
10:00 AM	66.9
11:00 AM	65.6
12:00 PM	65.4
CNEL, dB(A):	70.2



NOTES:			

## Appendix B

Noise Calculations

# Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 9 - Speakers

ame	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
	dB(A)		dB(A)								
vel9_Speakers-B		SoundSystem	98.3	103.4	105.9	106.3	109.5	110.7	110.5	108.4	
vel9_Speakers-C	117.	SoundSystem	98.3	103.4	105.9	106.3	109.5	110.7	110.5	108.4	
vel9_Speakers-D	117	SoundSystem	98.3	103.4	105.9	106.3	109.5	110.7	110.5	108.4	
vel9_Speakers-A	117	SoundSystem	98.3	103.4	105.9	106.3	109.5	110.7	110.5	108.4	

## Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 9 - People

Name	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
	dB(A)		dB(A)								
_evel9_People-A(450/2)		People (Raised Voice)	48.5	58.5	75.0	90.4	91.6	87.8	82.6	72.5	
_evel9_People-B(450/2)		People (Raised Voice)	48.5	58.5	75.0	90.4	91.6	87.8	82.6	72.5	
_evel9_People-C(270)		People (Raised Voice)	49.3	59.3	75.8	91.2	92.4	88.6	83.4	73.3	
_evel9_People-D(209)	95.0	People (Raised Voice)	48.2	58.2	74.7	90.1	91.3	87.5	82.3	72.2	

# Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 4 - Speakers

ame	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
	dB(A)		dB(A)								
evel4-Speakers-A	107.	SoundSystem(1)	73.8	83.9	91.4	96.8	100.0	101.2	101.0	98.9	
vel4-Speakers-B	107.	SoundSystem(1)	73.8	83.9	91.4	96.8	100.0	101.2	101.0	98.9	

## Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 4 - People

me	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
	dB(A)		dB(A)								
vel4-People-A(500) vel4-People-B(316)	98.8	People (Raised Voice) People (Raised Voice)	52.0 50.0	62.0 60.0	78.5 76.5	93.9 91.9	95.1 93.1	91.3 89.3	86.1 84.1	76.0 74.0	
/еі4-Реоріе-В(ЗТб)	96.6	People (Raised Voice)	50.0	60.0	70.5	91.9	93.1	69.3	04.1	74.0	

# Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 3 - Speakers

Name		Fii '	0011	40511	05011	F0011	41.2.1	01.11	41.1.1	01-11	
Name	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
	dB(A)		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Level3-Speakers	104.	SoundSystem	85.3	90.4	92.9	93.3	96.5	97.7	97.5	95.4	

# Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 3 - People

Name	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
	dB(A)		dB(A)								
Level3-People(64)		People (Raised Voice)	43.0	53.0	69.5	84.9	86.1	82.3	77.1	67.0	
Levelo-Feople(04)	03.0	i copie (ivaiseu voice)	43.0	55.0	ບສ.ບ	04.9	00.1	02.3	11.1	07.0	

## Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 1- Speakers

dB(A)   dB(A	Name	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz
evel1-Speakers-B 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-C 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4		dB(A)		dB(A)							
evel1-Speakers-C 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4	Level1-Speakers-A	99.0	SoundSystem								
evel1-Speakers-C 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 85.4 87.9 88.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 99.0 SoundSystem 80.3 80.3 80.4 87.9 80.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 90.0 SoundSystem 80.3 80.3 80.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 90.0 SoundSystem 80.3 80.3 80.4 80.3 91.5 92.7 92.5 90.4 evel1-Speakers-D 90.0 SoundSystem 80.0 SoundSystem											
evel1-Speakers-D 99.0   SoundSystem 80.3   85.4   87.9   88.3   91.5   92.7   92.5   90.4	Level1-Speakers-C	99.0	SoundSystem								

# Robertson Lane Hotel Octave spectra of the sources in dB(A) - Level 1- People

Name	Lw	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
ao											
	dB(A)		dB(A)								
evel1-PeopleA(25)		People (Raised Voice)	39.1	49.1	65.6	81.0	82.2	78.4	73.2	63.1	
evel1-PeopleB(30)	86.6	People (Raised Voice)	39.8	49.8	66.3	81.7	82.9	79.1	73.9	63.8	
evel1-PeopleC(32)	86.8	People (Raised Voice)	40.0	50.0	66.5	81.9	83.1	79.3	74.1	64.0	
evel1-PeopleD(32)	86.8	People (Raised Voice)	40.0	50.0	66.5	81.9	83.1	79.3	74.1	64.0	

## Robertson Lane Hotel Assessed contibution level - Level 9 - Speakers

Source	Leq,d dB(A)	Leq,n dB(A)				
Receiver R1	Leq,d 57.9	(	dB(A)	Leq,n 37.9	dB(A)	
Level8_Speakers-B	55.5	35.5				
Level8_Speakers-C	42.9	22.9				
Level8_Speakers-D	52.3	32.3				
Level8_Speakers-A	48.9	28.9				
Receiver R2	Leq,d 47.3	(	dB(A)	Leq,n 27.3	dB(A)	
Level8_Speakers-B	41.8	21.8				
Level8_Speakers-C	40.8	20.8				
Level8_Speakers-D	43.6	23.6				
Level8_Speakers-A	36.2	16.2				
Receiver R3	Leq,d 55.5	(	dB(A)	Leq,n 35.5	dB(A)	
Level8_Speakers-B	41.5	21.5				
Level8_Speakers-C	51.4	31.4				
Level8_Speakers-D	49.4	29.4				
Level8_Speakers-A	50.5	30.5				
Receiver R4	Leq,d 55.8	(	dB(A)	Leq,n 35.8	dB(A)	
Level8_Speakers-B	42.4	22.4				
Level8_Speakers-C	52.4	32.4				
Level8_Speakers-D	50.2	30.2				
Level8_Speakers-A	49.0	29.0				
Receiver R5	Leq,d 54.2	(	dB(A)	Leq,n 34.2	dB(A)	
Level8_Speakers-B	43.2	23.2				
Level8_Speakers-C	48.5	28.5				
Level8_Speakers-D	42.3	22.3				
Level8_Speakers-A	51.8	31.8				

## Robertson Lane Hotel Assessed contibution level - Level 9 - People

	3
4	7

Source	Leq,d	Leq,n			
	dB(A)	dB(A)			
Receiver R1	Leq,d 36.9	dB(A)	Leq,n 36.9	dB(A)	
Level9_People-A(450/2)	30.8	30.8			
Level9_People-B(450/2)	34.0	34.0			
Level8_People-C(270)	20.8	20.8			
Level8_People-D(209)	30.4	30.4			
Receiver R2	Leq,d 25.9	dB(A)	Leq,n 25.9	dB(A)	
Level9_People-A(450/2)	18.9	18.9			
Level9_People-B(450/2)	19.8	19.8			
Level8_People-C(270)	19.4	19.4			
Level8_People-D(209)	21.3	21.3			
Receiver R3	Leq,d 34.6	dB(A)	Leq,n 34.6	dB(A)	
Level9_People-A(450/2)	28.8	28.8			
Level9_People-B(450/2)	20.2	20.2			
Level8_People-C(270)	31.4	31.4			
Level8_People-D(209)	27.9	27.9			
Receiver R4	Leq,d 34.8	dB(A)	Leq,n 34.8	dB(A)	
Level9_People-A(450/2)	25.8	25.8			
Level9_People-B(450/2)	21.1	21.1			
Level8_People-C(270)	32.7	32.7			
Level8_People-D(209)	28.4	28.4			
Receiver R5	Leq,d 32.9	dB(A)	Leq,n 32.9	dB(A)	
Level9_People-A(450/2)	28.5	28.5			·
Level9_People-B(450/2)	27.1	27.1			
Level8_People-C(270)	27.9	27.9			
Level8_People-D(209)	20.0	20.0			

## Robertson Lane Hotel Assessed contibution level - Level 4 - Speakers

Leq,d dB(A)	Leq,n				
	uB(/ t/)				
Leq,d 48.9	d	B(A)	Leq,n 3	8.9	dB(A)
45.7	35.7				
46.1	36.1				
Leq,d 34.0	d	B(A)	Leq,n 2	4.0	dB(A)
29.8	19.8				
31.9	21.9				
Leq,d 31.8	d	B(A)	Leq,n 2	1.8	dB(A)
27.0	17.0				
30.0	20.0				
Leq,d 33.0	d	B(A)	Leq,n 2	3.0	dB(A)
29.1	19.1				
30.7	20.7				
Leq,d 35.1	d	B(A)	Leq,n 2	5.1	dB(A)
33.5	23.5				·
30.1	20.1				
	dB(A)  Leq,d 48.9 45.7 46.1  Leq,d 34.0 29.8 31.9  Leq,d 31.8 27.0 30.0  Leq,d 33.0 29.1 30.7  Leq,d 35.1 33.5	dB(A) dB(A)  Leq,d 48.9 d 45.7 35.7 46.1 36.1  Leq,d 34.0 d 29.8 19.8 31.9 21.9  Leq,d 31.8 d 27.0 17.0 30.0 20.0  Leq,d 33.0 d 29.1 19.1 30.7 20.7  Leq,d 35.1 d 33.5 23.5	dB(A)     dB(A)       Leq,d 48.9     dB(A)       45.7     35.7       46.1     36.1       Leq,d 34.0     dB(A)       29.8     19.8       31.9     21.9       Leq,d 31.8     dB(A)       27.0     17.0       30.0     20.0       Leq,d 33.0     dB(A)       29.1     19.1       30.7     20.7       Leq,d 35.1     dB(A)       33.5     23.5	dB(A)         dB(A)           Leq,d 48.9         dB(A)         Leq,n 3           45.7         35.7         46.1         36.1           Leq,d 34.0         dB(A)         Leq,n 2           29.8         19.8         31.9         21.9           Leq,d 31.8         dB(A)         Leq,n 2           27.0         17.0         30.0         20.0           Leq,d 33.0         dB(A)         Leq,n 2           29.1         19.1         30.7         20.7           Leq,d 35.1         dB(A)         Leq,n 2           33.5         23.5         23.5	dB(A)         dB(A)           Leq,d 48.9         dB(A)         Leq,n 38.9           45.7         35.7         46.1         36.1           Leq,d 34.0         dB(A)         Leq,n 24.0           29.8         19.8         31.9         21.9           Leq,d 31.8         dB(A)         Leq,n 21.8           27.0         17.0         30.0         20.0           Leq,d 33.0         dB(A)         Leq,n 23.0           Leq,d 35.1         dB(A)         Leq,n 25.1           33.5         23.5

## Robertson Lane Hotel Assessed contibution level - Level 4 - People

Source	Leq,d dB(A)	Leq,n dB(A)				
Receiver R1	Leq,d 42.1	d	IB(A)	Leq,n 42	.1 dB(A)	
Level4-People-A(500) Level4-People-B(316)	40.1 37.7	40.1 37.7				
Receiver R2	Leq,d 27.7	d	IB(A)	Leq,n 27	.7 dB(A)	
Level4-People-A(500) Level4-People-B(316)	24.8 24.5	24.8 24.5				
Receiver R3	Leq,d 27.3	d	IB(A)	Leq,n 27	.3 dB(A)	
Level4-People-A(500) Level4-People-B(316)	24.2 24.4	24.2 24.4				
Receiver R4	Leq,d 26.5	d	IB(A)	Leq,n 26	.5 dB(A)	
Level4-People-A(500) Level4-People-B(316)	23.2 23.7	23.2 23.7				
Receiver R5	Leq,d 35.2	d	IB(A)	Leq,n 35	.2 dB(A)	
Level4-People-A(500) Level4-People-B(316)	34.8 25.2	34.8 25.2				

## Robertson Lane Hotel Assessed contibution level - Level 3 - Speakers

Leq,d Leq,n

	dB(A)	dB(A)			
Receiver R1	Leq,d 31.5	dB(A)	Leq,n 11.5	dB(A)	
Level3-Speakers	31.5	11.5			
Receiver R2	Leq,d 32.6	dB(A)	Leq,n 12.6	dB(A)	
Level3-Speakers	32.6	12.6			
Receiver R3	Leq,d 44.4	dB(A)	Leq,n 24.4	dB(A)	
Level3-Speakers	44.4	24.4			
Receiver R4	Leq,d 47.3	dB(A)	Leq,n 27.3	dB(A)	
Level3-Speakers	47.3	27.3			
Receiver R5	Leq,d 27.8	dB(A)	Leq,n 7.8	dB(A)	
Level3-Speakers	27.8	7.8			

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Source

## **Robertson Lane Hotel** Assessed contibution level - Level 3 - People

Source	Leq,d dB(A)	Leq,n dB(A)			
Receiver R1	Leq,d 19.6	dB(A)	Leq,n 19.6	dB(A)	
Level3-People(64)	19.6	19.6			
Receiver R2	Leq,d 17.9	dB(A)	Leq,n 17.9	dB(A)	
Level3-People(64)	17.9	17.9			
Receiver R3	Leq,d 28.2	dB(A)	Leq,n 28.2	dB(A)	
Level3-People(64)	28.2	28.2			
Receiver R4	Leq,d 31.1	dB(A)	Leq,n 31.1	dB(A)	
Level3-People(64)	31.1	31.1			
Receiver R5	Leq,d 17.9	dB(A)	Leq,n 17.9	dB(A)	

17.9

17.9

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Level3-People(64)

## Robertson Lane Hotel Assessed contibution level - Level 1- Speakers

Source	Leq,d dB(A)	Leq,n dB(A)					
	ub(A)	UD(A)					
Receiver R1	Leq,d 59.5	(	dB(A)	Leq,n	44.5	dB(A)	
Level1-Speakers-A	56.9	41.9					
Level1-Speakers-B	56.0	41.0					
Level1-Speakers-C	32.9	17.9					
Level1-Speakers-D	26.2	11.2					
Receiver R2	Leq,d 23.2	(	dB(A)	Leq,n	8.2	dB(A)	
Level1-Speakers-A	18.6	3.6					
Level1-Speakers-B	15.9	0.9					
Level1-Speakers-C	16.8	1.8					
Level1-Speakers-D	17.2	2.2					
Receiver R3	Leq,d 36.0	(	dB(A)	Leq,n	21.0	dB(A)	
Level1-Speakers-A	16.9	1.9					
Level1-Speakers-B	16.9	1.9					
Level1-Speakers-C	20.1	5.1					
Level1-Speakers-D	35.8	20.8					
Receiver R4	Leq,d 40.8	(	dB(A)	Leq,n	25.8	dB(A)	
Level1-Speakers-A	20.2	5.2					
Level1-Speakers-B	19.9	4.9					
Level1-Speakers-C	22.4	7.4					
Level1-Speakers-D	40.6	25.6					

Receiver R5 Leq,d 28.0 dB(A) Leq,n 13.0 dB(A) Level1-Speakers-A 20.8 5.8 Level1-Speakers-B 19.2 4.2 Level1-Speakers-C 18.6 3.6 Level1-Speakers-D 25.6 10.6

## Robertson Lane Hotel Assessed contibution level - Level 1- People

Source		Leq,d dB(A)	Leq,n dB(A)				
Receiver R1	Le	q,d 46.6		dB(A)	Leq,n 46.	6 dB(A)	
Level1-PeopleA(25)		43.4	43.4				
Level1-PeopleB(30)		43.8	43.8				
Level1-PeopleC(32)		14.6	14.6				
Level1-PeopleD(32)		20.1	20.1				
Receiver R2	Le	q,d 10.4		dB(A)	Leq,n 10.	4 dB(A)	
Level1-PeopleA(25)		3.9	3.9				
Level1-PeopleB(30)		3.6	3.6				
Level1-PeopleC(32)		5.5	5.5				
Level1-PeopleD(32)		4.3	4.3				
Receiver R3	Le	q,d 22.6		dB(A)	Leq,n 22.	6 dB(A)	
Level1-PeopleA(25)		4.2	4.2				
Level1-PeopleB(30)		4.9	4.9				
Level1-PeopleC(32)		22.4	22.4				
Level1-PeopleD(32)		6.8	6.8				
Receiver R4	Le	q,d 30.6		dB(A)	Leq,n 30.	6 dB(A)	
Level1-PeopleA(25)		7.7	7.7				
Level1-PeopleB(30)		8.1	8.1				
Level1-PeopleC(32)		30.5	30.5				
Level1-PeopleD(32)		10.2	10.2				
Receiver R5	Le	q,d 14.8		dB(A)	Leq,n 14.	8 dB(A)	
Level1-PeopleA(25)		6.9	6.9				
Level1-PeopleB(30)		7.1	7.1				
Level1-PeopleC(32)		11.9	11.9				
14 5 1 5 (0.5)				1			

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Level1-PeopleD(32)

6.4