

## **3.12 NOISE**

### **3.12.1 AFFECTED ENVIRONMENT**

#### **SENSITIVE NOISE RECEPTORS**

Noise-sensitive receptors are generally considered humans engaged in activities, or utilizing land uses, that may be subject to the stress of significant interference from noise. Noise Impacts to wildlife are addressed in Biological Resources (see Section 3.1). Activities usually associated with sensitive receptors include, but are not limited to, talking, reading, and sleeping. Land uses often associated with sensitive receptors include residential dwellings, mobile homes, education facilities, hotels, motels, hospitals, nursing homes, concert halls, houses of worship, and libraries.

The visitors and staff within the lease boundary are considered sensitive receptors. In addition to on-site sensitive receptors, other sensitive receptors within 0.25-miles of the sublease boundary include the following:

- Residents of the multi-family homes and employees of the commercial uses located west of the sublease boundary along Durfee Avenue.
- Employees of the commercial uses and visitors of the commercial uses located east of the sublease boundary along Durfee Avenue.
- Students and staff of South El Monte High School located across from the sublease boundary on the north side of Durfee Avenue.

#### **EXISTING SOURCES OF NOISE**

Traffic on Durfee Avenue is the predominant source of noise in the area. Secondary sources of noise audible within the sublease boundary include nature sounds of birds and squirrels, and voices, whistles, and similar sounds from South El Monte High School, typical of school activities. The background noise is from traffic on Interstate 605 (I-605) and State Route (SR 60) north and south of the sublease boundary, respectively. Due to the distance from the sublease boundary, recreational activities occurring in other parts of the Recreation Area, including Pico Rivera Sports Arena, Pico Rivera Bicentennial Park, and Pico Rivera Golf Course, do not contribute to background noise levels.

#### **EXISTING NOISE LEVELS**

Noise level measurements were taken on March 22, 2007, between 2:30 p.m. and 4:00 p.m. The dominant noise source in the vicinity is vehicle noise on nearby streets and freeways. This condition did not change between August 2006 and March 2007. No new construction occurred or other projects that substantially increased vehicle trips in the vicinity. As such, these noise measurement results accurately

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reflect baseline conditions. Results from the noise monitoring, show that the existing average noise levels ranged from 51 to 55 A-weighted decibel (dBA)  $L_{eq}$  within the sublease boundary. The results of the field noise measurements are summarized in Table 3.12-1 and the noise measurement locations are shown in Figure 3.12-1.

**TABLE 3.12-1 EXISTING NOISE LEVELS AT SELECTED LOCATIONS NEAR THE SITE<sup>1</sup>**

Location, Description, and Time		Noise Level		Notes
		$L_{eq}$	$L_{max}$	
A	Sublease boundary, approximately 50 feet from Durfee Avenue. Site elevation is approximately 5 feet below grade of the roadway.	55	71	Dominant noise was traffic on Durfee Avenue. 178 cars and 1 heavy truck in 15 minutes. Other noises from birds and squirrels and from athletic field.
B	Sublease boundary interior, at location of planned wetland/riparian area. Approximately 350 north of Durfee Avenue.	51	68	Noise sources same as for Location A.
C	West of sublease boundary near the rear of adjacent residences.	52	60	Noise sources same as for Location A.

<sup>1</sup> Noise levels were measured using a Metrosonics dB-306A Metrologger, which was calibrated before and after the measurements.

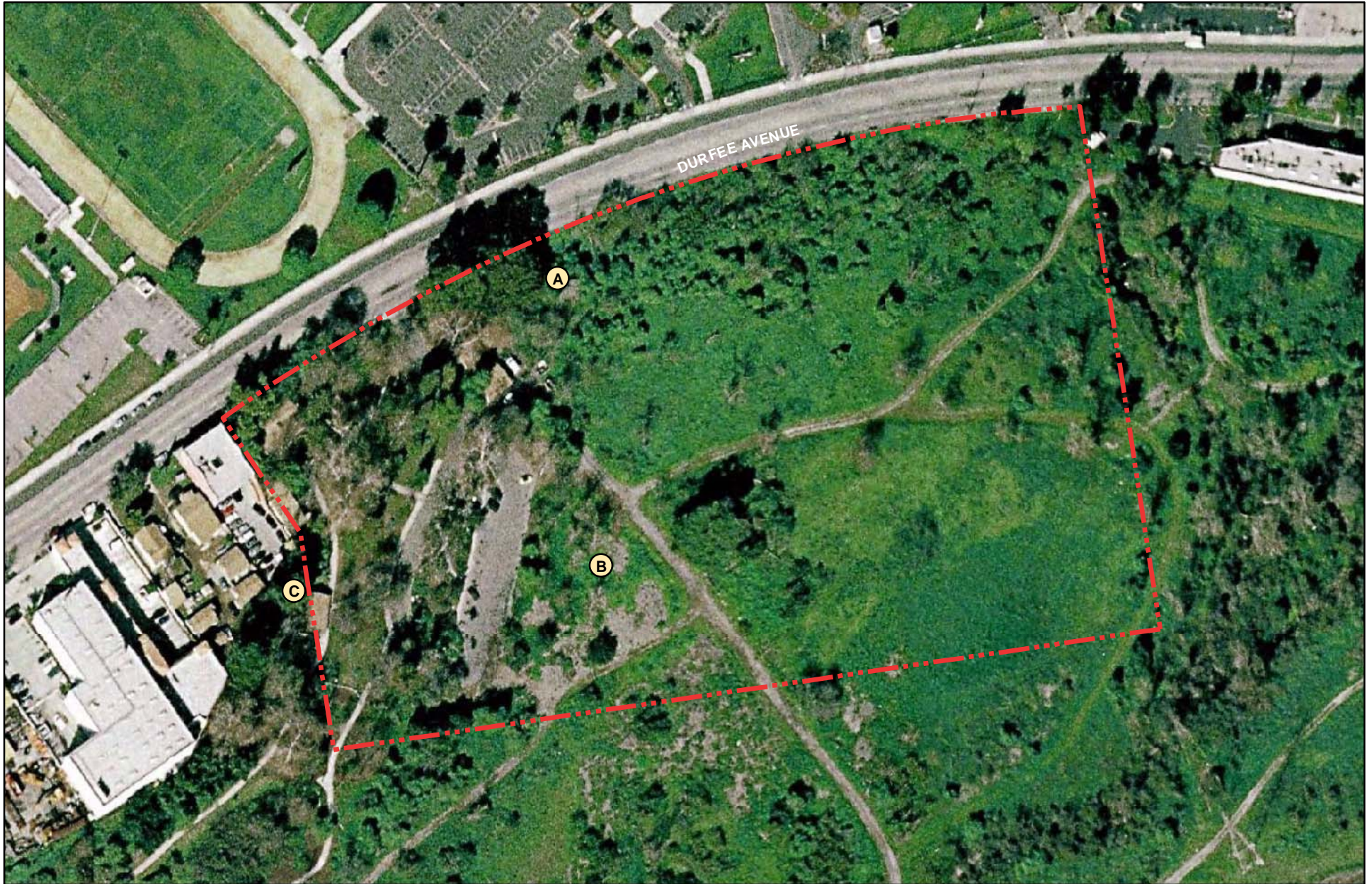
Source: EDAW 2007.

The noise measurement locations were chosen based on the likelihood of experiencing higher noise volumes during proposed action construction and operation. For example, measurement location C is adjacent to the multi-family residences located west of the sublease boundary and measurement location A is near the boundary of South El Monte High School. These are the two closest off-site sensitive receptor locations. On-site visitors and staff would also experience increased noise levels during proposed action operation. As such, measurement location B is in the site's interior.

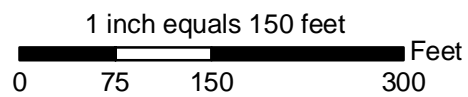
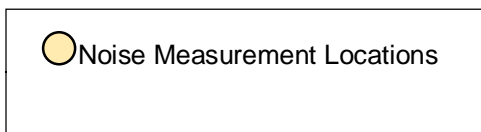
#### 3.12.2 REGULATORY FRAMEWORK

An appropriate standard is that used by the Federal Highway Administration and the California Department of Transportation (Caltrans). The standard is based on the loudest typical daily hour and is described in the Caltrans Traffic Noise Protocol (Caltrans 2006). The standard, called the Noise Abatement Criterion, for parks is 67 dBA  $L_{eq}$ . If noise levels approach or exceed the standard, then there is a traffic noise impact. "Approach" is defined as one dBA.





Source: EDAW Site Visit, March 22, 2007; GlobeExplorer, 2006



**Figure 3.12-1**  
**Noise Measurement Locations**



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### 3.12.3 CRITERIA FOR SIGNIFICANCE OF EFFECTS

The action is considered to result in a significant noise effect if it would result in:

- The exposure of existing noise-sensitive land uses in the project area to significant increases in traffic noise levels due to the action; or
- The exposure of planned sensitive land uses on the project site to significant traffic noise levels.

### 3.12.4 PROJECT EFFECTS ON NOISE

#### 3.12.4.1 NO ACTION ALTERNATIVE

The No Action Alternative would have no substantial direct, indirect, or cumulative adverse effects on noise. The No Action Alternative would result in the site remaining in its current condition. Even with an increase in ambient traffic growth in the project vicinity, there would not be a perceptible increase in ambient noise levels.

#### 3.12.4.2 18,230 SF ALTERNATIVE

As the dominant noise to the site is traffic noise, a reasonable standard for the 18,230 sf Alternative is that used by Caltrans; the loudest hour should not exceed 67 dBA  $L_{eq}$ . Existing noise levels on-site were measured at 51 to 55 dBA  $L_{eq}$  during the mid-afternoon. With noisiest hour traffic, at a morning or evening peak hour, the existing loudest hour noise level does not expected to exceed 57 dBA  $L_{eq}$ . Future traffic volumes on Durfee Avenue would increase as a result of the 18,230 sf Alternative. The 18,230 sf Alternative would generate an estimated 1,096 trips per day, in addition to the existing trips (Iteris, Inc. 2008). Adding these trips to the existing volume would increase noise levels less than 0.5 dBA. The increased volume could increase the loudest hour noise level to 58 dBA  $L_{eq}$ . This future noise level would be less than 67 dBA  $L_{eq}$ . Further, an increase in background noise levels of 0.5 dBA would not be perceptible to the sensitive receptors located at the site and in the vicinity. Thus, the 18,230 sf Alternative would not create a substantial direct, indirect, or cumulative adverse noise effect.

#### 3.12.4.3 14,000 SF ALTERNATIVE (PROPOSED ACTION)

Operational characteristics of the 14,000 sf Alternative would be similar to the 18,230 sf Alternative. However, the number of vehicle trips generated would be reduced. As such, noise levels along affected roadways would be less under this alternative and would not exceed the threshold of 67 dBA  $L_{eq}$ . No substantial direct, indirect, or cumulative adverse noise effect would occur.

#### **3.12.4.4 10,000 SF ALTERNATIVE**

Operational characteristics of the 10,000 sf Alternative would be similar to the 18,230 sf Alternative. However, the number of vehicle trips generated would be reduced because attendance would be limited under this alternative. As such, noise levels along affected roadways would not exceed the threshold of 67 dBA  $L_{eq}$ . No substantial direct, indirect, or cumulative adverse noise effect would occur.

#### **3.12.4.5 2,800 SF ALTERNATIVE**

Operational characteristics of the 2,800 sf Alternative would be similar to existing conditions because this alternative would not be able to accommodate substantially more visitors to the site than current attendance levels. Noise levels would not exceed the threshold of 67 dBA  $L_{eq}$ . No substantial direct, indirect, or cumulative adverse noise effects would occur.

#### **3.12.5 MITIGATION MEASURES**

No mitigation measures are required.

#### **3.12.6 SIGNIFICANCE SUMMARY**

##### **3.12.6.1 NO ACTION ALTERNATIVE**

Because no action would be taken, there would be no direct, indirect, or cumulative effects to noise would occur.

##### **3.12.6.2 18,230 SF ALTERNATIVE**

See Section 3.12.6.5 below.

##### **3.12.6.3 14,000 SF ALTERNATIVE (PROPOSED ACTION)**

See Section 3.12.6.5 below.

##### **3.12.6.4 10,000 SF ALTERNATIVE**

See Section 3.12.6.5 below.

##### **3.12.6.5 2,800 SF ALTERNATIVE**

The increase in vehicles on adjacent roadways would not create traffic noise levels that would exceed the significance thresholds. No direct, indirect, or cumulative effects to noise would occur.

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