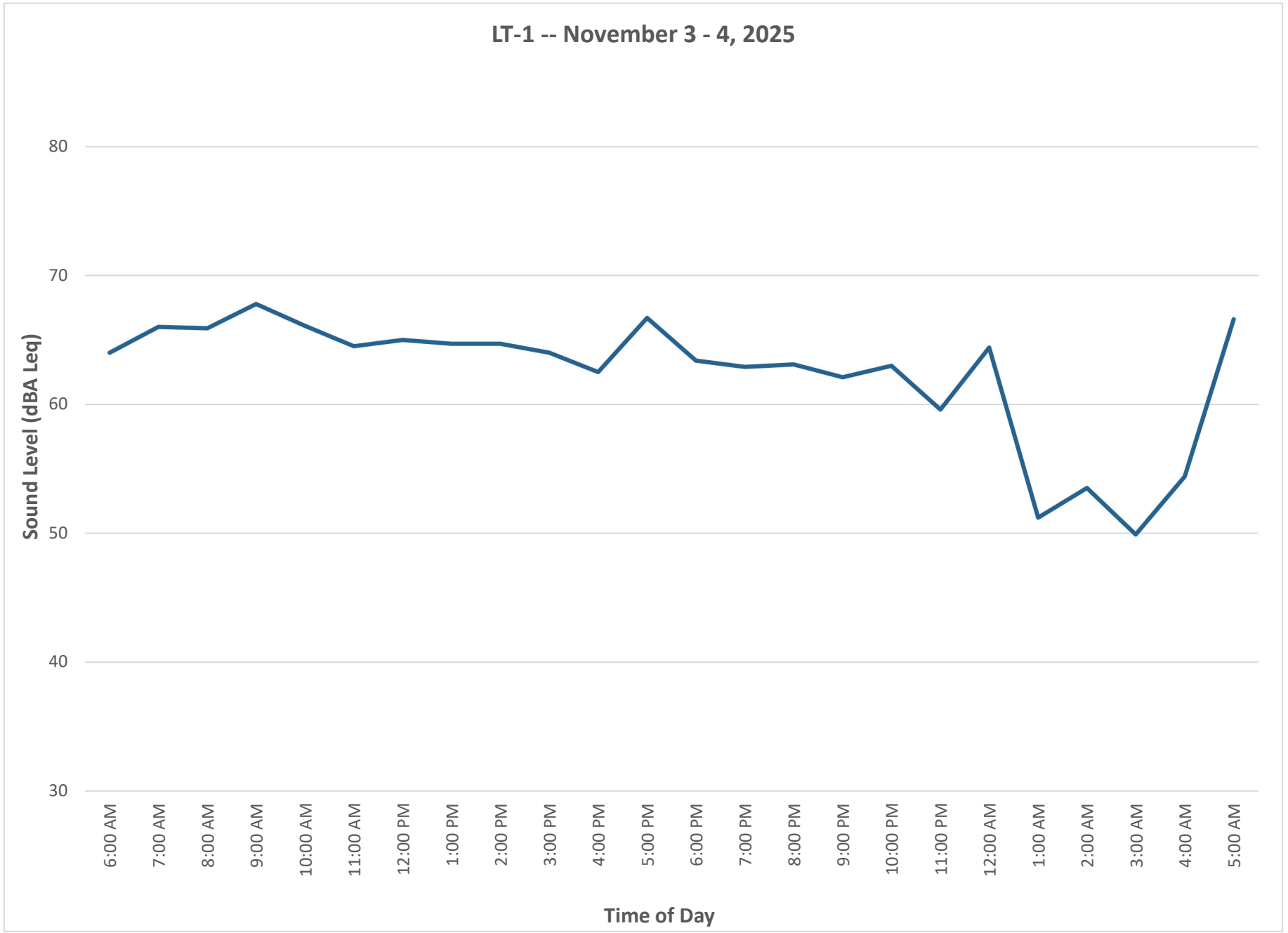
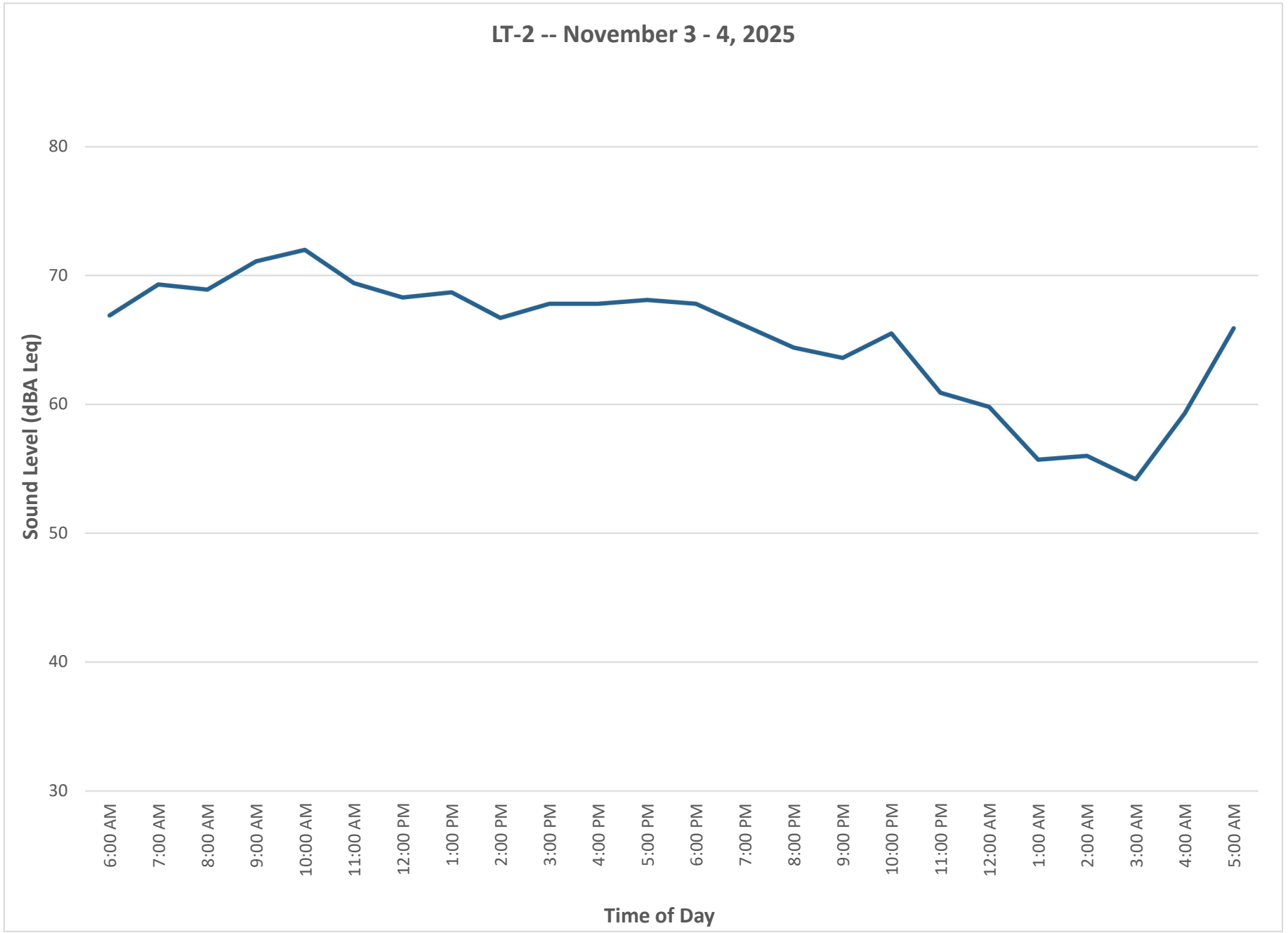
Appendix D

Supporting Noise and Equipment Information

Measurement Location	Start Date	Start Time	End Time	Duration	LZeq	LCeq	LAeq	LZSmax	LCSmax	LASmax	LZSmin	LCSmin	LASmin	LZE	LCE
ST-1	11/3/2025	6:52:30 AM	7:07:30 AM	0:15:00	73.2	72.1	64.3	87.2	86.7	80.9	64.8	61.7	46.6	102.7	101.6
ST-2	11/3/2025	6:25:43 AM	6:40:43 AM	0:15:00	78	77.3	69.2	94.9	94.3	82.9	65.2	62.8	49.7	107.5	106.8

Measurement Location	LAE	LZpk	LCpk	LApk	LAS1%	LAS2%	LAS5%	LAS8%	LAS10%	LAS25%	LAS50%	LAS90%	LAS95%	LAS99%	
ST-1	93.8	99.5	98.5	96.5	74.2	72.8	70.3	68	66.9	63.4	60.8	51	49.7	47.9	
ST-2	98.7	107.7	108.1	96.4	77.4	76.1	74.2	73.2	72.7	70.2	66.5	58.5	56.6	53.5	


LT-1 -- November 3 - 4, 2025
Sound Level (dBA Leq)
80
70
60
50
40
30
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
Time of Day


LT-2 -- November 3 - 4, 2025
Sound Level (dBA Leq)
80
70
60
50
40
30
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
Time of Day

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A". For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Sunset EIR **Job Number:** 23-14947

Date: 11/13/25 ~~11/5/25~~ MG **Operator Name:** Mike Good

Measurement #1

Location: ST2 **Begin time:** 0626 **Finish time:** 0641

Measurement No.: Rec 1 **Wind (mph):** 0 **Direction:** NW

Cloud Cover Class: (Overcast (>80%)) Light (20-80%) Sunny (<20%)

Calibration (dB): Start: 94.0 End: 94.0

Primary Noise Sources: Traffic on Sunset Blvd **Distance:** ~~100 feet~~ MG

Secondary Noise Sources:

Notes:

Traffic Count: Passenger Cars: 212

Medium Trucks (2 axles, 6 tires): 5 Heavy Duty Trucks (3+ axles):

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):

Leq: **SEL:** **Lmax:** **Lmin:** **PK:**

L(05): **L(10):** **L(50):** **L(90):** **L(95):**

Response: Slow Fast Peak Impulse

Measurement #2

Location: ST1 **Begin time:** 0654 **Finish time:** 0709

Measurement No.: Rec 2 **Wind (mph):** 0 **Direction:** NW

Cloud Cover Class: (Overcast (>80%)) Light (20-80%) Sunny (<20%)

Calibration (dB): Start: 94.0 End: 94.0

Primary Noise Sources: traffic on Sunset Blvd **Distance:** ~100 ft

Secondary Noise Sources: Intermittent traffic on Cory Ave

Notes:

Traffic Count: Passenger Cars: 15

Medium Trucks (2 axles, 6 tires): Heavy Duty Trucks (3+ axles):

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):

Leq: **SEL:** **Lmax:** **Lmin:** **PK:**

L(05): **L(10):** **L(50):** **L(90):** **L(95):**

Response: Slow Fast Peak Impulse

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A". For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Sunset EIR **Job Number:** 23-14947

Date: 11/3/25 - 11/5/25 **Operator Name:** Mike Girod

Measurement #1

Location: LT1 **Begin time:** 0548 **Finish time:** Meter off on arrival at 0654

Measurement No.: _____ **Wind (mph):** 0 **Direction:** NW

Cloud Cover Class: (Overcast (>80%)) Light (20-80%) Sunny (<20%)

Calibration (dB): Start: 94.0 End: 94.0

Primary Noise Sources: ~~Traffic on Doheny Rd~~ Traffic on Sunset Blvd **Distance:** ~100 feet

Secondary Noise Sources: _____

Notes: _____

Traffic Count: Passenger Cars: 15

Medium Trucks (2 axles, 6 tires): _____ Heavy Duty Trucks (3+ axles): _____

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: _____ **SEL:** _____ **Lmax:** _____ **Lmin:** _____ **PK:** _____

L(05): _____ **L(10):** _____ **L(50):** _____ **L(90):** _____ **L(95):** _____

Response: Slow Fast Peak Impulse

Measurement #2

Location: LT2 **Begin time:** 11/3/25 0558 **Finish time:** 11/5/25 0649

Measurement No.: _____ **Wind (mph):** 0 **Direction:** NW

Cloud Cover Class: (Overcast (>80%)) Light (20-80%) Sunny (<20%)

Calibration (dB): Start: 94.0 End: 94.0

Primary Noise Sources: Traffic on Doheny Rd **Distance:** _____

Secondary Noise Sources: _____

Notes: _____

Traffic Count: Passenger Cars: 27

Medium Trucks (2 axles, 6 tires): 3 Heavy Duty Trucks (3+ axles): _____

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: _____ **SEL:** _____ **Lmax:** _____ **Lmin:** _____ **PK:** _____

L(05): _____ **L(10):** _____ **L(50):** _____ **L(90):** _____ **L(95):** _____

Response: Slow Fast Peak Impulse

Product Data

WeatherMaker®
Single Package Heat Pump
Rooftop

15 to 25 Nominal Tons

ecoblue™ technology

50FCQ*17, 24, 28

Single-Packaged Heat Pump with Optional Electric Heat and Puron® Refrigerant (R-410A)

Features/Benefits

The New Carrier WeatherMaker® packaged heat pump rooftop units (RTU) with EcoBlue™ Technology were designed by customers to provide value added benefits never seen in this type of equipment before.

New features include:

- A patented, industry first, Vane Axial Indoor Fan System, powered by an electronically commutated motor for quiet, efficient, and reliable operation. Compared to traditional belt driven forwards curved fans, this system has:
  - 75% fewer moving parts
  - No fan belts, pulleys, shaft, and shaft bearings
  - Up to 40% better efficiency than traditional belt drive forward curve fans
  - Slow ramp up capability for better sound and comfort control
  - Internal protection from phase reversal and phase loss situations
  - High external static capability
  - Slide out blower assembly design
- Reliable 2 stage cooling with tandem scroll compressors technology, fully active evaporator coil, and mixed air temperature protection on all models
- New unit control board with intuitive indoor fan adjustment that uses simple dial and switch adjustments
- An industry first 25 ton packaged heat pump
- Reliable copper tube/aluminum fin condenser coil with 5/16 in. tubing to help reduce refrigerant charge and reduce weight versus prior designs

WeatherMaker® 50FCQ units up to 25 tons are specifically designed for dedicated factory-supplied vertical air flow or horizontal air flow. No special field kits are required. All footprints were maintained to easily fit on R-410A Carrier and select competitor curbs, making replacements easier than ever.

With “no-strip” screw collars, handled access panels, and more, the unit is easy to install, easy to maintain, and easy to use.

Our 2 speed staged air volume through our Vane Axial fan allows our 15 to 25 ton 50FCQ WeatherMaker units to deliver IEER values up to 14.0 and provide optimum comfort and control.

Value-added features include:

- SystemVu™ intuitive intelligent controls option that provides:
  - Large full text, multi-line display
  - USB Flash Port for data transfer
  - Built in i-Vu®, CCN and BACnet[1]
  - Read refrigerant pressures from display — no gauges
  - Quick LED Status — Run, Alert, Fault
  - Conventional thermostat or sensor capabilities
  - Historical component runtime and starts
  - Supply air tempering
  - Navigator™ and Network Service Tool compatible
- Single point electrical connections
- All 15 to 25 ton models use TXV refrigerant metering devices
- Scroll compressors with internal line-break overload protection
- Units come with an easy access tool-less filter door. Filter track tilts out for filter removal and replacement. All filters are the same size in each unit

1. Third-party trademarks and logos are the property of their respective owners.

Installation ease

Lighter units make for easy replacement and aid in the structural approval process. Units have simple, fast plug-in connections to the standard integrated unit control board (UCB). Clearly labeled connections points to reduce installation time. Also, a large control box provides room to work and room to mount Carrier accessory controls.

Easy to maintain

With the new EcoBlue Vane Axial fan system and direct drive ECM motor, there is no longer a need to adjust or replace belts or pulleys as in past designs. This frees up maintenance, installation and commissioning time.

Table of contents

Features/Benefits (cont)

Easy access handles by Carrier provide quick and easy access to all normally serviced components. Our "no-strip" screw system has superior holding power and guides screws into position while preventing the screw from stripping the unit's metal.

Sloped, corrosion resistant composite drain pan sheds water and won't rust.

Easy to use

The newly re-designed Unit Control Board by Carrier puts all connections and troubleshooting points in one convenient place. Most low voltage connections are made to the same board and make it easy to access it. Setting up the fan is simple by an intuitive switch and rotary dial arrangement.

Carrier rooftops have high and low pressure switches, a new mixed air temperature switch, a filter drier, and 2 in. filters standard.

EcoBlue™ Technology

Direct drive EcoBlue Technology indoor fan system uses Vane Axial fan design and electrically commutated motors.

This new Vane Axial design has 75% fewer moving parts, uses up to 40% less energy and has no fan belts, blower bearings and shaft when compared with past belt drive systems. The full fan and motor assembly also slides out for easier maintenance and service.

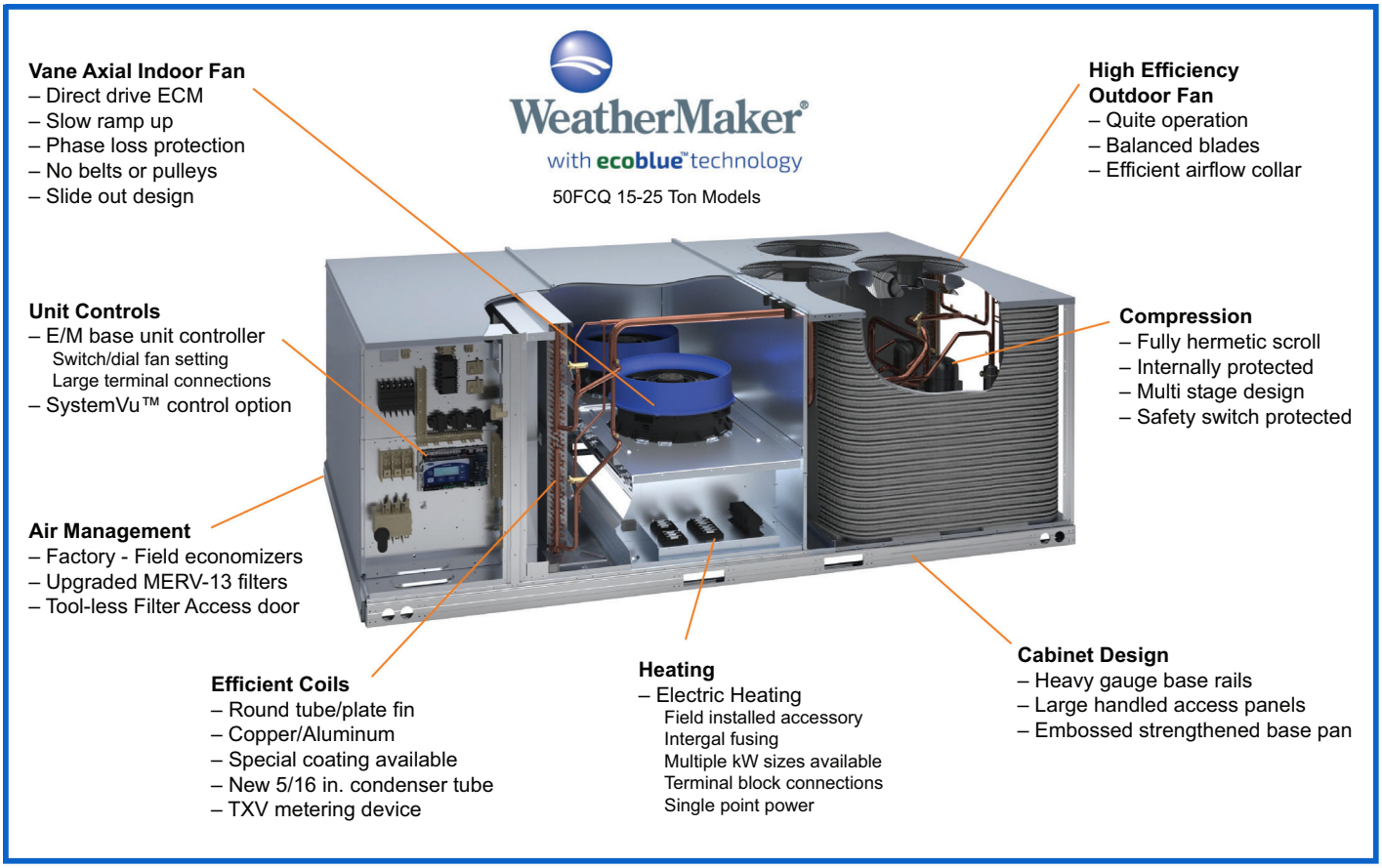
Streamlined control and integration

Carrier controllers make connecting WeatherMaker® rooftop heat pump units into existing building automation systems easy. The units are compatible with conventional thermostat controls or SystemVu™ controls for greater comfort, diagnostics and building network integration.

Operating efficiency and flexibility

These 50FCQ packaged rooftops meet the Department of Energy (DOE) 2023 efficiency standard, as well as the latest ASHRAE (American Society of Heating, Refrigerating, and Air-Conditioning Engineers) 90.1 and IECC®[1] (International Energy Conservation Code) minimum IEER efficiency requirements.

1. Third-party trademarks and logos are the property of their respective owners.



Model number nomenclature

50FCQ*17-28 Model Number Nomenclature

Position:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Example:	5	0	F	C	Q	M	2	4	A	2	A	6	-	0	A	0	A	0

Unit Heat Type
50 = Cooling Packaged Rooftop

Model Series - WeatherMaker®
FC = Standard Efficiency (EcoBlue™ Technology)

Heat Type
Q = Heat Pump
(Field-Installed Electic Heat)

Refrig. Systems Options
M = Two Stage Cooling/One Circuit Models

Cooling Tons
17 = 15.0 tons
24 = 20.0 tons
28 = 25.0 tons

Sensor Options
A = None
B = Return Air Smoke Detector (RA)
C = Supply Air Smoke Detector (SA)
D = RA + SA Smoke Detector
E = CO_2 Sensor
F = RA Smoke Detector and CO_2 Sensor
G = SA Smoke Detector and CO_2 Sensor
H = RA + SA Smoke Detector and CO_2 Sensor
J = Condensate Overflow Switch (COFS)
K = COFS + RA Smoke Detector
L = COFS + RA and SA Smoke Detectors
M = COFS + SA Smoke Detector
N = COFS + CO_2 Sensor
P = COFS + RA Smoke Detector and CO_2 Sensor
Q = COFS + SA Smoke Detector and CO_2 Sensor
R = COFS + RA and SA Smoke Detector and CO_2 Sensor

Indoor Fan Options - Vane Axial EcoBlue Fan System
2 = Standard/Medium Static Motor - Vertical Supply
3 = High Static Motor - Vertical Supply
5 = Standard/Medium Static Motor - Vertical Supply and Filter Status Switch
6 = High Static Motor - Vertical Supply and Filter Status Switch
J = High Static Motor - Horizontal Supply
L = High Static Motor - Horizontal Supply and Filter Status Switch

Coil Options – RTPF (Outdoor – Indoor) – Hail Guards
A = Al/Cu – Al/Cu
B = Precoat Al/Cu – Al/Cu
C = E-coat Al/Cu – Al/Cu
D = E-coat Al/Cu – E-coat Al/Cu
E = Cu/Cu – Al/Cu
F = Cu/Cu – Cu/Cu
M = Al/Cu – Al/Cu – Louvered Hail Guards
N = Precoat Al/Cu – Al/Cu – Louvered Hail Guards
P = E-coat Al/Cu – Al/Cu – Louvered Hail Guards
Q = E-coat Al/Cu – E-coat Al/Cu – Louvered Hail Guards
R = Cu/Cu – Al/Cu – Louvered Hail Guards
S = Cu/Cu – Cu/Cu – Louvered Hail Guards

Voltage
1 = 575-3-60
5 = 208/230-3-60
6 = 460-3-60

Base Unit Controls
0 = Electromechanical Controller (can be used with field installed W7212 EconoMi$er® IV — no FDD[a])
3 = SystemVu™ Controller
8 = Electromechanical Controls — with POL224 EconomizerONE (includes FDD[a])

Intake / Exhaust Options
A = None
B = Low Leak Temp Economizer w/ Baro Relief
D = Low Leak Temp Economizer w/ PE (cent) Vert Only
F = Low Leak Enthalpy Economizer w/ Baro Relief
H = Low Leak Enthalpy Economizer w/ PE (cent) Vert Only
U = ULTRA Low Leak Temp Economizer w/ Baro Relief
V = ULTRA Low Leak Temp Economizer w/ PE (cent) Vert Only
W = ULTRA Low Leak Enthalpy Economizer w/ Baro Relief
X = ULTRA Low Leak Enthalpy Economizer w/ PE (cent) Vert Only

Service Options
0 = None
1 = Unpowered Convenience Outlet
2 = Powered Convenience Outlet
3 = Hinged Access Panels
4 = Hinged Access Panels and Unpowered Convenience Outlet
5 = Hinged Access Panels and Powered Convenience Outlet
6 = 4" MERV 13 High Efficiency Filter Track
7 = Unpowered Convenience Outlet and 4" MERV 13 High Efficiency Filter Track
8 = Powered Convenience Outlet and 4" MERV 13 High Efficiency Filter Track
9 = Hinged Access Panels and 4" MERV 13 High Efficiency Filter Track
A = Hinged Access Panels, Unpowered Convenience Outlet and 4" MERV 13 High Efficiency Filter Track
B = Hinged Access Panels, Powered Convenience Outlet and 4" MERV 13 High Efficiency Filter Track

Electrical Options
A = None
C = Non-Fused Disconnect
N = Phase Monitor/Protection
Q = Phase Monitor/Protection and Non-Fused Disconnect
1 = HSCCR Protection

Packaging Compliance
0 = Standard

Design Revision
- = Factory Design Revision

[a] FDD (Fault Detection and Diagnostic) capability per California Title 24 section 120.2.

Capacity ratings

50FCQ AHRI Ratings, Cooling Mode[a,b,c]

UNIT	COOLING STAGES	NOMINAL CAPACITY (tons)	NET COOLING CAPACITY (Btuh)	TOTAL POWER (kW)	EER	IEER WITH 2-SPEED INDOOR FAN MOTOR	AHRI RATING CFM
50FCQM17	2	15	172,000	16.2	10.60	14.0	6,300
50FCQM24	2	20	240,000	24.5	9.80	14.0	8,000
50FCQM28	2	25	278,000	29.3	9.50	14.0	10,000

NOTE(S):

a. Rated in accordance with AHRI Standards 340/360.
b. Rating are based on:
Cooling Standard: 80°F (27°C) db, 67°F (19°C) wb indoor air temperature and 95°F (35°C) db outdoor air temperature.
IEER Standard: A measure that expresses cooling part-load EER efficiency for commercial unitary air-conditioning and heat pump equipment on the basis of weighted operation at various load capacities.
c. All 50FCQ units comply with ASHRAE 90.1-2019 (American Society of Heating, Refrigerating, and Air-Conditioning Engineers) and DOE-2023 (Department of Energy) Energy Standard for minimum IEER requirements.

LEGEND

AHRI — Air-Conditioning, Heating and Refrigeration Institute
EER — Energy Efficiency Ratio
IEER — Integrated Energy Efficiency Ratio

50FCQ AHRI Ratings, Heating Mode[a,b,c]

UNIT	HEATING, LOW 17°F(–8°C) AMBIENT		HEATING, HIGH 47°F (8°C) AMBIENT		AHRI RATING CFM
	Net Capacity (Btuh)	COP	Net Capacity (Btuh)	COP	
50FCQM17	106,000	2.30	168,000	3.30	6300
50FCQM24	136,000	2.30	234,000	3.30	8000
50FCQM28	158,000	2.30	274,000	3.30	9500

NOTE(S):

a. Rated in accordance with AHRI Standards 340/360.
b. Rating are based on:
Cooling Standard: 80°F (27°C) db, 67°F (19°C) wb indoor air temperature and 95°F (35°C) db outdoor air temperature.
IEER Standard: A measure that expresses cooling part-load EER efficiency for commercial unitary air-conditioning and heat pump equipment on the basis of weighted operation at various load capacities.
c. All 50FCQ units comply with ASHRAE 90.1-2019 (American Society of Heating, Refrigerating, and Air-Conditioning Engineers) and DOE-2023 (Department of Energy) Energy Standard for minimum IEER requirements.

LEGEND

AHRI — Air-Conditioning, Heating and Refrigeration Institute
COP — Coefficient of Performance

Capacity ratings (cont)

Sound Rating Table[a]

UNIT	COOLING STAGES	OUTDOOR SOUND (dB) AT 60 Hz[b]								
		A-WEIGHTED[c]	63	125	250	500	1000	2000	4000	8000
50FCQM17	2	84.1	92.2	83.9	80.4	81.8	78.7	76.5	72.2	65.4
50FCQM17	2	85.9	97.1	88.3	84.4	83.3	80.7	77.4	73.4	67.3
50FCQM28	2	85.9	97.1	88.3	84.4	83.3	80.7	77.4	73.4	67.3

NOTE(S):

a. Outdoor sound data is measured in accordance with AHRI.
b. Measurements are expressed in terms of sound power. Do not compare these values to sound pressure values because sound pressure depends on specific environmental factors which normally do not match individual applications. Sound power values are independent of the environment and therefore more accurate.
c. A-weighted sound ratings filter out very high and very low frequencies, to better approximate the response of “average” human ear. A-weighted measurements for Carrier units are taken in accordance with AHRI.

LEGEND

dB — Decibel

Minimum - Maximum Airflow Ratings (cfm) — Cooling Units and Accessory Electric Heat

UNIT	COOLING			ELECTRIC HEAT[a]	
	MINIMUM 2-SPEED AIRFLOW (LOW SPEED)	MINIMUM 2-SPEED AIRFLOW (HIGH SPEED)	MAXIMUM AIRFLOW CFM	MINIMUM AIRFLOW CFM	MAXIMUM AIRFLOW CFM
50FCQM17	2700	4500	7500	4500	7500
50FCQM24	3000	6000	10,000	6000	10,000
50FCQM28	3750	7500	12,500	7500	12,500

NOTE(S):

a. Electric heat modules and single point kits are available as field-installed accessories for 50FCQ units.

Cat® GC Enclosures

Image shown might not reflect actual configuration

DE33 GC - DE220 GC Sound Attenuated Enclosures

50 Hz:33 kVA - 220 kVA

60 Hz:37.5 kVA - 218.8 kVA

Features

Robust/Highly Corrosion Resistant Construction

- Manufactured from galvanized steel
- Advanced powder-coated paint finish
- Single-piece main roof
- Base frame extends beyond enclosure, protecting against handling damage
- Minimal external fixings exposed to environment
- Zinc-plated fasteners
- 1 degree sloped roof provided to prevent water stagnation and ingress

Excellent Access

- Side-hinged doors on both sides of the enclosure incorporate lift-off hinges at 45°
- Radiator fill via removable, flush-mounted rain cap fitted with compression seal
- Coolant drain valves mounted to siderail on exterior
- Removable end panels allow access to radiator, exhaust outlet, and alternator rear
- Doors positioned for optimum access of frequently serviced items

Security and Safety

- Secure, lockable doors prevent unauthorized access to control panel, fuel fill, and battery
- Emergency stop button mounted on exterior, convenient to control panel
- Cooling fan and battery charging alternator fully guarded

Transportability

- Drag points on base frame facilitate handling from both ends (DE33 GC - DE110 GC)
- Lifting and drag points on base frame facilitate handling (DE150 GC - DE200 GC)

Options

- Caterpillar yellow paint
- Integral dual wall fuel tank base for total fluid containment (fuel, oil, and coolant) DEFRA compliant
- Integrated drip tray containment fuel tank (fuel, oil, and coolant)

Enclosure Package Operating Characteristics

A. Sound Attenuated Enclosures

Model	Hz	kVA	SB	Sound Pressure Levels dBA				Air Flow Rate		Ambient Capability @100% Load	
				1m (3.3ft)		7m (23ft)					
				75% Load	100% Load	75% Load	100% Load	m^3/s	cfm	°C	°F
DE33 GC	50	33	SB	79.1	81.1	68.5	70.2	0.9	1801.0	60	139
	60	37.5	SB	80.7	81.9	70	71.4	1.0	2182.4	63	146
DE50 GC	50	50	SB	76	77.4	64.6	66.3	1.3	2839.3	61	142
	60	56.3	SB	79	80.1	68.8	69.9	1.5	3220.7	62	144
DE55 GC	50	55	SB	76.3	78.3	65	67.3	1.3	2839.3	57	135
	60	62.5	SB	79.3	80.7	69.1	70.5	1.5	3220.7	59	139
DE65 GC	50	65	SB	77.3	80.3	66.1	69.5	1.3	2839.3	49	119
	60	75	SB	80.1	82.3	69.9	72	1.5	3220.7	53	127
DE88 GC	50	88	SB	77.1	79.1	66.7	69.1	1.6	3432.6	45	113
	60	100	SB	81.9	83	71	72.8	1.9	4110.6	46	114
DE110 GC	50	110	SB	*TBD	*TBD	*TBD	*TBD	*TBD	*TBD	*TBD	*TBD
	60	125	SB	83.3	83.3	72.5	73.1	2.5	5339.6	54	130
DE150 GC	50	150	SB	80.7	81.1	70.4	71.4	3.0	6377.8	58	136
	60	165	SB	*TBD	*TBD	*TBD	*TBD	*TBD	*TBD	*TBD	*TBD
DE165 GC	50	163.9	SB	79.4	80.2	70.7	71.4	3.0	6441.4	60	140
	60	187.5	SB	82.1	82.5	71.9	72.4	3.4	7288.9	59	139
DE200 GC	50	200	SB	79.9	81.2	71.2	72.1	3.0	6441.4	52	126
	60	218.8	SB	82.3	82.9	72.1	72.7	3.4	7288.9	54	130
DE220 GC	50	220	SB	80.2	81.7	71.4	72.4	3.0	6441.4	48	119

*TBD - To be determined - Data will be released soon

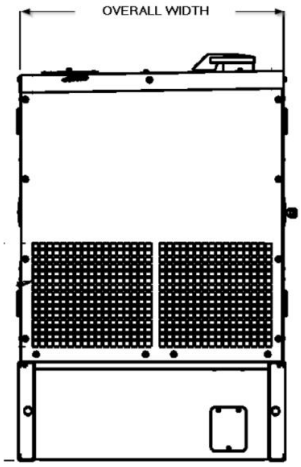
Note: Sound level measurements are subject to instrumentation, installation and manufacturing variability, as well as ambient site conditions.

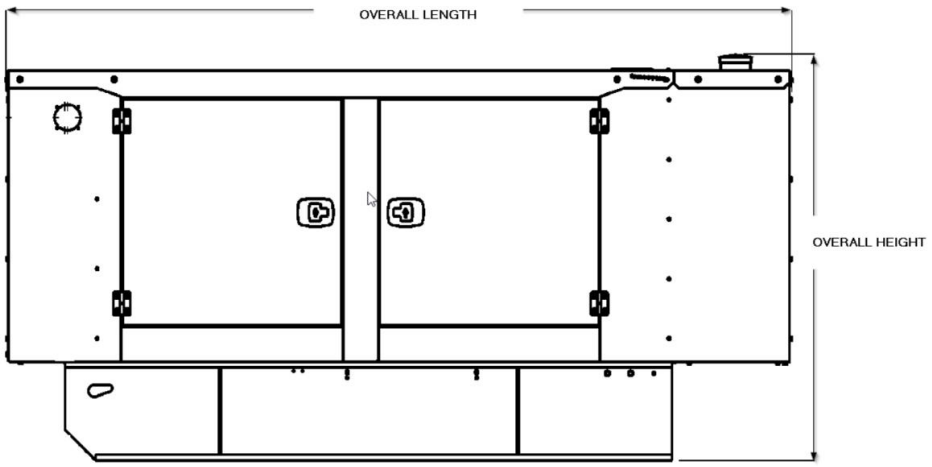
Cat® GC Enclosures

Weights & Dimensions

A. Sound Attenuated Enclosures

Model	Weight*		Genset Overall Size (mm)		
	Kg	lb	Length	Width	Height
DE33 GC	851	1876.5	1964	896	1344
DE50 GC	889	1960.2	2298	964	1404
DE55 GC	902	1988.9	2298	964	1404
DE65 GC	992	2187.4	2298	964	1404
DE88 GC	1141	2515.9	2294	1126	1476
DE110 GC	1213	2674.7	2765	1026	1583
DE150 GC	1902	4193.9	3340	1172	1746
DE165 GC	1926	4246.8	3345	1172	1746
DE200 GC	1893	4174.1	3345	1172	1746
DE220 GC	1907	4204.9	3345	1172	1746





***Note:** For reference only – do not use for installation design. Please contact your local dealer for exact weights and dimensions

LET'S DO THE WORK.™

LEHE20114-00 (12/20)

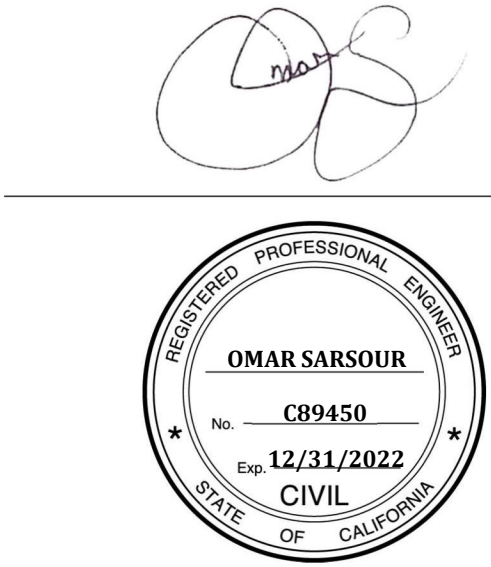
APPENDIX O

Traffic Study

Transportation Study

Sunset Blvd. Commercial Project

City of West Hollywood
September 2022



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1.0 Introduction

This Transportation Impact Analysis for 9160-9176 Sunset Boulevard Commercial Project (Traffic Study) investigates the proposed Project's presence within the City of West Hollywood (City) for informative purposes.

The Traffic Study evaluates the thresholds of vehicle miles traveled (VMT) per the implementation of California Senate Bill 743 (SB 743) for CEQA significant impacts as well as the City of West Hollywood Traffic Impact Analysis Guidelines issued in April 2021 (City Guidelines). The Traffic Study also performs a site plan review and analysis, and driveway and circulation analysis. Finally, the Traffic Study qualitatively investigates the proposed Project's potential effects on the surrounding transportation network.

The project site is in the Sunset Specific Plan (SSP), which extends along Sunset Boulevard, for the entire length of the city, and is typically one to two parcels wide on each side of the roadway (City of West Hollywood, 2019). The project site is within Area 8 - West End of the SSP area. The goals of the SSP in the West End area include accommodating additional office buildings and providing space for "creative" industries and anchor businesses. The SSP also encourages development of a building of landmark quality at the southeast corner of Sunset and Cory that dramatically marks the entrance to West Hollywood and acts as a "hinge" at the bend in the street. Ground-floor uses catering to the needs of area office workers are encouraged (City of West Hollywood, 2019).

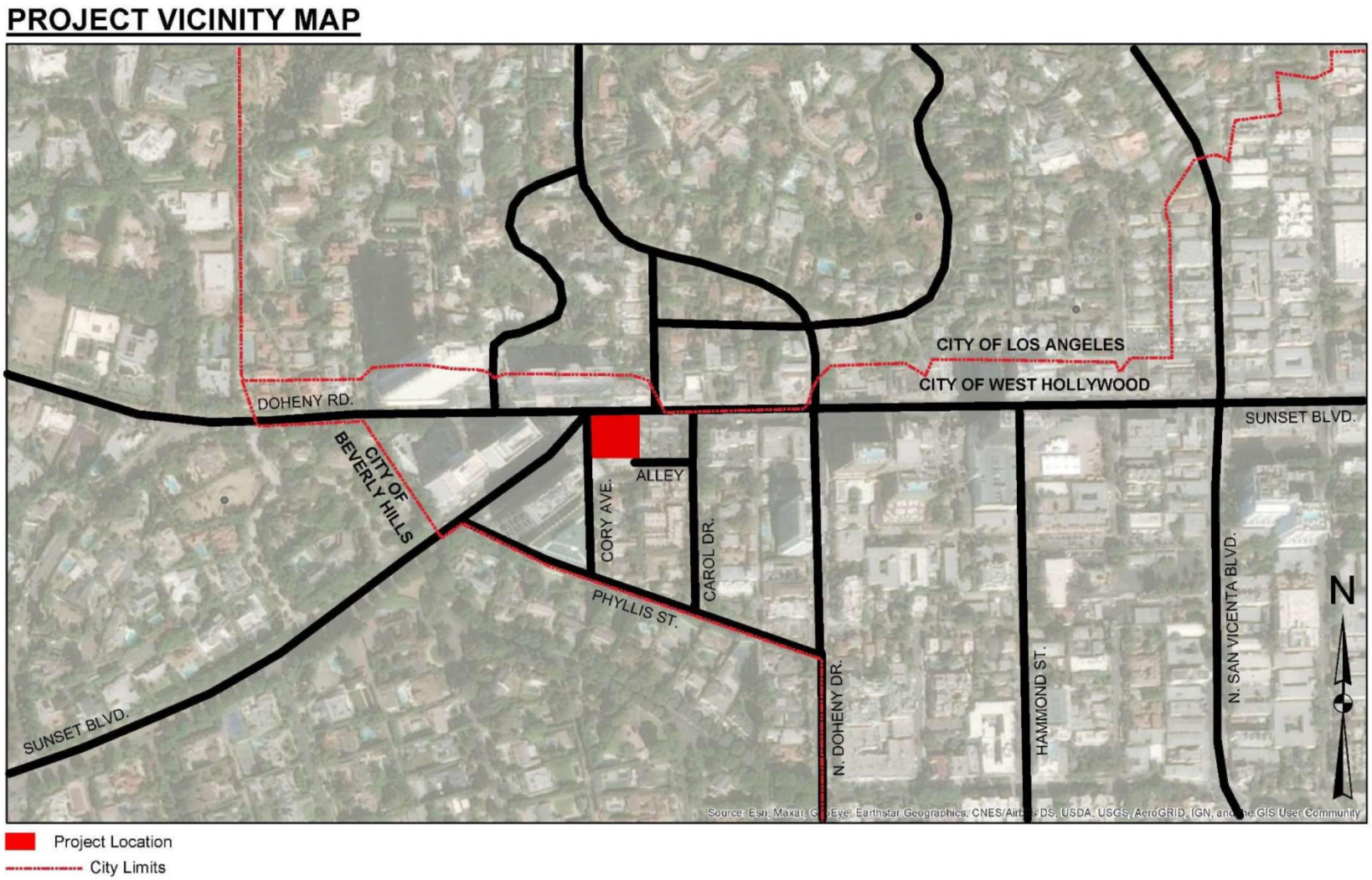
1.1 Project Location and Setting

The proposed project, 9160-9176 Sunset Boulevard Commercial Project, is located at 9160 to 9176 Sunset Boulevard in the City of West Hollywood, California. The project site is located on the south side of Sunset Boulevard, between Carol Drive and Cory Avenue. The City of West Hollywood is in west-central Los Angeles County, at the north margin of the Los Angeles Basin and at the south foot of the Hollywood Hills. The City of West Hollywood is surrounded by the City of Los Angeles to the north, east, and south, and by the City of Beverly Hills to the west.

The project site, which is currently a closed auto dealership, is surrounded by medical office and commercial uses opposite Sunset Boulevard to the north; a surface parking lot for a nearby office building to the east; commercial uses to the west opposite Cory Avenue; and residential uses to the south.

A vicinity map of the proposed project is presented in **Figure 1.1-1**.

Figure 1.1-1 – Vicinity Map



2.0 Transportation Network

2.1 Study Roadways

The City of West Hollywood has the following three classification of streets.

- Local/Residential Street: A roadway that primarily serves the residential neighborhood. These include most of the City's residential streets.
- Minor Arterial: A roadway that generally carries vehicular traffic to and from the residential neighborhood. In West Hollywood these also often carry regional and local traffic seeking alternative routes to avoid congestion.
- Major Arterial: A roadway that primarily serves regional as well as local vehicular traffic along commercial corridors.

The following roadways have been identified in this Traffic Study based on their proximity to the Proposed Project and project trip assignment and project trip distribution.

Table 2.1-1 – Roadway Classifications

Roadway	Classifications
Sunset Blvd.	Major Arterial
Doheny Rd.	Minor Arterial
Cory Ave.	Local/Residential Street
Phyllis St.	Local/Residential Street
Carol Dr.	Local/Residential Street

Sunset Blvd. is a designated major arterial roadway that runs in the east-west direction and abuts the Project Site to the north of it. It provides regional access to the Project Site, with four travel lanes, two in each direction, and left-turn lanes in each direction. Metered two-hour and 4-hour parking, prohibited on weekdays between 4:00 AM and 7:00 AM, is generally provided on both sides of the street within the project vicinity.

Doheny Rd. is a designated minor arterial roadway that has two segments within the project vicinity and provides local and sub-regional access to the Project Site. It begins in the east-west direction just west of the Cory Ave. / Sunset Blvd. / Doheny Rd. intersection just northwest of the Project Site. The roadway segment generally includes two travel lanes, one in each direction. Unmetered daytime parking (parking permits exempt) is generally available on both sides of the street further west of the intersection.

Cory Ave. is a designated local/residential roadway that runs in the north-south direction and abuts the Project Site to the west of it. It provides local access to the Project Site, with two travel lanes, one in each direction. Metered and unmetered daytime parking (parking permits exempt from two-hour parking limits) is generally available on the east side.

Phyliss St. is a designated local/residential roadway that runs in the northwest-southeast direction approximately 0.1 miles south of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. Unmetered daytime parking (parking permits exempt from two-hour parking limits) is generally available on both sides of the street.

Carol Dr. is a designated local/residential roadway that runs in the north-south direction and provides access to the alley way on the east side of the Project Site. It provides local access to the Project Site, with two travel lanes, one in each direction. Unmetered daytime parking (parking permits exempt from two-hour parking limits) is generally available on both sides of the street.

2.2 Study Intersections

The following intersections have also been identified in this analysis. All study intersections are located in the City of West Hollywood.

Table 2.2-1 – Intersections

Intersection	Description
Cory Ave. / Sunset Blvd. / Doheny Rd.	Signalized Intersection
Carol Dr. / Sunset Blvd.	Unsignalized Intersection
Carol Dr. / Alley	Unsignalized Intersection
Cory Ave. / Phyllis St.	Unsignalized Intersection
Carol Dr. / Phyllis St.	Unsignalized Intersection
Cory Ave. / Project Driveway 1	Unsignalized Intersection
Project Driveway 2 / Alley	Unsignalized Intersection

2.3 Bus Transit

The Proposed Project vicinity is well served by public transit and is located in an area defined as a "transit priority area" under SB 743. Bus transit service in the vicinity of the Proposed Project is available along Sunset Blvd. via Metro Local Line 302 – Line 2, which includes stops at the intersection of Cory Ave. / Sunset Blvd. / Doheny Rd.

2.4 Bicycle Routes

Bicycling is permitted along Sunset Blvd. and the surrounding local roadways but are not denoted with pavement markings or striping such as bicycle sharrows, lanes, or signed routes within the Proposed Project vicinity.

3.0 Project Site

The Proposed Project, 9160-9176 Sunset Boulevard Commercial Project, is located at 9160 to 9176 Sunset Boulevard in the City of West Hollywood, California. The project site is located on the south side of Sunset Boulevard, between Carol Drive and Cory Avenue.

3.1 Existing Site

The entire 18,608-square-foot (approximately 0.43 acre) project site is developed with an automotive dealership that closed permanently in May 2021. The car dealership consists of a two-story building and surface parking.

3.2 Proposed Project

The project site comprises three contiguous lots located on the south side of Sunset Boulevard. The proposed project consists of the development of a five-story, approximately 52,999-square-foot building with office and high turnover restaurant uses on the first floor and exclusively office uses on the second, third, fourth and fifth floors. The project would provide a total of 36,920 square feet of office space and 7,892 square feet of space for restaurant uses. The restaurant uses on the ground floor would also include provision of an additional 350 square feet of open space for outdoor dining use.

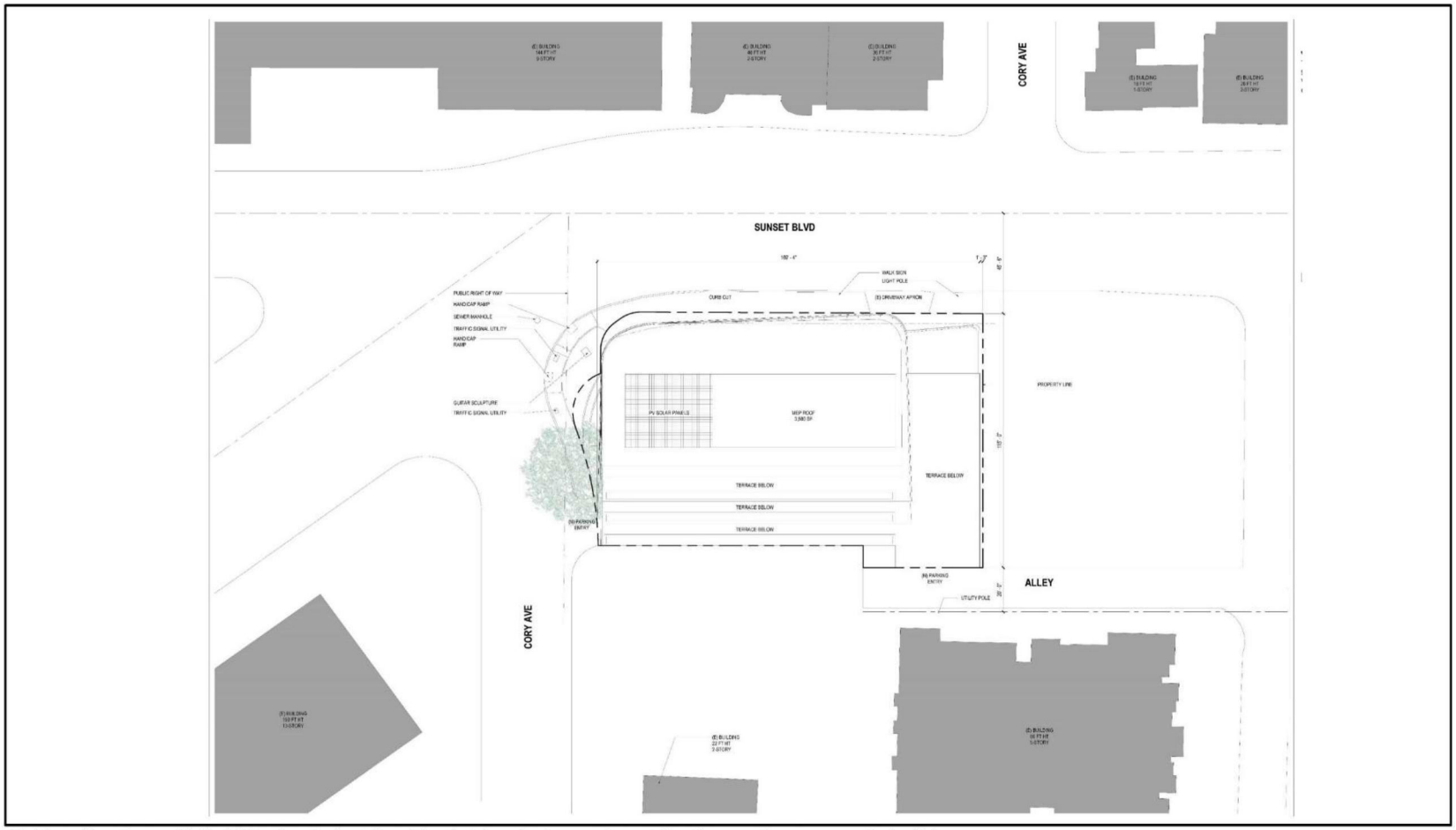
The project would provide approximately 86 vehicle parking spaces including 2 ride sharing spaces, plus 2 loading spaces, and 10 bicycle parking spaces in a three-level underground parking structure, in addition to 6 bicycle parking spaces on the ground level. The proposed project parking will also include 20 electrical vehicle compatible stalls.

The proposed new building would include approximately 52,999 square feet of floor area on a 18,608-square foot project site, resulting in a FAR of approximately 2.85 to 1.

Vehicular ingress and egress would be from Cory Avenue to the west; and via an existing alley from Carol Drive east of the site to the entrance to the proposed ramp in the southwest corner of the site down to the proposed underground parking structure. Pedestrian access would be from Sunset Boulevard on the north side of the site and Cory Avenue on the west side of the site.

The Proposed Project site plan is presented in **Figure 3.2-1**. The Proposed Level 1 floor plan is presented in **Figure 3.2-2**. The Proposed Building Section is presented in **Figure 3.2-3**.

Figure 3.2-1 – Proposed Site Plan



Disclaimer: Illustration provided by JBC/Gensler, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Sources: JBC/Gensler, 2020.

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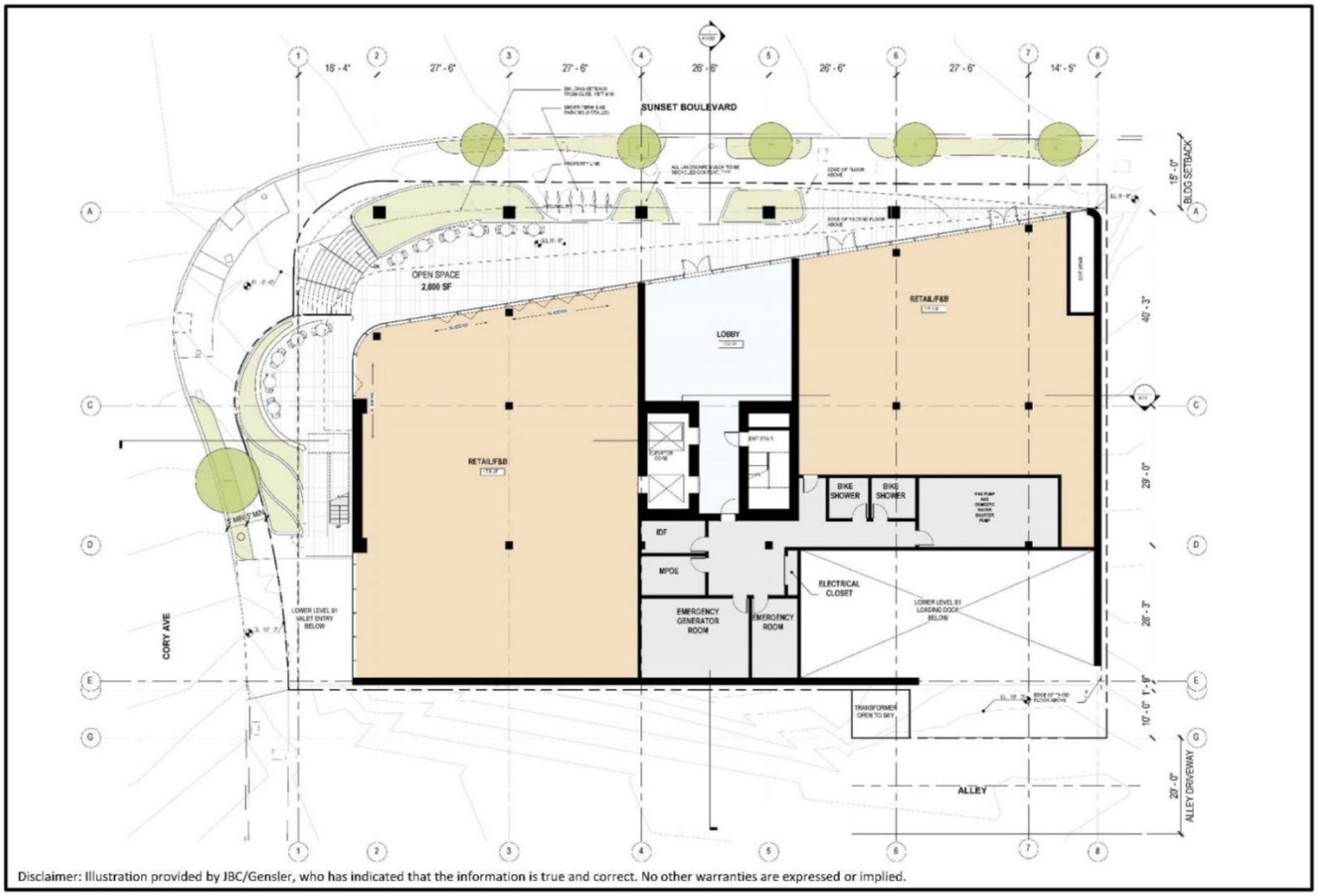
9160-9176 Sunset Boulevard Commercial Project

Proposed Site Plan

Figure 3.2-2 – Proposed Level 1 Floor Plan



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Sources: JBC/Gensler, 2020.

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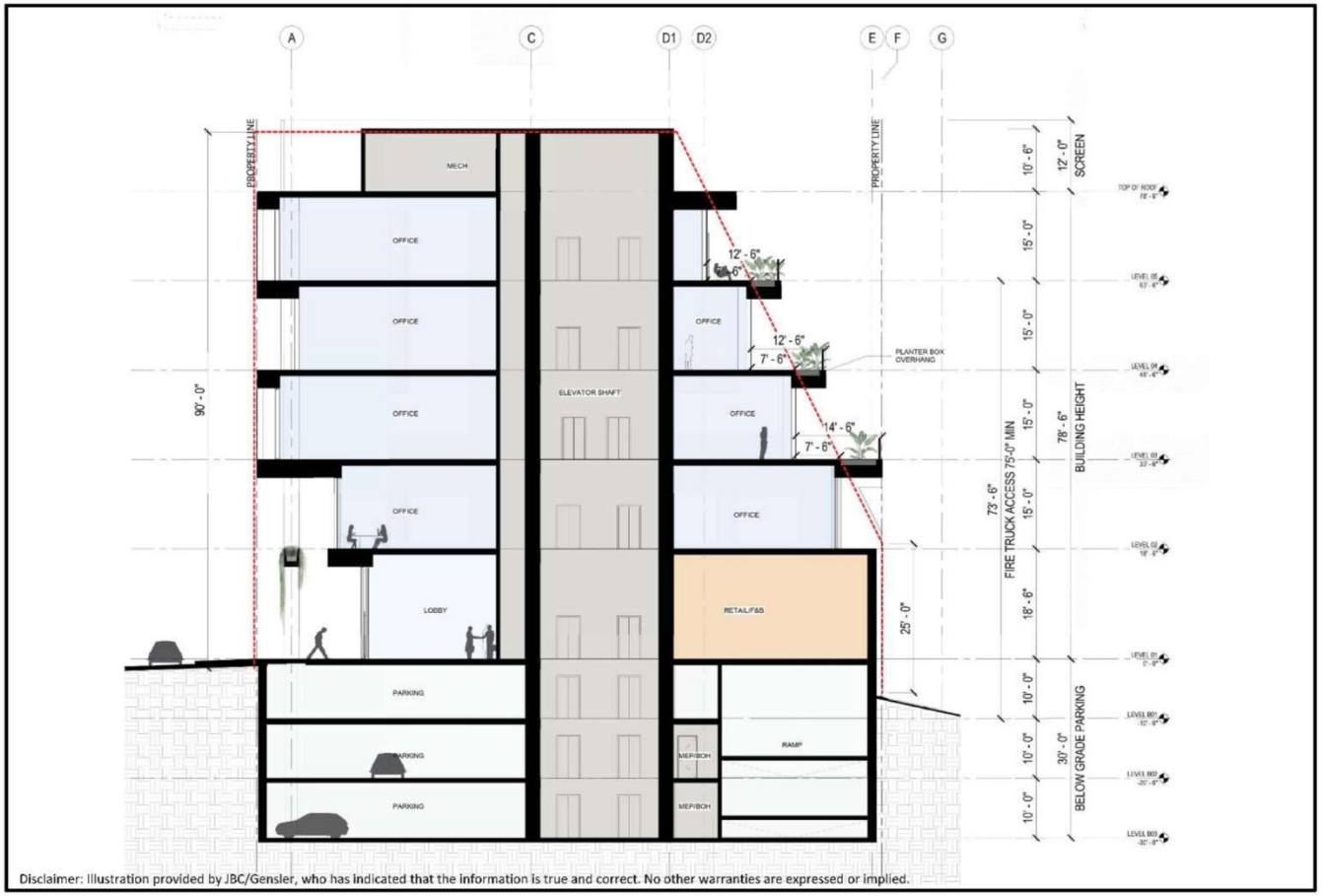
9160-9176 Sunset Boulevard Commercial Project

Level 1 Floor Plan

Figure 3.2-3 – Proposed Building Section



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Sources: JBC/Gensler, 2021.

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9160-9176 Sunset Boulevard Commercial Project

Building Section

3.0 Vehicle Miles Traveled (VMT)

The California Environmental Quality Act (CEQA) was adopted in 1970 and incorporated in the Public Resources Code §21000-21177. Its basic purposes are to inform governmental decision makers and the public about the potential significant environmental effects of proposed activities; identify ways that environmental damage can be avoided or significantly reduced, require changes in projects through the use of alternatives or mitigation measures when feasible; and disclose to the public the reasons why a project was approved if significant environmental effects are involved.

SB 743 fundamentally changes how traffic impacts are measured under the State's updated CEQA guidelines. A goal of the law was to help California combat climate change by reducing greenhouse gas emissions related to transportation, by developing traffic impact guidelines and metrics that encourage compact, infill, mixed-use development in urban areas served by public transit and other alternative modes of transportation.

To this end, SB 743 mandates that cities replace traffic impact analysis metric Level of Service (LOS) with VMT. On November 16, 2020, West Hollywood City Council adopted new metrics and thresholds to be compliant with SB 743 and the City of West Hollywood Traffic Impact Analysis Guidelines (City Guidelines) were finalized in April 2021.

3.1 VMT Analysis

Consistent with SB 743 and City Guidelines related to high quality transit corridors, this project is presumed to have a less than significant transportation impact due to the proximity of Sunset Blvd., which is designated as a high-quality transit corridor throughout the City, and the following City Guideline requirements:

1. The project has a Floor Area Ratio (FAR) of approximately 2.85.

2. Per the City's Municipal Code Section 19.28.040, the proposed development is required to provide 70 vehicle parking spaces plus 2 loading spaces for the office uses and 29 parking spaces for restaurant and outdoor dining uses. Therefore, the project is required to provide a total of 99 parking spaces, plus 2 loading spaces. The proposed project would provide 70 vehicular parking spaces plus 2 loading spaces for office use and 15 parking spaces for restaurant use through a voluntary 50 percent reduction in minimum parking requirement for secondary use spaces including restaurant/retail use, permitted under the City's Municipal Code Section 19.28.060. Therefore, the project would provide a total of 86 parking spaces (including 2 ride sharing and 20 EV charging spaces), plus 2 loading spaces. Therefore, the project would not develop more than the required minimum number of parking spaces.

3. The proposed project is consistent with *Connect SOCAL*, the Southern California Association of Governments' (SCAG) regional transportation plan and sustainable communities. The project:

a. Promotes the redevelopment of existing underperforming nonresidential developments
b. Facilitates multimodal access to work with bicycle parking and bicycle lockers on-site
c. Increases amenities in the existing neighborhood
d. Promotes low emission infrastructure by accommodating electric vehicle charging stations on-site

4. The project does not replace affordable residential units with fewer affordable residential units, moderate-income residential units, or high-income residential units.
5. The project should not have a significant regional draw based on the usages assigned to the site. The site hosts usages of a restaurant and office space. Given the setting of the project along a high-quality corridor, the project will attract a percentage of pass-by trips from motorists who already regularly use Sunset Blvd. The project also does not fit the City's definition for regional draw such as a commercial site requiring specialized workforce for movie production studios.

4.0 Project Trip Generation

Trip generation of the proposed site is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

The proposed site plan designates the following usages. The following ITE Usage Codes were assigned to each usage:

- 36,920 SF Office Space (ITE Usage Code – 710 – General Office Building)
- 7,892 SF Retail/Restaurant (ITE Usage Code – 932 – High-Turnover (Sit-Down) Restaurant)

For a conservative analysis, ITE Usage Code – 932 – High-Turnover (Sit-Down) Restaurant was selected for trip generation. The trip generation does not include internal capture or pass-by trip credits to provide for a conservative analysis.

Table 4.0-1 – Project Trip Generation

			AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street			Average Daily Traffic (ADT)
ITE Usage Code – 710 – General Office Building			**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Total**
Rates	36,920	GFA[1]	1.00	0.16	1.16	0.18	0.97	1.15	9.74
		Trips	*37*	*6*	*43*	*7*	*36*	*43*	*360*
ITE Usage Code – 932 – High-Turnover (Sit Down) Restaurant			**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Total**

Rates	7,892	GFA[1]	5.47	4.47	9.94	6.06	3.71	9.77	112.18
		Trips	*43*	*35*	*78*	*48*	*29*	*77*	*885*
		TOTAL TRIPS	***80***	***41***	***121***	***55***	***65***	***120***	***1,245***

[1]GFA = Gross Floor Area
Remaining areas such as back of house (BOH), mechanical, electrical, plumbing, core, and shafts are not included for the trip generation.

5.0 Project Trip Distribution and Assignment

The trip distribution is based on the local roadway network in the proximity of the project and access to the I-101 and I-405 Freeways as well as Los Angeles to the south. Project trips are mainly distributed to major arterial Sunset Blvd. and minor arterial Doheny Dr. to the south. The project trip distribution and trip assignment are presented in **Figure 5.0-1** and **Figure 5.0-2** respectively.

6.0 Residential Street Analysis

For informational purposes, the residential street analysis identifies the effects of the Proposed Project on residential street segments. Carol Dr., Cory Ave., and Phyllis St. are residential streets that accommodate project trips to and from Sunset Blvd. and Doheny Dr. to the south. 60% of project trips are distributed north of these residential streets onto Sunset Blvd., a high transit priority corridor. The remaining 40% of project trips are distributed south of the Project Site with 30% of trips along Cory Ave., 10% along Carol Dr., and 40% along Phyllis St. This distribution is conservative in assigning vehicles to the residential streets to the south.

6.1 Residential Trip Assignment

Table 6.0-1 – Residential Street Trip Assignment provides a summary of project trips along Carol Dr., Cory Ave., and Phyllis St. for the AM Peak Hour, PM Peak, and Average Daily Trips (ADT) scenarios.

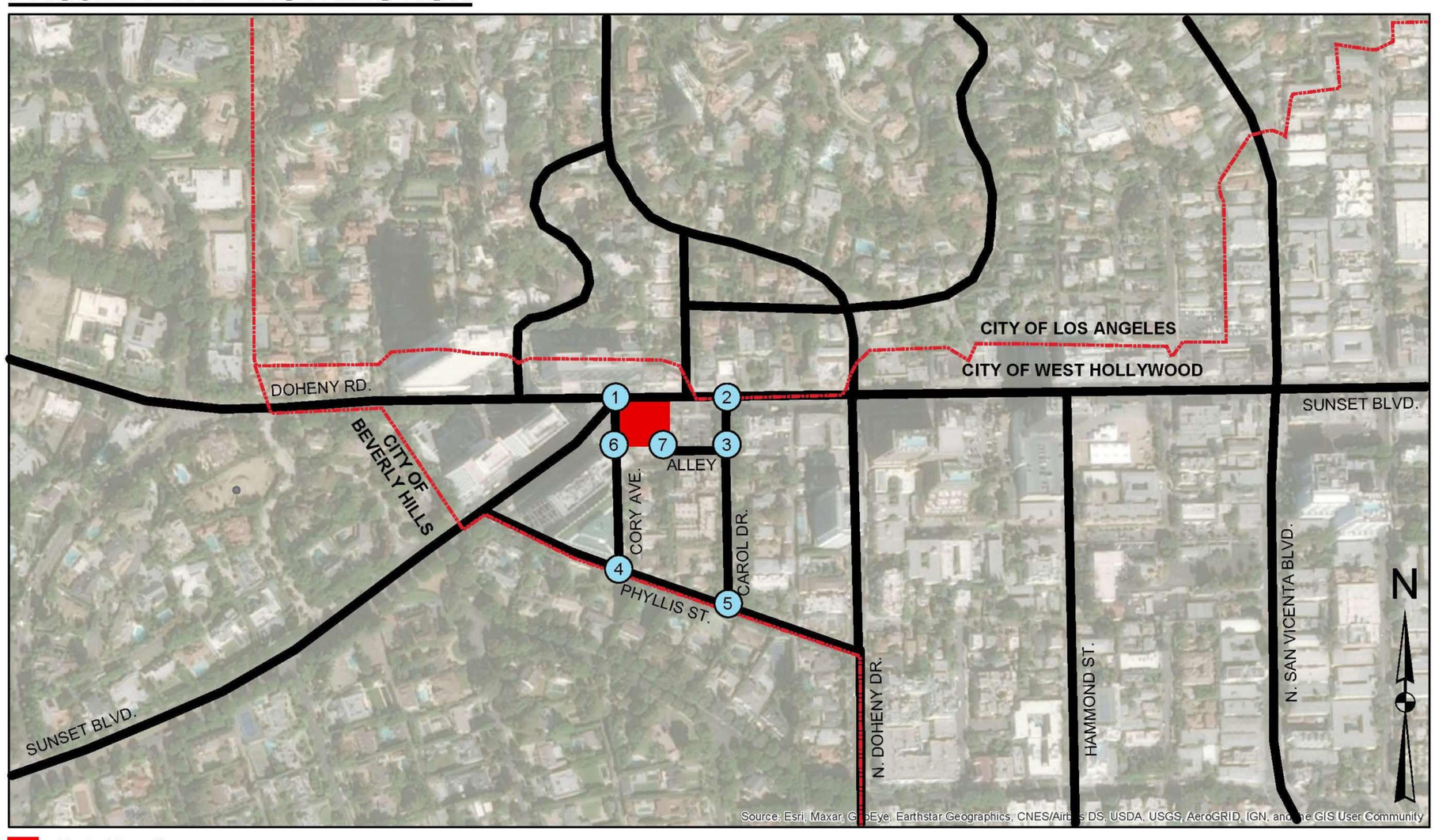
Table 6.0-1 Residential Street Trip Assignment

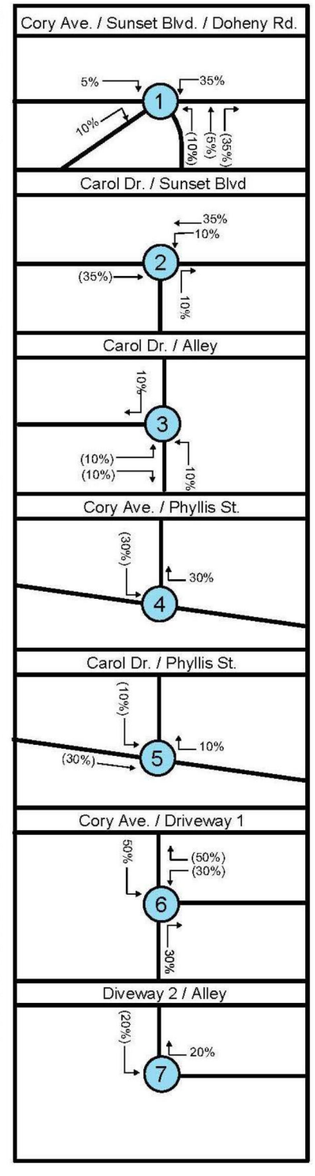
	AM Peak Hour	PM Peak Hour	ADT
Carol Dr.	13	14	125
Cory Ave.	27	37	374
Phyllis St.	50	50	499

The AM Peak Hour is considered a 60-minute period during weekday mornings between 7:00 AM to 9:00 AM. The PM Peak Hour is considered a typical 60-minute period during weekday evenings between 4:00 PM to 6:00 PM. The peak hours represent the time periods of the day with the heaviest traffic volumes during a 24-hour cycle. Based on the trip assignment the maximum number of vehicles along residential streets occurs along Phyllis St. which then filters motorists to the Proposed Project driveways accessed from Carol Dr. and Cory Ave., respectively.

Figure 5.0-1 – Project Trip Distribution

PROJECT TRIP DISTRIBUTION





Project Location

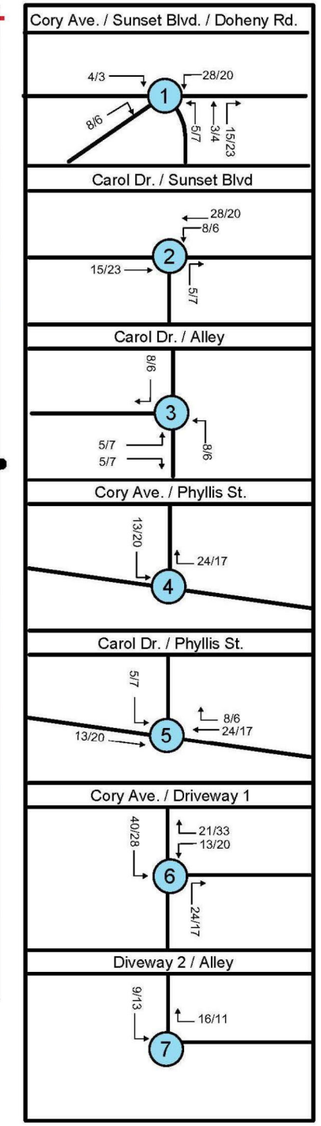
City Limits

(#) Intersection Number

XX% / (XX%) Inbound (Outbound) Trip Distribution

Figure 5.0-2 – Project Trip Assignment

PROJECT TRIP ASSIGNMENT



Project Location

City Limits

(#) Intersection Number

XX/XX AM/PM Trip Assignment

Note: Trips are rounded up to the nearest whole number.

XX ⟷ Average Daily Traffic on Residential Streets

Based on the trip assignment, the Proposed Project will generate less than one vehicle trip per minute along residential streets during the heaviest traffic hours of the day. Outside of the peak hours, the Proposed Project is estimated to generate a maximum total of 399 vehicle trips on residential roadways for the remainder of a typical weekday based on the trip assignment. Assuming typical hours of operation for the Project Site (ie. 8:00 AM – 8:00 PM), this amounts to an average of approximately 40 vehicle trips per hour for the remaining 10-hours of site operation. This number of trips is less than one-vehicle per minute along residential streets for the remainder of the day. Given the function of the residential streets and the lower existing and future traffic volumes they service, the project will not conflict with existing traffic demands along residential streets.

7.0 Site Plan Review and Analysis

Site plan review and analysis are required for informational purposes and to contribute to the CEQA determination related to consistency with Programs, Plans, Ordinances, and Policies, identification of any project-related geometric hazards, and identification of adequate emergency access. **Figure 7.0-1 – Pedestrian, Bicyclist, Motorist and Parking Diagram** represents the Project Site's interaction with the vicinity surrounding the project.

7.1 Pedestrians and Bicyclists

The Proposed Project accommodates the City of West Hollywood's goals as outlined in the Pedestrian and Bicycle Master Plan.

While there are no designated bicycle routes or lanes in the vicinity of the Project Site, the Proposed Project provides short- and long-term bicycle parking for employees and visitors. The proposed conceptual site plan parking structure also includes bicycle lane direct access travel paths to minimize conflicts with motorist within the Project Site.

With respect to pedestrian facilities, the Proposed Project will incorporate a landscaping to enhance the pedestrian experience and preserve existing sidewalks along the Proposed Project's frontage.

Construction

Sidewalks adjacent to the Project Site along Sunset Blvd. and Cory Ave. may temporarily be impacted due to Project construction. Implementation of a Construction Management Plan will require safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate.

7.2 Parking

Pursuant to Public Resources Code Section 21099(d)(1), the Proposed Project is an employment center project within a transit priority area and parking impacts shall not be considered significant.

Per the City's Municipal Code Section 19.28.040, the proposed development is required to provide 70 vehicle parking spaces plus 2 loading spaces for the office uses and 29 parking

spaces for restaurant and outdoor dining uses. Therefore, the project is required to provide a total of 99 parking spaces, plus 2 loading spaces.

The proposed project would provide 70 vehicular parking spaces plus 2 loading spaces for office use and 15 parking spaces for restaurant/retail use allowed through a 50 percent reduction in minimum parking requirement for secondary use spaces including restaurant/retail use, permitted under the City's Municipal Code Section 19.28.060. Therefore, the project would provide a total of 86 parking spaces (including 2 ride sharing and 20 EV charging spaces), plus 2 loading spaces. The project would also provide 16 bicycle parking spaces.

The Proposed Project would provide adequate parking per the City's requirements. On-street parking will not be impacted by the project.

7.3 Emergency Access

Access to the Project Site is provided primarily via a driveway entrance on Cory Ave. as well as a second driveway entrance at the alley on the southeast side of the Project Site. Emergency vehicles would be able to temporarily park along the curbs of Cory Ave. and within the alley away from traffic. The Proposed Project is not anticipated to include permanent lane or street closures that would impede emergency access to nearby properties.

7.4 Climate

The Proposed Project is consistent with *Connect SOCAL*, the Southern California Association of Governments' (SCAG) regional transportation plan and sustainable communities. The project:

1. Promotes the redevelopment of existing underperforming nonresidential developments
2. Facilitates multimodal access to work with bicycle parking and bicycle lockers on-site
3. Increases amenities in the existing neighborhood
4. Promotes low emission infrastructure by accommodating electric vehicle charging stations on-site

The Proposed Project also incorporates mixed-usages along Sunset Blvd., a high quality transit corridor. This reduces greenhouse gas emissions by centralizing various usages at one location.

8.0 Driveway Analysis

The Proposed Project includes two driveway accesses along Cory Ave. and the alley on the southeast side of the project.

8.1 Cory Ave. Driveway

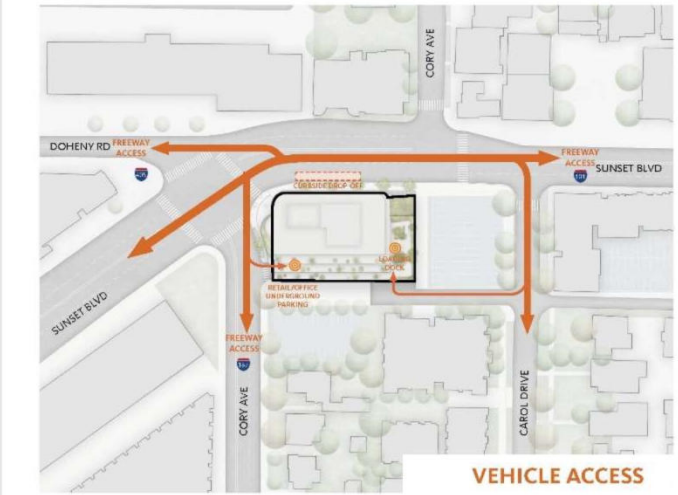
The Proposed Project's driveway along Cory Ave. is located in the same vicinity at the southwest corner of the lot as the existing access point. The driveway is located less than 75-

feet south of the Cory Ave. / Sunset Blvd. / Doheny Rd. intersection. The northbound approach of this intersection, along Cory Ave., include designated left-turn and right-turn pockets that extend further south beyond the proposed driveway. While Cory Ave. is designated as a residential street with low traffic volumes, a keep-clear zone at the driveway access point may be considered to minimize potential conflicts with queuing in the northbound Cory Ave. intersection approach as deemed appropriate. Based on the trip assignment, a maximum of 20-project trips per hour will make a left-turn out of the driveway during peak hour periods of traffic.

8.2 Alley Driveway

A second driveway is proposed to be located at the alley way off of Carol Dr. to on the southeast corner of the project site. The alleyway will have minimal conflicting traffic and will mainly service access to the Proposed Site.

Figure 7.0-1 – Pedestrian, Bicyclist, Motorist and Parking Diagram



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The John Buck Company
9176 Sunset Blvd
West Hollywood
California 90069

Gensler

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SITE ACCESS & CIRCULATION DIAGRAMS

A0.09

9.0 Conclusion

The Proposed Project, 9160-9176 Sunset Boulevard Commercial Project, is located at 9160 to 9176 Sunset Boulevard in the City of West Hollywood, California. The project site is located on the south side of Sunset Boulevard, between Carol Drive and Cory Avenue. The Proposed Project site will replace an automotive dealership that closed permanently in May 2021.

The proposed project consists of the development of a five-story, approximately 52,999-square-foot building with office and high turnover restaurant uses on the first floor and office uses on the second, third, fourth and fifth floors. The project would provide 86 vehicle parking spaces including 2 ride sharing spaces and 20 EV charging spaces, plus two loading spaces and 10 bicycle parking spaces in a three-level underground parking structure, in addition to 6 bicycle parking spaces on the ground level.

Based on the project trip generation, distribution, and assignment along residential streets, there will be minimal conflict with existing traffic along the residential streets due to the lower volumes of traffic along the local streets in comparison to the majority of project trips which will be distributed to Sunset Blvd. This analysis distributed a conservative number of trips along Phyllis Avenue to the south of the project.

Due to the proximity of the Proposed Project's driveway along Cory Ave. to the Cory Ave. / Sunset Blvd. / Doheny Rd. intersection, a keep-clear zone at the driveway access point may be considered to reduce conflicts with potential northbound queuing along Cory Ave. for motorists making a left-turn out of the driveway.

Consistent with SB 743 and the City's Traffic Impact Analysis Guidelines, this project is presumed to have a less than significant VMT impact due to the proximity of Sunset Blvd., which is designated as a high-quality transit corridor throughout the City.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/10/2025
Case Description: 9160-9176 Sunset Blvd

Phase	Land Use	Daytime	Evening	Night
Demolition	Commercial	60	55	50

Equipment	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40	80		50	0
Excavator	No	40	85		50	0
Front End Loader	No	40	80		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Backhoe	80	76
Excavator	85	81
Front End Loader	80	76
Total	**85**	**83.1**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/10/2025
Case Description: 9160-9176 Sunset Blvd

Phase	Land Use	Daytime	Evening	Night
Site Preparation	Commercial	60	55	50

Equipment	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40	85		50	0
Grader	No	40	85		50	0
Tractor	No	40	84		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Excavator	85	81
Grader	85	81
Tractor	84	80
Total	**85**	**85.5**

*Calculated Lmax is the Loudest value.

Report date: 11/10/2025
Case Description: 9160-9176 Sunset Blvd

Phase	Land Use	Daytime	Evening	Night
Grading	Commercial	60	55	50

Equipment	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40	80		50	0
Excavator	No	40	85		50	0
Slurry Trenching Machine	No	50	82		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Backhoe	80	76
Excavator	85	81
Slurry Trenching Machine	82	79
Total	**85**	**83.9**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/10/2025
Case Description: 9160-9176 Sunset Blvd

Phase	Land Use	Daytime	Evening	Night
Paving	Commercial	60	55	50

Equipment	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20	85		50	0
Paver	No	50	85		50	0
Water Jet deleading	No	20	85		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Man Lift	85	78
Paver	85	82
Water Jet deleading	85	78
Total	**85**	**84.5**

*Calculated Lmax is the Loudest value.

Report date: 11/10/2025
Case Description: 9160-9176 Sunset Blvd

Phase	Land Use	Daytime	Evening	Night
Building Construction	Commercial	60	55	50

Equipment	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16	85		50	0
Front End Loader	No	40	80		50	0
Slurry Trenching Machine	No	50	82		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Crane	85	77
Front End Loader	80	76
Slurry Trenching Machine	82	79
Total	**85**	**82.3**

*Calculated Lmax is the Loudest value.

Report date: 11/10/2025
Case Description: 9160-9176 Sunset Blvd

Phase	Land Use	Daytime	Evening	Night
Architectural Coating	Commercial	60	55	50

Equipment	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dump Truck	No	40	84		50	0
Man Lift	No	20	85		50	0
Water Jet deleading	No	20	85		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Dump Truck	84	80
Man Lift	85	78
Water Jet deleading	85	78
Total	**85**	**83.6**

*Calculated Lmax is the Loudest value.

Report date: 11/10/2025
Case Description: 9160-9176 Sunset Blvd

Phase	Land Use	Daytime	Evening	Night
Nighttime Construction	Commercial	60	55	50

Equipment	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40	85		50	0
Crane	No	16	85		50	0
Pumps	No	50	77		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Concrete Mixer Truck	85	81
Crane	85	77
Pumps	77	74
Total	**85**	**83.1**

*Calculated Lmax is the Loudest value.