Attachment G

Supplementary Noise Analysis

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May 25, 2022 04704.00001.002

Mr. Scott Mulkay
QR Birtcher Oak Valley Owner LLC
450 Newport Center Drive, Suite 220
Newport Beach, CA 92660

Subject: Noise Analysis for the Birtcher Commerce Center Oak Valley Town Center

Dear Mr. Mulkay:

HELIX Environmental Planning, Inc. (HELIX) is submitting this letter to provide an assessment of potential noise impacts associated with the Birtcher Commerce Center Oak Valley Town Center (Project).

BACKGROUND

The Project site is located in the western portion of the City of Calimesa, northwest of the junction of Interstate 10 (I-10) and Highway 60 and south of the Riverside-San Bernardino County line. Specifically, the Project site is located at the intersection of Roberts Road and Singleton Road and includes the properties located northwest, northeast, and south of the intersection.

Land uses for the Project site were originally planned in the Oak Valley Specific Plan 216/216A, which applied to 6,405.5 acres within unincorporated Riverside County along the west side of I-10 to the San Timoteo Wash, stretching from the northerly boundary of the City of Calimesa to areas in the City of Beaumont. Prior to the incorporation of the City, the Oak Valley Specific Plan 216 was approved and the associated EIR was certified on October 6, 1988, by the Riverside County Board of Supervisors. Subsequently, Oak Valley Specific Plan Amendment 216A, as analyzed in County EIR 229, was approved by the Riverside County Board of Supervisors on May 22, 1990, amending Phases 2-5 of the five phases identified in the original Oak Valley Specific Plan 216. When the City incorporated in December 1990, the City Council adopted those portions of the Oak Valley Specific Plan 216 and Oak Valley Specific Plan Amendment 216A and the EIR previously certified by the County within the City limits and renamed it "Oak Valley SP-1" (the "Specific Plan").

Specific Plan No. 1 Amendment No. 1

An amendment to the Specific Plan (SP-1, A1) was proposed as the Summerwind Ranch at Oak Valley Project in 2005 and included approximately 2,590 acres of the original Specific Plan area, including the Project site. The amendment was proposed in recognition of the environmental sensitivity of portions of

the Specific Plan that are beyond the limits of the currently proposed Project, and included a change in land uses resulting from the purchase of approximately 358 acres of the Specific Plan by the Riverside Land Conservancy. The amendment contemplated future changes that could result should the option be exercised by the Riverside Land Conservancy to convert up to an additional 578.7 acres for open space purposes. The amended Specific Plan included a variety of residential uses and open space, as well as a Town Center located in the east-central portion of the site, west of I-10 and around the proposed junction of Roberts Road and Singleton Road. Residential uses were planned to occur in five villages, identified as Villages A through E. Individual planning areas were identified within these villages (referenced as A-1, etc.) and the Town Center (referenced as TC-1, etc.). Planned uses associated with the Oak Valley Town Center included 130.1 acres of business park and 129.5 acres of commercial uses, along with open space along a drainage channel (Figure 1, *Adopted Specific Plan Land Use Plan*). The potential for construction of a city hall, fire station, lift station, and detention basin within the area was also contemplated.

An EIR (SCH No. 2004061035) was prepared to analyze the impacts of SP-1, A1 pursuant to CEQA, and was certified by the City Council on April 18, 2005. The EIR concluded that the Summerwind Ranch at Oak Valley Project could result in potentially significant environmental impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, public services, transportation/traffic, and utilities and service systems. Except for air quality impacts, impacts would be reduced to below a level of significance with implementation of the mitigation measures specified in the EIR. Significant and unavoidable impacts were identified in relation to short-term construction and operational air quality impacts.

Specific Plan No. 1 Amendment No. 2

Subsequently, another amendment to the Specific Plan, "SP-1, A2" was proposed, processed, and ultimately approved by the City. SP-1, A-2 applies to approximately 244 acres of the Summerwind Ranch Specific Plan's Oak Valley Town Center—including the Project site—and excluded its two southernmost planning areas. An additional 17.8 acres of adjacent off-site areas would be graded for slopes, walls, landscaping, and drainage improvements. SP-1, A2 proposed relocation of Roberts Road further to the southwest, minor adjustments to the alignment of Singleton Road, the omission of formerly planned Street "F," and the interchange of some land use locations. Specifically, business park uses were approved to occur in areas previously planned for commercial use at the northeast and southwest quadrants of the Roberts Road/Singleton Road intersection, and commercial uses were revised to primarily occur in areas previously planned for business park use along the I-10 frontage southeast of Singleton Road, at the southeast quadrant of the Roberts Road/Singleton Road intersection. These changes increased the amount of business park uses that are located adjacent to planned residential areas and reduce business park uses adjacent to the freeway frontage.

The revisions decreased the business park land uses within the SP-1, A2 area from 121.1 to 119.6 acres, a decrease of approximately 1.5 acres. In all, SP-1, A2 permits the development of approximately 2,250,000 square feet (SF) of business park uses, including fulfillment centers that will operate 24 hours per day.

SP-1, A2 increased commercial land uses from 86.0 to 88.7 acres, an increase of approximately 2.7 acres. In all, approximately 751,800 SF of commercial retail uses are permitted. The commercial land use area is planned as a lifestyle retail center with large and medium box retailers.

Minor revisions to the northern boundary of the TC-10 open space, totaling a reduction of approximately 1.4 acres, were also approved as part of SP-1, A2. Approximately 2.0 acres of open space were added along the southeastern boundary of the site. Therefore, total open space increased by 0.6 acre. Also, an approximately 5-acre lake and adjacent approximately 1.7-acre linear park were proposed within the commercial site.

The major roadway reconfigurations reduced the amount of total land dedicated to road right-of-way (ROW) by approximately 3.8 acres. This included an approximately 2.4-acre update to the boundary at the Singleton Road crossing of I-10. The land use changes are summarized in Table 1, *SP No. 1 Amendment Nos. 1 and 2 Land Use Summary*.

Table 1
SP NO. 1, AMENDMENT NOS. 1 AND 2 LAND USE SUMMARY

Planning Area	Specific Plan No. 1 Amendment No. 1 Adopted April 2005		Specific Plan No. 1 Amendment No. 2 Approved November 2020	
	Land Use	Acres	Land Use	Acres
TC-1[1]	Commercial	25.5	Business Park	30.1
TC-2	Business Park	34.3	Business Park	25.4
TC-3	Business Park	41.4	Business Park	64.1
TC-4	Commercial	57.0	Commercial	85.6
TC-5[2]	Business Park	45.4	Commercial	3.1
TC-6[3]	Commercial	3.5	--	--
	Subtotal Business Park	121.1		119.6
	Subtotal Commercial	86.0		88.7
TC-9A	Open Space	--	Open Space	2.0
TC-10	Open Space	12.1	Open Space	10.7
	Subtotal Open Space	12.1		12.7
	Singleton/Roberts ROW	19.1	Singleton/Roberts ROW	20.9
	F Street ROW	8.0	--	--
	--	--	I-10 Freeway ROW	2.4
	Subtotal Major Roads	27.1		23.3
Total		**246.3**		**244.3**[4]

[1] Two acres within TC-1 is excluded from the Amendment No. 2 boundary.

[2] 45.4 acres of the Amendment No. 1 TC-5 PA are within the Amendment No. 2 boundary; 9.0 acres are outside of the Amendment No. 2 boundary.

[3] TC-6 was previously planned south of the Roberts Road/Street "F" intersection. As Street "F" is no longer proposed, this area has been absorbed into other planning areas.

[4] An additional 17.8 acres of adjacent off-site areas would be graded for slopes, walls, landscaping, and drainage improvements.

ROW = right-of-way

A lift station and water quality pond would be located along the southwestern edge of the site within planning areas A-9 and TC-3, respectively. A lake would provide storage for reclaimed water as part of a comprehensive water management plan for the area. Additional improvements specified in the associated Development Agreement include funding for improvements to the Singleton Road freeway bridge crossing and freeway access ramps, as well as full construction of Singleton Road from I-10 to the western limits of the site and Roberts Road from the northern to the southern limit of the site.
An equestrian trail previously planned along Singleton Road was eliminated and an 8-foot paseo within

the Singleton Road right-of-way was planned from the I-10 freeway to the western edge of the site. The applicant would be required to implement water, recycled water, and sewer infrastructure in accordance with current plans of the Yucaipa Valley Water District (YVWD), which differ from the plans at the time the Specific Plan was amended in 2005.

SP-1, A2 also altered the development standards for business park uses contained in the Summerwind Ranch Specific Plan. In particular, the maximum-sized warehouse, storage facility, parcel hub, and logistics facility were modified from 250,000 SF to 707,000 SF. Transport refrigeration units (TRUs) would not be permitted to operate on the side of warehouses adjacent to residences within the E-2 Townhomes, B-2 Garden Courts, B-3 Bungalows and A-8 Cottages. TRUs would also not be permitted to operate on the side of the warehouses adjacent to the B-1 Community Recreation or TC-10 Open Space. Similarly, if generators are installed, they would be located on the side of the warehouse that faces away from these locations. The minimum required setback from adjacent sensitive receptor buildings was decreased from 500 feet to 65 feet. This setback distance is measured from the outer wall of the proposed warehouse to the outer wall of the main structure of an adjacent sensitive receptor building, and is separate and apart from other setback provisions, which are measured from the property line adjacent to the public right-of-way. All setback provisions must be met.

In conjunction with the Addendum, a Health Risk Assessment addressing potential impacts of these uses on all adjacent residential planning areas was prepared. The Health Risk Assessment confirmed that the proposed modifications, with the incorporation of the noted design features, would avoid a significant health risk impact to any residential planning area. Planning Area TC-1A was planned for commercial use but contained a non-conforming residential use. Due to the transitional nature of land use in this planning area adjacent to TC-1, potential health risks to this location were noted as to be addressed as part of the Development Plan Review and a City Council-approved CUP for warehouses pursuant to Calimesa Municipal Code (CMC) Section 18.30 for the TC-1 Business Park, based on the land use and associated topography in the TC-1A Planning Area that are existing and planned at the time of that review. The Addendum specified that if a residential use is still present in the TC-1A Planning Area at that time, an additional Health Risk Assessment and noise analysis would be required, and their recommendations would be incorporated into project design as part of the Development Plan Review and a City Council-approved CUP for warehouses pursuant to CMC Section 18.30. The residential use in the TC-1A Planning Area has since been removed and as such, an additional Health Risk Assessment and noise analysis are not required.

The CMC (as revised in 2016 through Ordinance 343) requires a minimum separation of 250 feet between adjacent warehouses on the same or different parcels. The revised Specific Plan included no minimum distances between adjacent warehouse, storage facility, parcel hub, or distribution facility uses, whether on the same or separate lots or parcels; however, as stated in the Addendum for SP-1, A2, building setbacks shall comply with Table 18.30.040 of the City of Calimesa Development Code with regard to setbacks from roadways.

SP-1, A2 also modified parking standards for warehouse distribution uses that reduced the size of the required parking spaces from 10' X 19' to 9' X 19' and reduced the required number of spaces for buildings exceeding 40,000 SF. Specifically, the amended Specific Plan allowed the number of required parking spaces for warehouses to be the total of:

- 1 space per 1,000 SF for the first 40,000 SF of gross floor area;
- 1 space per 3,000 SF for over 40,000 SF of gross floor area; and
- 1 space per 250 SF of gross floor area for the office portion of the building.

The Specific Plan modifications would allow a pylon sign at Cherry Valley Boulevard/Roberts Road and Singleton Road/Roberts Road, subject to future site plan approvals. Commercial/Business monuments or pylon signs also would potentially be allowed along I-10 as illustrated on Specific Plan Figures III-21 and IV-26, also subject to future approvals.

The design guideline revisions included a requirement that large building facades of business park uses be articulated and screened. Large wall planes would be broken with offsets and the use of color and other ornamental architectural features to the extent possible. Business park buildings would not be required to comply with the Specific Plan design guideline that no wall should have a blank, uninterrupted length exceeding 30 feet without including a change in texture, change in plane, window, lattice, tree, or equivalent element; however, their compliance is encouraged. They also would not be required to use heavy timber, rustic weathered wood, or brick or stone. Building entries and office areas are to be considered as opportunities to create building focal points with the use of varied massing, wall plane offsets, windows, colors, and other architectural features.

Planning area and perimeter street edges would be screened/softened with appropriate landscape material and/or decorative walls. Specifically, walls, berms, or a combination thereof would be used to provide visual screening and sound attenuation between business park buildings and adjacent residential development and trails within community open spaces. The barrier between the business park planning areas TC-1 and TC-2 and adjacent residences would be 14 to 15 feet tall sound walls, and may be comprised of a combination of berm and/or block wall. For visual screening, the Specific Plan provides that a block wall, berming, or a combination of both will be used to screen views of trailers, docks, and truck and trailer parking on Planning Areas TC-1, TC-2, and TC-3 visible from residential uses and open space. Screening wall heights will be determined at the time of the Development Plan Review and CUP stage and trees may also be considered to provide visual screening. A vegetative barrier in addition to the wall/berming would also be required along the northern edges of Planning Areas TC-1 and TC-2 as well as along the western boundary of Planning Area TC-2.

The following design features (presented verbatim) were specified in Addendum No. 1 to promote an integrated land use plan that promotes harmony between adjacent land use planning areas:

- The westerly half of the I-10/Singleton Road interchange shall be constructed prior to the issuance of the first certificate of occupancy for business park uses. Specifically, this includes (1) the eastbound off ramp from I-10 to Singleton Road, (2) the westbound on ramp to I-10 from Singleton Road, and (3) realignment of Calimesa Boulevard to move the Calimesa Boulevard/ Singleton Road intersection further east of the I-10 westbound ramps intersection on Singleton Road.

- Transport refrigeration units (TRUs) and generators would not be permitted to operate on the side of warehouses adjacent to residences within the E-2 Townhomes, B-2 Garden Courts, B-3 Bungalows, and A-8 Cottages. TRUs would also not be permitted to operate on the side of the warehouses adjacent to the B-1 Community Recreation or TC-10 Open Space.

- Trucks accessing business park uses would be equipped with ambient noise-sensing back-up alarms.

- In accordance with state air quality regulations, trucks equipped with TRUs are not allowed to idle more than five minutes. To comply with this regulation, loading docks would be equipped with plug-in outlets for idling trucks.

- Business park structures would have solar-ready roofs.

- Gas lines would be run to each business park building for potential future use.

- Barriers consistent with the heights and locations would be installed at the interface between residential/open space and business park uses. All such barriers would be solid and may be constructed of earth (berm) and/or masonry, with no cracks or gaps through or below the walls. Any seams or cracks would be filled or caulked.

- The applicant or its successor would install tiered vegetative landscaping, which shall include a combination of evergreen trees and shrubs along the entire length of the northern Project boundary and the northernmost 1,000 linear feet of the western Project boundary, extending 165 feet beyond the Business Park uses along the site boundaries. Trees would have finely needled leaves and plant selections would be consistent with the *Landscaping Guidance for Improving Air Quality Near Roadways* (Sacramento Metropolitan Air Quality Management District [SMAQMD] 2020). Vegetation would be planted as soon as possible following finish grading, with plant spacing such that the vegetation would form a vegetative barrier at least 33 feet thick and least 16 feet in height. It shall be maintained as part of the Project's landscaped areas. Landscape plans shall be reviewed and approved by the City. The vegetative barrier is one of the primary methods proposed to minimize aesthetic and air quality impacts.

- Planning Area TC-1A is designated for commercial use, but currently contains a non-conforming residential use. Due to the transitional nature of land use in this planning area adjacent to TC-1 (with anticipated changes in both land use and elevations), the need for a barrier to attenuate noise and/or air pollution impacts as well as setback requirements at the TC-1A Commercial Planning Area will be addressed as part of the Development Plan Review and a City Council-approved CUP for warehouses pursuant to CMC Section 18.30 for the TC-1 Business Park, based on the land use and associated topography in the TC-1A Planning Area that are existing and planned at the time of that review.

- All off-road diesel-powered construction equipment greater than 50 horsepower used for construction of the Project's retail uses shall be outfitted with a California Air Resources Board (CARB) certified Level 3 diesel particulate filter (DPF).

- Zero-VOC paint will be used in construction of the Project's retail uses.

- Ground disturbing activities (including archaeological testing and surveys) would be monitored by a Native American Cultural Resource Monitor(s) from a culturally affiliated Tribe(s). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards

and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submittal to the State Historic Preservation Officer and the Tribal Historic Preservation Office.

SP-1, A-2 was approved by the City Council on November 2, 2020, along with Addendum No. 1 to the 2005 Summerwind Rach at Oak Valley EIR (SCH No. 2004061035) ("Addendum No. 1"). As set forth in detail in Addendum No. 1, the City Council found based on substantial evidence in the record that SP-1, A-2 would not result in any new or increased impacts not already fully disclosed and analyzed in the previously certified EIR, nor were there any changed circumstances or new information of substantial importance that would result in new or increased significant impacts. Accordingly, the City Council found that pursuant to CEQA Guidelines sections 15162 through 15164, a supplemental or subsequent EIR was not required.

PROPOSED PROJECT MODIFICATIONS

Specific Plan Amendment/General Plan Amendment

The Project (SP-1, A3) is part of the Oak Valley Town Center within the Summerwind Ranch at Oak Valley master planned community. This Project includes minor changes to the previously approved SP-1, A2, including changing land use designations for three non-contiguous portions of the site to Business Park as described below and identified in Figure 2, *Proposed Specific Plan Land Use Plan*. A comparison of existing and proposed uses is shown in Figure 3, *Land Use Plan Comparison*, with land use designation changes summarized in Table 2, SP No. 1, Amendment Nos. 1, 2, and 3.

First, the land use designation for the 2.0-acre Planning Area TC-1A on the eastern edge of the Project site and north of Singleton Road would be revised. This area was previously designated as Commercial and did not include provision for a widened right-of-way along Singleton Road. The Project would revise the designation to 1.8 acres of Business Park and 0.2 acre of right-of-way. The site would be combined with the adjacent 30.02-acre Planning Area TC-1, to accommodate a planned 619,358-SF distribution warehouse. This area would not consist of additional development of buildings. Rather, the parcel is intended to improve circulation of the proposed distribution warehouse site and would be developed with parking, slopes, and landscaping in association with the adjacent warehouse facility in TC-1. The distribution warehouse site would be slightly smaller than the 620,000-SF distribution warehouse that was previously approved for Planning Area TC-1.

Second, the land use designation for 3.1-acre Planning Area TC-5 would be revised from Commercial to Business Park. This Planning Area, in conjunction with the eastern portion of TC-3, would accommodate an approximately 9.0-acre truck trailer parking lot. This lot is intended to be either ancillary trailer storage for one of the adjacent building occupants or a stand-alone facility. The lot would accommodate 253 stalls, which could be used to drop off loaded trailers being exchanged from one tractor to another (which would improve the efficiency of the delivery process). It could also be used to park empty trailers that are not currently in use and are either not currently needed for deliveries or waiting to be taken back to the port. The lot is not intended for overnight use (i.e., sleepover location for truckers), other than storage of trucks and trailers. The trailer lot would be secured by a combination of concrete or block screen walls and tube steel fences and gates. The wall design would be harmonious with the building architecture. Further, a guardhouse will be installed should the tenant want to provide occupied security service.

Finally, the land use designation for an approximately 0.6-acre area within Planning Area TC-10 would be revised from Open Space to Business Park and would become part of Planning Area TC-3. This site is adjacent to open space on the south, but is surrounded by areas designated for industrial use on the west, north, and east. The majority of this area was previously developed with a temporary YVWD sewer lift station, which would be removed as part of the Project with construction of the permanent sewer lift station in conjunction with the development of Oak Valley Town Center. The land use changes are summarized in Table 2, *SP No. 1 Amendment Nos. 1, 2, and 3 Land Use Summary*.

Table 2
SP NO. 1, AMENDMENT NOS. 1, 2, AND 3 LAND USE SUMMARY

Planning Area	Specific Plan No. 1 Amendment No. 1 Adopted April 2005		Specific Plan No. 1 Amendment No. 2 Adopted November 2020		Specific Plan No. 1 Amendment No. 3 Proposed Project	
	Land Use	Acres	Land Use	Acres	Land Use	Acres
TC-1	Commercial	25.5	Business Park	30.1	Business Park	30.1
TC-1A	Business Park	34.3	NAP[1]		Business Park	1.8
TC-2	Business Park	41.4	Business Park	25.4	Business Park	25.4
TC-3	Commercial	57.0	Business Park	64.1	Business Park	64.7
TC-4	Business Park	45.4	Commercial	85.6	Commercial	85.6
TC-5	Commercial	3.5	Commercial	3.1	Business Park	3.1
	Subtotal Business Park	121.1	Subtotal Business Park	119.6	Subtotal Business Park	125.1
	Subtotal Commercial	86.0	Subtotal Commercial	88.7	Subtotal Commercial	85.6
TC-9A	Open Space	--	Open Space	2.0	Open Space	2.0
TC-10	Open Space	12.1	Open Space	10.7	Open Space	10.1
	Subtotal Open Space	12.1	Subtotal Open Space	12.7	Subtotal Open Space	12.1
	Singleton/Roberts ROW	19.1	Singleton/Roberts ROW	20.9	Singleton/Roberts ROW	21.1
	F Street ROW	8.0	I-10 Freeway ROW	2.4	I-10 Freeway ROW	2.4
	Subtotal Major Roads	27.1	Subtotal Major Roads	23.3	Subtotal Major Roads	23.5
Total		**246.3**		**244.3**[1]		**246.3**

[1] Planning Area TC-1A and associated right-of-way were excluded from SPA-1, A2 because they were under separate ownership at the time; this area has since been acquired and is included in SPA-1, A3. The total area of SP-1, A3 includes the 1.8 acres of TC-1A and 0.2 acre of Singleton/Roberts ROW that has now been acquired.

Landscape setbacks would be revised such that no additional setbacks would be required along the common property line for two adjoining properties if they are combined with the same land use.

This Specific Plan Amendment SP-1, A3 also includes administrative procedures for the approval of minor signage and open space amenities. Specifically, the Project would enable minor features including neighborhood signage, trail and pathway signage, park signage, pathway lighting and amenities including benches, mile markers, community sign programs, and similar features as determined by the Planning Director or their designee, in residential and non-residential zones, to be approved subject to administrative site plan approval by the City of Calimesa Planning Department.

The project design features identified in SP-1, A2 are also applicable and are incorporated into the Project to promote an integrated land use plan that promotes harmony between adjacent land use planning areas, with the following exceptions:

- The non-conforming residential use that previously existed in Planning Area TC-1A has been removed. As a result, no barriers or setback requirements (or associated additional analysis) to address noise and or air pollution impacts are necessary.

- Gas lines are not required to be run to individual industrial buildings. Rather, gas lines would be run within streets and sleeves would be installed to the buildings to accommodate future gas lines if they are needed by future tenants.

- Barriers consistent with the top-of-wall elevations and locations illustrated on Figures 4 through 6 would be installed at the interface between residential and business park uses. All such barriers would be solid and may be constructed of earth (berm) and/or masonry, with no cracks or gaps through or below the walls. Any seams or cracks would be filled or caulked. Residential development would be consistent with the setbacks and residential pad elevations shown on these figures. Illustrated wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.

Conditional Use Permits

As part of the current entitlement process for the Project, the Project applicant is seeking Conditional Use Permits for the development of the proposed buildings within the Business Park. Approximately 119.1 acres will be developed with four buildings totaling 2,249,650 SF, inclusive of up to 72,000 SF of ancillary office space (Table 3, *Proposed Business Park Uses*). This is approximately 350 SF less than the amount of industrial use that was addressed in Addendum No. 1. No building tenants are yet identified; however, typical occupants are anticipated to include high cube warehousing, general warehousing, distribution, industrial, manufacturing, assembly, e-commerce, fulfillment centers, and other similar types of uses, all of which are allowable within the Business Park specific plan land use zoning designation. The tenants may operate in the facilities 24 hours a day, 7 days a week, 365 days a year. Associated improvements to the Project site would include, but not be limited to, screen walls, fences, surface parking areas, vehicle drive aisles, truck courts, utility infrastructure, landscaping, exterior lighting, and signage. Additionally, as noted in the preceding section, the Project proposes an approximate 9.2-acre area intended to be developed as a truck and trailer storage lot.

Table 3
PROPOSED BUSINESS PARK USES

Parcel Map (Lots)	Net Area	Building	Building Area (square feet)
1	32.8	D	619,358
2	28.6	C	457,257
3	24.3	B	467,252
4	33.4	A	705,783
5 & 6	9.2	--	--
Total	**128.3**	**--**	**2,249,650**

The architectural character of the proposed structures would be consistent with the Specific Plan architectural guidelines and incorporate elements of the American farmhouse aesthetic that would be used throughout the Summerwind Ranch Project. Landscaping would be used to minimize the visual impacts from adjacent streets and to soften perimeter edges. Slopes, walls, and landscaping would provide a buffer between the proposed uses and planned residential areas to the west and northwest. To the extent possible, large wall planes would be avoided by providing offsets, details, and the use of color and other ornamental architectural features. Building entries and office areas would create building focal points with the use of varied massing, wall plane offsets, windows, colors, and other architectural features. The proposed trailer storage lot would be screened by a combination of tube steel fences and gates and concrete screen walls that are harmonious with the building architecture.

Signage is proposed throughout the site that would include an illuminated freeway monument sign at the northeastern corner of the site, illuminated park monument signage at the intersection of Singleton Road and Roberts Road, and wayfinding and tenant signage at the entrance driveways. Additionally, illuminated tenant branding would be provided on the buildings. All signage would comply with the provisions of the Specific Plan.

Development Plan Reviews

In accordance with City requirements, a Development Plan Review application has been filed for each of the proposed Business Park structures as well as the proposed trailer storage lot. The application includes details such as the grading, architecture, landscape plans, building elevations, and typical colors and materials, consistent with the requirements of the Specific Plan.

ANALYSIS OF PROPOSED CHANGES

The approach to this analysis is to determine potential new noise-related impacts from what was analyzed in the EIR based on changes in land use between the SP-1, A1 and the proposed Project.

Noise Analysis Overview

Noise Terminology and Metrics

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol L_{EQ}, with a specified duration. The Community Noise Equivalent Level (CNEL) is

a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. Sound levels expressed in CNEL are always based on dBA. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

Scope of Analysis

Impacts and mitigation identified in the EIR associated with short-term construction noise (EIR Impact N-1), I-10 freeway noise (EIR Impact N-3), and railroad noise (EIR Impact N-4) would be similar to those for the Project for the following reasons:

- Construction locations, activity types, and equipment would be generally consistent between the Summerwind Ranch project and the proposed Project. As such, construction-related noise generation would be similar to what was analyzed in the EIR. The proposed Project would implement EIR mitigation measures MM N1-1 through MM N1-4 to reduce potential impacts to a less-than-significant level.

- Although the specific locations of commercial and business park land uses adjacent to I-10 vary from what was analyzed in the EIR, those land uses would continue to be located adjacent to I-10, within similar distances from I-10 as was analyzed in the EIR and consistent with the land use configuration analyzed in Addendum No. 1, and would therefore be exposed to similar noise levels. No new impacts would occur.

- The proposed Project site is not located in proximity to the railroad and no new rail-related noise impacts would occur.

This noise analysis therefore focuses on potential new off-site traffic noise impacts (EIR Impact N-2) and on-site traffic noise impacts (EIR Impact N-5) based on the change in vehicle trips from SP-1, A1, SP-1, A2, and proposed Project conditions. It also considers potential noise impacts associated with trucking-related operations at warehouse distribution facilities and the truck trailer parking lot proposed to occur within the Project's business park land uses in proximity to residential land uses.

Traffic Noise Analysis

This traffic noise analysis is based on the traffic noise discussion in the EIR (City of Calimesa 2005) and in the associated noise analysis (Urban Crossroads 2004), the traffic assessment prepared for SP-1, A2 (Urban Crossroads 2020), and the traffic assessment prepared for the proposed Project. Roadway segments that were analyzed for traffic noise impacts in the EIR and that would be affected by the proposed Project based on connectivity of the proposed uses to the transportation network are analyzed herein. These segments include:

- Roberts Road south of "C" Street
- Roberts Road south of Singleton Road
- Roberts Road north of Cherry Valley Boulevard
- Singleton Road west of Roberts Road
- Singleton Road east of Calimesa Boulevard

The EIR determined that off-site roadway noise impacts would be considered significant if the project would increase noise levels for a noise sensitive land use by 3 CNEL and if: (1) the existing noise levels already exceed the 65 CNEL residential standard or (2) the project increases noise levels from below the 65 CNEL residential standard to above 65 CNEL. For on-site traffic noise impacts, a significant impact would occur if traffic noise levels would exceed the City's noise-land use compatibility standards.

Summary of EIR Impacts (SP-1, A1)

Off-site Traffic Noise Impacts (EIR Impact N-2)

The EIR determined that traffic generated by buildout of SP-1, A1 would increase noise levels by 3 CNEL or more on the following roadway segments (of the segments listed above that are relevant to this current analysis) where noise levels already exceed 65 CNEL or would exceed 65 CNEL with SP-1, A1:

- Roberts Road south of Singleton Road
- Singleton Road west of Roberts Road

These roads are future roads within the project site, and the noise impacts were determined to be limited to the project site. For all other segments, an increase of less than 3 CNEL is not considered significant in terms of an increase in ambient noise. The EIR determined that SP-1, A1's contribution to off-site roadway noise increases would not cause significant impacts to existing or future receptors.

On-site Traffic Noise Impacts (EIR Impact N-5)

The EIR determined that exterior noise levels for the residential lots located on the edge of the right-of-way of Roberts Road and Singleton Road would exceed the City's 65 CNEL standard for exterior residential areas. The EIR further determined that with construction of a minimum six-foot high sound attenuation wall, the exterior noise levels at the residential lots adjacent to these roads would remain below the City's 65 CNEL exterior noise level standard. Impacts were considered to be less than significant.

Analysis of Previous Modifications (SP-1, A2)

Per the traffic assessment prepared for SP-1, A2 (Urban Crossroads 2020), the change in land uses from what was proposed under SP-1, A1 to what was proposed under SP-1, A2 would result in changes to daily traffic volumes on the five roadway segments mentioned above. The daily traffic volumes associated with the General Plan buildout with SP-1, A1 scenario and the General Plan buildout with SP-1, A2 scenario are shown in Table 4, *Comparison of Average Daily Traffic Volumes Between SP-1, A1 and SP-1, A2.*

Table 4
COMPARISON OF AVERAGE DAILY TRAFFIC VOLUMES BETWEEN SP-1, A1 AND SP-1, A2

Road Name/Segment	Average Daily Traffic (in thousands)		
	General Plan Buildout with SP-1, A1	General Plan Buildout with SP-1, A2	Delta
Roberts Road			
South of "C" Street	34.0	29.8	-4.2
South of Singleton Road	27.0	30.5	+3.5
North of Cherry Valley Boulevard	37.0	35.4	-1.6
Singleton Road			
West of Roberts Road	29.0	25.1	-3.9
East of Calimesa Boulevard	38.0	37.9	-0.1

Source: Urban Crossroads 2020
Note: The average daily traffic volumes for the General Plan buildout with SP-1, A1 scenario are presented as actual vehicles, while the average daily traffic volumes for the General Plan buildout with SP-1, A2 scenario are presented as passenger car equivalent (PCE); therefore, the average daily traffic volumes presented for the General Plan buildout with SP-1, A2 scenario are higher than what would actually occur and the difference between the two scenarios is conservative.

All roadway segments except for the segment of Roberts Road south of Singleton Road would have decreased average daily traffic volumes with SP-1, A2 when compared to SP-1, A1, and are therefore anticipated to have decreased traffic noise levels. This is because for a given mix of vehicles, roadway traffic noise is directly proportional to roadway traffic volume. In other words, for two scenarios consisting of similar vehicle mixes, the one with lower traffic volumes will have lower traffic noise levels.

Although SP-1, A2 would have included warehouse distribution centers and would generate more truck traffic than SP-1, A1, the four roadways included in Table 4 that would experience a decrease in traffic volumes with SP-1, A2 are anticipated to accommodate a vehicle mix under SP-1, A2 similar to that under SP-1, A1. This is because the trucks associated with the warehouse distribution centers in Planning Areas TC-1, TC-2, and TC-3 would primarily utilize the I-10 freeway for regional distribution. Most trucks would exit the warehouse distribution sites and proceed towards I-10 via the segments of Roberts Road and Singleton Road between the warehouse distribution sites and I-10 (refer to Exhibits 4, 5, and 6 of Urban Crossroads 2020). These segments do not include the four segments of Roberts Road or Singleton Road that would see a decrease in traffic volumes with SP-1, A2 and do not include segments along which noise-sensitive receptors are located. As such, these four segments are not anticipated to accommodate a significant increase in truck traffic under SP-1, A2 compared to SP-1, A1.

The trip types and associated vehicle mixes along these four segments would have remained similar to what was previously analyzed in the EIR for the following additional reasons: (1) only approximately one-third of the trips generated by the warehouse distribution centers would be truck trips–the other two-thirds would be passenger vehicle trips (refer to Table 2 of Urban Crossroads 2020), which would be of a vehicle mix similar to the vehicle mix that would have been generated by the commercial and business park land uses previously analyzed; (2) SP-1, A2, as with SP-1, A1, includes commercial uses, which generate high levels of traffic (refer to Table 2 of Urban Crossroads 2020) and would contribute a similar vehicle mix to that which was previously analyzed; and (3) the existing and proposed off-site land uses along the four segments that would see a decrease in traffic volumes are generally the same as they were when the EIR analysis was conducted (consisting primarily of residential uses), which would

result in similar trip generation types along these segments (e.g., workers commuting between the project site and the residential neighborhoods and residents traveling to the project's commercial area).

As such, it is anticipated that the vehicle mix along these four segments would be similar to that which was analyzed in the EIR. With similar vehicle mixes and decreased traffic volumes, it can be concluded that traffic noise levels along these four segments would be lower than what was analyzed in the EIR, and no new or increased significant impacts would occur under SP-1, A2.

Off-site Traffic Noise Impacts

As discussed above, the only roadway segment that would have an increased average daily traffic volume, and therefore an increase in roadway traffic noise, with SP-1, A2 when compared to the SP-1, A1 would be Roberts Road south of Singleton Road. Because this segment is an internal roadway, SP-1, A2 would not cause in increase in traffic noise on off-site roadways as compared to SP-1, A1. Impacts to off-site roadways would remain less than significant.

On-site Traffic Noise Impacts

As discussed above, the only roadway segment that would have an increased average daily traffic volume, and therefore could increase roadway traffic noise, with SP-1, A2 when compared to SP-1, A1 would be Roberts Road south of Singleton Road. No noise-sensitive residential land uses are located along this segment. As such, although traffic noise levels along this segment could increase when compared to noise levels analyzed in the EIR, an increase in noise would not result in the exposure of noise-sensitive residential land uses to exterior noise levels in excess of the City's 65 CNEL standard. Land uses proposed along this portion of Roberts Road that could experience an increase in traffic noise include commercial and business park (warehouse) uses. The EIR, which analyzed 27,000 vehicles per day along segment at build-out, did not identify potential traffic noise impacts to adjacent commercial and business park land uses as significant impacts, because these uses are compatible with higher noise levels than are residential uses. The addition of 3,500 vehicles over the course of a day to this segment, primarily associated with the increased commercial retail in TC-4, would represent a minor increase in traffic levels. For reference, a general rule of thumb is that a doubling of traffic would cause a doubling in sound energy (a 3-dBA increase), which would be a perceptible increase. As such, the addition of 3,500 vehicles per day to a segment accommodating 27,000 vehicles would not result in a perceptible increase in ambient noise levels or cause an exceedance of noise compatibility standards associated with the commercial and business park (warehouse) land uses.

The portion of residential land uses along Roberts Road that was found in the EIR to be exposed to noise levels in excess of the 65 CNEL exterior standard is adjacent to the portion of Roberts Road north of Cherry Valley Boulevard that would see a decrease in traffic noise with SP-1, A2 (as discussed above). Therefore, with SP-1, A2, the residential land uses adjacent to Roberts Road would be exposed to noise levels lower than what was considered the EIR. With the minimum six-foot high sound attenuation wall required in the EIR, the exterior noise levels at the residential lots adjacent to this roadway segment would remain below the City's 65 CNEL exterior noise level standard. Thus, SP-1, A2 would not have resulted in any new or increased significant impacts relating to noise.

Analysis of Proposed Modifications (SP-1, A3)

The traffic assessment prepared for SP-1, A3 (Urban Crossroads 2021) provided the change in trip generation by planning area from SP-1, A2 to SP-1, A3. Table 5, *Comparison of Trip Generation Between SP-1, A2 and SP-1, A3,* shows the change in trip generation.

Table 5
COMPARISON OF TRIP GENERATION BETWEEN SP-1, A2 AND SP-1, A3

Planning Area	Average Daily Traffic (in thousands)		
	SP-1, A2	SP-1, A3	Delta
TC-1	2,872	1,320	-1,552
TC-2	1,854	968	-886
TC-3	2,605	2,502	-103
TC-5	0	815	+815
Total	**7,331**	**5,605**	**-1,726**

Sources: Urban Crossroads 2020 and 2021

As shown in Table 3, SP-1, A3 would result in an overall decrease in trip generation as compared to SP-1, A2. The only analyzed planning area to result in an increase in trip generation is TC-5, which would involve an increase of 815 daily trips associated with the proposed trailer parking lot. According to the traffic analysis (Urban Crossroads 2021), 75 percent of these trips (611 trips) would occur along the segment of Roberts Road north of TC-5 (i.e., the segment south of Singleton Road) and 25 percent of these trips (204 trips) would occur along the segment of Roberts Road south of TC-5 (i.e., the segment north of Cherry Valley Boulevard). However, 15 percent of trips associated with TC-1, TC-2, and TC-3 would also occur along these segments of Roberts Road. Considering 15 percent of the decrease in trips from TC-1, TC-2, and TC-3 (381 trips), the overall change along the segment of Roberts Road north of TC-5 would be an increase in 230 trips and the overall change along the segment of Roberts Road south of TC-5 would be a decrease of 177 trips. As such, the segment of Roberts Road north of TC-5, with an increased traffic volume, would have the potential to generate increased noise levels.

Vehicle trips associated with SP-1, A3 along the other three segments considered in the previous analyses, including Roberts Road south of "C" Street, Singleton Road west of Roberts Road, and Singleton Road east of Calimesa Boulevard, would not increase compared to SP-1, A2 because of the reduced trip generation at TC-1, TC-2, and TC-3. With vehicle mixes similar to what was previously analyzed for SP-1, A2, it can therefore be determined that noise levels along these three roadway segments would not increase compared to SP-1, A2, and no new or increased significant noise impacts would occur.

Off-site Traffic Noise Impacts

As discussed above, the only roadway segment that would have increased vehicle trips, and therefore potential for an increase in roadway traffic noise, with SP-1, A3 when compared to SP-1, A2 would be Roberts Road south of Singleton Road. Because this segment is an internal roadway, SP-1, A3 would not cause an increase in traffic noise on off-site roadways compared to SP-1, A2. Because SP-1, A2 would not cause an increase in traffic noise on off-site roadways when compared to SP-1, A1 (as discussed above), SP-1, A3 would not cause an increase in traffic noise on off-site roadways when compared to the noise

the EIR assumed would occur from SP-1, A1. Impacts to off-site roadways would remain less than significant.

On-site Traffic Noise Impacts

As discussed above, the only roadway segment that would have increased vehicle trips, and therefore a potential increase in roadway traffic noise, with SP-1, A3 when compared to SP-1, A2 would be Roberts Road south of Singleton Road (to approximately the southern boundary of Planning Area TC-5). Roberts Road south of Singleton Road would accommodate 230 trips more than what was analyzed for SP-1, A2. As compared to the analysis for SP-1, A1, this 230-trip increase from SP-1, A3 would be in addition to the 3,500-trip increase from SP-1, A2, for a total increase of 3,730 trips over what was analyzed for SP-1, A1; however, no noise-sensitive residential land uses are located along this segment. Therefore, as previously assessed for SP-1, A2, although traffic noise levels along this segment could increase when compared to noise levels analyzed in the EIR, an increase in noise would not result in the exposure of noise-sensitive residential land uses to exterior noise levels in excess of the City's 65 CNEL standard. Land uses proposed along this portion of Roberts Road that could experience an increase in traffic noise include commercial and business park (warehouse) uses. The EIR, which analyzed 27,000 vehicles per day along segment at build-out, did not identify potential traffic noise impacts to adjacent commercial and business park land uses as significant, because these uses are compatible with higher noise levels than are residential uses. The addition of 3,730 vehicles over the course of a day to this segment would represent a minor increase in traffic levels. For reference, a general rule of thumb is that a doubling of traffic would cause a doubling in sound energy (a 3-dBA increase), which would be a perceptible increase. As such, the addition of 3,730 vehicles per day to a segment accommodating 27,000 vehicles would not result in a perceptible increase in ambient noise levels or cause an exceedance of noise compatibility standards associated with the commercial and business park (warehouse) land uses. Thus, SP-1, A3 would not result in any new or increased significant impacts relating to noise.

Analysis of Trucking-related Noise

As discussed above, the minimum required setback of proposed warehouse distribution center buildings within business park land uses to adjacent buildings would be 65 feet. Land uses proposed immediately adjacent to TC-1 and TC-2, which are anticipated to be developed with warehouse distribution center buildings, include residential and recreational land uses. Similarly, residential land uses and open space with recreational uses would be located in proximity to the warehouse distribution center buildings proposed in TC-3 and the truck trailer parking lot proposed in TC-5. The warehouse distribution centers could involve the 24-hour operation of delivery trucks and associated loading docks. The truck trailer parking lot would be used to drop off loaded trailers being exchanged from one tractor to another. As such, a site-specific analysis of trucking-related noise generated at TC-1, TC-2, TC-3, and TC-5 was conducted.

The City of Calimesa Municipal Code Chapter 8.15, *Noise Abatement and Control,* provides property noise level limits and states that the applicable limit between two different zoning districts is the arithmetic mean of the respective limits for the two districts. The business park land use (proposed to be developed with warehouse distribution centers and a truck trailer parking lot) is considered a manufacturing zoning district with a nighttime (10:00 p.m. to 7:00 a.m.) noise limit of 50 dBA L_{EQ}. Residential land uses within the E-2 Townhomes, B-2 Garden Courts, and B-3 Bungalows have a nighttime noise level limit of 45 dBA L_{EQ} and share a common property line with TC-1 and TC-2.

Therefore, a noise level limit of 47.5 dBA L_{EQ} is used to determine significance of 24-hour trucking noise impacts at the residential properties adjacent to TC-1 and TC-2. Because TC-3 and TC-5 do not share a common property line with a residential zone, they are subject to the 50-dBA L_{EQ} nighttime manufacturing zoning district property line noise limit. TC-3 includes two buildings on two separate parcels; therefore, each parcel is individually subject to the 50-dBA L_{EQ} limit.

Assumptions and Methodology

Modeling of the exterior noise environment was accomplished using the Computer Aided Noise Abatement (CadnaA) version 2020. CadnaA is a model-based computer program developed by *DataKustik* for predicting noise impacts in a wide variety of conditions. CadnaA assists in the calculation, presentation, assessment, and mitigation of noise exposure. It allows for the input of project-related information, such as noise source data, barriers, structures, and topography to create a detailed model, and uses the most up-to-date calculation standards to predict outdoor noise impacts.

Trucking assumptions, including the number and type of trucks per building, are based on the Access Evaluation prepared for the Project (Urban Crossroads 2021). This noise analysis considers the a.m. peak hour truck traffic, which is likely to occur before 7:00 a.m., and thus be subject to the 47.5-dBA L_{EQ} nighttime noise level limit in TC-1 and TC-2 and the 50-dBA L_{EQ} nighttime noise level limit in TC-3 and TC-5. The a.m. peak hour truck trips include 22 truck trips (all 4-axle) for TC-1, 17 truck trips (all 4-axle) for TC-2, 43 truck trips (all 4-axle) for TC-3, and 24 truck trips (9 2-axle, 4 3-axle, 11 4-axle) for TC-5. Trucks would utilize loading docks, which would be located on both longer sides of the proposed buildings.

The noise model for TC-1, TC-2, and TC-3 considers trucking-related noise associated with trucks traveling to and from the individual loading docks at approximately 5 mph, trucks backing into loading docks at 2.5 mph, and trucks setting the parking brake when backing in to loading docks. Trucks using transport refrigeration units would only operate on the side of the buildings away from the residences. In addition, such trucks are not allowed to idle more than five minutes, in accordance with state air quality regulations. The noise model for TC-5 considers trucking-related noise associated with trucks traveling across the parking lot at 15 mph, trucks backing into and leaving parking spots at 2.5 mph, and trucks setting the parking brake when backing into a parking space.

In the noise model, receivers were placed at first- and second-story building heights at the residential properties within the E-2 Townhomes to the north of TC-1, the B-2 Garden Courts to the north of TC-2, and the B-3 Bungalows to the west TC-2, and at various locations along the TC-3 and TC-5 property lines adjacent to the proposed TC-10 Open Space and near the A-8 Cottages further to the south. Noise attenuation barriers were included as project design features, as necessary, at property line locations between the business park and residential and open space/ recreational land uses. These project design features will be conditions of project approval.

Results

At the time that Addendum No. 1 was prepared, project plans for the adjacent residential development had not yet been developed. Plans for these areas are currently in preparation and the applicants have worked together closely to address the edge condition between the two properties, including relative

elevations and proposed barriers. As a result of this more detailed information and coordination, the proposed barrier heights along the interface have been refined.

With incorporation of noise barriers with top-of-wall elevations as depicted on Figure 4, *TC-1 Edge Condition Barriers*, and Figure 5, *TC-2 Edge Condition Barriers,* modeled noise levels at first- and second-story locations at planned residential properties within the E-2 Townhomes, the B-2 Garden Courts, and the B-3 Bungalows with the setbacks and lot elevations specified in Figures 4 and 5 would be below the 47.5-dBA L_{EQ} limit. Noise from trucking activity at TC-1 and TC-2 would therefore be in compliance with the City's Municipal Code. Residential development would be consistent with the setbacks and residential pad elevations shown on these figures. It should be noted that wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.

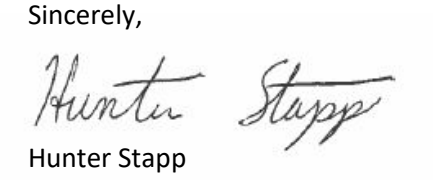
With the incorporation of 8-foot, 10-foot, and 14-foot tall walls along property line locations as depicted on Figure 6, *TC-3 and TC-5 Noise Barriers,* modeled noise levels in the adjacent open space associated with individual operation of each warehouse building in TC-3 and the truck trailer parking lot would be below the 50 dBA L_{EQ} limit. Noise levels would also be below 50 dBA L_{EQ} at the existing residential properties associated with the A-8 Cottages, located to the south and elevated above of TC-3 and TC-5. Noise from trucking activity at each individual property in TC-3 and TC-5 would therefore be in compliance with the City's Municipal Code.

As such, with implementation of the project design features, warehouse trucking noise levels would be below City standards, and no new or increased significant impact would occur.

CONCLUSION

The proposed Project changes would not result in new significant noise-related impacts or a substantial increase in the severity of previously identified significant impacts per CEQA using the methodology and approach from the EIR.

Sincerely,



Hunter Stapp
Noise Analyst

cc: Charles Terry, Principal Noise Specialist, HELIX Environmental Planning, Inc.

Figures:

Figure 1, Adopted Specific Plan Land Use Plan
Figure 2, Proposed Specific Plan Land Use Plan
Figure 3, Land Use Plan Comparison
Figure 4, TC-1 Edge Condition Barriers
Figure 5, TC-2 Edge Condition Barriers
Figure 6, TC-3 and TC-5 Edge Condition Barriers

Attachments:

Attachment A, CadnaA Output Files

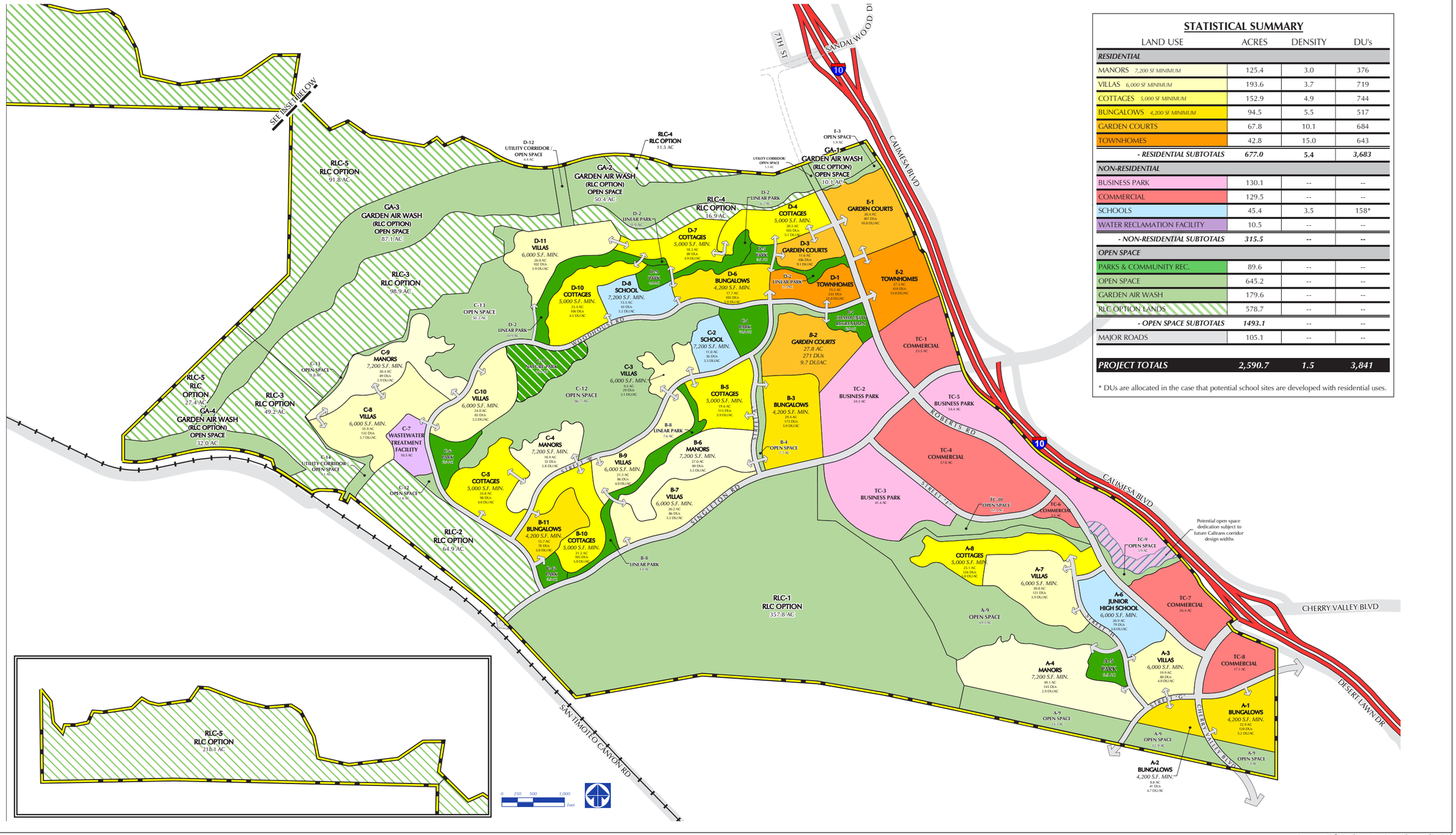
REFERENCES

City of Calimesa. 2005. Summerwind Ranch at Oak Valley Final Environmental Impact Report. March.

Urban Crossroads. 2021. Tentative Parcel Map No. 37862, Lots 1 to 6 – Access Evaluation. November 2.

2020. Trip Generation and Circulation Context for the Oak Valley Town Center. May 15.

2004. Suncal Oak Valley (Calimesa) EIR Noise Analysis, City of Calimesa, California. November.



STATISTICAL SUMMARY

LAND USE	ACRES	DENSITY	DU's
RESIDENTIAL			
MANORS *7,200 SF MINIMUM*	125.4	3.0	376
VILLAS *6,000 SF MINIMUM*	193.6	3.7	719
COTTAGES *5,000 SF MINIMUM*	152.9	4.9	744
BUNGALOWS *4,200 SF MINIMUM*	94.5	5.5	517
GARDEN COURTS	67.8	10.1	684
TOWNHOMES	42.8	15.0	643
- RESIDENTIAL SUBTOTALS	***677.0***	**5.4**	***3,683***
NON-RESIDENTIAL			
BUSINESS PARK	130.1	--	--
COMMERCIAL	129.5	--	--
SCHOOLS	45.4	3.5	158*
WATER RECLAMATION FACILITY	10.5	--	--
- NON-RESIDENTIAL SUBTOTALS	***315.5***	**--**	**--**
OPEN SPACE			
PARKS & COMMUNITY REC.	89.6	--	--
OPEN SPACE	645.2	--	--
GARDEN AIR WASH	179.6	--	--
RLC OPTION LANDS	578.7	--	--
- OPEN SPACE SUBTOTALS	***1493.1***	--	--
MAJOR ROADS	105.1	--	--
PROJECT TOTALS	***2,590.7***	***1.5***	***3,841***

* DUs are allocated in the case that potential school sites are developed with residential uses.

Source: T & B Planning Consultants (2020)

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2005 Specific Plan Land Use Plan

Figure 1

STATISTICAL SUMMARY

LAND USE	ACRES	DENSITY	DU's
RESIDENTIAL			
MANORS *7,200 SF MINIMUM*	125.4	3.0	376
VILLAS *6,000 SF MINIMUM*	193.6	3.7	719
COTTAGES *5,000 SF MINIMUM*	152.9	4.9	744
BUNGALOWS *4,200 SF MINIMUM*	94.5	5.5	517
GARDEN COURTS	67.8	10.1	684
TOWNHOMES	42.8	15.0	643
- RESIDENTIAL SUBTOTALS	***677.0***	***5.4***	***3,683***
NON-RESIDENTIAL			
BUSINESS PARK	134.1	--	--
COMMERCIAL	129.1	--	--
SCHOOLS	45.4	3.4	158*
WATER RECLAMATION FACILITY	10.5	--	--
- NON-RESIDENTIAL SUBTOTALS	319.1	--	--
OPEN SPACE			
PARKS & COMMUNITY REC.	89.6	--	--
OPEN SPACE	287.4	--	--
RLC-1	357.8	--	--
GARDEN AIR WASH (GA 1-4)	179.6	--	--
RCA 2-5	578.7	--	--
- OPEN SPACE SUBTOTALS	**1,493.1**	--	--
MAJOR ROADS	101.5		
PROJECT TOTALS	***2,590.7***	***1.5***	***3,841***

* DUs are allocated in the case that potential school sites are developed with residential uses.

SPA No. 1 Boundary

SPA No. 2 Boundary

SPA No. 3 Boundaries

Source: T & B Planning Consultants (2022)

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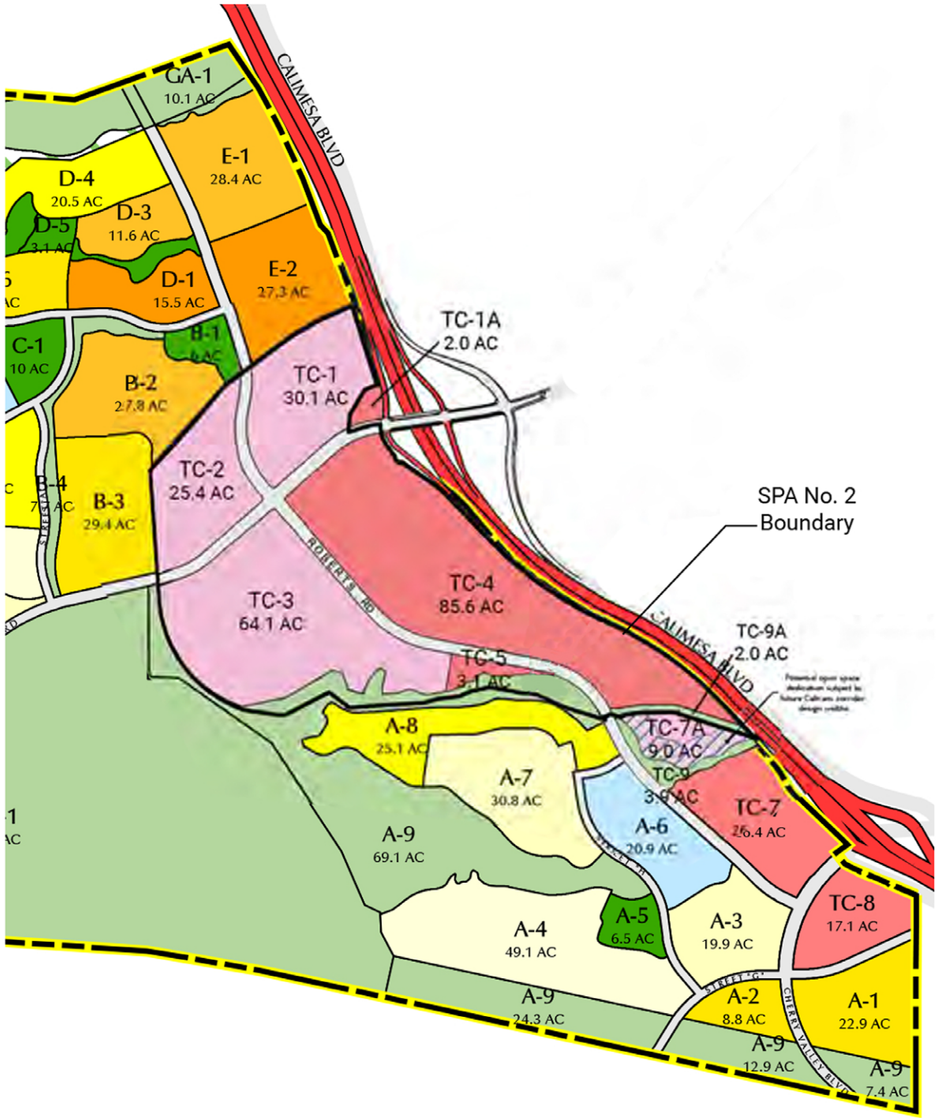
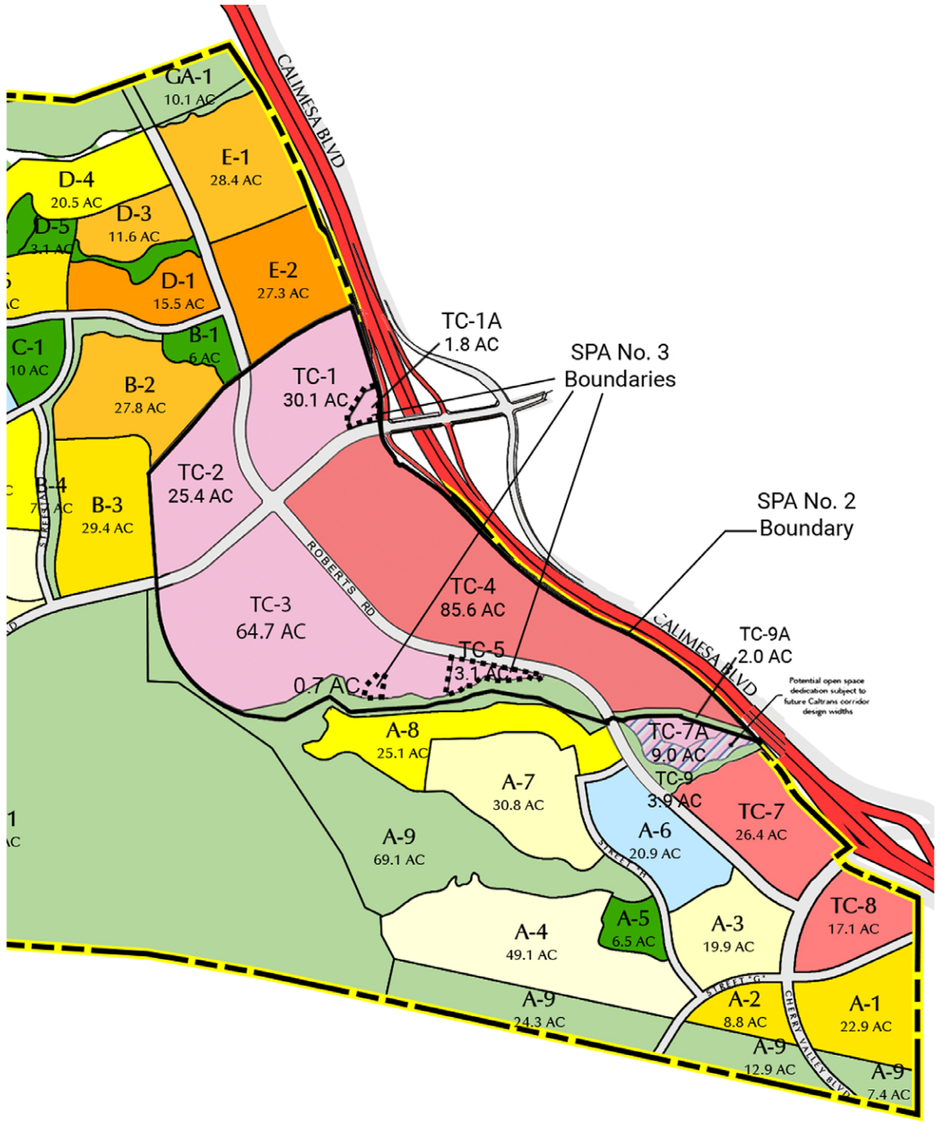
HELIX Environmental Planning

Proposed Specific Plan Land Use Plan

Figure 2



SPECIFIC PLAN AMENDMENT NO. 2



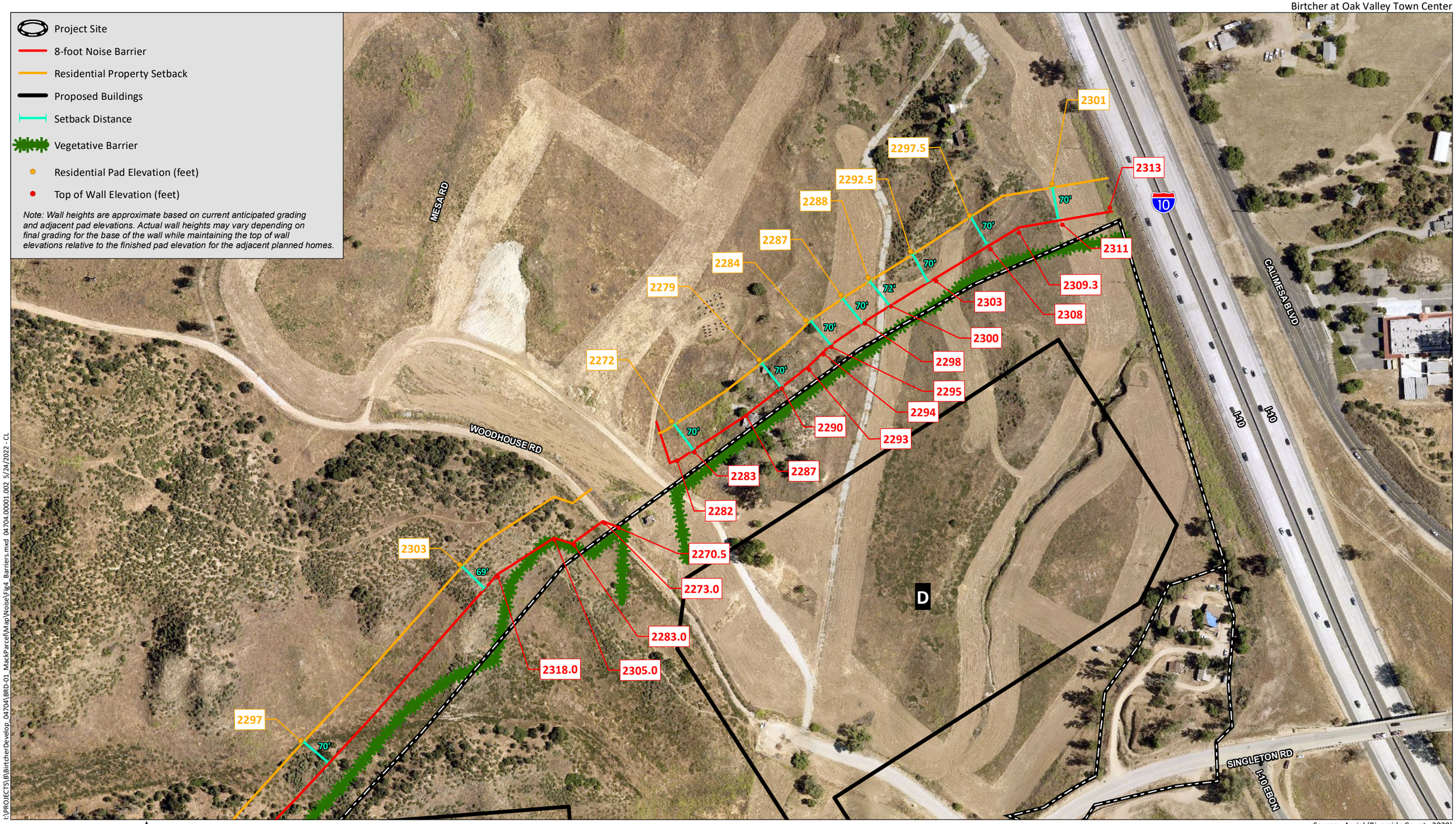
SPECIFIC PLAN AMENDMENT NO. 3

Source: T & B Planning Consultants (2022)

Birtcher at Oak Valley Town Center

- Project Site
- 8-foot Noise Barrier
- Residential Property Setback
- Proposed Buildings
- Setback Distance
- Vegetative Barrier
- Residential Pad Elevation (feet)
- Top of Wall Elevation (feet)

Note: Wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.



0 200 Feet

Source: Aerial (Riverside County 2020)

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HELIX Environmental Planning

TC-1 Edge Condition Barriers

Figure 4

- Project Site
- 8-foot Noise Barrier
- 8.5-foot Noise Barrier
- 9-foot Noise Barrier
- Residential Property Setback
- Proposed Buildings
- Setback Distance
- Vegetative Barrier
- Residential Pad Elevation (feet)
- Top of Wall Elevation (feet)

Note: Wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.

2297 | 70' | 2309.0
2295 | 71' | 2309.0
2295 | 38' | 2309.0
2292.5 | 110' | 2309.0
2286 | 77' | 2304.0
2281 | 75' | 2298.5
2276.1 | 76' | 2293.0
2268 | 69' | 2288.0
2264 | 81' | 2282.0 | 2276.0
2261 | 82' | 2273.0
2250 | 91' | 2267.5
2250 | 85' | 2266.5
2250 | 28' | 2266.0
2250 | 16' | 2264.0
2263.5

WOODHOUSE RD
SINGLETON RD
ROBERTS RD
C

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0 200 Feet

Source: Aerial (Riverside County 2020)

HELIX Environmental Planning

TC-2 Edge Condition Barriers

Figure 5

Birtcher at Oak Valley Town Center

Project Site
10-foot Barrier
14-foot Barrier
8-foot Barrier
Proposed Buildings

Note: Wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.

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0 250 Feet

Source: Aerial (Riverside County 2020)

HELIX Environmental Planning

TC-3 and TC-5 Edge Condition Barriers

Figure 6

Attachment A

CadnaA Output Files

Point Sources

Name	ID	Result. PWL			Lw / Li			Correction			Sound Reduc		Attenuation	Operating Time			K0	Freq.	Direct.	Height		Coordinates		
		Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night						X	Y	Z
		(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		(m)		(m)	(m)	(m)
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494835.08	3759080	678.57
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494791.46	3759127	678.57
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494735.17	3759181	677.81
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494870.11	3759039	678.57
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494806.35	3759111	678.57
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494698.79	3759215	677.76
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494711.2	3759205	677.8
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494725.03	3759190	677.79
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494825.33	3759090	678.57
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494747.22	3759163	677.73
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494927.13	3759272	677.72
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494905.65	3759293	677.78
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494872.28	3759329	677.81
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494916.16	3759284	677.73
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494952.68	3759239	677.78
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494966.14	3759221	677.83
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494981.85	3759203	677.83
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494885.57	3759315	677.78
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494999.62	3759182	677.84
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495013.74	3759166	677.83
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494947.37	3759391	679.1
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495054.32	3759271	679.14
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494979.43	3759354	679.09
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495077.97	3759240	679.04
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495120.73	3759194	679.09
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495107.51	3759210	679.12
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495015.23	3759312	679.05
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494961.08	3759379	679.19
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495032.95	3759293	679.08
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495095.15	3759224	679.13
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494636.19	3759704	686.52
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494637.78	3759686	686.54
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494639	3759615	686.42
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494642.11	3759564	686.41
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494638.81	3759595	686.36
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494638.94	3759635	686.46
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494636.86	3759667	686.46
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494638.73	3759650	686.49
Bldg C Side 1 Air Brake	BCS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494641.56	3759543	686.34
Bldg C Side 2 Air Brake	BCS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494819.47	3759685	686.93
Bldg C Side 2 Air Brake	BCS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494820.99	3759668	686.91
Bldg C Side 2 Air Brake	BCS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494822.54	3759594	686.71
Bldg C Side 2 Air Brake	BCS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494824.2	3759646	686.91
Bldg C Side 2 Air Brake	BCS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494822.33	3759563	686.35
Bldg C Side 2 Air Brake	BCS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494817.55	3759703	686.95
Bldg C Side 2 Air Brake	BCS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494819.39	3759729	687.07
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494923.16	3759959	690.03
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494970.35	3759989	689.16
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495045.19	3760036	689.16
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494987.61	3759999	689.17
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494999.31	3760007	689.16

Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494957.02	3759983	689.16
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494906.74	3759953	689.77
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495084.86	3760059	689.19
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494943.33	3759972	689.78
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495064.63	3760048	689.16
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495015.36	3760018	689.16
Bldg D Side 1 Air Brake	BDS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495030.99	3760025	689.19
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495013.75	3759775	689.7
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495103.1	3759830	689.08
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495193.35	3759886	689.07
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495219.36	3759900	689.15
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495040.91	3759794	689.29
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495171.37	3759870	688.96
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495145.43	3759855	689.01
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495120.39	3759843	689.16
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495075.34	3759812	689.08
Bldg D Side 2 Air Brake	BDS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495237.03	3759918	689.44
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494759.52	3759149	677.72
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494852.66	3759057	678.57
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494862.5	3759049	678.57
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494943.54	3759257	677.66
Bldg A Side 2 Air Brake	BAS2Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495028.09	3759151	677.94
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495002.45	3759328	679.09
Bldg B Side 1 Air Brake	BBS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495069.26	3759253	679.12
Bldg A Side 1 Air Brake	BAS1Air1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	494777.05	3759131	677.73
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494871.25	3759330	679.3
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494926.14	3759272	679.23
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494982.05	3759204	679.31
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495013.37	3759167	679.32
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495014.37	3759311	680.5
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495106.64	3759210	680.6
Bldg D Side 2 TRU	BDS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495075.31	3759812	690.57
Bldg D Side 2 TRU	BDS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495042.52	3759793	690.78
Bldg C Side 2 TRU	BCS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494819.39	3759730	688.57
Bldg C Side 2 TRU	BCS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494821.95	3759564	687.87
Bldg D Side 2 TRU	BDS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495216.73	3759903	690.75
Bldg C Side 2 TRU	BCS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494817.92	3759685	688.4
Bldg D Side 2 TRU	BDS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495189.42	3759891	690.83
Bldg D Side 2 TRU	BDS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495103.98	3759829	690.52
Bldg D Side 2 TRU	BDS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495144.37	3759859	690.7
Bldg C Side 2 TRU	BCS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494817.49	3759667	688.34
Bldg C Side 2 TRU	BCS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494820.49	3759617	688.24
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494884.77	3759316	679.28
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494906	3759294	679.25
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494946.01	3759259	679.07
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494951.3	3759240	679.28
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494967.15	3759220	679.32
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495000.27	3759183	679.31
Bldg A Side 2 TRU	BAS2TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495028.44	3759151	679.44
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494972.39	3759352	680.34
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495121.06	3759192	680.55
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495093.05	3759225	680.59
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495078.16	3759242	680.58
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495051.8	3759271	680.56
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495031.53	3759292	680.52
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495000.38	3759328	680.54

Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494943.68	3759389	680.45
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494958.1	3759376	680.54
Bldg B Side 1 TRU	BBS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	495067.93	3759253	680.58
Bldg A Side 1 TRU	BAS1TRU1	109.5	109.5	109.5	Lw	Refr1		0	0	0				5	0	0	0		(none)	2.5	r	494918.32	3759285	679.17
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495350.06	3759096	683.42
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495375.3	3759095	683.95
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495376.37	3759096	683.97
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495430.89	3759091	685.12
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495463.22	3759086	685.82
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495480.36	3759088	686.16
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495449.33	3759119	685.48
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495398.45	3759123	684.41
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495374.43	3759126	683.9
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495346.38	3759139	683.3
Parking Lot Air Brake	PLBA1	106.6	106.6	106.6	Lw	AiRB1		0	0	0				0.02	0	0	0		(none)	1	r	495485.8	3759118	686.25

Roadway Sources

Name	ID	Lme			Count Data		exact Count Data						Speed Limit		SCS	Surface		Gradient	Mult. Reflection	
		Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild
		(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(km/h)	(km/h)		(dB)		(%)	(dB)	(m)
Bldg A Side 1 Driveway	B1S1DR1	59.4	0	0			11	0	0	100	0	25	8	8	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A & B Primary Driveway	BABDR1	61.8	0	0			28	0	0	100	0	25	0	8	0	0	1	0	0	
Bldg A Side 2 Driveway	B1S2DR1	59.4	0	0			11	0	0	100	0	25	8	8	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Driveway	B2S1DR1	59.4	0	0			11	0	0	100	0	25	8	8	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Driveway	BCS1DR1	63.4	0	0			9	0	0	100	0	25	8	8	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 1 Heavy	BCS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Driveway	BCS2DR1	58	0	0			8	0	0	100	0	25	8	8	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg C Side 2 Heavy	BCS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Building D Side 1 Driveway	BDS1DR1	59.8	0	0			12	0	0	100	0	25	8	8	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	

Bldg D Side 1 Heavy	BDS1H1	52	0	0			2	0	0	100	0	25	8	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 1 Heavy	BDS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Driveway	BDS2DR1	59.4	0	0			11	0	0	100	0	25	8	8	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg D Side 2 Heavy	BDS2H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	55.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	B1S2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	B1S2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 2 Heavy	BAS2H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			22	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg B Side 1 Heavy	BBS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Bldg A Side 1 Out	B2S1H1	53.8	0	0			3	0	0	100	0	25	4	8	0	0	1	0	0	
Bldg A Side 2 Out	B2S1H1	53.8	0	0			3	0	0	100	0	25	4	8	0	0	1	0	0	
Bldg B Out	B2S1H1	53.8	0	0			3	0	0	100	0	25	4	8	0	0	1	0	0	
Bldg AB Out	B2S1H1	56.8	0	0			6	0	0	100	0	25	4	8	0	0	1	0	0	
Bldg A Side 1 Heavy	BAS1H1	52.2	0	0			2	0	0	100	0	25	4	4	0	0	1	0	0	
Parking Lot Driveway In 1	PLDI1	52.5	0	0			11	0	0	100	0	25	25	25	0	0	1	0	0	
Parking Lot Driveway In 2	PLDI2	52.5	0	0			11	0	0	100	0	25	8	25	0	0	1	0	0	
Parking Lot Driveway Out 1	PLDO1	53.2	0	0			13	0	0	100	0	25	25	25	0	0	1	0	0	
Parking Lot Out Driveway Out 2	PLDO2	53.2	0	0			13	0	0	100	0	25	25	25	0	0	1	0	0	
Parking Spot 1 In	PS1I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 2	PS2	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 3	PS3	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 4	PS4	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 5 In	PS5I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 6	PS6	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 7 In	PS7I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 8 In	PS8I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 9 In	PS9I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 10	PS10	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 11	PS11	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 12	PS12	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	

Parking Spot 13	PS13	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 14	PS14	53.5	0	0			2	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 15	PS15	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 16	PS16	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 17 In	PS17I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 18	PS18	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 19 In	PS19I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 20 In	PS20I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 21 In	PS21I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 22 In	PS22I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 23 In	PS23I	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	
Parking Spot 24	PS24	50.5	0	0			1	0	0	100	0	25	8	4	0	0	1	0	0	

Receivers

Name	ID		Height		Coordinates		
		Noise Type			X	Y	Z
			(m)		(m)	(m)	(m)
Bulding D Receiver 1	BDR1	Total	4.57	r	495148.2	3760182	705.91
Bulding D Receiver 2	BDR2	Total	4.57	r	495114.2	3760177	705.38
Bulding D Receiver 3	BDR3	Total	4.57	r	495084.3	3760162	704.85
Bulding D Receiver 4	BDR4	Total	4.57	r	495050.7	3760141	703.32
Bulding D Receiver 5	BDR5	Total	4.57	r	495028.6	3760127	701.67
Bulding D Receiver 6	BDR6	Total	4.57	r	495006.1	3760112	701.34
Bulding D Receiver 7	BDR7	Total	4.57	r	494981.4	3760095	700.43
Bulding D Receiver 8	BDR8	Total	4.57	r	494962.5	3760081	699.59
Bulding D Receiver 9	BDR9	Total	4.57	r	494943.7	3760067	698.75
Bulding D Receiver 10	BDR10	Total	4.57	r	494920.1	3760049	697.76
Bulding D Receiver 11	BDR11	Total	4.57	r	494901.7	3760037	696.77
Building C North Receiver 1	BCNR1	Total	4.57	r	494737.6	3759931	706.52
Building C North Receiver 2	BCNR2	Total	4.57	r	494635.5	3759815	704.7
Building C North Receiver 3	BCNR3	Total	4.57	r	494597.7	3759776	703.93
Building C North to South 01	BCNS1	Total	4.57	r	494588	3759756	704.09
Building C North to South 02	BCNS2	Total	4.57	r	494578	3759736	704.09
Building C North to South 03	BCNS3	Total	4.57	r	494535.6	3759722	703.32
Building C North to South 04	BCNS4	Total	4.57	r	494540.3	3759680	701.34
Building C North to South 05	BCNS5	Total	4.57	r	494542.9	3759665	701.01
Building C North to South 06	BCNS6	Total	4.57	r	494545.7	3759649	700.23
Building C North to South 07	BCNS7	Total	4.57	r	494547.6	3759631	699.82
Building C North to South 08	BCNS8	Total	4.57	r	494549.5	3759617	699.42
Building C North to South 09	BCNS9	Total	4.57	r	494551.4	3759603	698.8
Building C North to South 10	BCNS10	Total	4.57	r	494555.6	3759585	698.29
Building C North to South 11	BCNS11	Total	4.57	r	494558.2	3759570	696.95
Building C North to South 12	BCNS12	Total	4.57	r	494559.8	3759554	695.86
Building C North to South 13	BCNS13	Total	4.57	r	494562.6	3759538	695.86
Building C North to South 14	BCNS14	Total	4.57	r	494565	3759523	695.23
Building C North to South 15	BCNS15	Total	4.57	r	494566.6	3759505	694.64
Building C North to South 16	BCNS16	Total	4.57	r	494568.9	3759493	694.18
Building C North to South 17	BCNS17	Total	4.57	r	494571.3	3759479	693.72
Building C North to South 18	BCNS18	Total	4.57	r	494567.5	3759466	690.37
Building C North to South 19	BCNS19	Total	4.57	r	494572.8	3759446	690.37
Building C North to South 20	BNCS20	Total	1.52	r	494596	3759410	686.71
Building C North to South 21	BCNS21	Total	1.52	r	494598.1	3759401	686.82
Building C North to South 22	BNCS22	Total	1.52	r	494592.2	3759396	687.12
Building C North to South 23	BNCS23	Total	1.52	r	494580.4	3759395	686.79
Building A-B Receiver 1	BABR1	Total	1.52	r	494622.6	3759236	674.77
Building A-B Receiver 2	BABR2	Total	1.52	r	494626.1	3759208	671.48
Building A-B Receiver 3	BABR3	Total	1.52	r	494643.9	3759155	669.15
Building A-B Receiver 4	BABR4	Total	1.52	r	494689.6	3759101	669.15
Building A-B Receiver 5	BABR5	Total	1.52	r	494745.9	3759048	671.73

Building A-B Receiver 6	BABR6	Total	1.52	r	494802.6	3759002	669.77
Building A-B Receiver 7	BABR7	Total	1.52	r	494884.9	3758986	670.33
Building A-B Receiver 8	BABR8	Total	1.52	r	494951.2	3759004	671.86
Building A-B Receiver 9	BABR9	Total	1.52	r	495006.4	3759029	675.33
Building A-B Receiver 10	BABR10	Total	1.52	r	495060.8	3759063	677.1
Building A-B Receiver 11	BABR11	Total	1.52	r	495092.6	3759078	679.1
Building A-B Receiver 12	BABR12	Total	1.52	r	495122.2	3759097	679.9
Building A-B Receiver 13	BABR13	Total	1.52	r	495146.2	3759083	680.77
Building A-B Receiver 14	BABR14	Total	1.52	r	495170.9	3759042	682.31
Building A-B Receiver 15	BABR15	Total	1.52	r	495116.2	3758984	690.64
Building A-B Receiver 16	BABR16	Total	1.52	r	495133.9	3758997	690.59
Building A-B Receiver 17	BABR17	Total	1.52	r	495153.7	3758978	690.52
Building A-B Receiver 18	BABR18	Total	1.52	r	495167.1	3758971	690.34
Building A-B Receiver 19	BABR19	Total	1.52	r	495181	3758964	690.07
Building A-B Receiver 20	BABR20	Total	1.52	r	495200.8	3758962	689.94
Building A-B Receiver 21	BABR21	Total	1.52	r	495214.1	3758961	689.88
Building A-B Receiver 22	BABR22	Total	1.52	r	495229.1	3758965	689.92
Building A-B Receiver 23	BABR23	Total	1.52	r	495241.4	3758967	689.92
Building A-B Receiver 24	BABR24	Total	1.52	r	495256.9	3758968	689.92
Building A-B Receiver 25	BABR25	Total	1.52	r	495274.6	3758969	690.07
Building A-B Receiver 26	BABR26	Total	1.52	r	495288.5	3758974	690.34
Building A-B Receiver 27	BABR27	Total	4.57	r	495137.3	3758975	693.64
Building A-B Receiver 28	BABR28	Total	1.52	r	495210.1	3759031	683.11
Building A-B Receiver 29	BABR29	Total	1.52	r	495232	3759037	683.13
Building A-B Receiver 30	BABR30	Total	4.27	r	495215.9	3758958	692.63
Building A-B Receiver 31	BABR31	Total	4.27	r	495201	3758957	692.69
Building A-B Receiver 32	BABR32	Total	4.27	r	495182.3	3758958	692.82
Building A-B Receiver 33	BABR33	Total	4.27	r	495166.5	3758965	693.09
Building A-B Receiver 34	BABR34	Total	4.27	r	495155.7	3758971	693.27
Building A-B Receiver 35	BABR35	Total	4.27	r	495116.5	3758980	693.39
Building A-B Receiver 36	BABR36	Total	4.27	r	495226.4	3758959	692.67
Building A-B Receiver 37	BABR37	Total	4.27	r	495242.2	3758961	692.67
Building A-B Receiver 38	BABR38	Total	4.27	r	495257.5	3758962	692.67
Building A-B Receiver 39	BABR39	Total	4.27	r	495275.1	3758964	692.82
Building A-B Receiver 40	BABR40	Total	4.27	r	495288.7	3758968	693.09
Building A-B Receiver 41	BABR41	Total	4.27	r	495302.8	3758969	693.49
Building A-B Receiver 42	BABR42	Total	1.52	r	495304.5	3758978	690.74
Parking Lot Receiver 1	PLR1	Total	1.52	r	495317.4	3758980	691.2
Parking Lot Receiver 2	PLR2	Total	1.52	r	495348.1	3758978	692.47
Parking Lot Receiver 3	PLR3	Total	1.52	r	495365	3758977	692.94
Parking Lot Receiver 4	PLR4	Total	1.52	r	495400.1	3758977	693.52
Parking Lot Receiver 5	PLR5	Total	1.52	r	495434.2	3758981	694.01
Parking Lot Receiver 6	PLR6	Total	1.52	r	495466.5	3758982	694.51
Parking Lot Receiver 7	PLR7	Total	1.52	r	495499.7	3758987	694.99
Parking Lot Receiver 8	PLR8	Total	1.52	r	495535.2	3758989	695.52
Parking Lot Receiver 9	PLR9	Total	1.52	r	495566.7	3758993	696.52
Parking Lot Receiver 10	PLR10	Total	1.52	r	495595.1	3759010	697.52

Parking Lot Receiver 11	PLR11	Total	1.52	r	495622.6	3759010	698.11
Parking Lot Receiver 12	PLR12	Total	1.52	r	495638.8	3759012	698.52
Parking Lot Receiver 13	PLR13	Total	4.57	r	495348.9	3758972	695.42
Parking Lot Receiver 14	PLR14	Total	4.57	r	495366.4	3758972	695.97
Parking Lot Receiver 15	PLR15	Total	4.57	r	495400.4	3758971	696.53
Parking Lot Receiver 16	PLR16	Total	4.57	r	495435.7	3758975	697.06
Parking Lot Receiver 17	PLR17	Total	4.57	r	495467.7	3758976	697.53
Parking Lot Receiver 18	PLR18	Total	4.57	r	495499.7	3758987	698.04
Parking Lot Receiver 19	PLR19	Total	4.57	r	495535.7	3758976	698.49
Parking Lot Receiver 20	PLR20	Total	4.57	r	495567.9	3758987	699.55
Parking Lot Receiver 21	PLR21	Total	4.57	r	495597.7	3758999	700.56
Parking Lot Receiver 22	PLR22	Total	4.57	r	495623.7	3759001	701.15
Parking Lot Receiver 23	PLR23	Total	4.57	r	495640.7	3759001	701.54
Parking Lot Receiver 24	PLR24	Total	1.52	r	495288.5	3759043	683.85
Parking Lot Receiver 25	PLR25	Total	1.52	r	495324.2	3759046	684.32
Parking Lot Receiver 26	PLR26	Total	1.52	r	495363	3759047	684.98
Parking Lot Receiver 27	PLR27	Total	1.52	r	495398.3	3759039	686.81
Parking Lot Receiver 28	PLR28	Total	1.52	r	495469.4	3759049	687.11
Parking Lot Receiver 29	PLR29	Total	1.52	r	495503.5	3759062	687.6
Parking Lot Receiver 30	PLR30	Total	1.52	r	495527.1	3759079	687.8
Parking Lot Receiver 31	PLR31	Total	1.52	r	495563.4	3759101	688.29
Parking Lot Receiver 32	PLR32	Total	1.52	r	495599	3759079	692.13