TABLE 4.6-1
NOISE/LAND USE COMPATIBILITY STANDARDS

LAND USE CATEGORY	Community Noise Equivalent Level (CNEL)						
	55	60	65	70	75	80	
RESIDENTIAL / LODGING Single Family / Duplex	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\					
			XXXXXX				
				=======			
Residential - Multi-family	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\					
			XXXXXX				
				=======	=======		
Mobile Homes	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\					
			XXXXXX				
Motels / Hotels	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\				
				XXXXXX			
					=======	=======	
PUBLIC INSTITUTIONAL Schools, Hospitals, Churches, Libraries,	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\					
			XXXXXX				
				=======			
Auditoriums, Concert Halls	\\\\\\\\\\\\\\						
		XXXXXX					
			=======	=======			
COMMERCIAL Offices	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\				
				XXXXXX	XXXXXX		
						=======	
Retail	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\			
					XXXXXX		
						=======	
INDUSTRIAL Manufacturing	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\			
					XXXXXX		
						=======	=======
Warehousing	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\			
					XXXXXX	XXXXXX	
							=======
RECREATIONAL / OPEN SPACE Parks, Playgrounds, Golf Courses, Riding Stables	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\				
				XXXXXX			
					=======		
Outdoor Spectator Sports	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\					
			XXXXXX				
				=======	=======		
Outdoor Music Shells, Amphitheaters	XXXXXX	XXXXXX					
			=======				
Livestock/ Wildlife Preserves	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\			
					=======		
Crop Agriculture	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\	\\\\\\\\\\\\\\

TABLE 4.6-1
NOISE/LAND USE COMPATIBILITY STANDARDS

LAND USE CATEGORY	Community Noise Equivalent Level (CNEL)						
	55	60	65	70	75	80	
Interpretation:							
\\\\ Clearly Acceptable No special noise insulation required, assuming building s of normal conventional construction							
=== Normally Unacceptable New construction should be discouraged. Noise/avigation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.							
XX Normally Acceptable Acoustical reports will be required for major new residential construction. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.							
Clearly Unacceptable No new construction should be permitted.							
Source: Ontario General Plan, 1992 p. 4-17							

In addition, the Ontario Development Code (Title 9, Section 9-1.3305) establishes an exterior noise standard of 45 dBA for single-family residential areas, 50 dBA for multi-family residential areas, and 60 dBA for commercial areas from 10 PM to 7 AM and an exterior noise standard of 65 dBA CNEL for residential and commercial uses from 7 AM to 10 PM. Interior noise standards for multi-family uses are also restricted to 45 dBA at any time; 40 dBA for 1 minute for every hour; and 35 dBA for 5 minutes for every hour from 10 PM to 7 AM. Between 7 AM to 10 PM, the interior noise standards are 55 dBA at any time; 50 dBA for 1 minute for every hour; and 45 dBA for 5 minutes for every hour. The Code states that where two or more dissimilar land uses occur on a single property, the more restrictive noise standard shall apply (NIA, 2007 pp. 3-5).

Existing Noise Levels

Existing noise levels throughout much of the project area come almost exclusively from vehicular sources on the nearby freeway and major roads in the vicinity. The I-10 Freeway noise is a steady hum with little change in pitch or intensity throughout the day.

The former Target, Food 4 Less, and Toys R Us commercial operations on site generated vehicle and stationary noise impacts on adjacent land uses. The loading docks at the existing buildings are at-grade (with the nearest one located approximately 25 feet from the western boundary) and are not shielded from the adjacent residential areas. These buildings and their loading docks are not in use and no longer generate noise. However, operations at the Hollywood Video store, including vehicles traveling to and from this store, generate noise in the area.

To document existing noise levels to use as a basis for projecting the future noise environment, both from the project to the community and the ambient noise imposed on the proposed project, on-site noise measurements were made on April 24 and 25, 2006, for 24 to 48 hours at two locations and on April 20 and 21, 2006 at three locations. Figure 4.6-2, *Noise Survey Locations*, shows the location of noise meters at the site. Table 4.6-2, *Existing Noise Levels*, provides the result of noise monitoring surveys (NIA, 2007 p. 6).

As shown, residential uses on the east side of Mountain Avenue experience high noise levels from traffic on this roadway. Residential uses to the south and west of the site experience noise levels within the City standard of 65 dBA CNEL.

TABLE 4.6-2 **EXISTING NOISE LEVELS**		
Location	**Location**	**CNEL**
Meter "A"	Southern Property Line, 60 feet to 5th Street C/L, Across from last residence/Anthony Munoz Park	64.2 dB
Meter "B"	Southern Property Line, 60 feet to 5th Street C/L, Across from last residence/Anthony Munoz Park	63.7 dB
Meter "C"	Eastern Property Line, Along Mountain Ave., 65 feet to Mountain C/L	71.5 dB
Meter "D"	Western Property Line, Southern Half, Closer to 5th Street	59.8 dB
Meter "E"	Western Property Line, Northern Half-Closer to 6th Street	59.2 dB
Source: Noise Impact Analysis, 2007 p.6		

The noise from vehicle traffic on area roadways was also calculated using the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, based on existing traffic volumes, distances, speeds, and/or noise barriers on area roadways (NIA, 2007 p. 12). Table 4.6-3, *Existing Roadway Noise Levels*, provides the estimated noise levels at 50 feet from the roadway centerline on local roadways.

TABLE 4.6-3 **EXISTING ROADWAY NOISE LEVELS** **(CNEL AT 50 FEET FROM ROADWAY CENTERLINE)**	
Segment	**Existing Noise Level in dBA CNEL**
Benson Avenue:	
North of 6th Street	68.6
South of 6th Street	68.1
North of 5th Street	67.9
South of 5th Street	67.4
Mountain Avenue:	
North of 8th Street	73.1
8th Street - 7th Street	72.2
7th Street - I-10 WB	72.2
I-10 WB - I-10 EB	72.7
I-10 EB - 6th Street	73.4
6th Street - 5th Street	73.1
5th Street - 4th Street	72.9
4th Street – Holt Boulevard	72.7
South of Holt Boulevard	73.2
San Antonio Avenue:	
North of 6th Street	67.8
6th Street - 5th Street	67.6
South of 5th Street	67.7
West 8th Street:	
West of Mountain Avenue	70.0
East of Mountain Avenue	69.3
West 7th Street:	
West of Mountain Avenue	68.5
West 6th Street:	
West of Benson Avenue	60.7
East of Benson Avenue	62.5
West of Mountain Avenue	66.3
Mountain Avenue -San Antonio Avenue	64.1
East of San Antonio Avenue	63.1

TABLE 4.6-3
EXISTING ROADWAY NOISE LEVELS
(CNEL AT 50 FEET FROM ROADWAY CENTERLINE)

Segment	Existing Noise Level in dBA CNEL
West 5th Street:	
West of Benson Avenue	64.1
Benson Avenue – Jasmine Avenue	63.9
Jasmine Avenue – Helen Avenue	63.8
Helen Avenue – Elderberry Court	64.2
Elderberry Court – Mountain Avenue	64.7
Mountain Avenue - San Antonio Avenue	62.6
East of San Antonio Avenue	62.2
West 4th Street:	
West of Mountain Avenue	67.0
East of Mountain Avenue	67.7
Holt Boulevard:	
West of Mountain Avenue	73.1
East of Mountain Avenue	73.1
Source: Noise Impact Analysis, 2007 p. 13	

As shown in the table above, the project area experiences elevated noise levels from vehicle sources. Residences along Mountain Avenue are exposed to community noise equivalent levels (CNEL) in excess of Ontario residential noise standards. The project site contributes to ambient noise levels through noise from vehicle trips generated by the Hollywood Video store.

The nearest airports are the Cable Airport (northwest of the site) and the Ontario International Airport (southeast of the site). The 65-dB CNEL noise contours of Cable Airport and Ontario International Airport do not extend into the project site (Cable Airport Comprehensive Airport Land Use Plan, 1981, p. 33 and Ontario General Plan, 1992, p. 4-10), although aircraft over flights are sometimes audible at the site.

4.6.2 Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant adverse impact on noise, if its implementation results in any of the following:

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

There are no established guidelines on what constitutes a "substantial increase". The limit of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is an increase of 3 dB. Thus, a threshold of 3 dB is commonly used to define "substantial increase". A survey of multiple agencies that have adopted a numerical noise impact threshold for their CEQA implementation guidelines almost universally have defined +3 dB as a substantial noise increase because it represents the human perception threshold. However, because decibels are measured on a logarithmic scale, it requires a doubling of source strength (number of vehicles, people, etc.) to create a +3 dB increase. Few projects individually create a doubling of noise generators, especially in an already noisy environment. The definition of "substantially worsen" should therefore be more stringent if noise standards are already exceeded under baseline conditions. A noise increase of +1.5 dB CNEL, as the lowest sound level that can be reliably measured or perceived, should therefore be considered as a substantial worsening if baseline levels already exceed local planning standards (NIA, 2007 pp. 8-9).

4.6.3 Environmental Impacts

Noise from the Hollywood Video store operations will continue to be generated at the site. The proposed Wal-Mart Supercenter would have a direct impact on the noise levels in the project area. This would include short-term (from demolition and construction activities) and long-term (from vehicular traffic and operational activities) noise that could change ambient noise levels on-site and in the surrounding area.

Violation of Noise Standards *(Would the project cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?)*

Demolition and Construction Noise
Demolition and construction activities, especially the use of heavy equipment, will create short-term noise increases on and near the project site. These noise impacts may affect nearby noise-sensitive receptors such as the adjacent residential uses, churches, and Munoz Park. The sewer line upgrade near Hollowell Street would also affect nearby residences.

Temporary construction noise impacts would vary due to varying noise levels from construction equipment and the length of use of specific equipment. Equipment use often occurs in distinct phases, with earth-moving equipment followed by equipment for foundation and parking area construction, and finally by equipment for finish construction (NIA, 2007 p. 10).

Figure 4.6-3, *Noise from Construction Equipment*, shows the typical range of construction activity noise generation as a function of equipment used in various building phases. Heavy equipment can generate noise exceeding 90 dBA, with an average of 85 dBA at 50 feet from the source. Most heavy equipment also operate with varying load cycles over time. The upper end of the noise generation range represents short-term effects, while the longer term averages are more representative of the lower end of the noise curves. Equipment noise is also reduced by a factor of 6 dB per doubling of distance from the source. Thus, the loudest construction equipment may require 500 feet of distance between the source and the receiver to reduce the average 85-dBA noise level to a more generally acceptable 65-dBA noise level (NIA, 2007 p. 10).

Residences to the east of the site are separated from the project site by Mountain Avenue and most demolition and construction activities would be confined to the western and southern sections of the site.

The traffic noise along Mountain Avenue would also mask construction noise from adversely affecting the single-family residential uses along the east side of Mountain Avenue. Traffic noise is estimated to be more than 73 dB CNEL at 50 feet from the roadway centerline, based on noise monitoring data of 71.5 dB CNEL at 65 feet from the roadway centerline. Thus, demolition and construction noise would not be significant for residences along Mountain Avenue (NIA, 2007 p. 10).

Demolition and construction noise impacts would adversely affect the existing multi-family homes along Elderberry Court to the west of the site during demolition, excavation, and grading activities. This impact would be short-term and temporary. During the daytime hours, residents of the adjacent homes would be exposed to noise levels that would exceed the City's exterior noise standard of 65 dBA CNEL for residential uses. These exterior noise levels may also lead to interior noise levels that would exceed City standards of 45 dBA CNEL (NIA, 2007 p. 10).

Impact 4.6.1: Demolition and construction activities would impact adjacent residential land uses and would exceed the City's noise standards for residential land uses.

To reduce noise impacts on the residential uses to the west of the site, construction of the 8-foot masonry wall along the western site boundary is recommended prior to the start of demolition activities. This wall would reduce noise impacts from demolition and construction activities at the project site (NIA, 2007 p. 10). Construction of the sloped berm~~retaining wall~~ and village wall along Fifth Street would also reduce noise from demolition and construction activities.

Limiting construction activities between the hours of 7 AM to 7 PM Monday to Saturday, with no construction permitted on Sundays or Federal holidays, would also confine demolition and construction noise to times when residents of the nearby homes are likely to be out of their homes or engaging in activities that are not noise-sensitive (NIA, 2007 p. 10). This will also be applicable for the sewer line upgrade on Hollowell Street. Thus, noise levels would not exceed the City's more restrictive nighttime standards of 50 dBA from 10 PM to 7 AM for residential uses.

The homes across Fifth Street are more than 150 feet from the nearest Wal-Mart façade. Measured noise levels adjacent to Fifth Street are approximately 64 dB CNEL. The background traffic noise and the distance from construction will ensure that construction noise is not significant for residences south of Fifth Street during the daytime hours (NIA, 2007 p. 10).

A number of measures are also recommended to further reduce demolition and construction noise impacts, including the use of mufflers and location of staging areas away from residences. Thus, demolition and construction noise impacts would be short-term and less than significant after mitigation.

Traffic Noise

Upon completion of construction, project-generated traffic may cause an increase in noise levels along roadways in the project area. New traffic noise generators will include patrons visiting and leaving the proposed project, along with employee trips and project associated delivery / incidental vehicle movements (NIA, 2007 p. 12).

Using the California vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108), the Leq noise level was estimated based on project-generated traffic volumes, distances, speeds, and/or noise barriers. Table 4.6-4, *Project-Related Noise Impacts*, summarizes the calculated CNEL at 50 feet from the roadway centerline for the existing, 2008 without project and 2008 with project scenarios at area roadways (NIA, 2007 p. 12).

TABLE 4.6-4
PROJECT-RELATED NOISE IMPACTS
(CNEL AT 50 FEET FROM ROADWAY CENTERLINE)

Roadway Segment	Existing	2008		Change with Project
		No Project	With Project	
Benson Avenue:				
North of 6th Street	68.6	68.8	68.8	0.0
South of 6th Street	68.1	68.3	68.3	0.0
North of 5th Street	67.9	68.2	68.2	0.0
South of 5th Street	67.4	67.6	67.7	0.1
Mountain Avenue:				
North of 8th Street	73.1	73.3	73.4	0.1
8th Street - 7th Street	73.0	73.1	73.3	0.2
7th Street - I-10 WB	73.5	73.7	73.9	0.2
I-10 WB - I-10 EB	73.4	73.5	73.9	0.4
I-10 EB - 6th Street	73.4	73.6	74.1	0.5
6th Street - 5th Street	73.1	73.3	73.5	0.2
5th Street - 4th Street	72.9	73.0	73.3	0.3
4th Street – Holt Boulevard	72.8	72.9	73.1	0.2
South of Holt Boulevard	73.2	73.4	73.5	0.1
San Antonio Avenue:				
North of 6th Street	67.8	68.0	68.0	0.0
6th Street - 5th Street	67.6	67.8	67.8	0.0
South of 5th Street	67.7	67.8	67.9	0.1
West 8th Street:				
West of Mountain Avenue	70.0	70.1	70.2	0.1
East of Mountain Avenue	69.3	69.5	69.6	0.1
West 7th Street:				
West of Mountain Avenue	68.5	68.7	68.7	0.0
West 6th Street:				
West of Benson Avenue	60.7	60.9	60.9	0.0
East of Benson Avenue	62.5	62.7	62.7	0.0
West of Mountain Avenue	66.3	66.4	66.4	0.0
Mountain Avenue -San Antonio Avenue	64.1	64.2	64.2	0.0
East of San Antonio Avenue	63.1	63.3	63.3	0.0
West 5th Street:				
West of Benson Avenue	64.1	64.3	64.3	0.0
Benson Avenue – Jasmine Avenue	63.9	64.1	64.5	0.4
Jasmine Avenue – Helen Avenue	63.8	64.0	64.3	0.3
Helen Avenue – Elderberry Court	64.2	64.4	64.7	0.3
Elderberry Court – Mountain Avenue	64.7	64.8	65.7	0.9
Mountain Avenue - San Antonio Avenue	62.6	62.8	63.1	0.3
East of San Antonio Avenue	62.2	62.4	62.6	0.2
West 4th Street:				
West of Mountain Avenue	67.0	67.2	67.3	0.1
East of Mountain Avenue	67.7	67.9	68.0	0.1
Holt Boulevard:				
West of Mountain Avenue	73.1	73.3	73.3	0.0
East of Mountain Avenue	73.1	73.3	73.3	0.0
Source: Noise Impact Analysis, 2007 p. 13				

A significant traffic noise impact would occur if project-related traffic were to increase noise levels by 3 dB or more. Table 4.6-4 shows that there are no roadway segments where project-generated traffic would create a 3-dB noise level increase. Most roadway segments will see minor increases in noise levels, with an average of 0.2 dB CNEL per segment. The segments with the largest net increase are Fifth Street from Mountain Avenue to Elderberry Court (0.90 dB CNEL above the 2008 without project levels and 1.0 dB CNEL over existing noise levels) and Mountain Avenue from Sixth Street to the I-10 Freeway eastbound ramps (0.5 dB CNEL above the 2008 without project levels and 0.7 dB CNEL over existing noise levels). These noise increases are lower than the more stringent 1.5-dB CNEL significance threshold and would not be discernible to residents of the area (NIA, 2007 pp. 13-14). Thus, changes in noise levels and the traffic noise impacts that would be generated by the proposed project are considered less than significant.

Some roadway segments that are currently experiencing high noise levels are commercial corridors (Holt Boulevard and Mountain Avenue), where exterior noise levels of 75 dBA CNEL are normally acceptable. Other segments abut residential uses that require exterior noise levels of 65 dBA CNEL or less (NIA, 2007 p. 14).

Table 4.6-5, *Projected Distance of 65 dB CNEL*, shows the calculated distance from the roadway centerline to the 65-dB CNEL contour for each roadway segment, for the existing, 2008 without project, and 2008 with project scenarios (NIA, 2007 p. 15).

TABLE 4.6-5
PROJECTED DISTANCE OF 65-DB CNEL (FEET)

Roadway Segment	Existing	2008		Change with Project
		No Project	With Project	
Benson Avenue:				
North of 6th Street	85	90	90	0
South of 6th Street	80	85	85	0
North of 5th Street	80	85	80	-5
South of 5th Street	75	75	75	0
Mountain Avenue:				
North of 8th Street	175	180	180	0
8th Street - 7th Street	170	175	180	5
7th Street - I-10 WB	185	190	195	5
I-10 WB - I-10 EB	180	185	195	10
I-10 EB - 6th Street	185	185	200	15
6th Street - 5th Street	175	180	185	5
5th Street - 4th Street	170	170	180	10
4th Street – Holt Boulevard	165	170	175	5
South of Holt Boulevard	175	180	185	5
San Antonio Avenue:				
North of 6th Street	75	80	80	0
6th Street - 5th Street	75	75	75	0
South of 5th Street	75	75	80	5
West 8th Street:				
West of Mountain Avenue	110	110	110	0
East of Mountain Avenue	95	100	100	0
West 7th Street:				
West of Mountain Avenue	85	90	90	0
West 6th Street:				

TABLE 4.6-5
PROJECTED DISTANCE OF 65-DB CNEL (FEET)

Roadway Segment	Existing	2008		Change with Project
		No Project	With Project	
West of Benson Avenue	<50	<50	<50	0
East of Benson Avenue	<50	<50	<50	0
West of Mountain Avenue	60	60	65	5
Mountain Avenue -San Antonio Avenue	<50	<50	<50	0
East of San Antonio Avenue	<50	<50	<50	0
West 5th Street:				
West of Benson Avenue	<50	<50	<50	0
Benson Avenue – Jasmine Avenue	<50	<50	<50	0
Jasmine Avenue – Helen Avenue	<50	<50	<50	0
Helen Avenue – Elderberry Court	<50	<50	<50	0
Elderberry Court – Mountain Avenue	50	50	55	5
Mountain Avenue - San Antonio Avenue	<50	<50	<50	0
East of San Antonio Avenue	<50	<50	<50	0
West 4th Street:				
West of Mountain Avenue	70	70	70	0
East of Mountain Avenue	75	80	80	0
Holt Boulevard:				
West of Mountain Avenue	175	180	180	0
East of Mountain Avenue	175	180	180	0

Source: Noise Impact Analysis, 2007 p. 15

Expansion of the 65 dBA CNEL contour may reach as much as 15 feet along Mountain Avenue, between the I-10 Freeway and Sixth Street. Expansion of 10 feet would occur along Mountain Avenue from the eastbound to the westbound I-10 ramps and from Fifth Street to Fourth Street. Other streets would experience changes of 0 to 5 feet (NIA, 2007 p. 14). While the overall noise levels along Mountain Avenue, between Sixth Street and Fourth Street, would exceed the City standard of 65 dBA CNEL, commercial uses are located along some segments of this roadway. Where residential uses are present, a six-foot block wall along the side property line of the existing residences block traffic noise. Increase of up to 0.7 dB on these segments would not be perceptible by humans (NIA, 2007 p. 14).

Along Fifth Street at the site boundaries, the 65-dBA CNEL noise contour would be located approximately 55 feet from the roadway centerline with the project. Fifth Street has a 66-foot right-of-way, with one travel lane in each direction and on-street parking allowed. The homes along this roadway are setback approximately 20 to 25 feet from the edge of the right-of-way (Chuck Mercier, pers. comm. 12/13/2006). Thus, the 65 dB CNEL would fall just before or within the front façade of the residences (meaning the front yard setbacks would be experiencing noise levels over 65 dB CNEL). An increase in the 65-dB CNEL noise contour distance of up to 5 feet would not expose any noise-sensitive areas to excess noise at locations where standards are currently met, nor make measurably worse existing violations (NIA, 2007 p. 143).

While the proposed project will contribute to an incremental degradation of the area's noise environment, measurable changes will be less than 1.5 dBA. Implementation of the proposed project will thus, create a small incremental noise increase that would not be perceptible even under laboratory conditions. However, existing noise levels on Mountain Avenue and San Antonio Avenue currently exceed standards

for residential areas and the project would contribute to the continued violation of the City's noise standards. This is a significant impact:

Impact 4.6.2: Vehicles coming to and from the project would contribute to noise levels on area roadways that currently exceed standards for residential uses.

Controls on vehicles, the noise~~rth~~ paths, and the receivers along various roads in and outside the City would have to be made to reduce noise levels to acceptable levels. However, these noise levels currently exceed the City's noise standards, even without the project. No feasible and reasonable mitigation is available that may be implemented by the project on its own and that could reduce these roadway noise levels to meet City standards.

Stationary Noise

Operation of the proposed Wal-Mart Supercenter would also generate stationary noise from on-site activities. These include noise from delivery/unloading of heavy goods, trucks traveling at low-speed and high-rpm shifting gears, trash pick-up, parking lot sweeping, landscape maintenance, and stacking or retrieval of temporary outdoor storage. Since the proposed Wal-Mart Supercenter would be open 24 hours a day, impacts associated with on-site activities and vehicles traveling to and from the site during the nighttime hours and early morning hours could also affect adjacent residents (NIA, 2007 p. 16).

- ***Loading Docks and Trash Compactors***

The proposed Wal-Mart Supercenter would have two loading docks, one along the southwest corner of the building closer to Fifth Street, and the other on the northwest corner of the building. Loading docks would be four feet below grade to allow for containers to go into the building. Both loading docks will be protected on their exterior side by a 10-foot wall, or by the building itself. No roofs are proposed above the loading docks. Truck deliveries will be through loading docks and drive aisles at the western perimeter of the property. The northwestern corner of the site would be paved and will serve as a truck turn-around. The anticipated number of delivery trucks is provided in Table 4.6-6, *Number of Delivery Trucks* (NIA, 2007 pp. 16-17).

TABLE 4.6-6
NUMBER OF DELIVERY TRUCKS

Usage	Type	No. of Weekly Deliveries	No. of Holiday Extra Deliveries
General Merchandise	Semi-Trucks	22	4-6
Grocery	Semi-Trucks	13	2-3
Local Vendor	Small-Medium Trucks	40-50	--
	Total	85	9

Source: Noise Impact Analysis, 2007 pp. 17

Assuming deliveries six days per week, a typical non-holiday daily schedule would entail approximately six semi-truck deliveries and eight smaller truck deliveries. The smaller local vendor trucks would be for baked goods, soft drinks, bottled water, beer, etc. Most vendor vehicles are gasoline-powered, but several of the liquid product vendor trucks may be diesel-fueled. It is assumed that two vendor trucks per day would be diesel trucks. During the holiday season, there could be as many as seven semi-truck deliveries per day. As a worst case scenario, it is assumed that three trucks could potentially be delivering and unloading within the same hour of the day (NIA, 2007 pp. 17).

The proposed loading docks would include a foam seal and enhanced bumpers on the deck leveler to reduce dock noise. A rubber gasket would provide a tight connection between the truck and the building

and all unloading would be done directly into the building. Based on noise measurements at other loading docks, noise at 50 feet from the docks is estimated at 65 dBA for medium sized trucks and 67 dBA for semi-trucks (NIA, 2007 pp. 17-18).

Two trash compactors would be located on the western perimeter of the building (one by each loading dock). Trash compactors would be surrounded by 8-foot walls. Based on noise measurements at other trash compactors, noise at 50 feet from the compactor is estimated at 51 dBA (NIA, 2007 p. 16).

Using these noise levels, the distances from the proposed loading docks and trash compactors were measured to the nearest residences and provided in Table 4.6-7, *Distances to Nearest Residences*.

TABLE 4.6-7
DISTANCES TO NEAREST RESIDENCES

Activity	Location	Distance to Homes
Residences along Elderberry Court		
Loading dock	Southwest Corner	85 feet
Trash Compactors	Southwest Corner	70 feet
Loading dock	Northwest Corner	75 feet
Trash Compactors	Northwest Corner	60 feet
Residences South of Fifth Street		
Loading dock	Southwest Corner	165 feet
Trash Compactors	Southwest Corner	175 feet
Loading dock	Northwest Corner	560 feet
Trash Compactors	Northwest Corner	560 feet
Source: Noise Impact Analysis, 2007 p. 18		

The noise levels at the nearby residences were calculated, accounting for direct line-of-sight conditions, with data adjusted for geometrical (spherical) spreading losses at 6 dB per doubling of distance between the source and the closest receiver. Additionally, a -10 dB was provided for the reduction in noise at each loading area and trash compactor due to the proposed walls on three sides (NIA, 2007 p. 18). The noise exposure at the nearest residence is provided in Table 4.6-8, *Estimated Noise from Loading Docks and Compactors*.

TABLE 4.6-8
ESTIMATED NOISE FROM LOADING DOCKS AND COMPACTORS

Noise Source	Attenuation for Noise Wall	Spreading Loss	Residual Level
Residences along Elderberry Court			
Semi-Truck Unloading	10 dB	4 dB	53 dB Leq
Medium Box Unloading	10 dB	4 dB	51 dB Leq
Trash Compactor	10 dB	1 dB	40 dB Leq
Residences South of Fifth Street			
Flat Bed Truck Unloading	10 dB	10 dB	47 dB Leq
Medium Box Unloading	10 dB	10 dB	45 dB Leq
Trash Compactor	10 dB	11 dB	30 dB Leq
Source: Noise Impact Analysis, 2007 pp. 18-19			

As shown, use of the loading docks and trash compactors would not exceed the daytime noise standard of 65 dB. The analysis indicates that the unloading of 2 semi-trucks simultaneously would yield a noise

level of 56 dB at the residences to the west of the site and 3 semi-trucks unloaded simultaneously would yield 58 dB of noise (NIA, 2007 p. 19).

The City's nighttime standard for residential uses is 45 dB. However, the Ontario Municipal Code states that if ambient levels exceed the noise limits, the threshold is adjusted upward to equal the background levels (Section 9-1.3305-8 of the Ontario Municipal Code). The nighttime noise levels in the area were measured at 50 to 65 dB, which is higher than the 45 dB Leq standard for residential areas. Thus, 50 dB Leq is the enforceable nighttime standard for residential uses in the project area (NIA, 2007 p. 6). As shown in Table 4.6-8, the estimated noise from the loading docks would be 51 to 53 dB and would exceed the nighttime standard of 50 dB for residences to the west (NIA, 2007 p. 19).

Impact 4.6.3: Loading operations during the nighttime hours between 10 PM and 7 AM would impact adjacent residences west of the site and would exceed the City's standard.

Thus, the unloading of trucks should be restricted during the hours between 10 PM and 7 AM, unless more substantial loading dock noise attenuation features are provided. A completely enclosed loading dock and roll-up doors that are all closed during trailer unloading would allow for nighttime unloading operations without exceeding City standards (NIA, 2007 p. 19).

As shown, noise from the trash compactors would not exceed the City's daytime and nighttime standards for residences along Elderberry Court and Fifth Street (NIA, 2007 p. 19). Noise generated by the trash compactors would not have significant adverse impacts on adjacent residents and is expected to be less than significant.

- ***Delivery Trucks***

Delivery trucks are expected to utilize the western drive aisle, behind the proposed building. Trash trucks would also use this drive aisle to reach the trash areas. Noise levels associated with trucks passing along this aisle at 15 miles per hour are estimated in Table 4.6-9, *Truck Noise* (NIA, 2007 p. 20).

TABLE 4.6-9
TRUCK NOISE

Source	Distance	Single Event Movement Leq*	One Truck In and Out (2 Movements) Leq	Two Trucks in and Out (4 Movements) Leq
Heavy Truck Pass-by	50 feet	49 dB	52 dB	55 dB
Medium Truck Pass-by	50 feet	42 dB	45 dB	48 dB

* assumes one truck either entering or leaving
Source: Noise Impact Analysis, 2007 p. 20

Accounting for the distance of the drive aisle to the nearest residences on Elderberry Court, Table 4.6-10, *Truck Noise at Nearest Residences,* provides the estimated noise levels at the existing residences.

TABLE 4.6-10
TRUCK NOISE AT NEAREST RESIDENCES

Source	Distance	Single Event Movement Leq*	One Truck In and Out (2 Movements) Leq	Two Trucks in and Out (4 Movements) Leq
Heavy Truck Pass-by	35 feet	51 dB	54 dB	57 dB
Medium Truck Pass-by	35 feet	44 dB	47 dB	50 dB

Source: Noise Impact Analysis, 2007 p. 20

Assuming a typical maximum activity condition of two trucks per hour (one semi-truck and one medium duty truck arrive and depart during one delivery hour), the noise level from two truck movements per hour (each entering and leaving the site) along the western drive aisle is estimated at 55 dB Leq. This is below the City's daytime noise standard of 65 dB, but would exceed the nighttime standard of 50 dB (NIA, 2007 p. 20).

Impact 4.6.4: Trucks using the western drive aisle during the nighttime hours between 10 PM and 7 AM would generate noise impacts on adjacent residences west of the site, which would exceed the City's standard.

If additional attenuation features are provided to the loading docks to allow truck unloading during the nighttime hours, heavy truck pass-by movements would exceed the 50 dB threshold at residences to the west. Thus, it is recommended that nighttime truck movement be excluded from the western drive aisle. Trucks on-route to the northern loading dock could enter the site from Mountain Avenue or Sixth Street, and trucks on-route to the southern loading dock could enter the site from Fifth Street. It would be necessary for solid waste removal (trash) trucks to schedule pick-ups between the hours of 7 AM and 10 PM to avoid conflicts with the City's nighttime standard (NIA, 2007 p. 20).

- ***Mechanical Equipment Noise***

Mechanical equipment, such as heating, ventilating, air-conditioning (HVAC) and refrigeration equipment could generate noise. As proposed, air conditioning units, refrigeration units, and condenser fans would be provided at scattered locations throughout the roof of the proposed building (Roof Plan, December 2006).

Noise generated by roof-mounted mechanical equipment varies significantly depending upon the equipment type and size. Based on measurements at other similar commercial centers and literature from Trane Industries (makers of HVAC equipment), noise levels are estimated to be approximately 54 dBA at 50 feet from the external mechanical systems on the proposed building (NIA, 2007 p. 21).

Impact 4.6.5: Roof-mounted equipment would impact adjacent residences west of the site and exceed the City's nighttime noise standard.

Noise levels are expected to be reduced by rooftop parapet walls and distance to the nearest residences. The parapets of the building would break the line of sight between the rooftop mechanical equipment and the nearest existing residences. The parapets would be particularly effective in shielding noise for ground-story receivers (NIA, 2007 p. 21).

If the equipment were located approximately 85 feet from the nearest residences on Elderberry Court and parapet walls are provided between the equipment and the windows on the second story of the residences, a -5 dBA attenuation from the parapet walls and a -4 dBA distance attenuation may occur, leading to a noise level of approximately 44 dBA. This would not exceed the City's nighttime noise standard (NIA, 2007 p. 21).

This assumes all rooftop mechanical equipment would be fully screened. The applicant will be required to submit engineering and acoustical specifications for proposed mechanical equipment to demonstrate that the equipment design, distance separation, and parapets or screen walls will be effective in ensuring that the City's noise standards would not be exceeded at adjacent residential areas (NIA, 2007 p. 21).

- ***Parking Lot Cleaning and Trash Pick-Up***

With the presence of residential uses near the site and considering the City's nighttime noise standard, sweepers and trash trucks that would be operating at the site for maintenance activities, as well as the use of leaf blowers, would have the potential to create noise that could be a nuisance to adjacent residents. While the noise from the sweepers and garbage trucks may not exceed the City's daytime noise standards of 65 dBA, they will likely exceed the nighttime standard of 50 dBA (NIA, 2007 p. 21).

Impact 4.6.6: Parking lot cleaning and trash pick-up during the nighttime hours between 10 PM and 7 AM would impact adjacent residences and would exceed the City's standard.

It is recommended that parking lot cleaning and trash pick ups be limited to the daytime hours between 7 AM and 10 PM (NIA, 2007 p. 21).

- ***Parking Lot Noise***

Stationary noise sources at the site would include parking lot noise, such as engine starts, car horns, door slams, car alarms, slowly moving vehicles, and human voices. There are residential uses along the perimeters of the proposed parking areas. The residences to the west of the project site, along Elderberry Court will be shielded from parking lot activity noise by the building itself. The residences to the east of the project are located across Mountain Avenue, where the existing vehicular traffic noise was predicted by the traffic model to be over 70 dB CNEL at 50 feet from the roadway centerline. Additionally, residences to the east of Mountain Avenue are located approximately 300 feet from the central portion of the major parking area at the site and block walls are present along the residential property lines on Mountain Avenue. Thus, parking lot noise is not expected to be significant for residences located west and east of the project site (NIA, 2007 p. 21).

The residences to the south on Fifth Street would be located nearest the planned parking areas. Along the southern site boundary, the nearest parking spaces would be approximately 80 feet from the nearest residential property line. There are approximately 180 parking spaces in the southern parking lot, adjacent to the gas station and loading dock. Many of these parking stalls would typically not be desirable as they would require a longer walk to the Wal-Mart store entrance. Nevertheless, the worst case scenario assumes an extremely busy day where all 180 vehicles enter or exit the southern parking area in the same hour in the same drive aisle. The predicted resultant noise would be approximately 50 dB Leq at 80 feet if all vehicles entered or exited the same drive aisle in the same hour, assuming a travel speed of 25 mph. Slower travel speeds would result in lower noise values.

The current traffic noise along Fifth Street at 50 feet from the roadway centerline is approximately 65 dB CNEL, which will partially mask parking lot noise. However, residents along Fifth Street would remain exposed to parking lot noise (NIA, 2007 p. 22).

Impact 4.6.7: Parking lot noise would impact adjacent residences to the south along Fifth Street.

Parking lot activity noise will be shielded by probable grade separation with a sloped berm~~planned retaining wall~~ and village wall along the southern site boundary. The 4.0- to 4.5-foot high sloped berm~~retaining wall~~ would additionally be topped by a 3- to 4-foot high village wall for an overall height of approximately 7.5 feet (Chuck Mercier, pers. comm. 3/22/2007 and 8/8/2007). This slope and wall would serve as a noise barrier to shield residents from parking lot activity noise, particularly during the nighttime and early morning hours when most shoppers will be parked close to the front door of the store, well away from Fifth Street. Employee parking should be located along the northern and eastern sections of the site, near Mountain Avenue, to further minimize vehicle start-ups or parking activities during noise-sensitive hours (NIA, 2007 p. 22).

Groundbourne Noise and Vibration *(Would the project cause exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?)*

The proposed project could potentially lead to ground borne noise and vibration associated with demolition and construction activities on the site. Vibration may range from rattling of windows to ground motion at adjacent properties that can damage structures. (NIA, 2007 p. 23).

Vibration may be expressed through a number of parameters that describe the displacement, the vibration velocity, or acceleration experienced by an object. In ambient applications, a root-mean-square vibration velocity of 0.01 inches per second is taken as a possible nuisance level. Minor structural damage may be experienced when vibration velocities reach 1.0 inch per second. The vibration velocity for a loaded truck traveling at full speed on a bumpy road is typically 0.02 inch per second at 25 feet. Beyond 50 feet, vibrations from on-road traffic have normally been dampened to less than 0.01 inch per second. Project-related delivery trucks will not be traveling at great speed as they negotiate entry driveways and traffic control devices, and their setback from the interior areas of nearby residential uses is more than 50 feet (NIA, 2007 p. 23). Thus, less than significant impacts from truck vibrations are expected.

A bulldozer has a rated vibration velocity of 0.3 inches per second at 25 feet. Ground absorption reduces this level to below the nuisance threshold within 75 feet of the activity. Large bulldozers will normally not operate within 75 feet of occupied homes during project construction. Smaller construction equipment that may operate at the site perimeter during site development has a smaller initial vibration impulse, and will be undetectable at the nearest homes (NIA, 2007 p. 23).

The combination of setback and limited vibration generation from project construction or operations will maintain off-site vibration perception at less than nuisance levels, thus groundborne noise and vibration related impacts are expected to be less than significant (NIA, 2007 p. 23).

Increase in Ambient Noise Levels *(Would the project cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?)*

Adjacent Land Uses
A permanent increase in noise levels would occur with the project, as generated by vehicles on local roadways. As discussed above, increases in noise levels along area roadways that would be generated by the proposed project would not be perceptible and thus, considered less than significant.

On-site Noise Exposure
There are no stationary sources of noise that may adversely affect the proposed Wal-Mart Supercenter. The noise exposure of the proposed project relates more to the noise impacts of the cumulative growth in the project area and the future noise environment. The proposed Wal-Mart Supercenter would be exposed to noise levels of up to 73.5 dB CNEL along Mountain Avenue and 65.7 dB CNEL along Fifth Street. Commercial land uses are normally acceptable in noise environments with 75 dB CNEL. Since the commercial activities of the project would be conducted largely indoors, the exterior noise levels would not adversely impact the project. No adverse impacts relating to the future noise levels in the project area would affect the proposed commercial use.

Temporary or Periodic Noise *(Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?)*

Demolition and construction noise would result in a temporary increase in noise levels at the project site and the surrounding area. These impacts are discussed above and are expected to be significant and adverse. Mitigation is provided below to reduce impacts to less than significant levels.

Periodic noise would be generated by stationary activities at the outdoor areas on-site, as they relate to the use of loading docks, delivery trucks at the site, parking lot cleaning and trash pick-up, and parking lot noise. Specific noise impacts were discussed above. Significant adverse noise impacts are expected from these activities and mitigation measures are provided below.

Aircraft Operations *(For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?)*

The proposed project would not lead to or increase the exposure of people in the area to noise levels associated with aircraft and airport operations. The site is located more than two miles from Cable Airport and Ontario International Airport and is outside the 65 CNEL noise impact areas for these airports (Cable Airport Comprehensive Airport Land Use Plan, 1981, page 33 and Ontario General Plan, 1992, page 4-10). No significant adverse impacts relating to noise from aircraft operations are expected (NIA, 2007 p. 9).

4.6.4 Previous Analysis

To the extent applicable, this Subsequent EIR tiers off previous environmental documents relating to the development of the project site. As outlined in Section 1.2.1, *Previous Environmental Review*, previous analyses include a Supplemental EIR considering the environmental impacts associated with future development within the Mountain Village Specific Plan area (which included the project site) and the EIR analyzing the environmental impacts of new development and redevelopment within the Added Area, which was part of Amendment No. 1 to the Ontario Redevelopment Project No. 2.

While baseline conditions in this Subsequent EIR reflect the present situation, the linkages between the three documents remain pertinent to the environmental review of the Wal-Mart Supercenter proposal. The following discussion summarizes the salient points of similarity/difference between the previous documents and the Subsequent EIR and, where similar impacts are present, applicable policies, standard conditions or mitigation measures in the previous documents are identified for incorporation or implementation by the current project, where appropriate.

Supplemental EIR for Mountain Village Specific Plan

The Supplemental EIR for the Mountain Village Specific Plan indicated that construction noise would occur with future development in the Specific Plan area and compliance with the City's construction time limits would reduce impacts to less than significant levels. Vehicle noise would also be generated by future development. Changes in noise levels along nearby roadways would be less than 3 dB and thus, would not be perceptible, except along Sixth Street, where noise level increases would be greater than 3 dB. However, the noise levels from the nearby freeway and the absence of noise sensitive uses in the area along Sixth Street would render the impacts less than significant. Existing noise levels at the northwestern section of the Specific Plan area (Residential District), near the freeway, exceed 70 dB CNEL and future residential uses in this area would be exposed to high noise levels. Mitigation measures

were outlined to reduce adverse noise impacts on future residents.

The proposed project would lead to short-term demolition and construction noise impacts and a potential increase in noise levels associated with vehicle trips and stationary equipment and activities during the operation of the proposed Wal-Mart Supercenter. Adverse impacts are discussed above and mitigation for these impacts is provided below.

The Supplemental EIR for the Mountain Village Specific Plan did not identify any nearby airports that may generate airport or aircraft noise in the Specific Plan area. The proposed project would not be exposed to adverse aircraft noise.

As analyzed in the previous EIR, significant adverse impacts on noise may occur with the new development and redevelopment in the Specific Plan area and on the project site. The Supplemental EIR for the Mountain Village Specific Plan provided standard conditions and mitigation measures to reduce potential noise impacts. These are listed below, along with the project's compliance.

Standard Condition/Mitigation Measure	Project Compliance
SC 4.3-1: As a condition imposed on grading permits, the City of Ontario will limit the hours of construction and excavation work to 7 AM to 7 PM on weekdays. The City will ensure that construction time limits are enforced for the duration of construction activity on the project site.	Demolition and construction activities shall comply with these construction time limits, as provided below.
MM 4.3-1a: All construction and general maintenance activities, except in an emergency, shall be prohibited on weekdays from 7 PM to 7 AM, and all day on Sundays or holidays.	Demolition and construction activities shall comply with these construction time limits, as provided below. While the analysis above indicates that nighttime noise standards would be exceeded by parking lot sweeping and trash pick up from 10 PM to 7 AM, maintenance activities will be further restricted to the hours between 7 AM and 7 PM.
MM 4.3-1b: All construction equipment shall use properly operating mufflers meeting equipment manufacturers' specifications.	This mitigation measure has been included below.
MM 4.3-1c: All construction staging should be performed as far as possible from occupied dwellings.	This mitigation measure shall be implemented as part of the project, as outlined below.
MM 4.3-1d: Prior to issuance of building permits, an acoustical report shall be prepared to confirm that adequate acoustical noise insulation has been incorporated into the structures to meet the 45 dB CNEL interior standard. Noise attenuation of 30-35 dB may be required to achieve this requirement. Prototype acoustical packages that attain 30 and/or 35 dB of reduction are included in the Appendix 15.3.	A noise analysis has been completed. However, the project does not propose residential uses that would need to meet these standards.
MM 4.3-1e: Prior to issuance of building permits, construction plans shall be prepared by an Acoustical Engineer to certify that required	This mitigation measure shall be implemented as part of the project, as outlined below.

Standard Condition/Mitigation Measure	Project Compliance
abatement measures are incorporated on construction drawings.	
MM 4.3-1f: Usable exterior space in the Residential District shall be protected to achieve a 65 dB CNEL exposure. Such uses shall use enhanced exterior perimeter barriers, enclosure or protection for the residential structure building mass through site design planning to attain the standard.	The proposed project would not be located within the Residential District of the Specific Plan.

The proposed project would implement applicable standard conditions and mitigation measures, as provided below.

EIR for Amendment No. 1

The EIR for Amendment No. 1 indicated that future development and redevelopment in the Added Area, including the site, would lead to construction noise impacts. New development and redevelopment would also increase ambient noise levels due to new vehicle and stationary noise sources. The change in noise levels from existing conditions to buildout of the area are projected to be less than 3 dB and would not be perceptible to the human ear. Mitigation measures to ensure that ambient noise levels are within standards are outlined in the EIR.

The project would generate demolition and construction noise, as well as vehicular and stationary noise impacts on adjacent land uses, as analyzed by the EIR for Amendment No. 1.

The EIR for Amendment No. 1 indicated that existing and projected aircraft noise contours from the Ontario International Airport do not extend in the Added Area. The proposed project would not be exposed to adverse aircraft noise.

As analyzed in the previous EIR, significant adverse impacts on noise may occur with the new development and redevelopment in the Added Area, including the project site. The EIR for Amendment No. 1 identified policies in the Ontario General Plan, which would reduce noise impacts. These are listed below, along with the project's compliance.

General Plan Policy in EIR	Project Compliance
1. Ensure the employment of noise mitigation measures in the design of arterial road improvement projects, consistent with funding capability. (Hazard Element Policy 8.1)	Widening of Mountain Avenue would not adversely impact the noise exposure of the proposed commercial development.
2. Require the use of walls and berms or other noise mitigation measures in the design of residential or other noise sensitive land uses that are adjacent to major roads or railroads and include mitigation measures in the design of roadway improvement projects within the City. (Hazards Element Policy 8.2)	The project is not a residential or noise sensitive land use.
3. Incorporated noise reduction features during site planning to mitigate anticipated noise impacts	The project would include measures to reduce significant adverse noise impacts on adjacent

General Plan Policy in EIR	Project Compliance
on affected noise sensitive land uses. New development will be permitted only if appropriate mitigation measures (including site planning and architectural design) are included such that the noise standards contained in the Hazards Element are met. (Hazards Element Policy 9.2)	residential uses, as outlined below.
4. Encourage acoustical design in new construction. Enforce the State of California Uniform Building Code provisions that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The 60 dB CNEL contour can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Section T25-28) requires that "Interior community noise levels (CNEL/Ldn) with windows closed, attributable to exterior sources shall not exceed and annual CNEL or Ldn of 45 dB in any habitable room". The code requires that this standard be applied to all new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The City also applies this standard to single-family dwellings. (Hazards Element Policy 9.4)	The proposed project is not a residential use. Measures to reduce noise impacts on adjacent residential uses are outlined below.

The EIR for Amendment No. 1 also included mitigation measures to reduce potential adverse noise impacts. These are listed below, along with the project's compliance.

Mitigation Measure	Project Compliance
1. All construction equipment operating within 1,000 feet of a dwelling unit shall be properly tuned and equipped with an operating and maintained muffler exhaust system.	This mitigation measure has been included below.
2. The Agency shall prepare acoustical studies for development in areas with noise levels exceeding the City's noise standards (near I-10). Noise control measures shall include control of stationary noise sources, provision of a barrier to the noise path (walls, trees, berms), insulation of noise sensitive uses (design features such as solid walls, double panes, etc.) and masking of noise with more pleasant sounds (waterfall, leaves, soft music).	The project would not be adversely impacted by freeway noise due to its distance and type of use.
3. All General Plan and other State and local	The project shall comply with applicable noise

Mitigation Measure	Project Compliance
standards for exterior and interior noise exposure shall be met by all new construction or significant rehabilitation to existing structures.	standards, as discussed above. Mitigation measures to ensure compliance are provided below.

The proposed project would implement applicable standard conditions and mitigation measures, as provided below.

Based on the comparative discussion above, the project's noise impacts would be similar to those analyzed in the previous EIRs. However, the specific impacts of the proposed Wal-Mart Supercenter are discussed above.

4.6.5 Standard Conditions and Mitigation Measures

Standard Conditions

In addition to other project-specific conditions which may be imposed by the City, the City will impose the following standard condition on the project as part of any future approval:

Standard Condition 4.6.1: The construction and operation of the project shall comply with the City's noise regulations in the Ontario Development Code.

Mitigation Measures

Mitigation measures that would reduce the potentially significant adverse impacts of the project and/or that have been identified in the Supplemental EIR for the MVSP and the EIR for Amendment No. 1 and found to be applicable to the project include the following:

Mitigation Measure 4.6.1a: The 8-foot masonry wall along the western site boundary and the up to 7.5-foot high slope and ~~masonry~~ wall along Fifth Street (excluding the sections across the driveways), shall be constructed prior to the start of demolition activities.

Mitigation Measure 4.6.1b: All demolition, excavation, and construction activities, except in an emergency, shall be limited to the daytime hours between 7 AM and 7 PM and prohibited on Sundays and all federally proclaimed holidays. This condition shall be imposed in the demolition, grading and building permits for the project. (Supplemental EIR for Mountain Village Specific Plan)

Mitigation Measure 4.6.1c: Staging areas shall be located away from existing residences. (Supplemental EIR for Mountain Village Specific Plan)

Mitigation Measure 4.6.1d: All construction equipment shall be properly tuned and equipped with an operating and maintained muffler exhaust system, which meets the equipment manufacturers' specifications. (EIR for Amendment No. 1 and Supplemental EIR for Mountain Village Specific Plan)

Mitigation Measure 4.6.3: Unless the loading docks have a fully covered roof area and are enclosed by roll-up doors at the tractor end, trailer unloading shall not occur during nighttime hours between 10 PM and 7 AM.

Mitigation Measure 4.6.4a: Heavy duty semi-trucks shall not use the western drive aisle during nighttime hours between 10 PM and 7 AM. Unless the loading docks have a fully covered roof area and are enclosed by roll-up doors at the tractor end, semi-trucks delivering between 10 PM and 7 AM shall not utilize the westernmost driveway on Fifth Street between 10 PM and 7 AM.

Mitigation Measure 4.6.4b: Gates shall be installed at each end of the western drive aisle that close at 10 PM and open at 7 AM.

Mitigation Measure 4.6.5a: All rooftop mechanical equipment shall be fully screened and engineering and acoustical specifications for proposed mechanical equipment shall include equipment design, distance separation, and parapets or screen walls to demonstrate that the City's noise standards would not be exceeded at adjacent residential areas.

Mitigation Measure 4.6.5b: Prior to issuance of building permits, construction plans shall be prepared by an Acoustical Engineer to certify that required abatement measures are incorporated on construction drawings. (Supplemental EIR for Mountain Village Specific Plan)

Mitigation Measure 4.6.6: General maintenance activities, such as parking lot cleaning and trash pick ups, shall be limited to the daytime hours between 7 AM and 7 PM. (Supplemental EIR for Mountain Village Specific Plan)

Mitigation Measure 4.6.7: Late night employee parking shall be designated along the eastern site perimeter, closest to Mountain Avenue, to minimize arrival/departure noise during noise sensitive hours.

4.6.6 Unavoidable Significant Adverse Impacts

Preliminary analysis in the Initial Study (IS) for the project indicated that no noise impacts related to a public or private airport are expected with the project. Potentially significant impacts associated with the exposure of persons to noise levels in excess of standards, to excessive groundbourne vibration or noise, and increases in ambient noise levels may result from demolition and construction activities, noise from 24-hour operations, and stationary noise from onsite activities, and vehicular noise on nearby roadways. These potential noise impacts required more extensive analysis in the EIR.

The analysis in the Subsequent EIR indicates that no adverse impacts relating to airport or aircraft noise exposure would occur with the project. Detailed analyses of impacts from demolition and construction activities, on-site operations, and vehicle noise impacts are discussed above, based on the findings of the Noise Impact Analysis for the project.

The analysis in this section indicates that demolition and construction activities, vehicle trips, and stationary equipment and activities associated with the proposed Wal-Mart Supercenter are expected to create significant adverse noise impacts on adjacent residential land uses. Implementation of the standard condition and recommended mitigation measures would reduce demolition, construction, and stationary noise impacts on adjacent residential uses through wall barriers, mufflers, and time limits. Noise impacts due to loading operations, truck delivery, parking lot cleaning, rooftop mechanical equipment and parking lot noise would also not exceed the City's nighttime standards, with the proposed mitigation measures

that limit or prohibit these activities during the nighttime hours. Impacts are expected to be less than significant after mitigation.

However, ambient noise levels on the surrounding roadways currently exceed the City's noise standards for residential uses and the proposed project would contribute to the continued violation of these noise standards. While the projected increases in noise levels along the roadways that could be attributed to project-generated vehicle trips would be less than 1.0 dB and would not be perceptible, vehicles coming to and from the project site would be generating noise that would continue to expose residential uses along these roads to noise levels in excess of City standards. Vehicle noise are not subject to local jurisdiction control and measures to reduce vehicle noise impacts (i.e., barriers along the noise path) would mitigate not only the project's noise impacts but noise from all other vehicles traveling on area roadways. Thus, no feasible and reasonable mitigation measures (that would be roughly proportional to the project's impacts) are available for implementation by the project. The vehicle noise impacts of the project would remain significant. Unavoidable significant adverse noise impacts are expected with the project.

4.6 NOISE

A Noise Impact Analysis (NIA), dated March 2007, was prepared by Giroux and Associates to characterize the noise environment in the project area and to determine the potential impacts relating to noise. The findings of the analysis are summarized below, and the complete Noise Impact Analysis is provided in Appendix F of this EIR.

4.6.1 Environmental Setting

Acoustical Definitions

The unit of sound pressure compared to the faintest sound detectable by a keen human ear is called a decibel (dB). Because sound or noise can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire noise spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions through a process called "A-weighting" and written as dBA (NIA, 2007 p. 1).

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time period (called Equivalent Continuous Noise Level or Leq), or, alternately, as a statistical description of the sound pressure level that is exceeded over a fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise measurement to derive the Community Noise Equivalent Level (CNEL) (NIA, 2007 p. 1). Representative noise sources and sound levels are shown in Figure 4.6-1, *Acoustical Scale.*

Noise Criteria

The State of California Office of Noise Control has established noise standards for land use categories based on land use compatibility. The City of Ontario has adopted these guidelines, as shown in Table 4.6-1, *Noise/Land Use Compatibility Standards.* The table shows the community noise exposure recommended as clearly and normally acceptable, normally unacceptable, and clearly unacceptable for various classes of land use sensitivity (Ontario General Plan, 1992 p. 4-17).

Standards for commercial retail uses consider exterior levels of up to 70 dBA CNEL to be “clearly acceptable” and exterior exposures up to 75 dBA CNEL are considered “normally acceptable” without any need for dramatic acoustical upgrades. Residential uses are considered “clearly acceptable” in noise environments of 60 dBA CNEL or less and “normally acceptable” in noise environments of 65 dBA CNEL. Land uses that are located in “normally acceptable” noise zones must demonstrate that adequate noise insulation features are incorporated into project design to meet interior noise exposure standards (Ontario General Plan, 1992 p. 4-17).

The Ontario General Plan provides noise standards that call for an exterior noise level of 65 dBA CNEL and an interior noise level of 45 dBA CNEL for residential uses. The interior noise standard for commercial uses is 55 dBA CNEL and there is no exterior standard (Ontario General Plan, 1992 p. 3-32). The General Plan does not specifically regulate the noise transmission from one land use to another, but rather, identifies the acceptable levels of noise experienced by a land use from noise sources that are exempted from local control (such as on-road traffic, Ontario Airport, railroads, etc.) (NIA, 2007 p. 3).