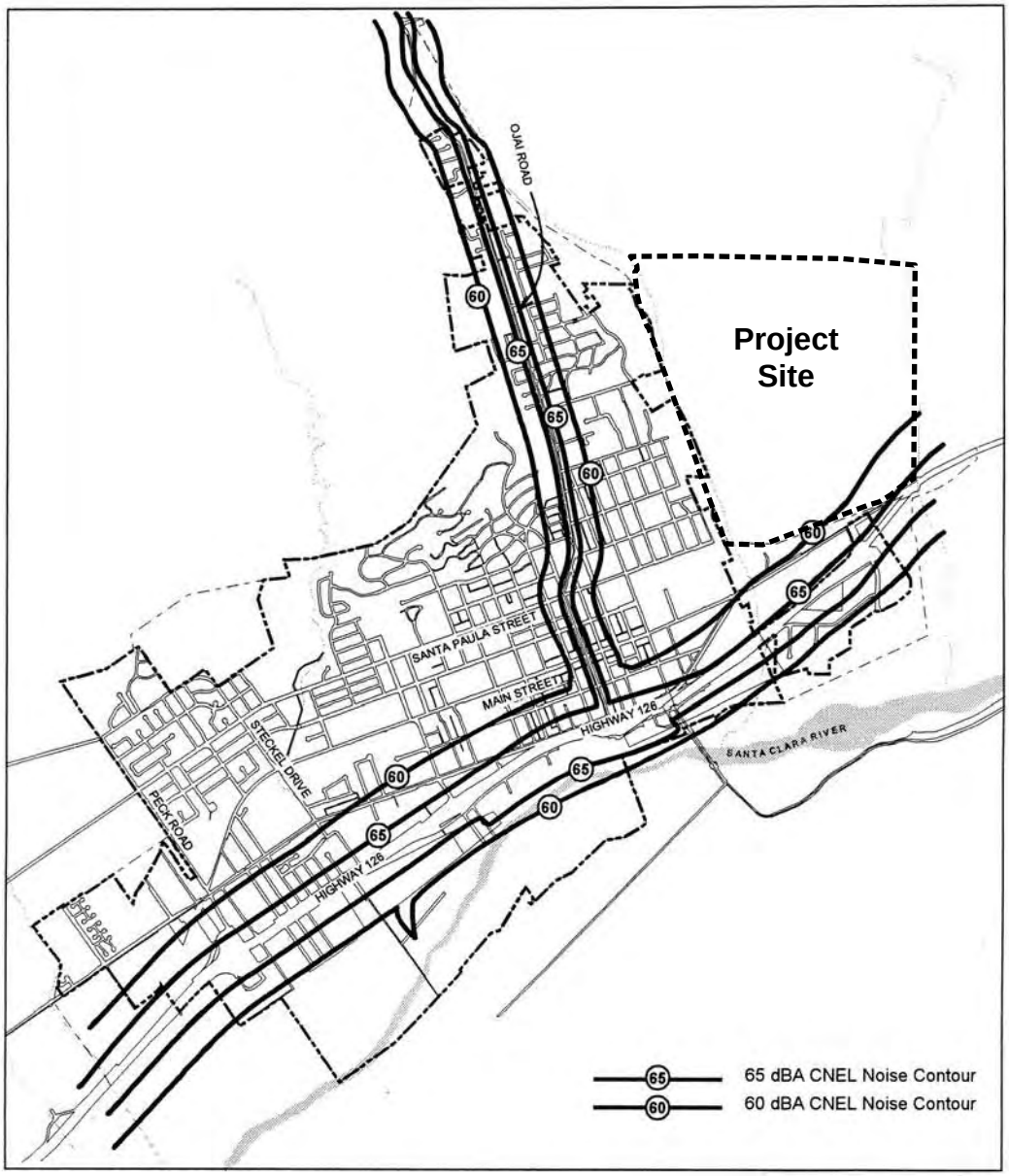


4000 2000 0 4000

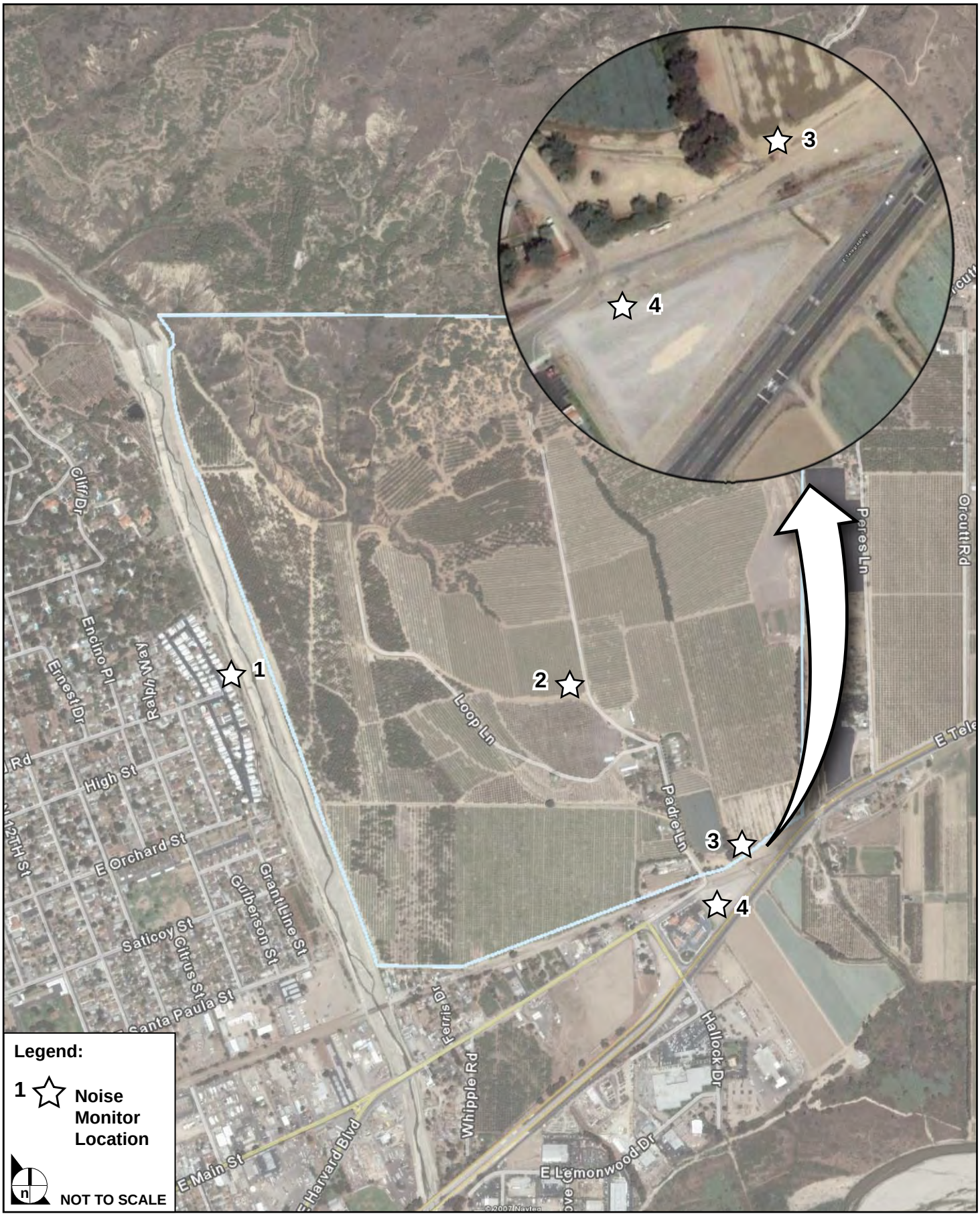
APPROXIMATE SCALE IN FEET

SOURCE: City of Santa Paula General Plan - January 2007

FIGURE **6**

General Plan Figure N-2 - Existing Noise Contours

831-01•05/07



SOURCE: AirPhoto USA – 2005, Impact Sciences, Inc. – April 2007

FIGURE **7**

Noise Monitoring Locations

831-001•05/07

location 3, near the southeastern corner of the Specific Plan area, was 68.5 CNEL. The existing noise environment in this portion of the Specific Plan area is louder than at location 2 due to roadway noise along Telegraph Road and SR-126. The maximum sound level measured while a train passed along the Fillmore and Western Railway was 93.3 dB(A) at a distance of 50 feet.

Table 3
Monitored Noise Levels

Monitoring Location	Noise Level
1. West of Santa Paula Creek	54.3 CNEL
2. Center of Specific Plan area	57.2 CNEL
3. Southeastern Corner of Specific Plan area adjacent to SR-126.	68.5 CNEL
4. 50 feet from Fillmore and Western Railway Railroad Tracks	93.3 L_{max}[1]

Source: Impact Sciences, Inc., April 2007.
[1] *The L_{max} is the maximum noise level measured during monitored train passing.*

Modeled Noise Levels

In order to characterize the ambient roadway noise environment in the study area, noise prediction modeling was conducted based on vehicular traffic volumes along nearby roadway segments. Noise levels were modeled using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). This model calculates the average noise level in dB(A) CNEL along a given roadway segment based on traffic volumes, vehicle mix, average speeds, roadway geometry, and site conditions. Table 4, Modeled Existing Roadway Noise Levels, includes model results for 44 roadway segments that correspond with those in the project traffic study[22] within the vicinity of the project. In addition, two segments along SR-126 in the vicinity of the project site were modeled. As shown, roadway noise levels along studied segments range from 55.9 to 75.9 dB(A) CNEL at 75 feet from centerline. It should be noted that the model calculates noise associated with a specific line source and the results characterize noise generated by motor vehicle traffic along the specific roadway or SR-126 segment only and do not reflect other noise sources. For example, the monitored noise level at monitoring location 3, near the southeastern corner of the Specific Plan area was 68.5 dB(A) CNEL, while the modeled noise level for the nearby Telegraph Road between Harvard Boulevard and Hallock Drive roadway segment is 59.2 dB(A) CNEL. The difference can be attributed to other noise sources in the vicinity, particularly traffic along SR-126.

22 Fehr & Peers/Kaku Associates, Traffic Impact Analysis for the Santa Paula East Area 1 Specific Plan, May, 2007.

SR-126 and Telegraph Road run parallel to the southern project site boundary east of Hallock Drive. As the model results discussed above and shown in **Table 4, Modeled Existing Roadway Noise Levels**, describe roadway noise generated along SR-126 and Telegraph Road individually, the combined level was calculated. Based on an attenuation rate of 4.5 dB(A) per doubling distance for a line source and an acoustically soft site, the noise level due to combined roadway noise generated along SR-126 and Telegraph Road at 75 feet from the centerline of Telegraph Road is 68.9 dB(A).[23]

Table 4
Modeled Existing Roadway Noise Levels

Roadway Segment	Noise Level in dB(A) CNEL at 75 feet from Roadway Centerline
1. Hallock Dr: SR-126 and Telegraph Rd	57.4
2. Telegraph Rd: Harvard Blvd and Hallock Dr	59.2
3. Harvard Blvd: 12th St and Main Street	56.4
4. S. Mountain Rd: Harvard Blvd and Lemon Rd	56.7
5. Main St: 12th St and Harvard Blvd	58.2
6. 12th St: Harvard Blvd and Main St	57.8
7. 12th St: Main St and Santa Barbara St	58.9
8. 12th St: Santa Barbara St and Santa Paula St	59.0
9. Santa Paula St: 12th St and 10th St	56.7
10. Ojai Rd: Santa Paula St and Saticoy St	61.5
11. Ojai Rd: Saticoy St and Orchard St	63.0
12. Ojai Rd: Orchard St and Richmond Rd	63.1
13. 10th St: Santa Paula St and Santa Barbara St	62.3
14. Santa Barbara St: 10th St and 12th St	55.9
15. 10th St: Santa Barbara St and Main St	61.8
16. Main St: 10th St and 12th St	56.1
17. 10th St: Main St and Harvard Blvd	61.9
18. 10th St: Harvard Blvd and SR-126	63.2
19. 10th St: SR-126 On/Off Ramps North and South	60.1
20. Harvard Blvd: 10th St and 12th St	61.6
21. Harvard Blvd: 8th St and 10th St	62.8
22. 8th St: Harvard Blvd and Main St	58.5
23. Main St: 8th St and 10th St	57.8
24. 8th St: Main St and Santa Paula St	57.9
25. Santa Paula St: 8th St and 10th St	59.4
26. Santa Paula St: Palm Ave and 6th St	60.5
27. Harvard Blvd: Palm Ave and 8th St	63.6
28. Main St: Palm Ave and 8th St	58.7
29. Palm Ave: Santa Paula St and Santa Barbara St	58.9
30. Palm Ave: Santa Barbara St and Main St	60.3
31. Palm Ave: Main St and Harvard Blvd	61.5
32. Palm Ave: Harvard Blvd and SR-126	62.1

[23] Noise level estimates are from **Table 4**. Reference distance from SR-126 is 215 feet from centerline and for Telegraph Road is 75 feet from centerline.

Roadway Segment	Noise Level in dB(A) CNEL at 75 feet from Roadway Centerline
33. Palm Ave: SR-126 On/Off Ramps North and South	60.0
34. Harvard Blvd: Steckel Dr and Palm Ave	64.2
35. Harvard Blvd: Peck Rd and Steckel Dr	63.4
36. Steckel Dr: Harvard Blvd and Main St	57.9
37. Main St: Steckel Dr and Palm Ave	58.9
38. Steckel Dr: Main St and Santa Paula St	56.0
39. Santa Paula St: Steckel Dr and Palm Ave	60.1
40. Santa Paula St: Peck Rd and Steckel Dr	58.4
41. Peck Rd: Telegraph Rd and Santa Paula St	61.8
42. Peck Rd: Faulkner Rd and Telegraph Rd	62.0
43. Faulkner Rd: SR-126 and Peck Rd	60.8
44. Peck Rd: Faulkner Rd and SR-126	60.4
45. SR-126 east of Hallock Drive	75.9
46. SR-126 10th Street to Hallock Drive	75.8

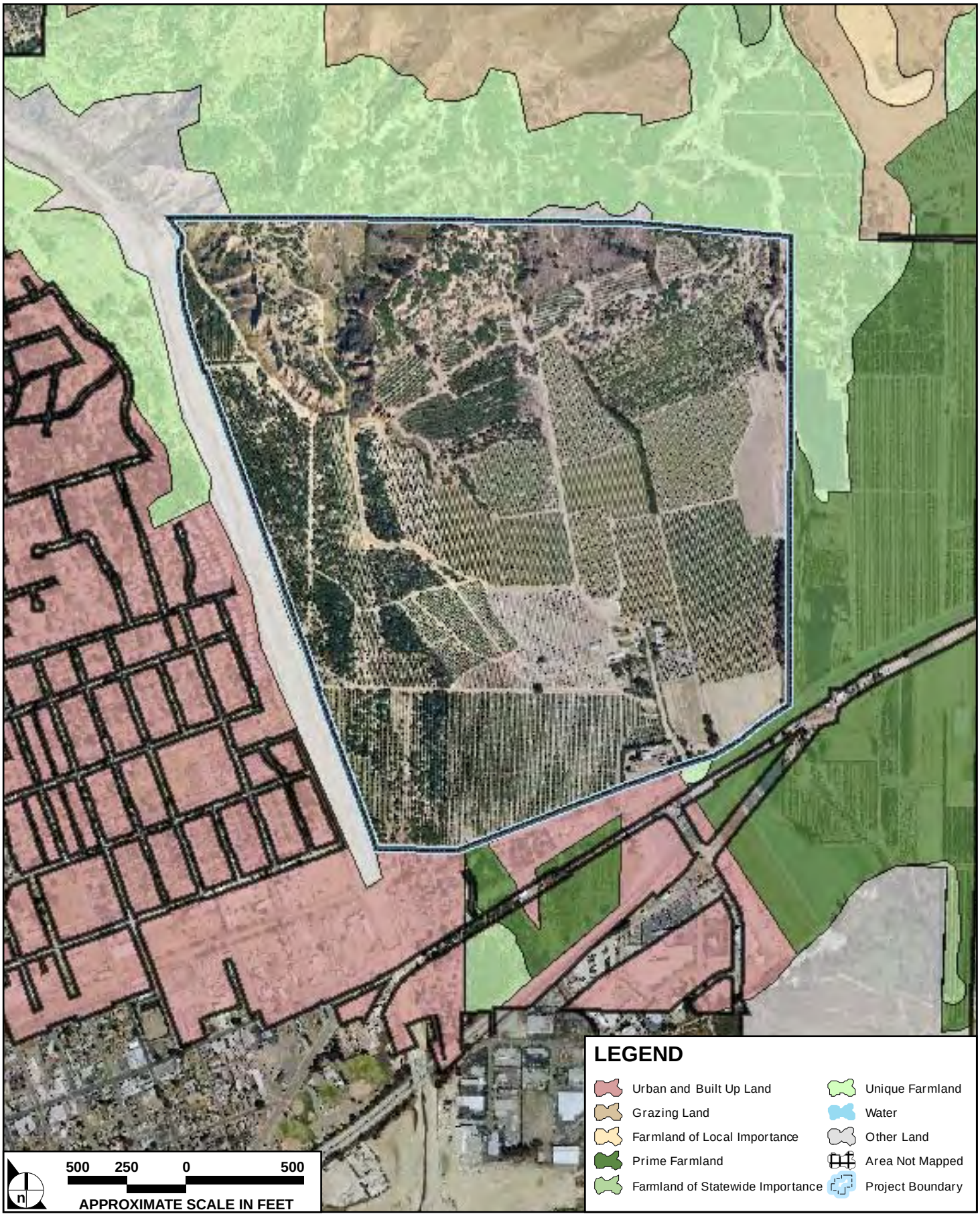
Source: Impact Sciences, Inc., July 2007.

Adjacent Properties

The Specific Plan area is located northeast of the City of Santa Paula. The western portion of the site is bordered by Santa Paula Creek and by residential development west of the creek, approximately 250 feet from the site boundary. The northern portion of the site is existing agricultural lands, open space and undeveloped land at the foothills of Sulphur Mountain. To the east is the Haun Creek drainage and agricultural lands east of the creek. South of the Specific Plan area is Telegraph Road, light commercial, and industrial development along SR-126. Surrounding land uses are shown on **Figure 8, Surrounding Land Use Map**.

METHODOLOGY

Analyses of the existing and future noise environments presented in this study are based on technical reports, noise monitoring, and noise prediction modeling. Potential vibration impacts were determined using data from the Federal Transit Administration and California Department of Transportation (Caltrans). Noise modeling procedures involved the calculation of existing and future roadway noise levels along local roadway and highway segments. This was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). This model calculates the average noise level in dB(A) CNEL along a given roadway segment based on traffic volumes, vehicle mix, average



SOURCE: Impact Sciences, Inc. – November 2006

FIGURE **8**

Surrounding Land Use Map

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