

February 25, 2026

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Subject: Predicted Truck Noise Exposure Associated with the Proposed 7600 Redondo Circle Project in Huntington Beach

INTRODUCTION

This Supplemental Technical Memorandum presents the results of a noise analysis of outdoor nighttime noise exposure at the nearest noise-sensitive residential uses that would result from truck operations associated with the proposed 7600 Redondo Circle Project in Huntington Beach, California (hereinafter referred to as the “Project”). The truck operations included in the noise analysis consist of truck movements on the nearby roadways as they approach and depart the proposed loading docks, truck idling, and loading/unloading of trucks at the loading docks. The purpose of the noise analysis is to compare Project truck operations noise impacts with the applicable City of Huntington Beach Municipal Code criteria. If significant noise impacts are identified, mitigation measures would be recommended to abate impacts to less than significant.

The applicable regulation, data, methods, and findings of the noise analysis are provided below.

NOISE BASICS AND TERMINOLOGY

“Sound” is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. “Noise” is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance; interference with speech communication; sleep disturbance; and, in the extreme, hearing impairment.

Sound pressure levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale. A doubling of the energy of a noise source (such as doubling of traffic volume) would increase the noise level by 3 dB. The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale was devised. The A-weighted decibel scale (dBA) approximates the frequency response of the average healthy ear when listening to most ordinary everyday sounds and is used in this analysis.

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Human perception of noise has no simple correlation with acoustical energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at 3 feet is approximately 60 dBA.

Two equal noise sources, when heard together, do not “sound twice as loud” as one of the sources. As stated above, a doubling of noise sources results in a noise level increase of 3 dBA. It is widely accepted that (1) the average healthy ear can barely perceive changes of a 3 dBA increase or decrease, (2) a change of 5 dBA is readily perceptible, and (3) an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013).

From the source to the receiver, noise changes both in the level and frequency spectrum. The most obvious change is the decrease in noise level as the distance from the source increases. Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. For point sources, such as HVAC units, the sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance (i.e., if the noise level is 70 dBA at 25 feet, it is 64 dBA at 50 feet).

A large object, such as a building or a wall, in the path between a noise source and a receiver can significantly attenuate noise levels at that receiver location. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain or landform features as well as man-made features (e.g., buildings and walls) can significantly alter noise exposure levels. For a noise barrier to work, it must be high enough and long enough to block the view from the receiver to the noise source. Effective noise barriers can reduce outdoor noise levels at the receptor by up to 15 dBA.

Several rating scales (or noise “metrics”) exist to analyze effects of noise on a community. These scales include the equivalent noise level (L_{eq}), L_{max} , and L_{min} , which are respectively the average, highest, and lowest A-weighted sound levels that occur during a noise event, and the Community Noise Equivalent Level (CNEL). Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq} , which is the equivalent noise level for that period of time. The period of time averaging may be specified; for example, $L_{eq}(3\text{-hour})$ would be a three-hour average. The noise of short duration (i.e., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting a few seconds may have a minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, CNEL was developed to account for human sensitivity to nighttime noise. CNEL represents the 24-hour average sound level with a penalty for noise occurring at night. The CNEL computation divides a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are assessed an approximately 5-dB penalty, and the nighttime sound levels are assessed a 10-dB penalty prior to averaging with daytime hourly sound levels.

PROJECT SETTING AND DESCRIPTION

Location

The approximate 9.59-acre Project site is in the central portion of the city of Huntington Beach, in the County of Orange (County), California. The site is located at 7600 Redondo Circle on Accessor Parcel Numbers (APNs) 159-302-06 and 159-302-07, south of Talbert Avenue, between Gothard and Beach Boulevard. The site is generally surrounded by industrial and commercial properties to the north, Terry

Park and a townhome community to the east across Parkview Lane, single-family residential to the south across Taylor Drive, and the Southern Pacific Railroad right-of-way (ROW) to the west.

The site is approximately 2.7 miles west of Interstate 405 (I-405); 0.36 miles west of State Route 39 (SR-39); and 3.0 miles north of SR-1. See attached Exhibit 1, Regional Location and Local Vicinity.

Surrounding Land Uses

The Project site is within an industrial area of the City and is surrounded by commercial and industrial uses immediately to the north; the Southern Pacific Railroad right-of-way (ROW) to the west; single-family residential uses to the south across Taylor Drive; and Terry Park and a townhome community to the east across Parkview Lane. Beyond immediately surrounding uses, Huntington Beach Central Park is located less than a mile to the west, the Santa Ana River is approximately 3.6 miles to the east, and Huntington State Beach is approximately 3.0 miles to the south. See attached Exhibit 2, Aerial Map.

Proposed Project

The proposed Project involves construction of an industrial warehouse complex with two buildings for warehouse and office use, as well as associated site improvements including paved surface parking and landscaping on an approximately 9.59-acre site. Refer to the attached Exhibit 3, Preliminary Site Plan. The existing lumber yard and associated structures and site improvements on the site would be demolished to accommodate the proposed Project. The proposed use and buildings are compatible with the existing developments and land uses around the site, as discussed in more detail in this section.

Building 1, proposed on the western portion of the site, encompasses a 93,360-sf building area and includes a maximum 10 percent office space on ground level and mezzanine. The overall building size for Building 1, including the mezzanine, is 98,360 sf. Building 2, proposed on the eastern portion of the site, encompasses a 87,552-sf building area and includes a maximum 10 percent office space on ground level and mezzanine. Both buildings will include 11 trailer docks each and a total of 192 parking stalls. The proposed buildings will be constructed to a height of 40 feet

The proposed warehouse buildings will be energy efficient and in compliance with the Building Energy Efficiency Standards – Title 24, Part 6 mandated in the California Energy Commission (CEC) 2022 code update.

Hardscape areas include concrete sidewalk around portions of the proposed building as well as a pedestrian connection to the right-of-way, an asphalt parking lot, and two concrete truck dock areas. Proposed landscaping includes plantings around the perimeter of the buildings, as well as parking area medians, tree wells, and site perimeter.

Project plans also include the construction of a 6-foot-high solid block wall along the eastern Project boundary and a 9-foot-high block wall along the southern Project boundary, north of Taylor Drive. Sound shielding effects of these walls and the proposed buildings 1 and 2 have been included in the truck noise analysis.

APPLICABLE NOISE STANDARDS

The noise standards applicable to the proposed Project are outlined in the City of Huntington Beach (City) General Plan and the City’s Municipal Code.

The City’s land use noise compatibility standards include “normally acceptable” exterior CNEL limits of 60 dBA for Low Density residential land use and 65 dBA for Medium Density, Medium High Density, and High Density residential uses.

Chapter 8.40, Noise Control, of the City’s Municipal Code establishes exterior noise limits for various land uses throughout the City. The Municipal Code Section 8.40.050 - Exterior Noise Standards Noise, outlines the noise standards applicable to Project truck operations as follows:

- A. The following exterior noise standards shall apply to the applicable land use. It is unlawful for any person at any location within the incorporated area of the City to create any noise due to a fixed noise source (or any mobile source not preempted by State or Federal laws), or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured at the property line of any residential, hotel, motel, public institutional, recreational, or commercial property, either within or outside the City, to exceed the applicable noise standards:

Exterior Noise Standards			
Land Use	L_{eq} Noise Level dBA	L_{max} Noise Level dBA	Time Period
Low-Density Residential	55	75	7 a.m.–10 p.m.
	50	70	10 p.m.–7 a.m.
Low-Density Residential	55	75	7 a.m.–10 p.m.
Medium-, High-Density Residential, Hotels, Motels	60	80	7 a.m.–10 p.m.
	50	70	10 p.m.–7 a.m.
Schools	55	75	Hours of Operation
Hospitals, Churches, Cultural, Museum, Library, Public Park, Recreational	60	80	Hours of Operation
Commercial/Office	65	85	Hours of Operation

- B. The above standard does not apply to the establishment of multifamily residence private balconies and patios. Multifamily developments with balconies or patios that do not meet noise standards are required to provide occupancy disclosure notices to all future tenants regarding potential noise impacts.
- C. The above daytime (7:00 a.m.–10:00 p.m.) standards for hotels, motels and commercial uses shall apply only to active outdoor use areas such as a pool or outdoor courtyard.
- D. In the event the alleged offensive noise consists entirely of impact or impulsive noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five dBA.
- E. If the alleged offense affects a property outside the City's jurisdiction, the exterior noise standards shall be enforced at the City boundary.
- F. In the event the measured ambient noise level exceeds any of the noise limit categories above, the noise limit shall be increased to reflect said ambient noise level.

- G. In the event that the noise source and the affected property are within different land use categories, the noise standards of the affected property shall apply.

METHODOLOGY

Truck operations noise levels associated with the proposed Project were predicted based on the following operational assumptions provided by the Project proponent:

- The proposed Project is estimated to generate approximately 95 truck trips during a typical 24-hour period.
- Project ingress and egress would be provided along the south side of Redondo Circle. Therefore, trucks would travel along Redondo Circle to access and depart the Project site.
- There will be one truck visit per hour during the evening and nighttime hours of 8pm to 7am.
- Truck unloading duration would be 30 minutes to 2 hours depending on the product.
- The trucks would not be idling longer than 5 minutes per State law.
- Trucks are not expected to use the perimeter drive aisles during nighttime hours of 10pm to 7am. Therefore, truck movements within the Project site would be directly into and out of the truck court during nighttime.
- The project is conditioned to not have permanent outdoor uses, however, there may be incidental outdoor activity associated with a warehouse use which may include forklifts or other potential noise-generating activities and trailer drops.

Based on the above operational assumptions, it was assumed that up to two trucks per hour may be assumed to be unloaded at the loading docks during the hours of 8pm to 7am. The remaining daily truck deliveries (84 trucks) would be spread evenly across the hours of 7am to 8pm.

In order to establish source reference noise level data, Psomas conducted truck noise level readings from one truck delivery and unloading cycle at the Restaurant Depot on Gothard Street in Huntington Beach on the evening of February 4, 2026. The delivery truck was an 18-wheeler and the unloading cycle (including maneuvering to position at the dock and the movement in/out of the gate) lasted over 50 minutes. The measured truck noise levels consisted of sounds due to the truck maneuvering into place at the loading dock, truck engine noise while idling, occasional sound spikes from the truck air brakes, and unloading activities. There were no other noise sources such as forklifts, trailer drops, other noise-generating outside activities, etc.

During the measurements, average noise level (L_{eq}) from the truck engine while idling was 61 dBA at a distance of 50 feet and L_{eq} from unloading activities was 56 dBA at a distance of 160 feet. The maximum noise level (L_{max}) during the truck delivery and unloading cycle was generated by the truck air brakes and reached 74 dBA at a distance of approximately 180 feet from the truck.

Truck noise exposure levels were computed by using the measured truck noise levels and applying a sound attenuation rate of 6 dBA per doubling of distance to the loading dock noise. Furthermore, five minutes of idling during each hour was assumed for each of the trucks operating at the loading docks. An additional noise component due to use of forklifts and other activities associated with loading/unloading of trucks was also added.

Noise barrier insertion losses due to the proposed Buildings 1 and 2, the 6-foot-high wall along the eastern Project boundary, and the 9-foot-high wall along the southern Project boundary were taken into account for all the above truck noise components.

Noise levels caused by truck movements along Redondo Circle and within the Project were evaluated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5.

NOISE IMPACT ANALYSIS

To determine the level of significance of truck noise impacts, truck noise levels at the following representative residential receptors were calculated:

Receptor 1: North side of single-family residence located at 7542 Taylor Drive, Huntington Beach

Receptor 2: North side of single-family residence located at 7562 Taylor Drive, Huntington Beach

Receptor 3: North side of single-family residence located at 7572 Taylor Drive, Huntington Beach

Receptor 4: Nearest balcony of the multi-family unit located at 18312 Parkview Lane, Huntington Beach

Using the aforementioned Project truck operational assumptions, noise levels at the four representative residential locations south and east of the Project site were predicted in terms of the noise metrics in the City’s Municipal Code and General Plan. The truck operations noise included noise from trucks traveling in and out of the Project site, truck idling noise, and noise associated with truck loading or unloading. Details of the truck noise calculation data are shown in Attachment A, Truck Noise Calculations. Table 1 shows a summary of the predicted Project truck operations noise levels.

**TABLE 1
SUMMARY OF CALCULATED TRUCK NOISE LEVELS**

Receptor Location	Nighttime*		Daytime**		24-Hour	
	Project Hourly Leq (dBA) During Nighttime	Exceeds Nighttime Hourly Leq Limit of 50 dBA?	Project Hourly Leq (dBA) During Daytime	Exceeds Daytime Hourly Leq Limit of 55 dBA?	Project CNEL (dBA)*	Exceeds CNEL Limit of 60 dBA?
Receptor 1	45	No	53	No	55	No
Receptor 2	45	No	53	No	55	No
Receptor 3	45	No	53	No	55	No
Receptor 4	42	No	49	No	52	No

Hourly Leq (dBA): average noise energy level in A-weighted decibels in a one-hour period.
 CNEL: Community Noise Equivalent Level
 * Nighttime limits are applicable between 10:00 PM and 7:00 AM.
 **Daytime limits are applicable between 7:00 AM and 10:00 PM.
 Note: Calculated CNEL values reflect daytime use of perimeter aisles by trucks.
 Noise calculation details are shown in Attachment A.

As shown by data in Table 1, use of the operational information (i.e., up to two trucks per hour during the hours of 8pm to 7am and the remaining trucks spread throughout the rest of the day) in conjunction with

the collected reference noise data, results in both the average (L_{eq}) and maximum (L_{max}) noise levels from truck operations would be below the City’s daytime and nighttime residential noise limits.

Additionally, a sensitivity analysis was performed to determine the highest number of trucks that could operate at the loading docks during any given nighttime hour. The analysis showed that up to six trucks per hour, evenly split between the two buildings, could operate at the proposed facility and their noise exposure at the residential areas to the south would still remain below the City’s Noise Ordinance limits. For this to be true, it was assumed that each truck would shut off its engine after five minutes of idling (per Applicant’s assertion). Longer idling times would diminish the “allowable” number of trucks.

Daytime use of the perimeter aisles by large delivery trucks was also analyzed. For this, it is assumed that the proposed project plans accommodate the use of heavy trucks along the perimeter driveways. This analysis shows that the perimeter aisles may be used by up to 12 trucks per hour between the hours of 7am to 10pm and average hourly and daily noise levels would still remain compliant with the City’s 55 dBA L_{eq} and 60 dBA CNEL noise limits.

CONCLUSION AND RECOMMENDATIONS

Analysis of noise levels from truck operations noise sources associated with the proposed Project shows that the noise levels from expected Project truck operations would be in compliance with the applicable exterior noise limits of the City’s General Plan and Municipal Code. Therefore, Project truck operations noise impacts would be less than significant with the proposed heights of buildings and property line walls. No further mitigation would be required.

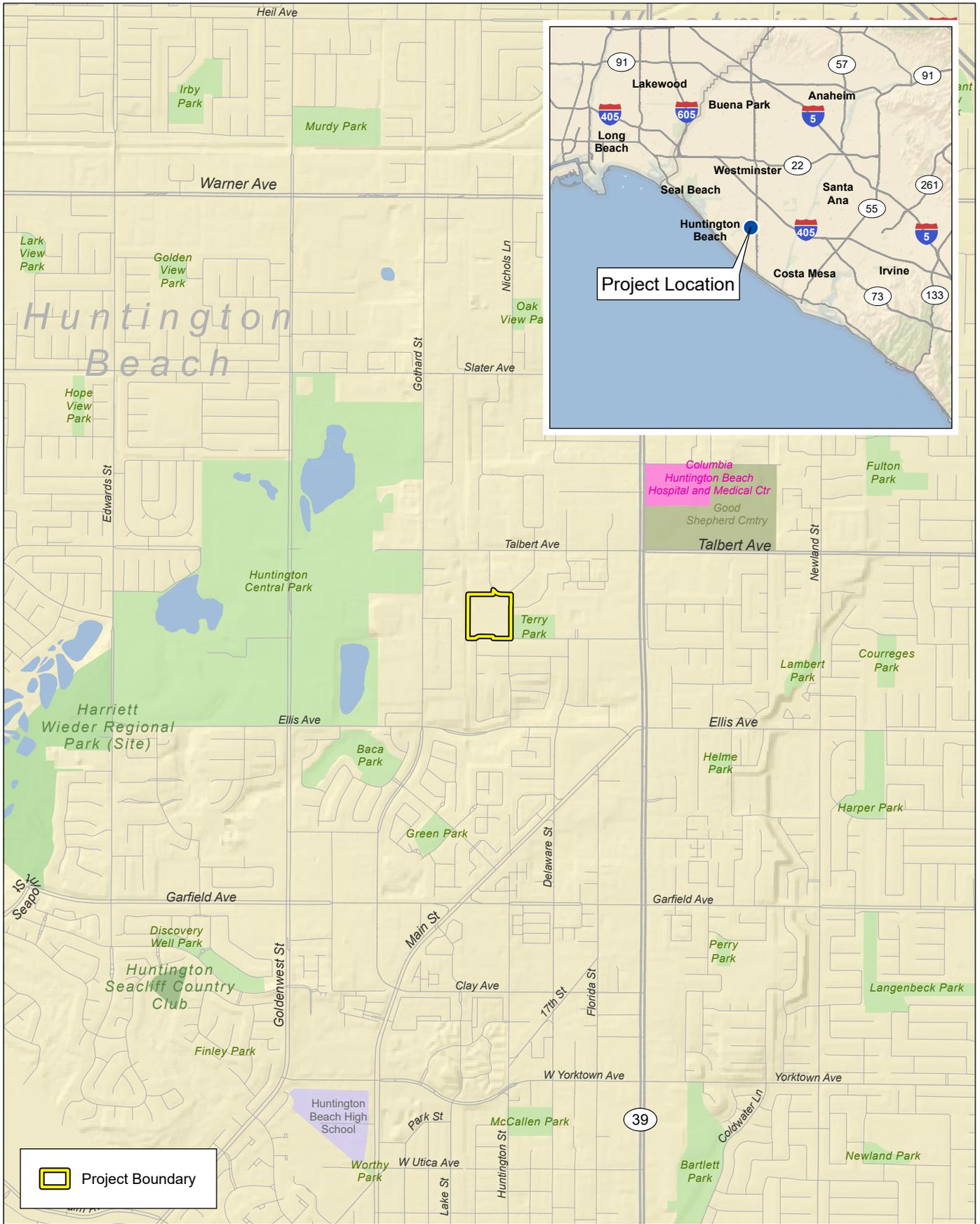
It should be noted that although maximum sound levels from truck operations, including truck movements and loading dock activities, are not expected to exceed the established City limits, such sounds would be occasionally audible in exterior areas of the nearest residential uses. Therefore, it is recommended that unloading activities in outdoor areas of the loading docks be kept to a minimum.

Furthermore, it is highly recommend that the use of backup alarms be prohibited during the nighttime hours unless they are absolutely necessary due to safety concerns. The pure tone from backup alarms could result in community complaints due to heightened sensitivity during nighttime hours, even if they don’t result in levels that exceed the applicable noise limits.

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Enclosures:

- Exhibit 1. Regional Location and Local Vicinity
- Exhibit 2. Aerial Map
- Exhibit 3. Preliminary Site Plan
- Attachment A. Truck Noise Calculations



 Project Boundary

Regional Location and Local Vicinity

7600 Redondo Circle Industrial Project



Exhibit 1



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 Project Boundary

Aerial Source: Nearmap 2025

Aerial Map

7600 Redondo Circle Industrial Project

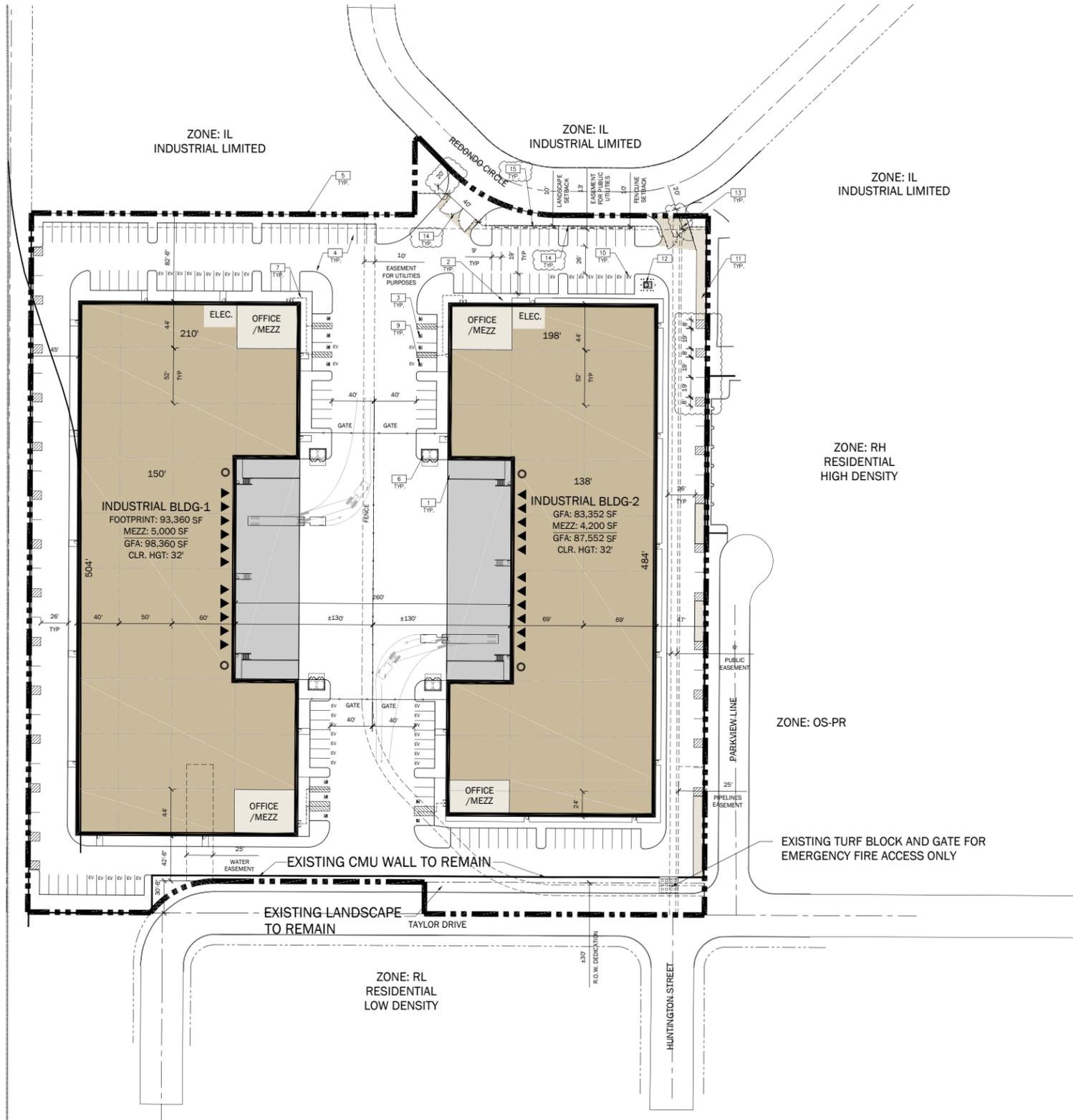


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Feet

Exhibit 2



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Source: Ware Malcomb, 2025

Preliminary Site Plan

7600 Redondo Circle Industrial Project

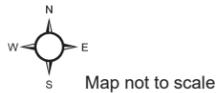


Exhibit 3



Attachment A

Truck Noise Calculations

7600 Redondo Circle Industrial Project
Truck Operations Noise Level Calculations - Nighttime

Receptor 1: 7542 Taylor Drive, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 360 ft

S	R	h
99.253	261.009	32.827

Barrier/Building Height: 40 ft
Path-Length Difference: 7.34
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 35 dBA
Extraneous Sources (forklifts, etc.): 33 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 361 ft

S	R	h
99.003	261.579	32.824

Barrier/Building Height: 40 ft
Path-Length Difference: 7.35
Barrier Insertion Loss: 15 dBA

Idling Truck Noise Level: 18 dBA

Noise Level with Barrier: **37 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 420

S	R	h
330.808	89.202	3.363

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Unloading Noise Level: 42 dBA
Extraneous Sources (forklifts, etc.): 40 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 410

S	R	h
323.409	86.602	3.366

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Idling Truck Noise Level: 25 dBA

Combined Noise Level with Barrier: **44 dBA**

Truck Movements Noise Contribution: 20 dBA

Overall Noise Level: **45 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's nighttime L_{eq} of 50 dBA: 7

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

7600 Redondo Circle Industrial Project
Truck Operations Noise Level Calculations - Nighttime

Receptor 2: 7562 Taylor Drive, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 369 ft

S	R	h
99.403	270.009	32.807

Barrier/Building Height: 40 ft
Path-Length Difference: 7.26
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 35 dBA
Extraneous Sources (forklifts, etc.): 33 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 365 ft

S	R	h
98.603	266.709	32.81

Barrier/Building Height: 40 ft
Path-Length Difference: 7.33
Barrier Insertion Loss: 10 dBA

Idling Truck Noise Level: 23 dBA

Noise Level with Barrier: **37 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 395

S	R	h
308.608	86.702	3.342

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Unloading Noise Level: 42 dBA
Extraneous Sources (forklifts, etc.): 40 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 389

S	R	h
303.908	85.402	3.342

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Idling Truck Noise Level: 25 dBA

Combined Noise Level with Barrier: **44 dBA**

Truck Movements Noise Contribution: 32 dBA

Overall Noise Level: **45 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's nighttime L_{eq} of 50 dBA: 6

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

7600 Redondo Circle Industrial Project
Truck Operations Noise Level Calculations - Nighttime

Receptor 3: 7572 Taylor Drive, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 376 ft

S	R	h
102.103	274.208	32.807

Barrier/Building Height: 40 ft
Path-Length Difference: 7.10
Barrier Insertion Loss: 10 dBA

Unloading Noise Level: 40 dBA
Extraneous Sources (forklifts, etc.): 37 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 372 ft

S	R	h
293.808	78.002	3.371

Barrier/Building Height: 9 ft
Path-Length Difference: 0.09
Barrier Insertion Loss: 8 dBA

Idling Truck Noise Level: 25 dBA

Noise Level with Barrier: **42 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 372

S	R	h
102.703	268.908	32.779

Barrier/Building Height: 40 ft
Path-Length Difference: 7.09
Barrier Insertion Loss: 10 dBA

Unloading Noise Level: 40 dBA
Extraneous Sources (forklifts, etc.): 38 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 369

S	R	h
293.308	76.002	3.383

Barrier/Building Height: 9 ft
Path-Length Difference: 0.09
Barrier Insertion Loss: 8 dBA

Idling Truck Noise Level: 25 dBA

Combined Noise Level with Barrier: **42 dBA**

Truck Movements Noise Contribution: 32 dBA

Overall Noise Level: **45 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's nighttime L_{eq} of 50 dBA: 6

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

7600 Redondo Circle Industrial Project
Truck Operations Noise Level Calculations - Nighttime

Receptor 4: 18312 Parkview Ln, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 521 ft

S	R	h
248.012	272.713	29.617

Barrier/Building Height: 40 ft
Path-Length Difference: 3.37
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 32 dBA
Extraneous Sources (forklifts, etc.): 30 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 503 ft

S	R	h
226.811	275.914	29.744

Barrier/Building Height: 40 ft
Path-Length Difference: 3.54
Barrier Insertion Loss: 15 dBA

Idling Truck Noise Level: 15 dBA

Noise Level with Barrier: **34 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 315

S	R	h
26.003	284.037	31.581

Barrier/Building Height: 40 ft
Path-Length Difference: 16.66
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 36 dBA
Extraneous Sources (forklifts, etc.): 34 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 337

S	R	h
50.006	287.032	31.258

Barrier/Building Height: 40 ft
Path-Length Difference: 10.66
Barrier Insertion Loss: 15 dBA

Idling Truck Noise Level: 19 dBA

Combined Noise Level with Barrier: **38 dBA**

Truck Movements Noise Contribution: 37 dBA

Overall Noise Level: **42 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's nighttime L_{eq} of 50 dBA: 13

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

7600 Redondo Circle Industrial Project
Truck Operations Noise Level Calculations - Daytime

Receptor 1: 7542 Taylor Drive, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 360 ft

S	R	h
99.253	261.009	32.827

Barrier/Building Height: 40 ft
Path-Length Difference: 7.34
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 35 dBA
Extraneous Sources (forklifts, etc.): 33 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 361 ft

S	R	h
99.003	261.579	32.824

Barrier/Building Height: 40 ft
Path-Length Difference: 7.35
Barrier Insertion Loss: 15 dBA

Idling Truck Noise Level: 18 dBA

Noise Level with Barrier: **45 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 420

S	R	h
330.808	89.202	3.363

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Unloading Noise Level: 42 dBA
Extraneous Sources (forklifts, etc.): 40 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 410

S	R	h
323.409	86.602	3.366

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Idling Truck Noise Level: 25 dBA

Combined Noise Level with Barrier: **52 dBA**

Truck Movements Noise Contribution: 51 dBA

Overall Noise Level: **55 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's nighttime L_{eq} of 55 dBA: 14

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

7600 Redondo Circle Industrial Project
Truck Operations Noise Level Calculations - Daytime

Receptor 2: 7562 Taylor Drive, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 369 ft

S	R	h
99.403	270.009	32.807

Barrier/Building Height: 40 ft
Path-Length Difference: 7.26
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 35 dBA
Extraneous Sources (forklifts, etc.): 33 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 365 ft

S	R	h
98.603	266.709	32.81

Barrier/Building Height: 40 ft
Path-Length Difference: 7.33
Barrier Insertion Loss: 10 dBA

Idling Truck Noise Level: 23 dBA

Noise Level with Barrier: **45 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 395

S	R	h
308.608	86.702	3.342

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Unloading Noise Level: 42 dBA
Extraneous Sources (forklifts, etc.): 40 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 389

S	R	h
303.908	85.402	3.342

Barrier/Building Height: 9 ft
Path-Length Difference: 0.08
Barrier Insertion Loss: 7 dBA

Idling Truck Noise Level: 25 dBA

Combined Noise Level with Barrier: **52 dBA**

Truck Movements Noise Contribution: 51 dBA

Overall Noise Level: **55 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's daytime L_{eq} of 55 dBA: 12

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

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Truck Operations Noise Level Calculations - Daytime

Receptor 3: 7572 Taylor Drive, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 376 ft

S	R	h
102.103	274.208	32.807

Barrier/Building Height: 40 ft
Path-Length Difference: 7.10
Barrier Insertion Loss: 10 dBA

Unloading Noise Level: 40 dBA
Extraneous Sources (forklifts, etc.): 37 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 372 ft

S	R	h
293.808	78.002	3.371

Barrier/Building Height: 9 ft
Path-Length Difference: 0.09
Barrier Insertion Loss: 8 dBA

Idling Truck Noise Level: 25 dBA

Noise Level with Barrier: **50 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 372

S	R	h
102.703	268.908	32.779

Barrier/Building Height: 40 ft
Path-Length Difference: 7.09
Barrier Insertion Loss: 10 dBA

Unloading Noise Level: 40 dBA
Extraneous Sources (forklifts, etc.): 38 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 369

S	R	h
293.308	76.002	3.383

Barrier/Building Height: 9 ft
Path-Length Difference: 0.09
Barrier Insertion Loss: 8 dBA

Idling Truck Noise Level: 25 dBA

Combined Noise Level with Barrier: **50 dBA**

Truck Movements Noise Contribution: 52 dBA

Overall Noise Level: **55 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's daytime L_{eq} of 55 dBA: 12

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

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Truck Operations Noise Level Calculations - Daytime

Receptor 4: 18312 Parkview Ln, Huntington Beach

Noise from Building #1

S = Distance from source to barrier
R = Distance from barrier to receiver
h = Distance from line-of-sight path to top of barrier

Loading Dock Noise Level:

Reference Noise Level: 56 dBA
Reference Distance: 180 ft
Distance from Source to Receiver: 521 ft

S	R	h
248.012	272.713	29.617

Barrier/Building Height: 40 ft
Path-Length Difference: 3.37
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 32 dBA
Extraneous Sources (forklifts, etc.): 30 dBA

Idling Truck Noise Contribution:

Reference Noise Level: 61 dBA
Reference Distance: 50 ft
Distance from Source to Receiver: 503 ft

S	R	h
226.811	275.914	29.744

Barrier/Building Height: 40 ft
Path-Length Difference: 3.54
Barrier Insertion Loss: 15 dBA

Idling Truck Noise Level: 15 dBA

Noise Level with Barrier: **42 dBA**

Noise from Building #2

Loading Dock Noise Level:

Distance to Receiver: 315

S	R	h
26.003	284.037	31.581

Barrier/Building Height: 40 ft
Path-Length Difference: 16.66
Barrier Insertion Loss: 15 dBA

Unloading Noise Level: 36 dBA
Extraneous Sources (forklifts, etc.): 34 dBA

Idling Truck Noise Contribution:

Distance to Receiver: 337

S	R	h
50.006	287.032	31.258

Barrier/Building Height: 40 ft
Path-Length Difference: 10.66
Barrier Insertion Loss: 15 dBA

Idling Truck Noise Level: 19 dBA

Combined Noise Level with Barrier: **46 dBA**

Truck Movements Noise Contribution: 51 dBA

Overall Noise Level: **52 dBA**

Maximum allowable number of trucks at the loading docks to meet the City's daytime L_{eq} of 55 dBA: 23

- Based on truck unloading reference noise level of 56 dBA at 150 feet and truck idling noise level of 61 dBA at 50 feet, measured at the Restaurant Depot in Huntington Beach.
- Insertion losses are estimated based on shielding provided by intervening building and property line walls.

Source: Psomas 2026

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Truck Operations Noise Level Calculations

Hour	Hourly L_{eq} dBA	
	Receptors 1-3: Taylor Drive Residences	Receptor 4: 18312 Parkview Lane
12:00 AM	45	42
1:00 AM	45	42
2:00 AM	45	42
3:00 AM	45	42
4:00 AM	45	42
5:00 AM	45	42
6:00 AM	45	42
7:00 AM	55	52
8:00 AM	55	52
9:00 AM	55	52
10:00 AM	55	52
11:00 AM	55	52
12:00 PM	55	52
1:00 PM	55	52
2:00 PM	55	52
3:00 PM	55	52
4:00 PM	55	52
5:00 PM	55	52
6:00 PM	55	52
7:00 PM	55	52
8:00 PM	45	42
9:00 PM	45	42
10:00 PM	45	42
11:00 PM	45	42
CNEL, dBA	55	52