



be an annoyance to adjacent sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 5.3-9, *Maximum Noise Levels Generated by Parking Lots*. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.⁴

**Table 5.3-9
Maximum Noise Levels Generated by Parking Lots**

Noise Source	Maximum Noise Levels @ 50' from Source
Car door slamming	63 dBA
Car starting	60 dBA
Car accelerating	55 dBA
People shouting, laughing	65 dBA
Car idling	61 dBA
Source: Wieland Associates, 2002.	

Parking lot noise levels at the property line of nearby sensitive receptors could exceed the City's 55 dBA noise standard. This impact is considered potentially significant unless mitigated. Mitigation has been recommended requiring that subsequent noise analyses be prepared for future uses, as determined necessary by the City of Glendora, which demonstrate that all feasible sound attenuation has been incorporated into the site plans (i.e., landscaping and brushed driving surfaces), so that noise is minimized to the greatest extent practicable.

Following mitigation, noise generated by parking lots is not expected to exceed the 55 dBA noise standard and a less than significant impact would occur in this regard. Also, it should be noted that noise attenuation from existing walls and intervening vegetation and topography would further lessen potential impacts.

CUMULATIVE IMPACTS

5.3-4 *Implementation of the proposed Project, combined with cumulative projects, would be less than significant.*

Future development associated with implementation of the proposed Specific Plan, combined with development of cumulative projects, would increase ambient noise levels in the site vicinity. This increase would be due to both stationary noise sources associated with development and vehicular traffic noise along local roadways. The evaluation of construction and stationary source noise impacts is typically determined on a project-by-project basis in order to focus mitigation on a particular noise source. As such, future development proposals within the City would require separate discretionary approval and CEQA assessments, which would

⁴ "Handbook of Noise Control," Cyril M. Harris, 1979.