

Table 3.11-11. City of Glendora—Predicted Vibration Levels for Residential (Category 2) Land Uses

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Train Speed (mph)	Threshold (VdB)	Predicted Band Max. (VdB) ³	1/3 Octave Band (Hz) ⁴	Impact	Number of Impacts ⁵
Westbound									
WB1	Citrus Ave/Barranca Ave	North	156	65	72	68	31.5	—	—
WB1a	Barranca Ave/Grand Ave	North	162	65	72	68	31.5	—	—
WB1b	Barranca Ave/Grand Ave	North	156	65	72	68	31.5	—	—
WB1c	Barranca Ave/Grand Ave	North	150	65	72	69	31.5	—	—
WB1d	Barranca Ave/Grand Ave	North	114	65	72	71	31.5	—	—
WB2	Grand Ave/Carroll Ave	North	54	65	72	76	50.0	Yes	5
WB3	Carroll Ave/Vermont Ave	North	198	65	72	67	31.5	—	—
WB3a ⁶	Vermont Ave/Glendora Ave	North	95	55	72	71	31.5	—	—
WB4	Glendora Ave/Pasadena Ave	North	34	55	72	81	50.0	Yes	12
WB5	Glendora Ave/Pasadena Ave	North	22	55	72	87	50.0	Yes	8
WB6	Pasadena Ave/Glenwood Ave	North	12	65	72	96	50.0	Yes	20
WB7	Pasadena Ave/Glenwood Ave	North	28	65	72	85	50.0	Yes	20
WB8	Pasadena Ave/Glenwood Ave	North	34	65	72	82	50.0	Yes	9
WB9	Glenwood Ave/Elwood Ave	North	30	65	72	84	50.0	Yes	4
WB10	Glenwood Ave/Elwood Ave	North	34	65	72	82	50.0	Yes	4
WB11	Elwood Ave/Lorraine Ave	North	16	65	72	93	50.0	Yes	5
WB12	Elwood Ave/Lorraine Ave	North	50	65	72	77	50.0	Yes	6
WB13	Elwood Ave/Lorraine Ave	North	46	65	72	78	50.0	Yes	4
WB14	Lorraine Ave/Route 66	North	46	65	72	88	50.0	Yes	6
WB15	Lorraine Ave/Route 66	North	44	65	72	89	50.0	Yes	7
WB16	Lorraine Ave/Route 66	North	52	65	72	77	50.0	Yes	12
WB17	Lorraine Ave/Route 66	North	50	65	72	77	50.0	Yes	5
WB18	Lorraine Ave/Route 66	North	44	65	72	79	50.0	Yes	7
WB19	Route 66/210 Freeway	North	50	65	72	77	50.0	Yes	17
WB20	Route 66/210 Freeway	North	54	65	72	76	50.0	Yes	10

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Train Speed (mph)	Threshold (VdB)	Predicted Band Max. (VdB) ³	1/3 Octave Band (Hz) ⁴	Impact	Number of Impacts ⁵
Eastbound									
EB1	Citrus Ave/Barranca Ave	South	66	65	72	74	31.5	Yes	26
EB2	Citrus Ave/Barranca Ave	South	50	65	72	77	50.0	Yes	11
EB3	Citrus Ave/Barranca Ave	South	68	65	72	74	31.5	Yes	6
EB4	Barranca Ave/Grand Ave	South	54	65	72	76	50.0	Yes	5
EB5	Barranca Ave/Valencia St	South	58	65	72	75	31.5	Yes	7
EB5a ⁶	Valencia St/Grand Ave	South	75	65	72	74	31.5	Yes	13
EB6	Ada Ave/Vermont Ave	South	110	45	72	68	31.5	—	—
EB7	Pasadena Ave/Glenwood Ave	South	86	65	72	73	31.5	Yes	4
EB8	Pasadena Ave/Glenwood Ave	South	112	65	72	71	31.5	—	—
EB9	Lorraine Ave/Route 66	South	52	65	72	77	50.0	Yes	6
EB10	Route 66/210 Freeway	South	94	65	72	72	31.5	Yes	4
EB11	Route 66/210 Freeway	South	84	65	72	73	31.5	Yes	4
EB12	Lone Hill Ave/Gladstone St	South	94	65	72	72	31.5	Yes	2
Total Impacts in Glendora:						249			

Source: ATS Consulting 2011

¹ The cluster numbers correspond to the labels in Figure 3.11–7 through Figure 3.11–15. The clusters are labeled from west to east in ascending order. Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

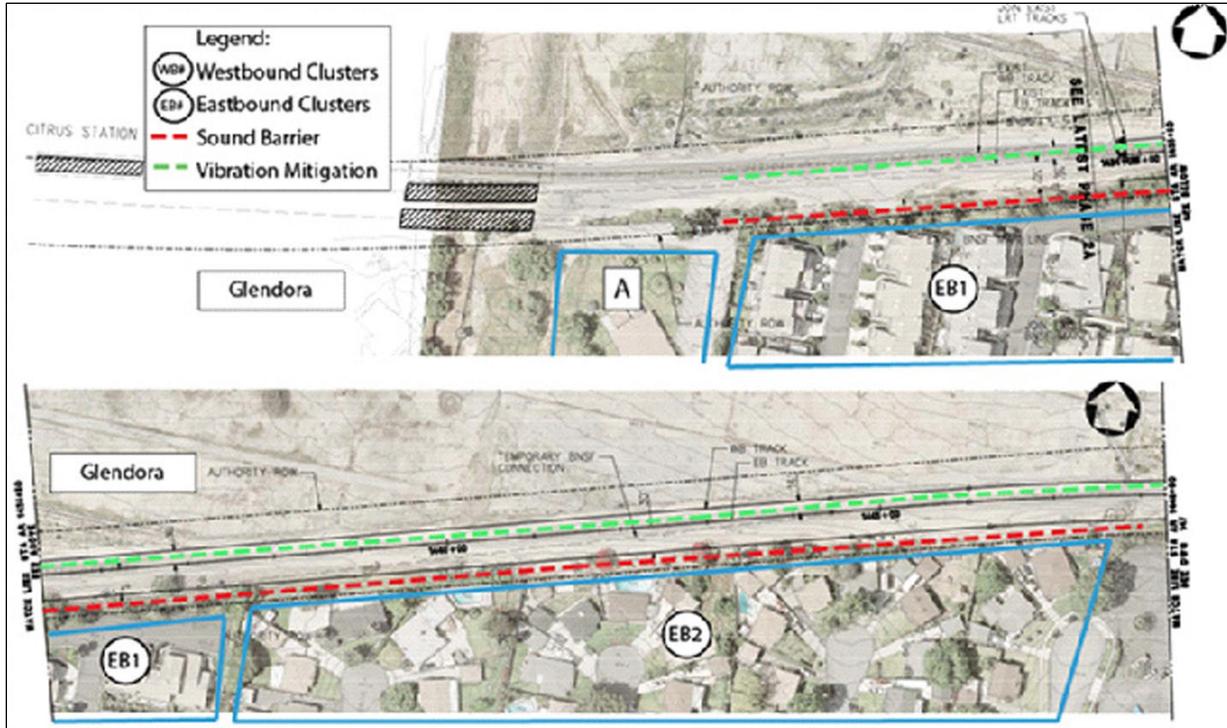
² The distance in feet from the closest sensitive receptor in the cluster to the nearest proposed light-rail track.

³ Maximum predicted vibration level in any one-third octave band.

⁴ The one-third octave band in which the highest predicted vibration level occurs.

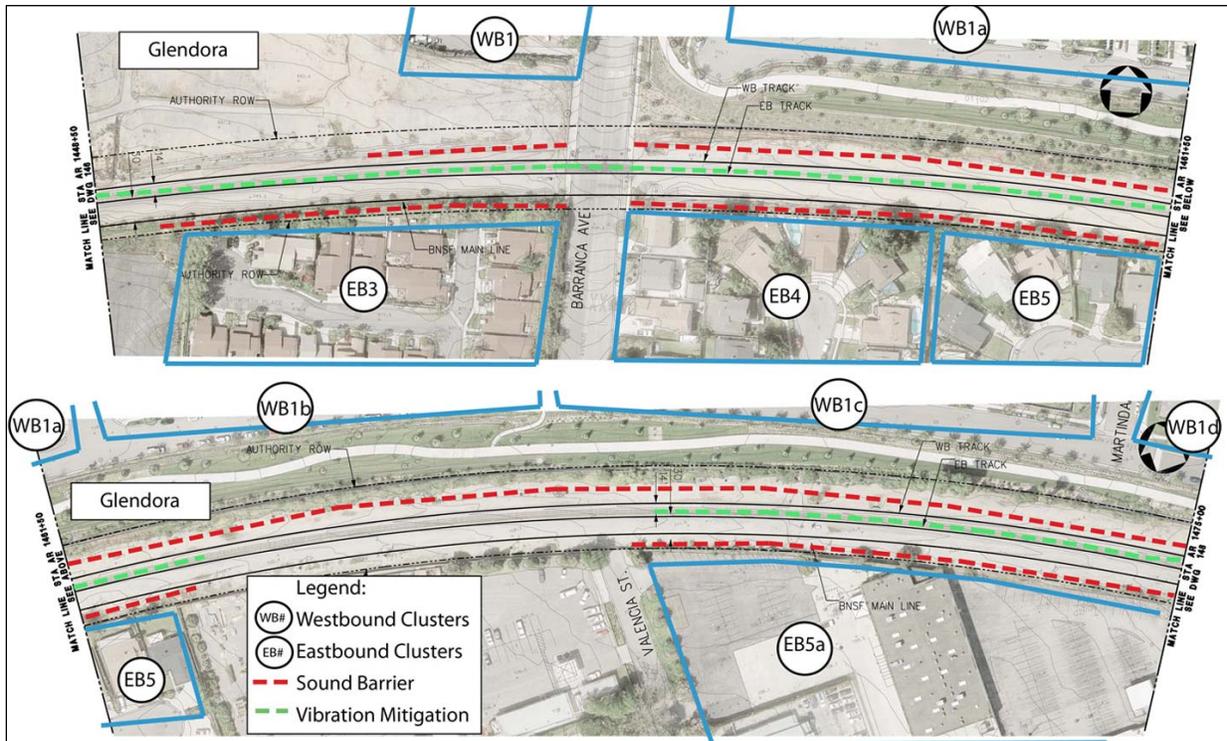
⁵ Number of dwelling units in the cluster.

⁶ This cluster is a proposed development.



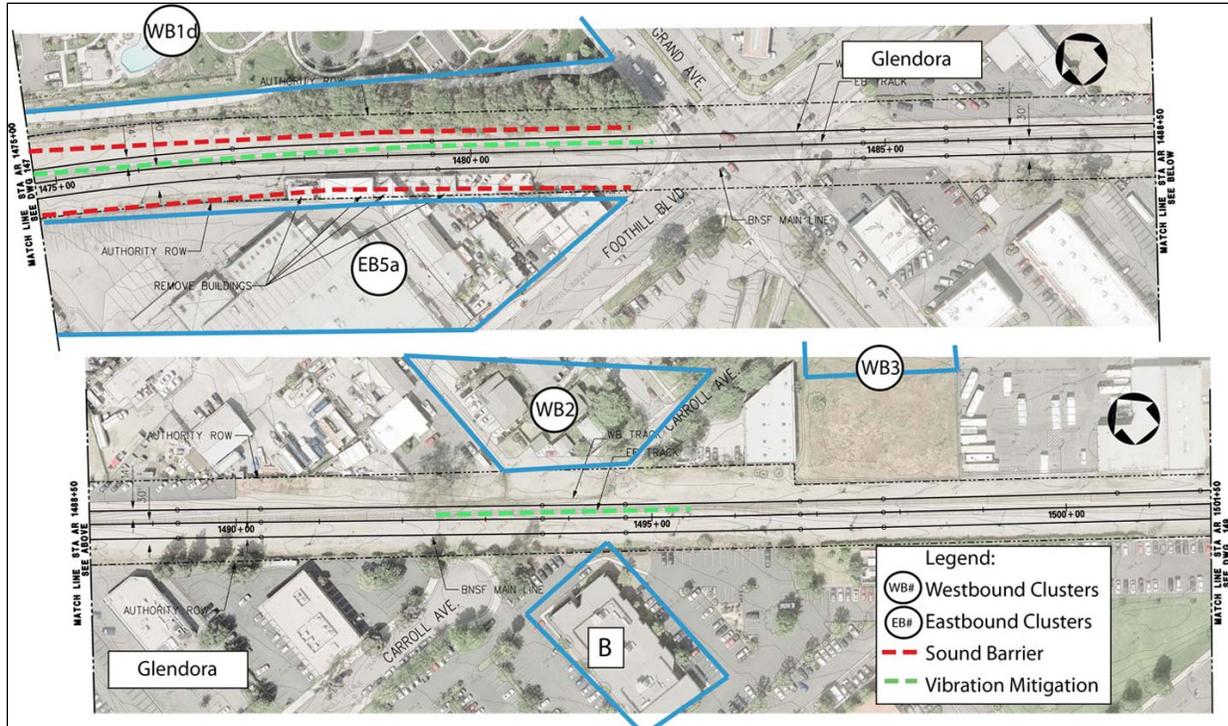
Source: ATS Consulting 2011

Figure 3.11–7. Glendora—Clusters EB 1–2



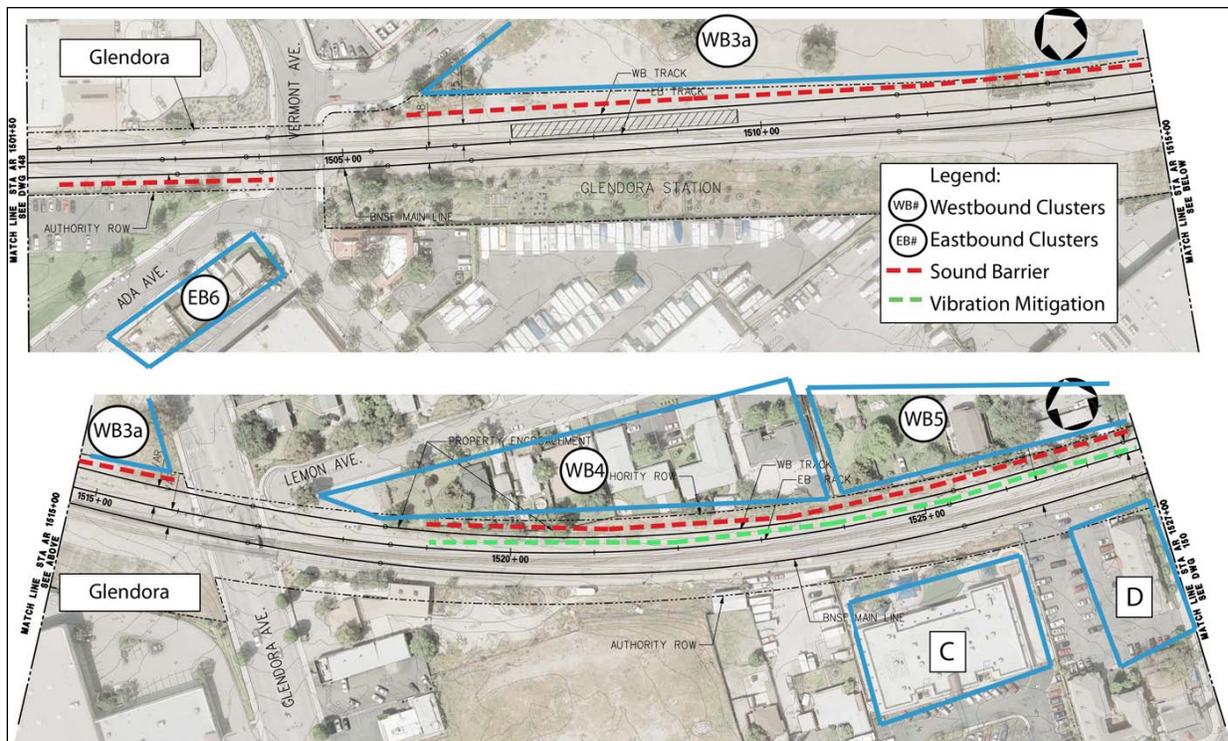
Source: ATS Consulting 2011

Figure 3.11–8. Glendora—Clusters WB 1–1d, EB 3–5a



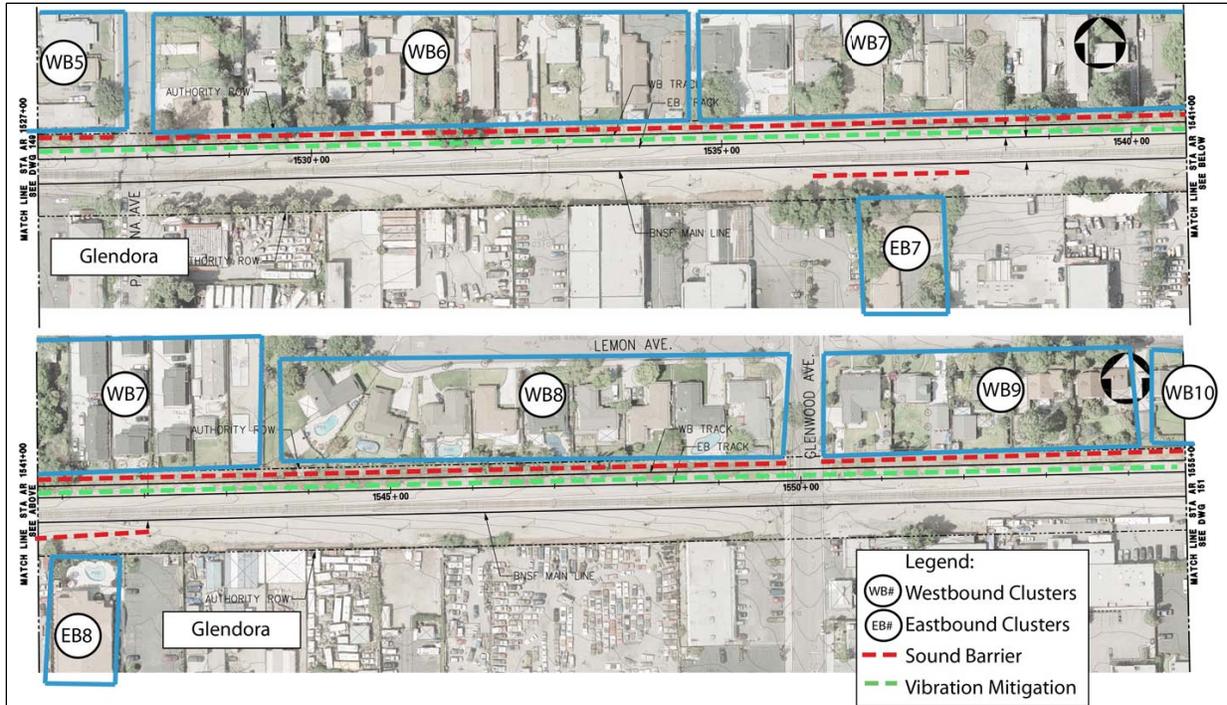
Source: ATS Consulting 2011

Figure 3.11–9. Glendora—Clusters WB 1d–3, EB 5a



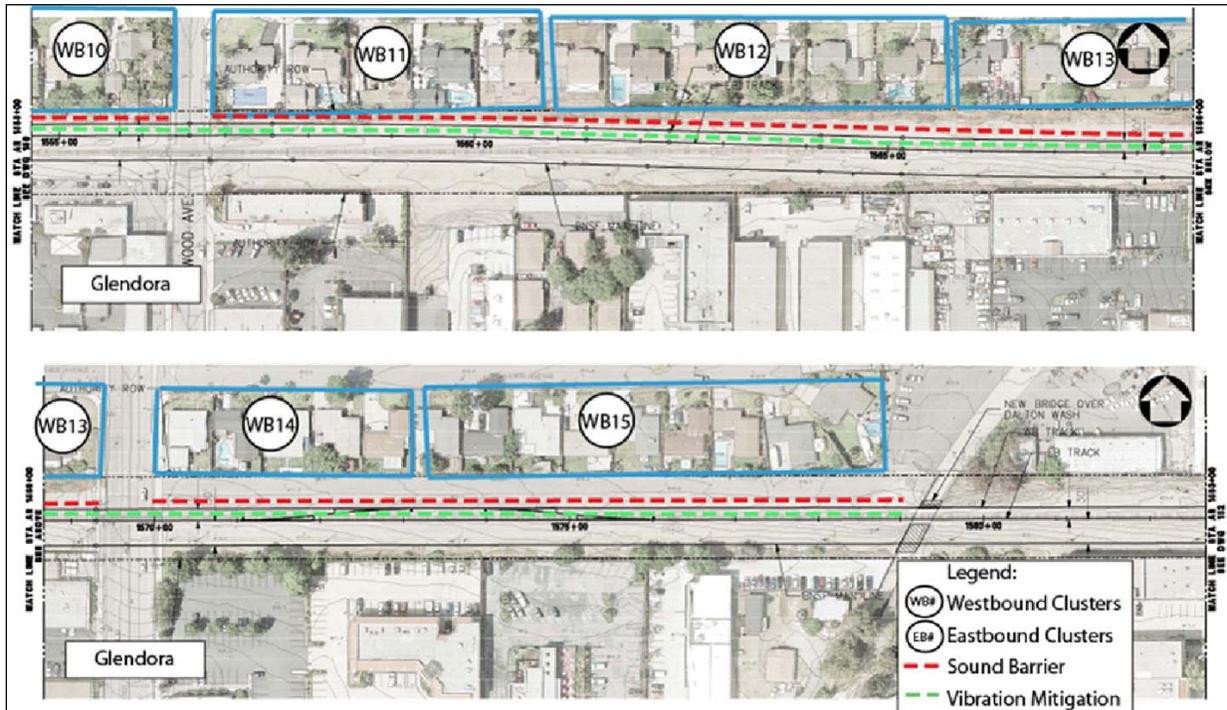
Source: ATS Consulting 2011

Figure 3.11–10. Glendora—Clusters WB 4–5, EB 6



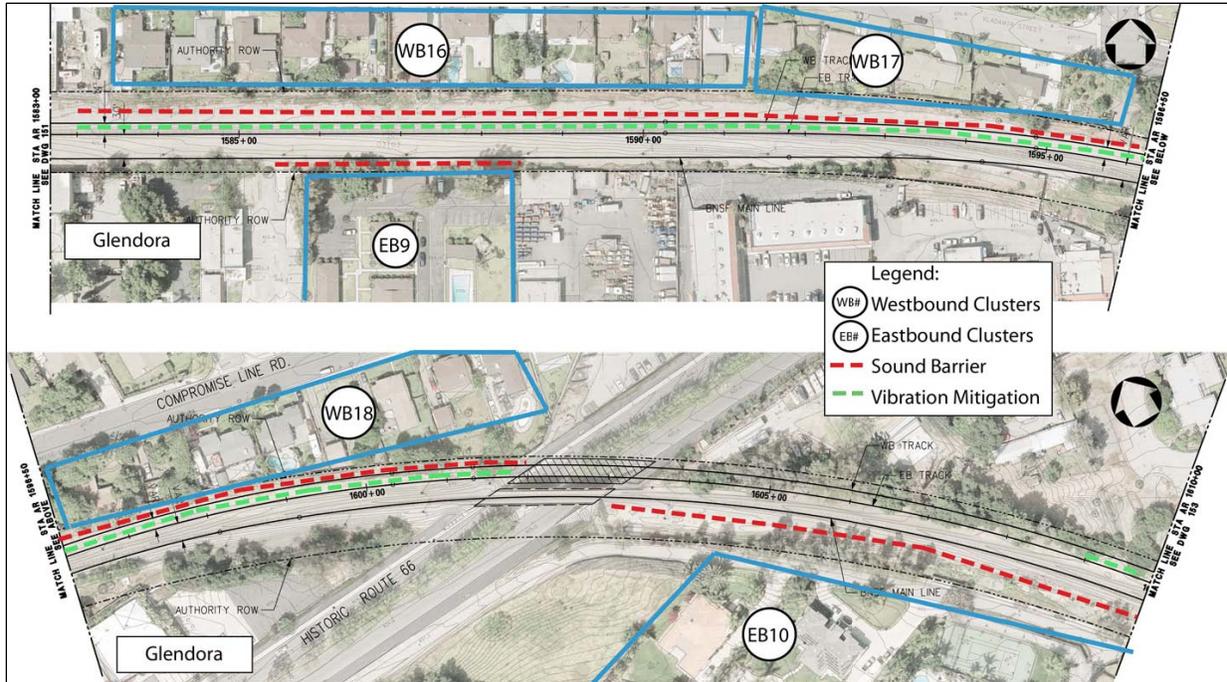
Source: ATS Consulting 2011

Figure 3.11–11. Glendora—Clusters WB 5–10, EB 7–8



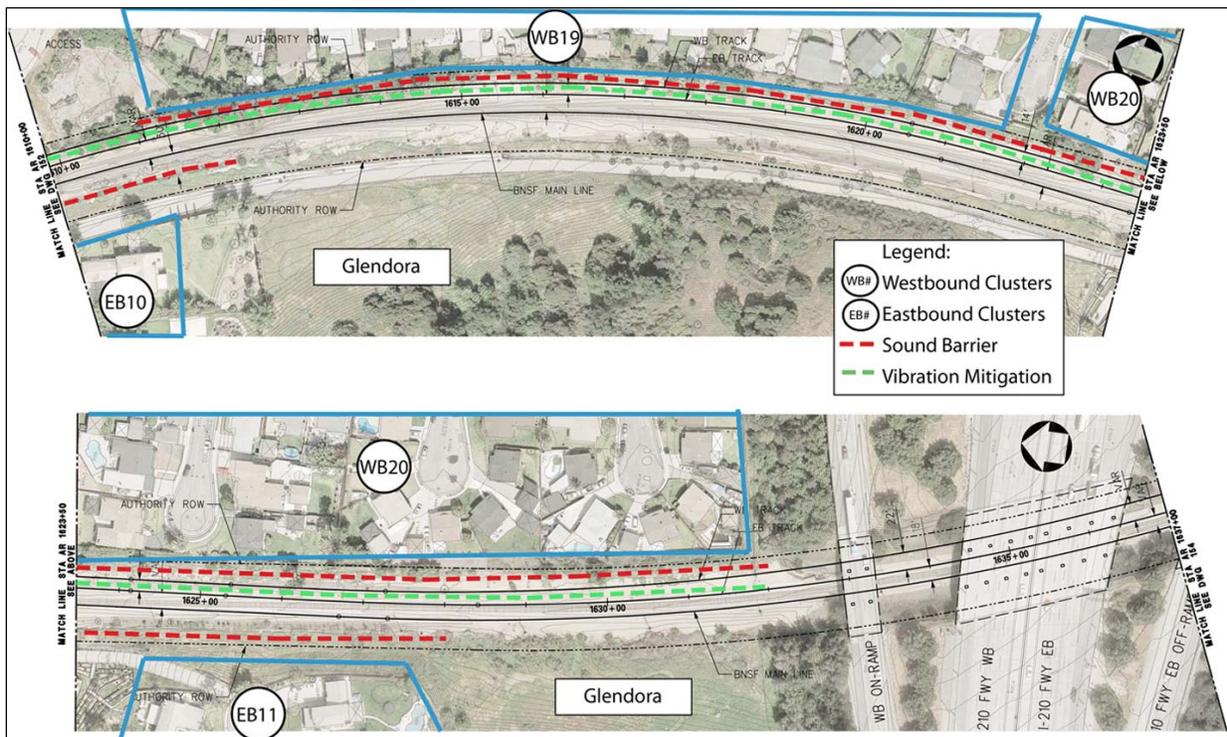
Source: ATS Consulting 2011

Figure 3.11–12. Glendora—Clusters WB 10–15



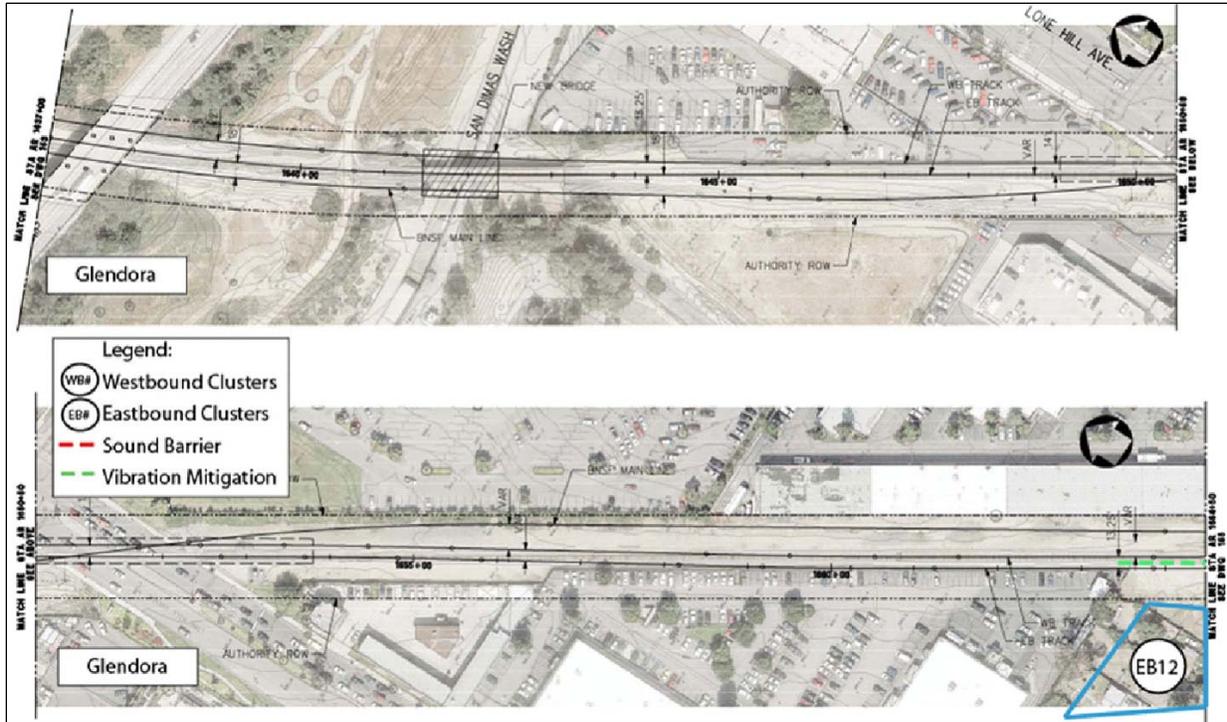
Source: ATS Consulting 2011

Figure 3.11–13. Glendora—Clusters WB 16–18, EB 9–10



Source: ATS Consulting 2011

Figure 3.11–14. Glendora—Clusters WB 19–20, EB 11



Source: ATCS Consulting 2011

Figure 3.11–15. Glendora—Cluster EB 12

City of San Dimas

The light-rail tracks in the City of San Dimas run in the southern portion of the right-of-way, closer to the eastbound clusters. The predicted noise levels are presented in Table 3.11-12. Severe noise impact is predicted at clusters WB1 and EB1 (Red Roof Inn). The primary noise source at cluster WB1 is horn noise from the BNSF trains. The BNSF tracks would be located closer to residences along the westbound (north) side of the right-of-way in San Dimas, increasing the horn noise at those residences. Cluster EB1 is located on the edge of the right-of-way, only 14 feet from the eastbound light-rail track. Moderate noise impact is predicted at clusters WB2, WB3, WB7, WB8, EB3 and EB3a.

The predicted vibration levels are presented in Table 3.11-13. Vibration impacts are predicted at cluster EB1 (Red Roof Inn) and cluster WB1 (one single-family residence). Both clusters are within 50 feet of the light-rail tracks, which would result in high vibration levels.

Table 3.11-12. City of San Dimas—Predicted Noise Levels for Residential (Category 2) Land Uses

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Train Speed (mph)	Existing L _{dn} (dBA)	Predicted L _{dn} (dBA)	Threshold ³		Impact	Number of Impacts ⁴
							Moderate	Severe		
Westbound										
WB1	Gladstone Street/57 Freeway	North	50	65	64	69.3	1.5	3.9	Severe	3
WB2	57 Freeway/Amelia Avenue	North	56	65	64	66.8	1.5	3.9	Moderate	3
WB3	57 Freeway/Amelia Avenue	North	76	65	60	63.5	2.0	5.0	Moderate	3
WB4	57 Freeway/Amelia Avenue	North	176	65	60	60.7	2.0	5.0	—	—
WB5	San Dimas Avenue/Walnut Avenue	North	76	45	65	65.2	1.5	3.9	—	—
WB6	San Dimas Ave/Walnut Avenue	North	94	65	64 ⁵	64.9	1.5	3.9	—	—
WB7	Walnut Avenue/ San Dimas Canyon Road	North	104	65	61 ⁵	63.8	1.9	4.7	Moderate	5
WB8	Walnut Avenue/ San Dimas Canyon Road	North	122	65	60 ⁵	62.9	2.0	5.0	Moderate	5
Eastbound										
EB1	57 Freeway/Amelia Avenue	South	14	65	60	69.6	2.0	5.0	Severe	20
EB2	Amelia Avenue/Eucla Avenue	South	142	65	60	61.3	2.0	5.0	—	—
EB3	Amelia Avenue/Eucla Avenue	South	82	65	60	64.0	2.0	5.0	Moderate	8
EB3a	Cataract Avenue/Monte Vista Avenue	South	86	55	60	63.1	2.0	5.0	Moderate	5
Total Moderate Impacts									29	
Total Severe Impacts									23	

Source: ATS Consulting 2011

¹ The cluster numbers correspond to the labels in Figure 3.11–16 through Figure 3.11–19. The clusters are labeled from west to east in ascending order. Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

² The distance in feet from the closest sensitive receptor in the cluster to the closest proposed light-rail track.

³ The threshold is the allowable increase in noise from the existing L_{dn}. The FTA designates two threshold levels: moderate and severe.

⁴ Number of dwelling units in the cluster.

Table 3.11-13. City of San Dimas—Predicted Vibration Levels for Residential (Category 2) Land Uses

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Train Speed (mph)	Threshold (VdB)	Predicted Band Max (VdB) ³	1/3 Octave Band, (Hz) ⁴	Impact	Number of Impacts ⁵
Westbound									
WB1	Gladstone Street/57 Freeway	North	50	65	72	73	31.5	Yes	3
WB2	57 Freeway/Amelia Avenue	North	56	65	72	71	31.5	—	—
WB3	57 Freeway/Amelia Avenue	North	76	65	72	66	31.5	—	—
WB4	57 Freeway/Amelia Avenue	North	176	65	72	55	12.5	—	—
WB5	San Dimas Avenue/Walnut Avenue	North	76	45	72	63	31.5	—	—
WB6	San Dimas Avenue/Walnut Ave	North	94	65	72	62	31.5	—	—
WB7	Walnut Avenue/San Dimas Canyon Road	North	104	65	72	61	31.5	—	—
WB8	Walnut Avenue/San Dimas Canyon Road	North	122	65	72	58	31.5	—	—
Eastbound									
EB1	57 Freeway/Amelia Avenue	South	14	65	72	96	63	Yes	20
EB2	Amelia Avenue/Eucla Avenue	South	142	65	72	56	12.5	—	—
EB3	Amelia Avenue/Eucla Avenue	South	82	65	72	65	31.5	—	—
EB3a	Cataract Avenue/Monte Vista Avenue	South	86	55	72	62	31.5	—	—
Total Impacts									23

Source: ATS Consulting 2011

¹ The cluster numbers correspond to the labels in Figure 3.11–16 through Figure 3.11–19. The clusters are labeled from west to east in ascending order.

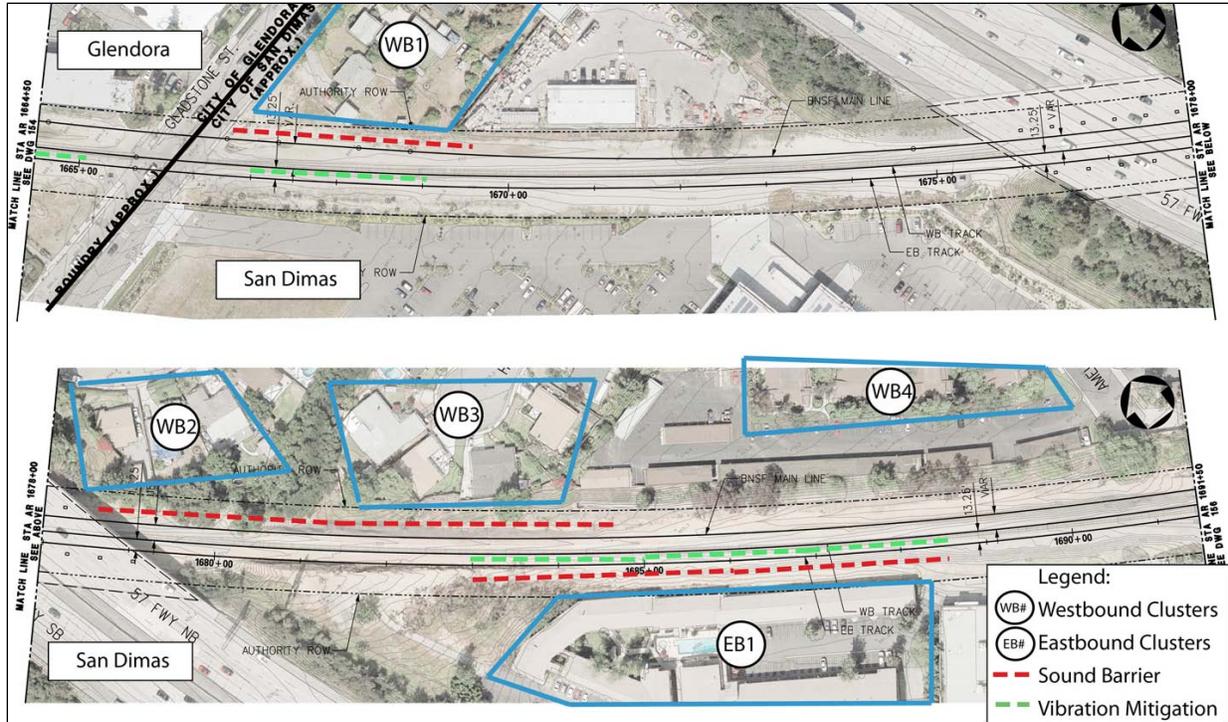
Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

² The distance in feet from the closest sensitive receptor in the cluster to the closest proposed light-rail track.

³ Maximum predicted vibration level in any one-third octave band.

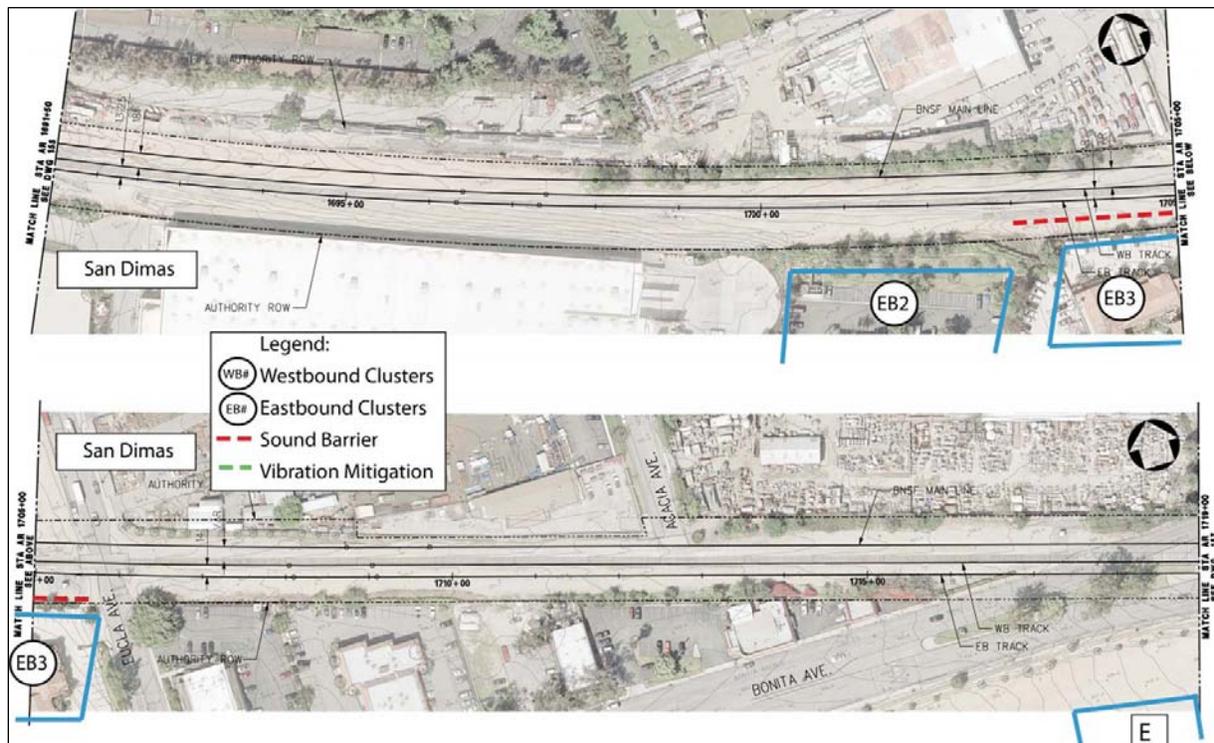
⁴ The one-third octave band in which the highest predicted vibration level occurs.

⁵ Number of dwelling units in the cluster.



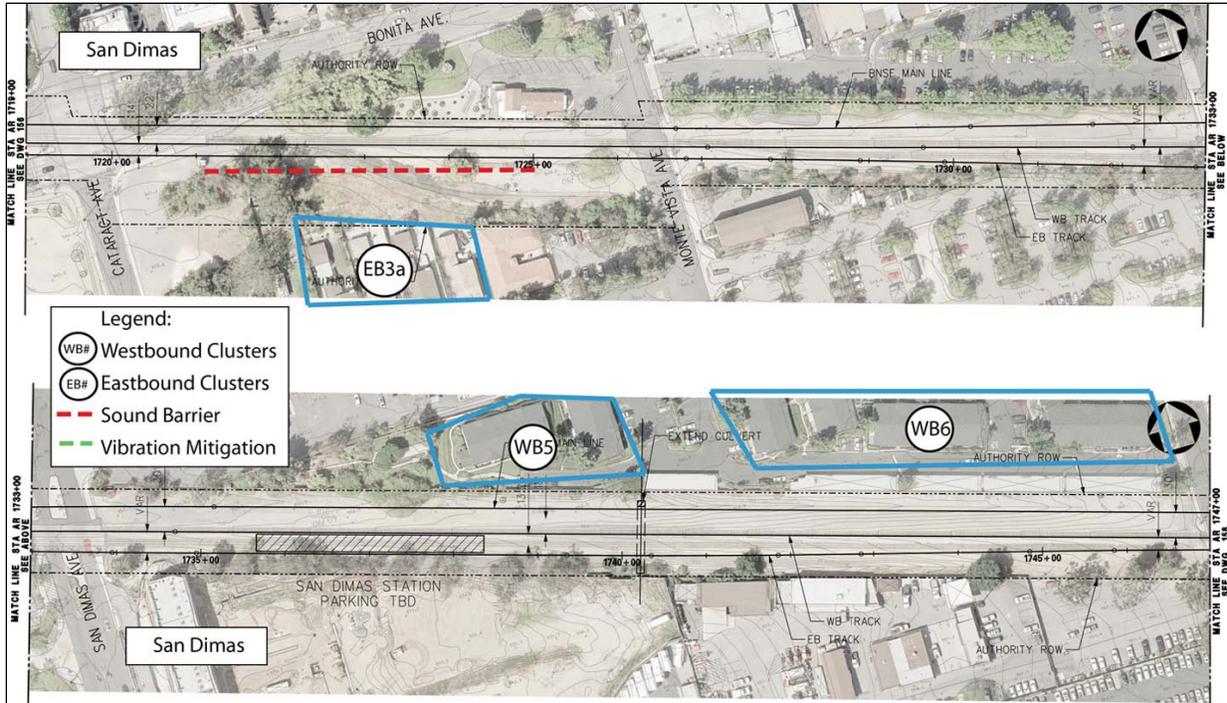
Source: ATS Consulting 2011

Figure 3.11–16. San Dimas—Clusters WB 1–4, EB 1



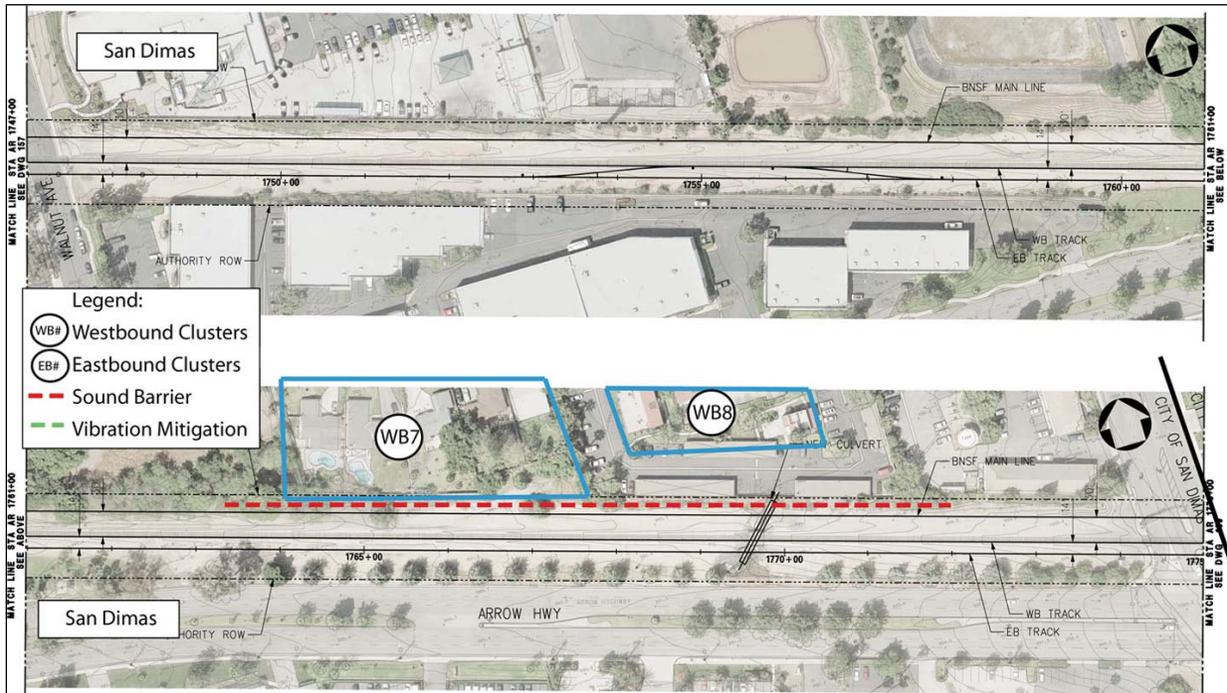
Source: ATS Consulting 2011

Figure 3.11–17. San Dimas—Clusters EB 2–3



Source: ATS Consulting 2011

Figure 3.11–18. San Dimas—Clusters WB 5–6, EB 3a



Source: ATS Consulting 2011

Figure 3.11–19. San Dimas—Clusters WB 7–8

City of La Verne

The light-rail tracks in the City of La Verne would be located in the southern portion of the right-of-way, closer to the eastbound clusters, and the BNSF track would be in the northern portion of the right-of-way. The noise predictions are presented in Table 3.11-14. Moderate impact is predicted at clusters WB2 through WB8. The light-rail tracks will be within 100 feet of the residences.

The vibration predictions are presented in Table 3.11-15. No significant vibration impact is predicted in La Verne. Predicted vibration levels are below the impact threshold because most residences would be at least 70 feet from the light-rail tracks and the vibration testing showed that vibration propagation is relatively inefficient (vibration levels decrease relatively quickly) in La Verne.

Table 3.11-14. City of La Verne—Predicted Noise Levels for Residential (Category 2) Land Uses

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Speed (mph)	Existing L _{dn} (dBA) ³	Predicted L _{dn} (dBA)	Threshold ⁴		Impact	Number of Impacts ⁵
							Moderate	Severe		
Westbound										
WB1	San Dimas Canyon Road/Wheeler Avenue	North	142	65	60	62.0	2.0	5.0	—	—
WB2	Wheeler Avenue/Park Avenue	North	80	65	63	65.0	1.6	4.1	Moderate	5
WB3	Wheeler Avenue/Park Avenue	North	86	65	62	65.0	1.7	4.4	Moderate	5
WB4	Park Avenue/A Street	North	74	65	63	65.4	1.6	4.1	Moderate	8
WB5	A Street/B Street	North	76	65	62	65.3	1.7	4.4	Moderate	5
WB6	A Street/B Street	North	78	65	62	65.1	1.7	4.4	Moderate	4
WB7	D Street/E Street	North	98	65	62	63.8	1.7	4.4	Moderate	6
WB8	E Street/White Avenue	North	80	65	60	62.0	2.0	5.0	Moderate	5
Eastbound										
EB1	San Dimas Canyon Road/Wheeler Avenue	South	204	65	58.9	59.7	2.2	5.4	—	—
EB2	White Avenue/Fulton Avenue	South	240	55	59	61.1	2.2	5.4	—	—
EB3	White Avenue/Fulton Avenue	South	128	65	60	61.0	2.0	5.0	—	—
EB4	White Ave/Fulton Ave	South	132	65	60	61.7	2.0	5.0	—	—
Total Moderate Impacts										33
Total Severe Impacts										0

Source: ATS Consulting 2011

¹The cluster numbers correspond to the labels in Figure 3.11–20 through Figure 3.11–24. The clusters are labeled from west to east in ascending order. Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

²The distance in feet from the closest sensitive receptor in the cluster to the closest proposed light-rail track.

³The dominant noise source in the existing L_{dn} was the BNSF horn noise. The measured existing noise level was adjusted for each cluster to account for the distance from the cluster to the existing BNSF track.

⁴The threshold is the allowable increase in noise from the existing L_{dn}. The FTA designates two threshold levels: moderate and severe.

⁵Number of dwelling units in the cluster.

Table 3.11-15. City of La Verne—Predicted Vibration Levels for Residential (Category 2) Land Uses

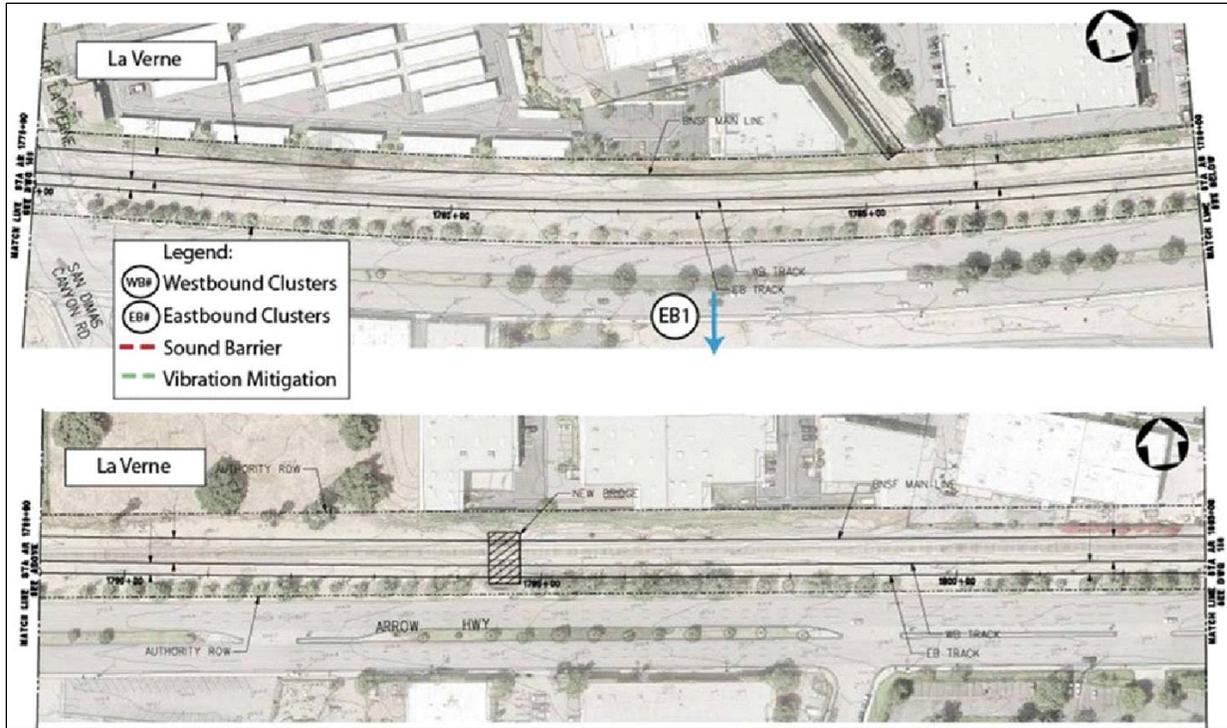
Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Train Speed (mph)	Threshold (VdB)	Predicted Band Max (VdB) ³	1/3 Octave Band (Hz) ⁴	Impact	Number of Impacts ⁵
Westbound									
WB1	San Dimas Canyon Road/Wheeler Avenue	North	142	65	72	56	12.5	—	—
WB2	Wheeler Avenue/Park Avenue	North	80	65	72	65	31.5	—	—
WB3	Wheeler Avenue/Park Avenue	North	86	65	72	64	31.5	—	—
WB4	Park Avenue/A Street	North	74	65	72	66	31.5	—	—
WB5	A Street/B Street	North	76	65	72	66	31.5	—	—
WB6	A Street/B Street	North	78	65	72	65	31.5	—	—
WB7	D Street/E Street	North	98	65	72	62	31.5	—	—
WB8	E Street/White Avenue	North	80	65	72	65	31.5	—	—
Eastbound									
EB1	San Dimas Canyon Road/Wheeler Avenue	South	204	65	72	54	12.5	—	—
EB2	White Avenue/Fulton Avenue	South	240	55	72	61	12.5	—	—
EB3	White Avenue/Fulton Avenue	South	128	65	72	57	31.5	—	—
EB4	White Avenue/Fulton Avenue	South	132	65	72	57	31.5	—	—
Total Impacts									0

Source: ATS Consulting 2011

¹ The cluster numbers correspond to the labels in Figure 3.11–20 through Figure 3.11–24. The clusters are labeled from west to east in ascending order.

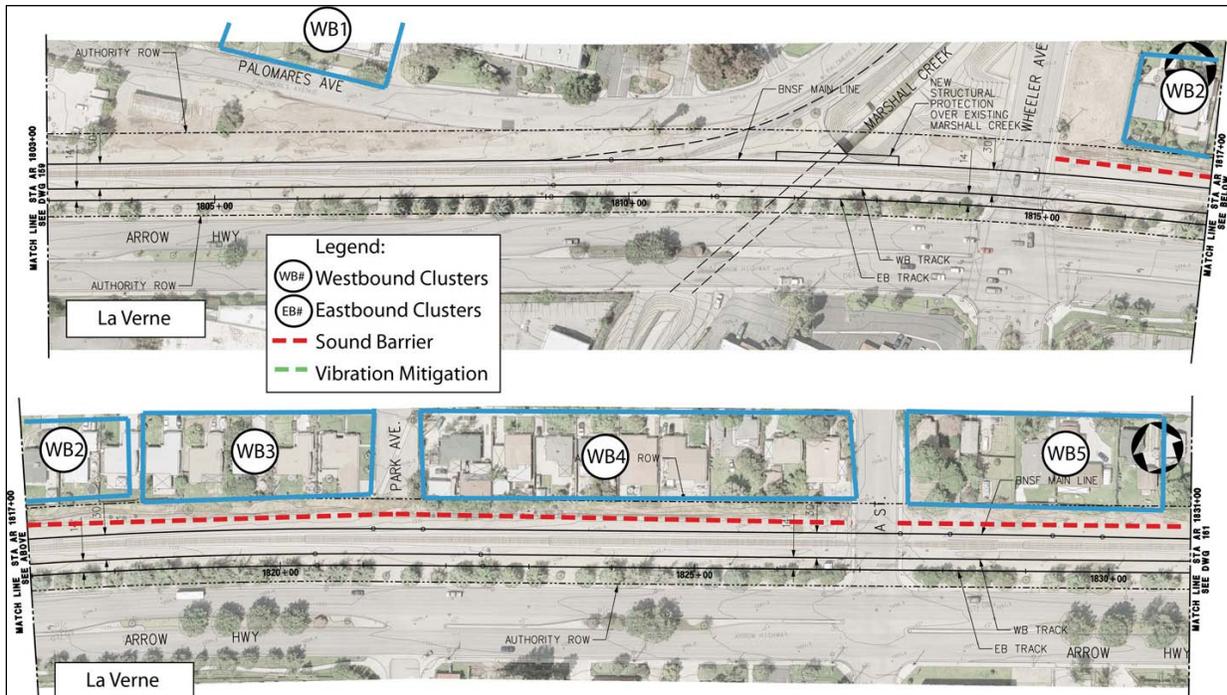
Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

² The distance in feet from the closest sensitive receptor in the cluster to the closest proposed light-rail track.³ Maximum predicted vibration level in any one-third octave band.⁴ The one-third octave band in which the highest predicted vibration level occurs.⁵ Number of dwelling units in the cluster.



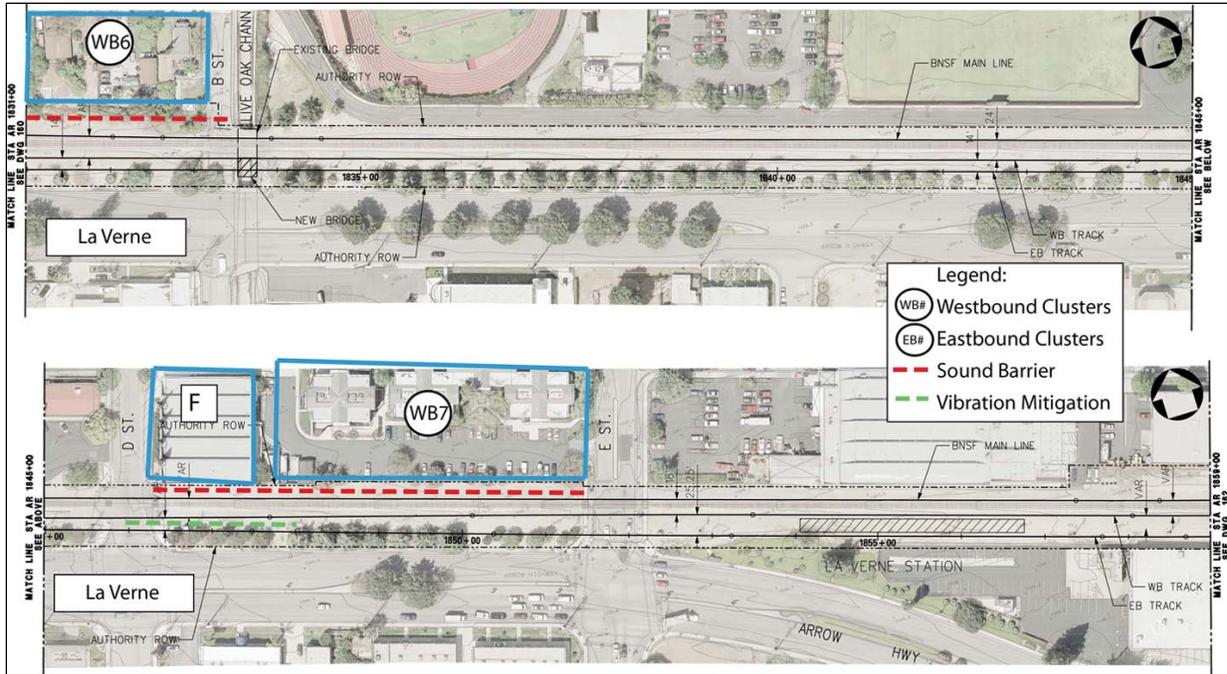
Source: ATS Consulting 2011

Figure 3.11-20. La Verne—Cluster EB 1



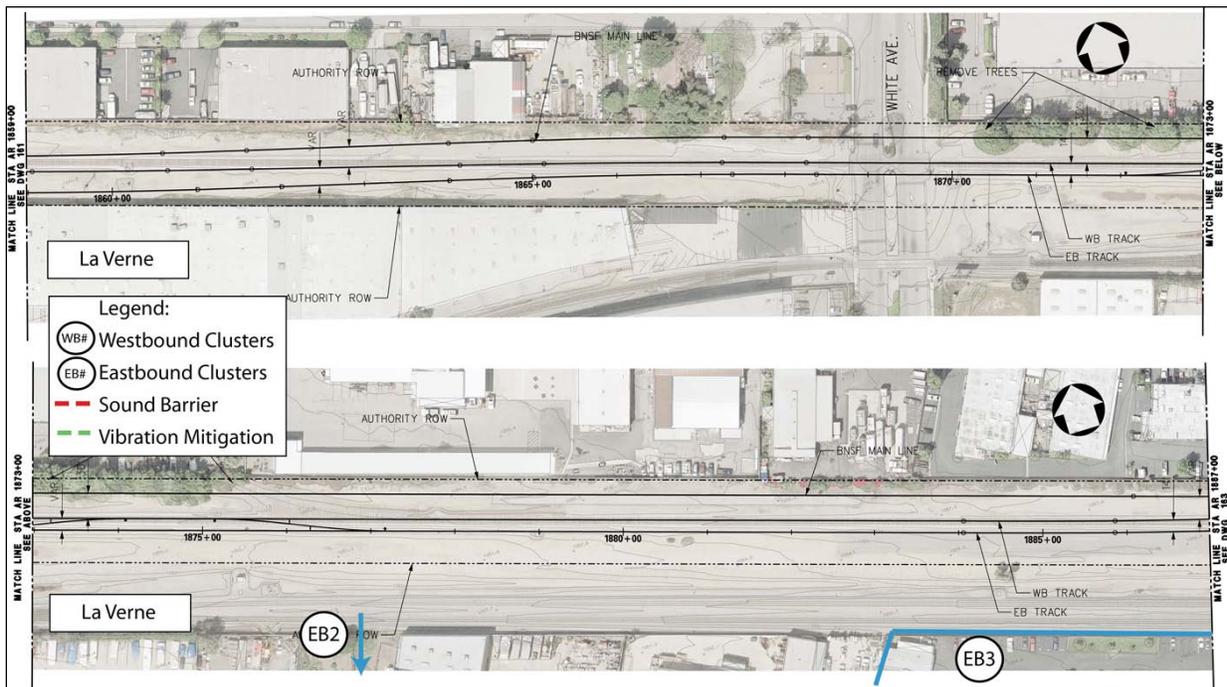
Source: ATS Consulting 2011

Figure 3.11-21. La Verne—Clusters WB 1-5



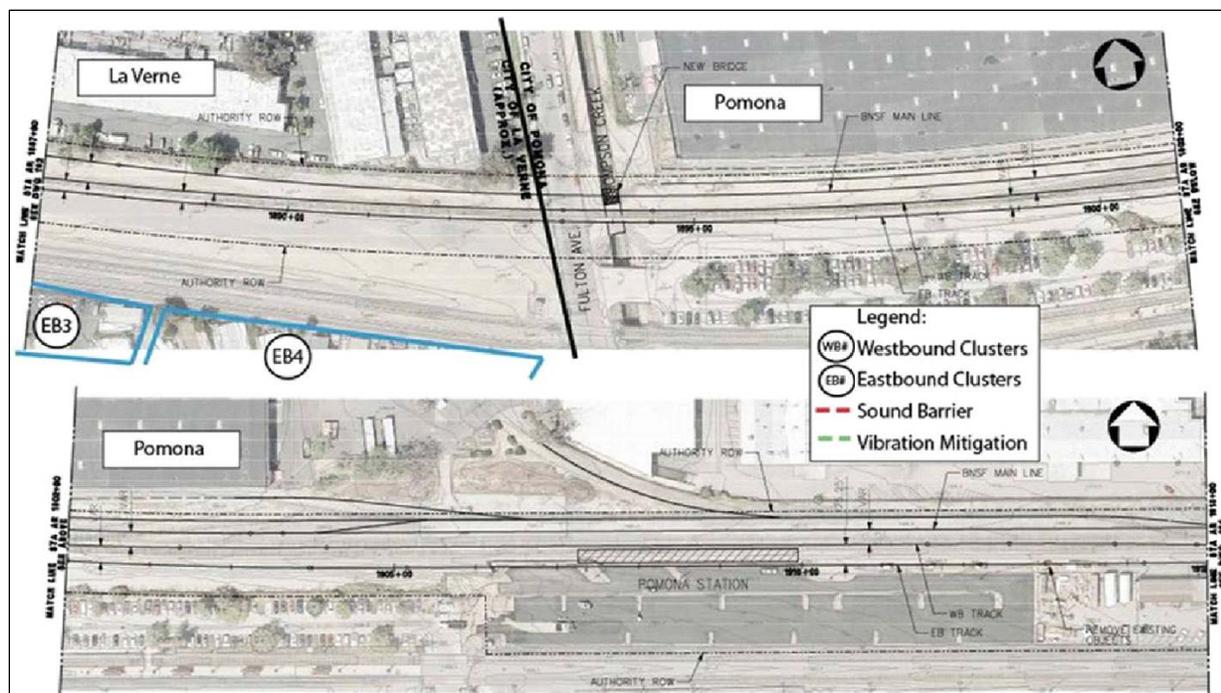
Source: ATS Consulting 2011

Figure 3.11–22. La Verne—Clusters WB 6–7



Source: ATS Consulting 2011

Figure 3.11–23. La Verne—Clusters WB 8, EB 2–3



Source: ATS Consulting 2011

Figure 3.11-24. La Verne—Clusters EB 3-4

City of Pomona

There is a proposed flyover at Towne Avenue in the City of Pomona, moving the light-rail tracks to the north side of the right-of-way. All of the noise-sensitive receptors in Pomona are located east of Towne Avenue. The noise predictions are presented in Table 3.11-16. Moderate noise impact is predicted at cluster WB2, which is 62 feet from proposed location of the nearest light-rail track. Existing noise levels in Pomona are relatively high. The dominant existing noise sources in the area are local vehicular traffic and noise from Metrolink commuter trains operating on tracks just south of the project right-of-way.

Vibration predictions are presented in Table 3.11-17. Vibration impact is predicted at cluster WB2, a multi-family residence at the Pomona/Claremont city boundaries.

Table 3.11-16. City of Pomona—Predicted Noise Levels for Residential (Category 2) Land Uses

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Train Speed (mph)	Existing L _{dn} (dBA)	Predicted L _{dn} (dBA)	Threshold ³		Impact	Number of Impacts ⁴
							Moderate	Severe		
Westbound										
WB1	Towne Avenue/Cambridge Avenue	North	84	65	62	63.0	1.7	4.4	—	—
WB2	Towne Avenue/Cambridge Avenue	North	64	65	62	65.3	1.7	4.4	Moderate	6
Eastbound										
EB1	Garey Avenue/Towne Avenue	South	164	65	62	63.5	1.7	4.4	—	—
EB2	Garey Avenue/Towne Avenue	South	130	65	62	63.1	1.7	4.4	—	—
EB3	Towne Avenue/Cambridge Avenue	South	218	65	62	62.7	1.7	4.4	—	—
Total Moderate Impacts										6
Total Severe Impacts										0

Source: ATS Consulting 2011

¹ The cluster numbers correspond to the labels in Figure 3.11–25 and Figure 3.11–26. The clusters are labeled from west to east in ascending order. Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

² The distance in feet from the closest sensitive receptor in the cluster to the closest proposed light-rail track.

³ The threshold is the allowable increase in noise from the existing L_{dn}. The FTA designates two threshold levels: moderate and severe.

⁴ Number of dwelling units in the cluster.

Table 3.11-17. City of Pomona—Predicted Vibration Levels for Residential (Category 2) Land Uses

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Speed (mph)	Threshold (VdB)	Predicted Band Max (VdB) ³	1/3 Octave Band (Hz) ⁴	Impact	Number of Impacts ⁵
Westbound									
WB1	Towne Avenue/Cambridge Avenue	North	86	65	72	60	31.5	—	—
WB2	Towne Avenue/Cambridge Avenue	North	64	65	72	72	31.5	Yes	6
Eastbound									
EB1	Garey Avenue/Towne Avenue	South	158	65	72	67	31.5	—	—
EB2	Garey Avenue/Towne Avenue	South	136	65	72	58	31.5	—	—
EB3	Towne Avenue/Cambridge Avenue	South	238	65	72	65	31.5	—	—
Total Impacts									6

Source: ATS Consulting 2011

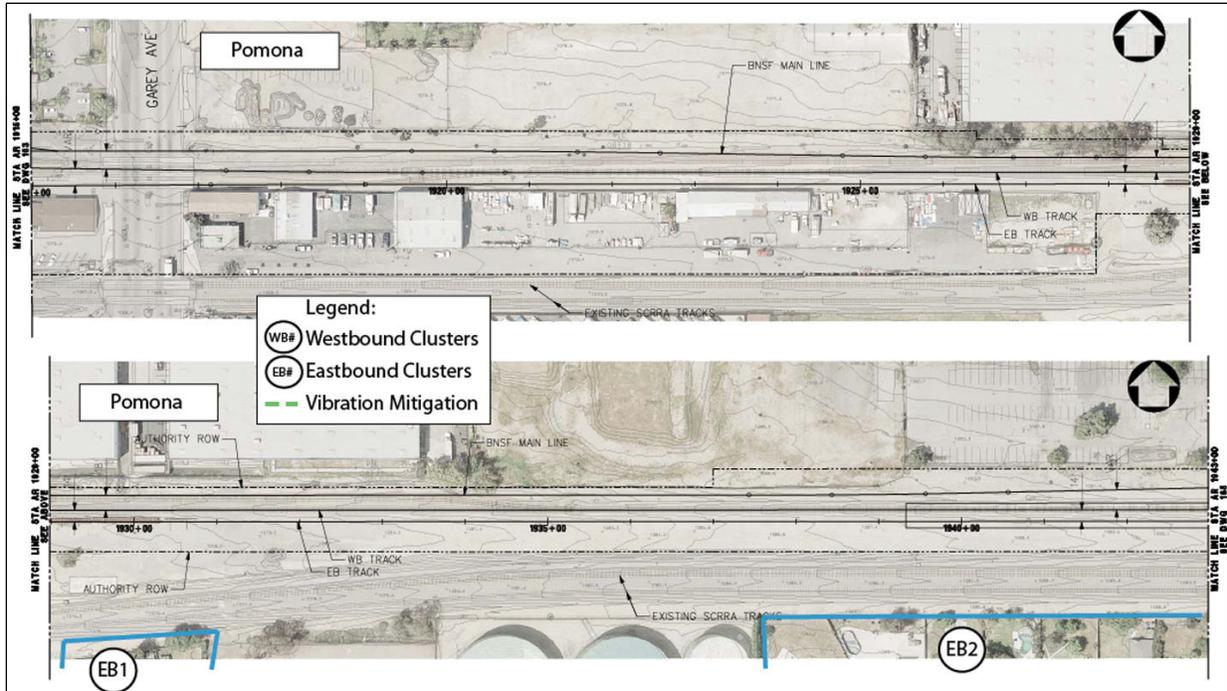
¹ The cluster numbers correspond to the labels in Figure 3.11–25 and Figure 3.11–26. The clusters are labeled from west to east in ascending order. Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

² The distance in feet from the closest sensitive receptor in the cluster to the closest proposed light-rail track.

³ Maximum predicted vibration level in any one-third octave band.

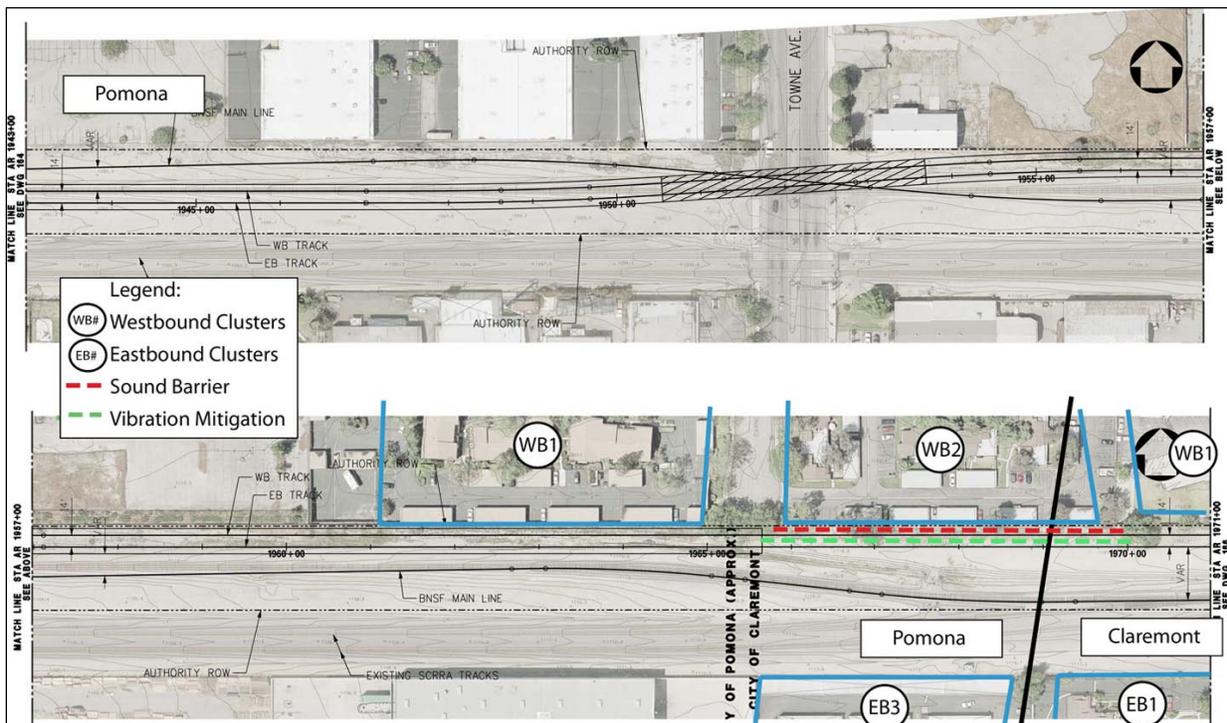
⁴ The one-third octave band in which the highest predicted vibration level occurs.

⁵ Number of dwelling units in the cluster.



Source: ATS Consulting 2011

Figure 3.11–25. Pomona—Clusters EB 1–2



Source: ATS Consulting 2011

Figure 3.11–26. Pomona—Clusters WB 1–2, EB 3; Claremont—Clusters WB1, EB1

City of Claremont

The light-rail tracks in the City of Claremont would be located in the northern half of the right-of-way, and two Southern California Regional Rail Authority (SCRRA) tracks would be relocated to the southern half of the right-of-way. Metrolink trains and BNSF trains operate on the SCRRA tracks. The noise predictions are presented in Table 3.11-18. Severe noise impact is predicted at clusters WB3 through WB6. The dominant noise source for westbound clusters would be light-rail operations. Severe noise impact is predicted at clusters EB2 through EB7. The increases in predicted noise levels at the eastbound clusters would be due to relocation of the SCRRA tracks approximately 20 feet closer to the residences. Severe noise impact at eastbound clusters was predicted only at residences located near at-grade crossings, caused by the increase in Metrolink and BNSF horn noise resulting from the proposed relocation of the SCRRA tracks, as well as the addition of LRT train noise.

The vibration predictions for light-rail operations are presented in Table 3.11-19. Vibration impact is predicted at clusters WB3, WB5, and WB6. The proposed location of the LRT tracks is within 50 feet of the nearest residence in each cluster where impact is predicted.

The vibration predictions for Metrolink operations are presented in Table 3.11-20. Vibration impact is assessed if the future predicted vibration level exceeds the current level by three dB and, at the same time, the future predicted level exceeds the 72 VdB threshold for light-rail operations. The Metrolink tracks would be relocated south from their current location, so there would be potential for impact only at eastbound clusters. At clusters EB1, EB2, and EB3, the Metrolink tracks would remain at the same location within the right-of-way, so there would be no potential for new impact. Vibration impact is predicted at clusters EB4 and EB7, multi-family residential complexes. The vibration levels at both of these clusters would exceed 72 VdB and increase by at least three dB as a result of the project.

Table 3.11-18. Claremont—Predicted Noise Levels for Residential (Category 2) Land Uses

Cluster Number ¹	Cross Streets	Direction	Distance (feet) ²	Speed (mph)	Existing L _{dn} (dBA)	Predicted L _{dn} (dBA)	Threshold ³		Impact	Number of Impacts ⁴
							Moderate	Severe		
Westbound										
WB1	Towne Ave/Cambridge Ave ⁵	North	128	65	62	61.6	1.7	4.4	—	—
WB2	Towne Ave/Cambridge Ave	North	82	65	62	63.7	1.7	4.4	—	—
WB3	Towne Ave/Cambridge Ave	North	40	65	62	69.1	1.7	4.4	Severe	5
WB4	Cambridge Ave/Indian Hill Blvd	North	96	65	62	66.8	1.7	4.4	Severe	4
WB5	Cambridge Ave/Indian Hill Blvd	North	26	65	62	69.0	1.7	4.4	Severe	12
WB6	Claremont Blvd/Monte Vista Ave	North	38	65	64	71.2	1.5	3.9	Severe	3
Eastbound										
EB1	Towne Ave/Cambridge Ave	South	170	65	62	63.4	1.7	4.4	—	—
EB2	Towne Ave/Cambridge Ave	South	146	65	62	68.0	1.7	4.4	Severe	6
EB3	Towne Ave/Cambridge Ave	South	160	65	62	67.4	1.7	4.4	Severe	3
EB4	Indian Hill Blvd/College Ave	South	94	55	64	68.7	1.5	3.9	Severe	5
EB5	College Ave/Claremont Blvd	South	110	65	64	70.0	1.5	3.9	Severe	6
EB6	College Ave/Claremont Blvd	South	108	65	64	70.1	1.5	3.9	Severe	8
EB7	Claremont Blvd/Monte Vista Ave	South	80	65	64	70.6	1.5	3.9	Severe	4
Total Moderate Impacts										0
Total Severe Impacts										56

Source: ATS Consulting 2011

¹ The cluster numbers correspond to the labels in Figure 3.11–27 through Figure 3.11–29. The clusters are labeled from west to east in ascending order.

Westbound (WB) clusters are located north of the right-of-way and Eastbound (EB) clusters are located south of the right-of-way.

² The distance in feet from the closest sensitive receptor in the cluster to the proposed closest light-rail track.³ The threshold is the allowable increase in noise from the existing L_{dn}. The FTA designates two threshold levels: moderate and severe.⁴ Number of dwelling units in the cluster.⁵ The project includes relocating SCRRRA/Metrolink tracks farther from the residence and thus lowering the noise level at this location.