

NOISE IMPACT ANALYSIS

FALLBROOK SELF STORAGE PROJECT

COUNTY OF SAN DIEGO

Lead Agency:

County of San Diego
Planning & Development Services
5510 Overland Avenue #110
San Diego, CA 92123

Prepared by:

Vista Environmental
1021 Didrickson Way
Laguna Beach, CA 92651
949 510 5355
Greg Tonkovich, INCE

Project No. 24080

August 26, 2025

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ACRONYMS AND ABBREVIATIONS

ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
County	County of San Diego
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-weighted decibels
FHWA	Federal Highway Administration
EPA	Environmental Protection Agency
Hz	Hertz
Ldn	Day-night average noise level
Leq	Equivalent sound level
Lmax	Maximum noise level
ONAC	Federal Office of Noise Abatement and Control
SDG&E	San Diego Gas & Electric
SEL	Single Event Level or Sound Exposure Level
STC	Sound Transmission Class

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Noise Impact Analysis has been prepared to determine potential noise impacts associated with the Fallbrook Self Storage Project (Project). The following is provided in this report:

- A description of the study area and the Project;
- Information regarding the fundamentals of noise;
- A description of the local noise guidelines and standards;
- An evaluation of the current noise environment;
- An analysis of the potential short-term construction-related noise impacts from the Project; and
- An analysis of long-term operations-related noise impacts from the Project.

1.2 Project Setting and Location

The Project is located in the norther portion on the County of San Diego (County) at 1305 E Mission Road, Fallbrook, California on parcel APN 105-410-18 within the Fallbrook Community Plan Area of San Diego County. The Project location is shown in Figure 1.

The County identifies the General Plan land use for the project site as Limited Impact Industrial and zoning as Limited Impact Industrial (M52). According to the General Plan, typical uses in the Limited Impact Industrial zone would include light manufacturing, processing and assembly all within enclosed buildings, with no exterior indications of such activity or need for outdoor storage. This designation may be located in close proximity to residential and commercial designations with suitable screening and buffering. Supporting uses such as office, business service, and institutional uses and accessory retail uses are also allowed. As such, self storage facilities with suitable screening and buffering are allowed by right within the M52 use regulation.

Sensitive Receptors in Project Vicinity

The nearest existing sensitive receptors to the Project site are single-family homes located adjacent to the north property line of the Project site. The nearest school to the Project site is La Paloma Elementary School, which is located approximately as near as 0.3-mile south of the Project site. Table A shows the surrounding adjacent land uses.

Table A – Surrounding Adjacent Land Uses

APN	Location	Existing Land Use	Zoning
105-410-18-00	Project Site	Vacant Land	M52 – Limited Impact Industrial
105-410-45-00	North Side (West)	Single-Family Home	RR – Rural Residential
105-410-17-00	North Side (Middle)	Single-Family Home	RR – Rural Residential
105-410-09-00	North Side (East)	Mixed-Use	RR – Rural Residential
105-410-19-00	East Side	SDG&E BESS Facility	M52 – Limited Impact Industrial
105-410-44-00	South Side	Vacant Land	M52 – Limited Impact Industrial
105-410-42-00	West Side (South)	Electrical Substation	M52 – Limited Impact Industrial
105-410-51-00	West Side (Middle)	Industrial Building	M52 – Limited Impact Industrial
105-410-85-00	West Side (Middle)	Industrial Building	M52 – Limited Impact Industrial

Table A – Surrounding Adjacent Land Uses

APN	Location	Existing Land Use	Zoning
105-410-84-00 & 105-410-78-00	West Side (Middle)	Industrial Building	M52 – Limited Impact Industrial
105-410-30-00	West Side (North)	Industrial Building	M52 – Limited Impact Industrial

Source: San Diego County PDS Zoning & Property Information

1.3 Project Description

The project proposes developing a self-storage facility at 1305 E. Mission Road (APN: 105-410-018) in Fallbrook, CA. The project will be comprised of nine one-story buildings and one two-story building, totaling up to 140,000 square feet of gross floor area. Vehicular access is provided along an existing access road within a north-south easement abutting the western property boundary. The project proposes paving a private road within this access easement. A 24-foot-wide fire lane loops around the interior buildings of the site. Additionally, the project proposes two detention basins on the northernmost portion of the site. The project would also include approximately 88,880 square feet of new paved area, including the proposed onsite roads and parking spaces, as well as paving the offsite private road on the west side of the project site. The Project site plan is shown in Figure 2.

Project Construction

Construction of the Project is anticipated to start in Spring 2026 and is anticipated to be completed in nine months. Construction activities would include site preparation and grading of the project site and private driveway, building construction, paving and application of architectural coatings for the self storage facility. Grading of the project site is anticipated to be balanced, which will not require any dirt being imported or exported from the project site. In addition, since the self storage facility will be constructed of modular structures, the duration of construction will be shorter and the number and duration of construction equipment utilized on the project site will be less than other similar sized projects.

All construction activities will be limited to the allowable hours of construction as detailed in Section 36.408 of the Municipal Code that limits construction to between 7 a.m. and 7 p.m., Monday through Saturday, excluding holidays.

Project Operation

The operational hours of the self storage facility have not yet been determined. As such, this analysis is based on a worst-case analysis of operational 24 hours per day.

1.4 Executive Summary

Construction Noise

As detailed in Section 6.0 of this report, the greatest noise impacts during construction would occur during the building construction phase, with a noise level as high as 71 dBA Leq averaged over 8 hours at the nearest residential property line to the north. Therefore, through adherence to the limitations of the hours of noise producing construction activities provided in Sections 36.408 and 36.409 of the County's Noise Ordinance, a less than significant noise impact would occur from construction activities associated with the Project and construction would not require any additional noise abatement.

Operation Noise

As detailed in Section 7.0 of this report, the operational noise level created from the self storage facility at all adjacent property lines would be within the County noise standards. Therefore, the onsite operational noise impacts would be less than significant and the project would not require any additional noise abatement.



SOURCE: County of San Diego - PDS.

Figure 1
Project Location Map

2.0 NOISE FUNDAMENTALS

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

2.1 Noise Descriptors

Noise Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. While the Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has another addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason, the sound appears louder in the evening and nighttime hours and is weighted accordingly. The County of San Diego relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

2.2 Tone Noise

A pure tone noise is a noise produced at a single frequency and laboratory tests have shown that humans are more perceptible to changes in noise levels of a pure tone. For a noise source to contain a “pure tone,” there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to “stand out” against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by:

- 5 dB for center frequencies of 500 hertz (Hz) and above
- 8 dB for center frequencies between 160 and 400 Hz
- 15 dB for center frequencies of 125 Hz or less

2.3 Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound

from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

2.4 Ground Absorption

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

3.0 REGULATORY SETTING

The Project site is located in the unincorporated town of Fallbrook in the County of San Diego. Noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

3.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA), which regulates transit noise, while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the County is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

3.2 State Regulations

Noise Standards

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the “Land Use Compatibility for Community Noise Environments Matrix,” which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise. The land use compatibility guidelines developed by ONC along with other parameters from the California Governor’s Office of Planning and Research were used by the County of San Diego to develop its own land use compatibility standards as described below under Local Regulations.

California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family

detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle.

California Vehicle Section 38365-38380 – Off-Road Vehicle Noise

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California. 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

3.3 Local Regulations

The County of San Diego General Plan and Municipal Code establishes the following applicable policies related to noise.

County of San Diego General Plan

The following applicable goals and policies to the Project are from the Noise Element of the General Plan.

Goal N-1: Land Use Compatibility.

A noise environment throughout the unincorporated County that is compatible with the land uses.

Policy N-1.1

Noise Compatibility Guidelines. Use the Noise Compatibility Guidelines (Table N-1 [see Figure 3]) and the Noise Standards (Table N-2 [see Table B]) as a guide in determining the acceptability of exterior and interior noise for proposed land uses.

Table B – County of San Diego General Plan Noise Element Noise Standards

Table N-2 Noise Standard	
1	The exterior noise level (as defined in Item 3) standard for Category A shall be 60 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
2	The exterior noise level standard for Categories B and C shall be 65 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
3	The exterior noise level standard for Categories D and G shall be 65 CNEL and the interior noise level standard shall be 50 dBA Leq (one hour average).
4	For single-family detached dwelling units, “exterior noise level” is defined as the noise level measured at an outdoor living area which adjoins and is on the same lot as the dwelling, and which contains at least the following minimum net lot area: (i) for lots less than 4,000 square feet in area, the exterior area shall include 400 square feet, (ii) for lots between 4,000 square feet to 10 acres in area, the exterior area shall include 10 percent of the lot area; (iii) for lots over 10 acres in area, the exterior area shall include 1 acre.
5	For all other residential land uses, “exterior noise level” is defined as noise measured at exterior areas which are provided for private or group usable open space purposes. “Private Usable Open Space” is defined as usable open space intended for use of occupants of one dwelling unit, normally including yards, decks, and balconies. When the noise limit for Private Usable Open Space cannot be met, then a Group Usable Open Space that meets the exterior noise level standard shall be provided. “Group Usable Open Space” is defined as usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including swimming pools, recreation courts, patios, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails, but not including off-street parking and loading areas or driveways.
6	For non-residential noise sensitive land uses, exterior noise level is defined as noise measured at the exterior area provided for public use.
7	For noise sensitive land uses where people normally do not sleep at night, the exterior and interior noise standard may be measured using either CNEL or the one-hour average noise level determined at the loudest hour during the period when the facility is normally occupied.
8	The exterior noise standard does not apply for land uses where no exterior use area is proposed or necessary, such as a library.
9	For Categories E and F the exterior noise level standard shall not exceed the limit defined as “Acceptable” in Table N-1 or an equivalent one-hour noise standard.

Note: Exterior Noise Level compatibility guidelines for Land Use Categories A-H are identified in Table N-1, Noise Compatibility Guidelines.
Source: Table N-2 from County of San Diego General Plan Noise Element, 2011.

Goal N-5: Noise-Generating Industrial Facilities.

Locate noise-generating industrial facilities at the maximum practical distance from residential zones. Use setbacks between noise generating equipment and noise sensitive uses and limit the operation of noise generating activities to daytime hours as appropriate where such activities may affect residential uses.

Policy N-5.2

Noise-Generating Industrial Facilities. Locate noise-generating industrial facilities at the maximum practical distance from residential zones. Use setbacks between noise generating equipment and noise sensitive uses and limit the operation of noise generating activities to daytime hours as appropriate where such activities may affect residential uses.

BACKGROUND INFORMATION

Table N-1 Noise Compatibility Guidelines

Land Use Category		Exterior Noise Level (CNEL)						
			55	60	65	70	75	80
A	Residential—single family residences, mobile homes, senior housing, convalescent homes							
B	Residential—multi-family residences, mixed-use (commercial/residential)							
C	Transient lodging—motels, hotels, resorts							
D*	Schools, churches, hospitals, nursing homes, child care facilities							
E*	Passive recreational parks, nature preserves, contemplative spaces, cemeteries							
F*	Active parks, golf courses, athletic fields, outdoor spectator sports, water recreation							
G*	Office\professional, government, medical\dental, commercial, retail, laboratories							
H*	Industrial, manufacturing, utilities, agriculture, mining, stables, ranching, warehouse, maintenance/repair							
	ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.							
	CONDITIONALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary to achieve acceptable levels for land use. Criteria for determining exterior and interior noise levels are listed in Table N-2, Noise Standards. If a project cannot mitigate noise to a level deemed Acceptable, the appropriate county decision-maker must determine that mitigation has been provided to the greatest extent practicable or that extraordinary circumstances exist.							
	UNACCEPTABLE—New construction or development shall not be undertaken.							

* Denotes facilities used for part of the day; therefore, an hourly standard would be used rather than CNEL (refer to Table N-2).

Note: For projects located within an Airport Influence Area of an adopted Airport Land Use Compatibility Plan (ALUCP), additional Noise Compatibility Criteria restrictions may apply as specified in the ALUCP.

SOURCE: San Diego County General Plan, August 2011.

Goal N-6: Temporary and/or Nuisance Noise.

Minimal effects of intermittent, short-term, or other nuisance noise sources to noise sensitive land uses.

Policy N-6.4

Hours of Construction. Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.

County of San Diego Municipal Code

The County of San Diego Municipal Code establishes the following applicable standards related to noise.

§36.404 General Sound Level Limits.

(a) Except as provided in section 36.409 of this chapter, it shall be unlawful for any person to cause or allow the creation of any noise, which exceeds the one-hour average sound level limits in Table 36.404 (see Table C), when the one-hour average sound level is measured at the property line of the property on which the noise is produced or at any location on a property that is receiving the noise.

Table C – County of San Diego Municipal Code Sound levels Limits

Zone	Time	One-Hour Average Sound Level Limits(dBA)
1. RS, RD, RR, RMH, A70, A72, S80, S81, S90, S92, RV, and RU with a General Plan Land Use Designation density of less than 10.9 dwelling units per acre.	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
2. RRO, RC, RM, S86, V5, RV and RU with a General Plan Land Use Designation density of 10.9 or more dwelling units per acre.	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
3. S94, V4, and all other commercial zones.	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	55
4. V1, V2	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
V1	10 p.m. to 7 a.m.	55
V2	10 p.m. to 7 a.m.	50
V3	7 a.m. to 10 p.m.	70
	10 p.m. to 7 a.m.	65
5. M50, M52, M54	Anytime	70
6. S82, M56, and M58.	Anytime	75
7. S88 (see subsection (c) below)		

Note:

Source: Table 36.404 from the County of San Diego Noise Ordinance.

(b) Where a noise study has been conducted and the noise mitigation measures recommended by that study have been made conditions of approval of a Major Use Permit which authorizes the noise-generating use or activity and the decision making body approving the Major Use Permit determined that

those mitigation measures reduce potential noise impacts to a level below significance, implementation and compliance with those noise mitigation measures shall constitute compliance with subsection (a) above.

(c) S88 zones are Specific Planning Areas which allow different uses. The sound level limits in Table 36.404 [Table C] above that apply in an S88 zone depend on the use being made of the property. The limits in Table 36.404 [Table C], subsection (1) apply to property with a residential, agricultural or civic use. The limits in subsection (3) apply to property with a commercial use. The limits in subsection (5) apply to property with an industrial use that would only be allowed in an M50, M52 or M54 zone. The limits in subsection (6) apply to all property with an extractive use or a use that would only be allowed in an M56 or M58 zone.

(d) If the measured ambient noise level exceed the applicable limit in Table 36.404 [Table C], the allowable one-hour average sound level shall be the one-hour average ambient noise level, plus three decibels. The ambient noise level shall be measured when the alleged noise violation source is not operating.

(e) The sound level limit at a location on a boundary between two zones is the arithmetic mean of the respective limits for the two zones. The one-hour average sound level limit applicable to extractive industries, however, including but not limited to borrow pits and mines, shall be 75 decibels at the property line regardless of the zone in which the extractive industry is located.

(f) A fixed-location public utility distribution or transmission facility located on or adjacent to a property line shall be subject to the sound level limits of this section measured at or beyond six feet from the boundary of the easement upon which the facility is located.

§36.408 Hours of Operation of Construction Equipment.

Except for emergency work, it shall be unlawful for any person to operate or cause to be operated, construction equipment:

(a) Between 7 p.m. and 7 a.m.

(b) On a Sunday or a holiday. For purposes of this section, a holiday means January 1st, the last Monday in May, July 4th, the first Monday in September, December 25th and any day appointed by the President as a special national holiday or the Governor of the State as a special State holiday. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10 a.m. and 5 p.m. at the person's residence or for the purpose of constructing a residence for himself or herself, provided that the operation of construction equipment is not carried out for financial consideration or other consideration of any kind and does not violate the limitations in sections 36.409 and 36.410.

§36.409 Sound Level Limitations on Construction Equipment.

Except for emergency work, it shall be unlawful for any person to operate construction equipment or cause construction equipment to be operated, that exceeds an average sound level of 75 decibels for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

4.0 EXISTING NOISE CONDITIONS

To determine the existing noise levels, noise measurements have been taken in the vicinity of the Project site. The field survey noted that noise within the Project area is generally characterized by a constant hum coming from the SDG&E battery storage facility that is adjacent to the east side of the project site. The northern portion of the Project site is also impacted by vehicle traffic on Mission Road that is as near as 280 feet north of the Project site. The following describes the measurement procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

4.1 Noise Measurement Equipment

The noise measurements were taken using three Larson Davis Model LXT1 Class 1 sound level meters programmed in “slow” mode to record the sound pressure level at 1-second intervals for 24 hours in “A” weighted form. In addition, the L_{eq} averaged over the entire measuring time and L_{max} were recorded with the three sound level meters. The sound level meters and microphones were mounted on trees and fences, were placed approximately six feet above the ground and were equipped with windscreens during all measurements. The noise meters were calibrated before and after the monitoring using a Larson Davis Cal200 calibrator. All noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (ANSI S1.4-2014 standard).

Noise Measurement Locations

The noise monitoring locations were selected in order to obtain noise levels in the vicinity of the Project site. Descriptions of the noise monitoring sites are provided below in Table D and are shown in Figure 3. Appendix A includes a photo index of the study area and noise level measurement locations.

Noise Measurement Timing and Climate

The noise measurements were recorded between 10:28 a.m. on Tuesday, January 28, 2025 and 10:41 a.m. on Wednesday, January 29, 2025. At the start of the noise measurements, the sky was clear (no clouds), the temperature was 56 degrees Fahrenheit, the humidity was 47 percent, barometric pressure was 29.19 inches of mercury, and the wind was blowing around two miles per hour. Overnight, the temperature dropped to 44 degrees Fahrenheit and the humidity peaked at 96 percent. At the conclusion of the noise measurements, the sky was partly cloudy, the temperature was 60 degrees Fahrenheit, the humidity was 46 percent, barometric pressure was 29.28 inches of mercury, and there was no wind.

4.2 Noise Measurement Results

The results of the noise level measurements are presented in Table D. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum L_{eq} averaged over 1-hour intervals. Table D also shows the L_{eq} , L_{max} , and CNEL, based on the entire measurement time. The CNEL was calculated through use of Equation 2-23 from *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (TeNS), prepared by Caltrans, September 2013. The noise monitoring data printouts are included in Appendix B. Figure 4 shows a graph of the 24-hour noise measurements.

Table D – Existing (Ambient) Noise Level Measurements

Site No.	Site Description	Average (dBA L _{eq})		1-hr Average (dBA L _{eq} /Time)		Weighted-Average ³ (dBA CNEL)
		Daytime ¹	Nighttime ²	Minimum	Maximum	
1	Located on a fence on the west side of the private driveway, near the southwest corner of the Project site.	53.7	51.5	44.4 1:34 p.m.	59.2 4:38 p.m.	58.7
2	Located on a fence at the southeast corner of the Project site.	56.2	56.0	52.8 1:34 p.m.	60.5 4:37 p.m.	61.6
3	Located on a tree near a power pole, approximately 60 feet south of north property line and 80 feet east of private driveway.	54.5	52.5	46.6 2:46 a.m.	60.3 4:37 p.m.	57.9

Notes:

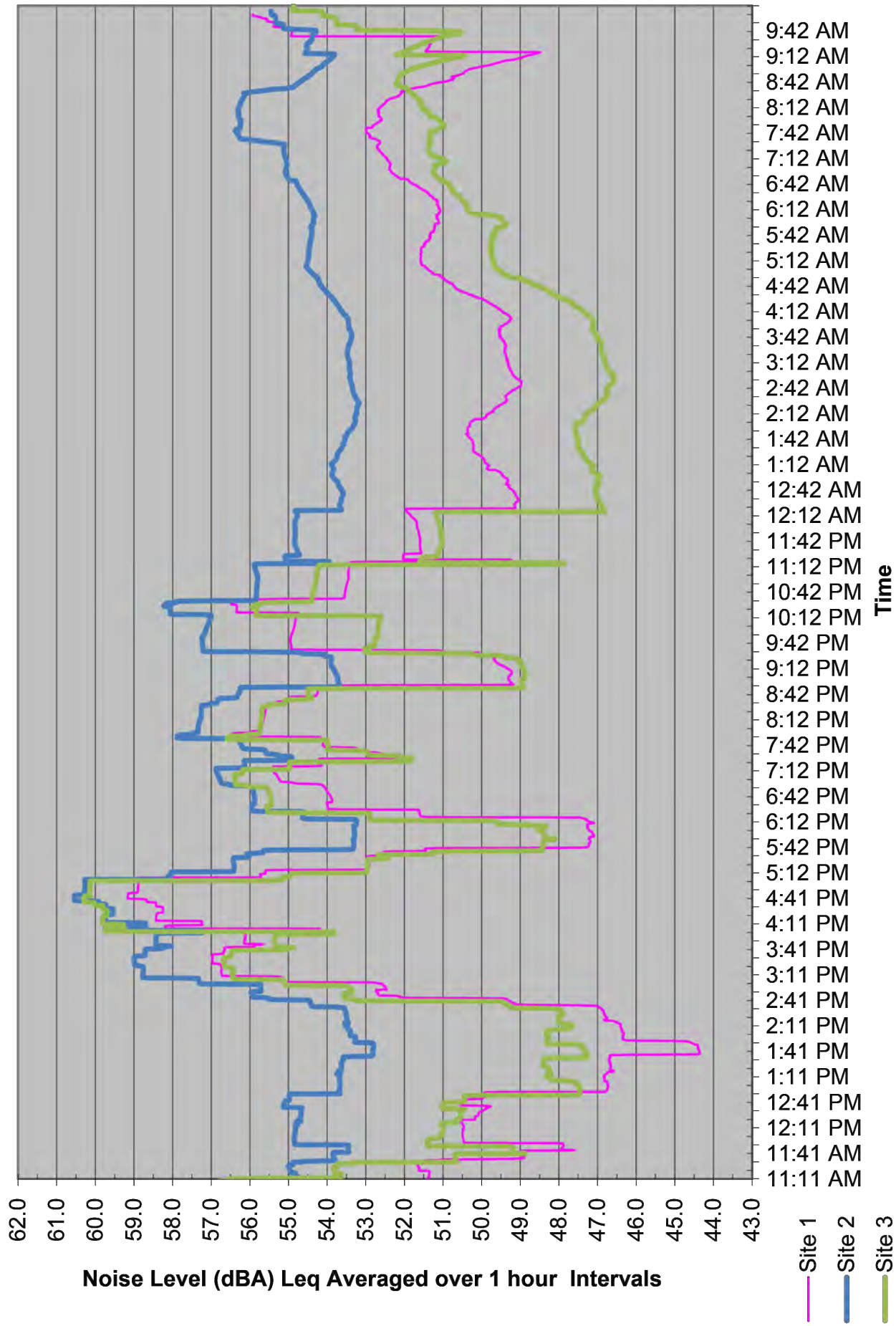
¹ Daytime defined as 7:00 a.m. to 7:00 p.m. (Sections 36.408 and 36.409 of the Municipal Code)

² Nighttime define as 10:00 p.m. to 7:00 a.m. (Section 36.404 of the Municipal Code)

³ The weighted-average noise level (dBA CNEL) includes an additional 4.77 dBA noise penalty to account for the evening noise sensitive hours of 7 p.m. to 10 p.m. and an additional 10 dBA penalty to account for the nighttime noise sensitive hours of 10 p.m. to 7 a.m..

Source: Noise measurements taken between Tuesday, January 28, 2025 and Wednesday, January 29, 2025.





SOURCE: Three Larson Davis Model LXT1 Type 1 Sound Level Meters.

Figure 5
Field Noise Measurements Graph

5.0 MODELING PARAMETERS AND ASSUMPTIONS

5.1 Construction Noise

The noise impacts from construction of the Project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). The FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table E below provides a list of the construction equipment anticipated to be used for each phase of construction that was obtained from the *County of San Diego – Fallbrook Self Storage Project Air Quality and Greenhouse Gas Emissions and Energy Consumption Technical Memorandum* (Air Quality Memo), prepared by Vista Environmental, August 26, 2025.

Table E – Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Factor ¹ (percent)	Spec 721.560 Lmax at 50 feet ² (dBA, slow ³)	Actual Measured Lmax at 50 feet ⁴ (dBA, slow ³)
Site Preparation				
Rubber Tired Dozers	3	40	85	82
Backhoe	1	40	80	78
Front End Loader	1	40	80	79
Tractors	2	40	84	N/A
Grading				
Excavator	1	40	85	81
Grader	1	40	85	83
Backhoe	1	40	80	78
Front End Loader	1	40	80	79
Tractor	1	40	84	N/A
Building Construction				
Crane	1	16	85	81
Forklifts (Gradall)	3	40	85	83
Generator	1	50	82	81
Backhoe	1	40	80	78
Front End Loader	1	40	80	79
Tractor	1	40	84	N/A
Welder	1	40	73	74
Paving				
Pavers	2	50	85	77
Paving Equipment	2	50	85	77
Rollers	2	20	85	80
Architectural Coating				
Air Compressor	1	40	80	78

Notes:

¹ Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.

² Spec 721.560 is the equipment noise level utilized by the RCNM program.

³ The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.

⁴ Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.

Source: Federal Highway Administration, 2006.

Table E shows the associated measured noise emissions for each piece of equipment from the RCNM model and measured percentage of typical equipment use per day. Construction noise impacts to the nearby sensitive receptors have been calculated according to the equipment noise levels and usage factors listed Table E and through use of the RCNM.

For each phase of construction, the construction equipment was analyzed based on being placed in the middle of the Project site, which is based on the analysis methodology detailed in FTA Manual for a General Assessment and represents the average distance that construction equipment would likely operate over an 8-hour time period and is what the County's construction noise standard is based on. However, in order to provide a conservative analysis, all equipment was analyzed, instead of just the two noisiest pieces of equipment as detailed in the FTA Manual. The RCNM model printouts are provided in Appendix C.

5.2 Operational Noise

In order to determine the noise impacts created from the proposed self-storage facility, a 24-hour reference noise measurement was taken at Mission Viejo RV Storage Depot, approximately 20 feet east of the outdoor RV storage area, near the main entrance to the outdoor storage area. Observations during the noise measurement found that noise was primarily generated from vehicles operating on the Project site and from the opening and closing of storage doors and vehicle doors. There was also background noise from a road approximately 200 feet away.

The reference 24 hour noise measurement captured a maximum 1-hour average noise level of 54.4 dBA Leq that occurred at 7:22 a.m. and a printout of the reference noise measurement is provided in Appendix D.

The noise levels at the adjacent property lines were calculated based on standard geometric spreading of noise. According to the *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, prepared by Caltrans, September 2013, sound level attenuates or drops off at a rate of 6 dB per doubling the distance between source and receptor and was calculated based on the following equation:

$$dBA_2 = dBA_1 + 10\log_{10}[(D_1/D_2)]^2 = dBA_1 + 20\log_{10}(D_1/D_2)$$

where:

dBA₁ = noise level at distance D₁

dBA₂ = noise level at distance D₂

6.0 SHORT-TERM CONSTRUCTION NOISE

Construction noise represents a short-term increase in ambient noise levels. Potential noise impacts from Project construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The construction activities would consist of site preparation and grading of the Project site and private driveway, building construction, paving and application of architectural coatings for the self storage facility.

In order for construction activities to create a significant impact, noise level would have to exceed 75 dB L_{eq} for an eight-hour period, between 7 a.m. and 7 p.m. on any occupied property where the noise is being received or construction activities are undertaken at anytime other than the hours of 7 a.m. and 7 p.m. Monday through Saturday.

Potential construction noise impacts onto the nearby sensitive receptors have been calculated according to the methodology presented in Section 5.0 and through the use of the RCNM. The RCNM was run for the property line of the homes to the north for each phase of construction. Estimated noise levels associated with Project construction is shown in Table F, and the RCNM printouts are provided in Appendix C.

Table F – Calculated Construction Noise Levels at Nearest Residential Property Line to the North

Construction Phase	Calculated Noise Level ¹ (dBA Leq)	County Noise Standard ²	Exceed Standard?
Site Preparation	70	75	No
Grading	70	75	No
Building Construction	71	75	No
Paving	65	75	No
Painting	57	75	No

Notes:

¹ Construction noise levels calculated with the FHWA RCNM Model version 1.1.

² County Noise Standard from Section 36.409 of the Noise Ordinance.

Table F shows that the greatest noise impacts would occur during the building construction phase, with a noise level as high as 71 dBA Leq averaged over 8 hours at the nearest residential property line to the north. Therefore, through adherence to the limitations of the hours of noise producing construction activities provided in Sections 36.408 and 36.409 of the County's Noise Ordinance, a less than significant noise impact would occur from construction activities associated with the Project.

7.0 LONG-TERM OPERATIONAL NOISE

The Project would consist of development of a self storage facility. Potential noise impacts associated with the operations of the Project would be from project-generated vehicular traffic on the nearby roadways and from onsite noise sources to the nearby sensitive receptors. The noise impacts created from project generated vehicular traffic on the nearby roadways and from onsite noise sources to the adjacent property lines have been analyzed separately below.

Roadway Vehicular Noise Impact to Nearby Sensitive Receptors

General Plan Policy N-4.1 requires that projects proposing General Plan amendments and increase the average daily traffic beyond what is anticipated in the General Plan, do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels. Since the proposed self storage facility is an allowed use in the existing General Plan land use designation of Limited Impact Industrial, and since the Project would generate 203 daily vehicle trips¹, which would not be considered an excessive amount of trips above what was anticipated in the General Plan, the Project's roadway noise impacts would be negligible and would not result in a quantitative increase in roadway noise levels. Therefore, operational roadway noise impacts to the nearby sensitive receptors would be less than significant.

Onsite Noise Impacts

The Project may create an increase in onsite noise levels from noise created from the operation of the self storage facility. As detailed above, the Project site and properties to the east, south, and west are zoned M52 – Limited Impact Industrial, and the properties to the north are zoned RR – Rural Residential. As such, the operational noise standards are different for the adjacent properties with different zoning. The County includes Section 36.404(e) that states that if the Project site is located on the boundary of two zones, the noise standard is the arithmetic mean of the two zones. The applicable noise standards for the adjacent properties is shown in Table G. Since the Project has the potential to operate at any time of the day, for the properties that have both day and night noise standards, only the worst-case nighttime noise standard has been utilized in this analysis.

Table G – Applicable Operational Noise Standards for Adjacent Properties

Adjacent Property Location	Zoning	Noise Standard by Zoning ¹ (day/night) (dBA Leq 1-hour)	Noise Standard Utilized in Analysis (dBA Leq 1-hour)
North	RR – Rural Residential	50/45	57.5 ²
East	M52 – Limited Impact Industrial	70	70
South	M52 – Limited Impact Industrial	70	70
West	M52 – Limited Impact Industrial	70	70

Notes:

¹ Obtained from Table 36.404 of the County's Noise Ordinance

² Calculated based on the arithmetic average of the project site's M52 noise standard of 70 dB and the adjacent RR property nighttime noise standard of 45 dB, which equates to 57.5 dBA.

1 Obtained from the Fallbrook Self Storage Site Access Assessment (Traffic Analysis), prepared by Linscott Law & Greenspan, August 19, 2025

The operational noise levels were calculated at the adjacent property lines based on the modeling methodology described above in Section 5.2 and the calculated noise levels are shown in Table H.

Table H – Operational Noise Levels at the Adjacent Property Lines

Adjacent Property Location	Distance from Facility to Property Line (feet)	Calculated Noise Level (dBA Leq)	County Noise Standard (dBA Leq 1-hour)	Exceed Noise Standard?
North	50	46.4	57.5	No
East	10	60.4	70	No
South	40	48.4	70	No
West	30	50.9	70	No

Source: Noise calculation methodology from Caltrans, 2013 (see Section 5.2, above).

As shown in Table H, the operational noise level created at all adjacent property lines would be within the County noise standards. Therefore, the onsite operational noise impacts would be less than significant and the Project would not require any additional noise abatement.

8.0 REFERENCES

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analytics Protocol*, September 2013.

County of San Diego, *San Diego County General Plan*, August 2011.

County of San Diego, *County of San Diego Guidelines for Determining Significance Noise*, January 2009.

County of San Diego, *San Diego County Code of Regulatory Ordinances Chapter 4. Noise Abatement and Control*, 2009.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Linscott Law & Greenspan, *Fallbrook Self Storage Site Access Assessment*, August 19, 2025.

U.S. Department of Transportation, *FHWA Roadway Construction Noise Model User's Guide*, January, 2006.

Vista Environmental, *County of San Diego – Fallbrook Self Storage Project Air Quality and Greenhouse Gas Emissions and Energy Consumption Technical Memorandum*, August 26, 2025.

APPENDIX A

Field Noise Measurements Photo Index

Noise Measurement Site 1 - looking north



Noise Measurement Site 1 - looking northeast



Noise Measurement Site 1 - looking east



Noise Measurement Site 1 - looking southeast



Noise Measurement Site 1 - looking south



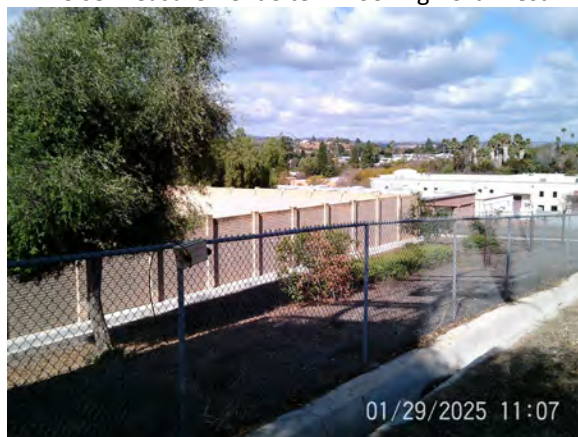
Noise Measurement Site 1 - looking southwest



Noise Measurement Site 1 - looking west



Noise Measurement Site 1 - looking northwest



Noise Measurement Site 2 - looking north



Noise Measurement Site 2 - looking northeast



Noise Measurement Site 2 - looking east



Noise Measurement Site 2 - looking southeast



Noise Measurement Site 2 - looking south



Noise Measurement Site 2 - looking southwest



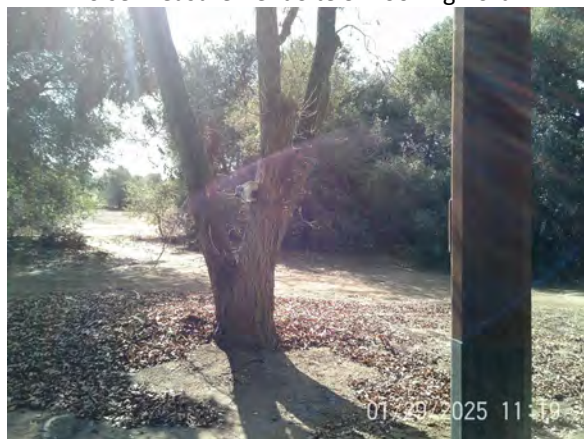
Noise Measurement Site 2 - looking west



Noise Measurement Site 2 - looking northwest



Noise Measurement Site 3 - looking north



Noise Measurement Site 3 - looking northeast



Noise Measurement Site 3 - looking east



Noise Measurement Site 3 - looking southeast



Noise Measurement Site 3 - looking south



Noise Measurement Site 3 - looking southwest



Noise Measurement Site 3 - looking west



Noise Measurement Site 3 - looking northwest



APPENDIX B

Field Noise Measurements Printouts

Site 1 - Near Southwest Corner of Project Site					Site 2 - Southeast Corner of Project Site					Site 3 - North Side of Project Site				
January 28, 2025					January 28, 2025 10:34:24 AM					January 28, 2025 10:41:47 AM				
Sampling Time = 1 sec Freq Weighting=A					Sampling Time = 1 sec Freq Weighting=A					Sampling Time = 1 sec Freq Weighting=A				
Record Num = 86402					Record Num = 86402					Record Num = 86402				
Leq = 53.0 Ldn(24hr)= 58.3 CNEL = 58.7					Leq = 55.6 Ldn(24hr)= 61.2 CNEL = 61.6					Leq = 53.1 Ldn(24hr)= 57.5 CNEL = 57.9				
Min = 40.6 Min Leq hr at 1:34 PM 44.4					Min = 50.0 Min Leq hr at 1:34 PM 52.8					Min = 41.3 Min Leq hr at 2:46 AM 46.6				
Max = 83.2 Max Leq hr at 4:38 PM 59.2					Max = 84.4 Max Leq hr at 4:37 PM 60.5					Max = 87.0 Max Leq hr at 4:37 PM 60.3				
Site 1 - Near Southwest Corner of Project Site					Site 2 - Southeast Corner of Project Site					Site 3 - North Side of Project Site				
SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL	SPL	Time	Leq (1 hour Avg.)	Ldn	CNEL
51.9	10:28:13	51.9	51.9	51.9	52.8	10:34:24	52.8	52.8	52.8	47.6	10:41:48	47.6	47.6	47.6
51.6	10:28:14	51.6	51.6	51.6	54.5	10:34:25	54.5	54.5	54.5	53.6	10:41:49	53.6	53.6	53.6
52.1	10:28:15	52.1	52.1	52.1	67.8	10:34:26	67.8	67.8	67.8	66.3	10:41:50	66.3	66.3	66.3
77.9	10:28:16	77.9	77.9	77.9	70.0	10:34:27	70.0	70.0	70.0	58.8	10:41:51	58.8	58.8	58.8
77.8	10:28:17	77.8	77.8	77.8	63.3	10:34:28	63.3	63.3	63.3	65.3	10:41:52	65.3	65.3	65.3
78.7	10:28:18	78.7	78.7	78.7	53.0	10:34:29	53.0	53.0	53.0	59.2	10:41:53	59.2	59.2	59.2
73.7	10:28:19	73.7	73.7	73.7	55.0	10:34:30	55.0	55.0	55.0	71.7	10:41:54	71.7	71.7	71.7
73.4	10:28:20	73.4	73.4	73.4	79.4	10:34:31	79.4	79.4	79.4	81.1	10:41:55	81.1	81.1	81.1
49.1	10:28:21	49.1	49.1	49.1	63.5	10:34:32	63.5	63.5	63.5	59.7	10:41:56	59.7	59.7	59.7
51.9	10:28:22	51.9	51.9	51.9	78.6	10:34:33	78.6	78.6	78.6	52.8	10:41:57	52.8	52.8	52.8
54.0	10:28:23	54.0	54.0	54.0	52.7	10:34:34	52.7	52.7	52.7	80.5	10:41:58	80.5	80.5	80.5
54.3	10:28:24	54.3	54.3	54.3	67.6	10:34:35	67.6	67.6	67.6	67.0	10:41:59	67.0	67.0	67.0
62.1	10:28:25	62.1	62.1	62.1	51.6	10:34:36	51.6	51.6	51.6	46.1	10:42:00	46.1	46.1	46.1
66.6	10:28:26	66.6	66.6	66.6	56.4	10:34:37	56.4	56.4	56.4	64.1	10:42:01	64.1	64.1	64.1
68.1	10:28:27	68.1	68.1	68.1	60.9	10:34:38	60.9	60.9	60.9	57.5	10:42:02	57.5	57.5	57.5
53.7	10:28:28	53.7	53.7	53.7	58.5	10:34:39	58.5	58.5	58.5	46.4	10:42:03	46.4	46.4	46.4
57.5	10:28:29	57.5	57.5	57.5	57.2	10:34:40	57.2	57.2	57.2	67.2	10:42:04	67.2	67.2	67.2
56.6	10:28:30	56.6	56.6	56.6	71.3	10:34:41	71.3	71.3	71.3	48.8	10:42:05	48.8	48.8	48.8
57.8	10:28:31	57.8	57.8	57.8	60.3	10:34:42	60.3	60.3	60.3	50.0	10:42:06	50.0	50.0	50.0
57.0	10:28:32	57.0	57.0	57.0	63.4	10:34:43	63.4	63.4	63.4	56.4	10:42:07	56.4	56.4	56.4
60.6	10:28:33	60.6	60.6	60.6	67.7	10:34:44	67.7	67.7	67.7	57.5	10:42:08	57.5	57.5	57.5
57.8	10:28:34	57.8	57.8	57.8	66.3	10:34:45	66.3	66.3	66.3	60.2	10:42:09	60.2	60.2	60.2
63.4	10:28:35	63.4	63.4	63.4	63.6	10:34:46	63.6	63.6	63.6	62.9	10:42:10	62.9	62.9	62.9
61.3	10:28:36	61.3	61.3	61.3	63.7	10:34:47	63.7	63.7	63.7	53.1	10:42:11	53.1	53.1	53.1
61.2	10:28:37	61.2	61.2	61.2	53.4	10:34:48	53.4	53.4	53.4	63.0	10:42:12	63.0	63.0	63.0
70.7	10:28:38	70.7	70.7	70.7	61.1	10:34:49	61.1	61.1	61.1	60.8	10:42:13	60.8	60.8	60.8
59.3	10:28:39	59.3	59.3	59.3	62.7	10:34:50	62.7	62.7	62.7	64.9	10:42:14	64.9	64.9	64.9
61.2	10:28:40	61.2	61.2	61.2	57.3	10:34:51	57.3	57.3	57.3	60.8	10:42:15	60.8	60.8	60.8
57.6	10:28:41	57.6	57.6	57.6	62.4	10:34:52	62.4	62.4	62.4	64.7	10:42:16	64.7	64.7	64.7
50.4	10:28:42	50.4	50.4	50.4	54.2	10:34:53	54.2	54.2	54.2	64.9	10:42:17	64.9	64.9	64.9
60.0	10:28:43	60.0	60.0	60.0	68.3	10:34:54	68.3	68.3	68.3	65.8	10:42:18	65.8	65.8	65.8
62.3	10:28:44	62.3	62.3	62.3	58.0	10:34:55	58.0	58.0	58.0	65.0	10:42:19	65.0	65.0	65.0
48.6	10:28:45	48.6	48.6	48.6	60.5	10:34:56	60.5	60.5	60.5	60.6	10:42:20	60.6	60.6	60.6
47.3	10:28:46	47.3	47.3	47.3	52.8	10:34:57	52.8	52.8	52.8	62.8	10:42:21	62.8	62.8	62.8
47.0	10:28:47	47.0	47.0	47.0	52.2	10:34:58	52.2	52.2	52.2	67.9	10:42:22	67.9	67.9	67.9
51.8	10:28:48	51.8	51.8	51.8	58.2	10:34:59	58.2	58.2	58.2	59.3	10:42:23	59.3	59.3	59.3
55.3	10:28:49	55.3	55.3	55.3	53.0	10:35:00	53.0	53.0	53.0	62.1	10:42:24	62.1	62.1	62.1
53.4	10:28:50	53.4	53.4	53.4	53.7	10:35:01	53.7	53.7	53.7	58.4	10:42:25	58.4	58.4	58.4
49.8	10:28:51	49.8	49.8	49.8	53.0	10:35:02	53.0	53.0	53.0	61.7	10:42:26	61.7	61.7	61.7
57.3	10:28:52	57.3	57.3	57.3	55.1	10:35:03	55.1	55.1	55.1	59.0	10:42:27	59.0	59.0	59.0
68.6	10:28:53	68.6	68.6	68.6	54.2	10:35:04	54.2	54.2	54.2	67.5	10:42:28	67.5	67.5	67.5
65.5	10:28:54	65.5	65.5	65.5	52.5	10:35:05	52.5	52.5	52.5	54.5	10:42:29	54.5	54.5	54.5
68.0	10:28:55	68.0	68.0	68.0	56.3	10:35:06	56.3	56.3	56.3	49.1	10:42:30	49.1	49.1	49.1
72.2	10:28:56	72.2	72.2	72.2	54.8	10:35:07	54.8	54.8	54.8	55.5	10:42:31	55.5	55.5	55.5
53.3	10:28:57	53.3	53.3	53.3	58.9	10:35:08	58.9	58.9	58.9	58.5	10:42:32	58.5	58.5	58.5
48.2	10:28:58	48.2	48.2	48.2	53.2	10:35:09	53.2	53.2	53.2	63.1	10:42:33	63.1	63.1	63.1
47.5	10:28:59	47.5	47.5	47.5	53.1	10:35:10	53.1	53.1	53.1	55.3	10:42:34	55.3	55.3	55.3
50.7	10:29:00	50.7	50.7	50.7	53.2	10:35:11	53.2	53.2	53.2	62.9	10:42:35	62.9	62.9	62.9
46.3	10:29:01	46.3	46.3	46.3	53.0	10:35:12	53.0	53.0	53.0	70.6	10:42:36	70.6	70.6	70.6
51.1	10:29:02	51.1	51.1	51.1	53.8	10:35:13	53.8	53.8	53.8	50.4	10:42:37	50.4	50.4	50.4
49.3	10:29:03	49.3	49.3	49.3	53.2	10:35:14	53.2	53.2	53.2	60.5	10:42:38	60.5	60.5	60.5
53.2	10:29:04	53.2	53.2	53.2	53.5	10:35:15	53.5	53.5	53.5	51.0	10:42:39	51.0	51.0	51.0
59.1	10:29:05	59.1	59.1	59.1	52.6	10:35:16	52.6	52.6	52.6	60.4	10:42:40	60.4	60.4	60.4
47.4	10:29:06	47.4	47.4	47.4	57.1	10:35:17	57.1	57.1	57.1	48.8	10:42:41	48.8	48.8	48.8
52.4	10:29:07	52.4	52.4	52.4	53.1	10:35:18	53.1	53.1	53.1	63.2	10:42:42	63.2	63.2	63.2
66.1	10:29:08	66.1	66.1	66.1	55.4	10:35:19	55.4	55.4	55.4	54.7	10:42:43	54.7	54.7	54.7
53.2	10:29:09	53.2	53.2	53.2	54.6	10:35:20	54.6	54.6	54.6	57.4	10:42:44	57.4	57.4	57.4
57.3	10:29:10	57.3	57.3	57.3	52.7	10:35:21	52.7	52.7	52.7	62.4	10:42:45	62.4	62.4	62.4
73.8	10:29:11	73.8	73.8	73.8	61.2	10:35:22	61.2	61.2	61.2	56.9	10:42:46	56.9	56.9	56.9
54.1	10:29:12	54.1	54.1	54.1	52.7	10:35:23	52.7	52.7	52.7	56.5	10:42:47	56.5	56.5	56.5
48.2	10:29:13	48.2	48.2	48.2	63.9	10:35:24	63.9	63.9	63.9	66.7	10:42:48	66.7	66.7	66.7
46.8	10:29:14	46.8	46.8	46.8	56.9	10:35:25	56.9	56.9	56.9	51.0	10:42:49	51.0	51.0	51.0
47.1	10:29:15	47.1	47.1	47.1	56.8	10:35:26	56.8	56.8	56.8	52.9	10:42:50	52.9	52.9	52.9
53.8	10:29:16	53.8	53.8	53.8	53.2	10:35:27	53.2	53.2	53.2	59.7	10:42:51	59.7	59.7	59.7
48.1	10:29:17	48.1	48.1	48.1	56.7	10:35:28	56.7	56.7	56.7	67.8	10:42:52	67.8	67.8	67

APPENDIX C

RCNM Model Construction Noise Calculation Printouts

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/31/2025

Case Description: Fallbrook Self Storage - Site Preparation

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Homes to North	Residential	54.5	53.4	52.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No	40		81.7	330	0
Dozer	No	40		81.7	330	0
Dozer	No	40		81.7	330	0
Backhoe	No	40		77.6	330	0
Front End Loader	No	40		79.1	330	0
Tractor	No	40	84		330	0
Tractor	No	40	84		330	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)			
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq
Dozer	65.3	61.3	N/A	N/A	N/A	N/A
Dozer	65.3	61.3	N/A	N/A	N/A	N/A
Dozer	65.3	61.3	N/A	N/A	N/A	N/A
Backhoe	61.2	57.2	N/A	N/A	N/A	N/A
Front End Loader	62.7	58.7	N/A	N/A	N/A	N/A
Tractor	67.6	63.6	N/A	N/A	N/A	N/A
Tractor	67.6	63.6	N/A	N/A	N/A	N/A
Total	68	70	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/31/2025

Case Description: Fallbrook Self Storage - Grading

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)			Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
		Daytime	Evening	Night				
Homes to North	Residential	54.5	53.4	52.5				
Description		Impact Device	Usage(%)					
Excavator		No	40			80.7	330	0
Grader		No	40	85			330	0
Dozer		No	40			81.7	330	0
Backhoe		No	40			77.6	330	0
Front End Loader		No	40			79.1	330	0
Tractor		No	40	84			330	0

	Calculated (dBA)		Results Noise Limits (dBA)			
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	64.3	60.3	N/A	N/A	N/A	N/A
Grader	68.6	64.6	N/A	N/A	N/A	N/A
Dozer	65.3	61.3	N/A	N/A	N/A	N/A
Backhoe	61.2	57.2	N/A	N/A	N/A	N/A
Front End Loader	62.7	58.7	N/A	N/A	N/A	N/A
Tractor	67.6	63.6	N/A	N/A	N/A	N/A
Total	69	70	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/31/2025

Case Description: Fallbrook Self Storage - Building Construction

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)			Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
		Daytime	Evening	Night				
Homes to North	Residential	54.5	53.4	52.5				
		Impact Device	Usage(%)					
Crane		No	16			80.6	330	0
Gradall		No	40			83.4	330	0
Gradall		No	40			83.4	330	0
Gradall		No	40			83.4	330	0
Generator		No	50			80.6	330	0
Backhoe		No	40			77.6	330	0
Front End Loader		No	40			79.1	330	0
Tractor		No	40		84		330	0
Welder / Torch		No	40			74.0	330	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	
Crane	64.2	56.2	N/A	N/A	N/A	N/A	
Gradall	67.0	63.0	N/A	N/A	N/A	N/A	
Gradall	67.0	63.0	N/A	N/A	N/A	N/A	
Gradall	67.0	63.0	N/A	N/A	N/A	N/A	
Generator	64.2	61.2	N/A	N/A	N/A	N/A	
Backhoe	61.2	57.2	N/A	N/A	N/A	N/A	
Front End Loader	62.7	58.7	N/A	N/A	N/A	N/A	
Tractor	67.6	63.6	N/A	N/A	N/A	N/A	
Welder / Torch	57.6	53.6	N/A	N/A	N/A	N/A	
Total	68	71	N/A	N/A	N/A	N/A	

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 1/31/2025
Case Description: Fallbrook Self Storage - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Homes to North	Residential	54.5	53.4	52.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Paver	No	50		77.2	330	0
Paver	No	50		77.2	330	0
Paver	No	50		77.2	330	0
Paver	No	50		77.2	330	0
Roller	No	20		80	330	0
Roller	No	20		80	330	0

Equipment	Calculated (dBA)		Results Noise Limits (dBA)			
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq
Paver	60.8	57.8	N/A	N/A	N/A	N/A
Paver	60.8	57.8	N/A	N/A	N/A	N/A
Paver	60.8	57.8	N/A	N/A	N/A	N/A
Paver	60.8	57.8	N/A	N/A	N/A	N/A
Roller	63.6	56.6	N/A	N/A	N/A	N/A
Roller	63.6	56.6	N/A	N/A	N/A	N/A
Total	64	65	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/31/2025

Case Description: Fallbrook Self Storage - Painting

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)	
		Daytime	Evening
Homes to North	Residential	54.5	53.4

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	330	0

			Results			
Calculated (dBA)			Noise Limits (dBA)			
			Day	Evening		
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	61.3	57.3	N/A	N/A	N/A	N/A
Total	61	57	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

APPENDIX D

Reference Storage Facility Noise Measurement Printouts

Mission Viejo RV Storage Depot - 20 feet east of Outdoor Storage Area

Date Time=06/10/10 18:59:00
Sampling Time=3 Weighting=A Min Leq (1 hr) 38.4 4:14:51 AM
Record Num= 28400 Weighting=Slow Max Leq (1 hr) 54.4 7:22:57 AM
Leq Value=48.5 SEL Value=97.8
MAX 78.9
MIN 33.2

Leq Sum 1807466431

SPL	Time	Leq (1 hour Avg)	Leq Calc
47.2	18:59:00		52480.74802
47.5	18:59:03		51022.170.0
48.9	18:59:06		110241.1.100
48.0	18:59:09		1110219.41
49.3	18:59:12		8911380.382
50.9	18:59:15		110241.1.100
54.2	18:59:18		20300.7982
51.1	18:59:21		128824.9552
50.1	18:59:24		32399.3009
48.4	18:59:27		09183.09109
50.9	18:59:30		309045.140
49.1	18:59:33		01603.00102
49.7	18:59:36		953294.3000
49.9	18:59:39		91123.1221
50.3	18:59:42		420519.5188
50	18:59:45		31022.1.100
49	18:59:48		194520.2341
51.0	18:59:51		141203.7940
48.0	18:59:54		10194.51844
48	18:59:57		03095.13440
47.4	19:00:00		04304.00139
47.9	19:00:03		01699.50019
50.5	19:00:06		1122018.494
50.2	19:00:09		3311311.215
51.1	19:00:12		128824.9552
49.0	19:00:15		30301.80548
42.9	19:00:18		13998.440
44.4	19:00:21		21942.20103
47.9	19:00:24		01039.00019
51.2	19:00:27		151825.0139
47.0	19:00:30		06234.13252
49.0	19:00:33		44008.30922
49.7	19:00:36		93329.43008
52.3	19:00:39		109924.6952
54.2	19:00:42		20300.7982
50.3	19:00:45		420519.5188
50.2	19:00:48		3311311.215
50.4	19:00:51		430010.0322
51.1	19:00:54		128824.9552
48	19:00:57		03095.13440
48.4	19:01:00		09183.09109
48.0	19:01:03		10194.51844
48.4	19:01:06		09183.09109
47.3	19:01:09		55103.11904
48.0	19:01:12		44008.30922
48	19:01:15		03095.13440
49.0	19:01:18		35481.33892
44.9	19:01:21		30902.95433
42	19:01:24		10648.93192
40.0	19:01:27		11220.18494
41.2	19:01:30		15182.00139
40.0	19:01:33		11481.53021
39.0	19:01:36		0912.009301
39.2	19:01:39		0311.03111
38.9	19:01:42		1102.41100
38.7	19:01:45		1413.102413
40.0	19:01:48		10115.19400
40.7	19:01:51		3153.52291
40.2	19:01:54		33113.11215
44.1	19:01:57		20103.95183
43.7	19:02:00		23442.20013
40.0	19:02:03		30481.33892
40.1	19:02:06		32399.30009
44.7	19:02:09		29512.09221
40.4	19:02:12		43051.05322
40.3	19:02:15		42051.95188
48.2	19:02:18		00309.3448
40.8	19:02:21		41003.00923
48.2	19:02:24		00009.3448
44.7	19:02:27		29512.09221
44.2	19:02:30		20302.01992
41.0	19:02:33		14120.31940
40.4	19:02:36		10904.10190
39.9	19:02:39		91123.1221
41.0	19:02:42		14404.59111
40.0	19:02:45		11220.18494
40.4	19:02:48		10904.10190
40.0	19:02:51		12022.04430
40.2	19:02:54		13113.11215
40.1	19:02:57		32399.30009
43.1	19:03:00		20411.31940
44.8	19:03:03		30199.5112
47.0	19:03:06		50234.13252
49.4	19:03:09		19452.02341
49.1	19:03:12		01203.00102
40.0	19:03:15		12443.09001
49.0	19:03:18		91201.00394
49.0	19:03:21		91201.00394
49.7	19:03:24		93329.43008
48	19:03:27		03095.13440
40.0	19:03:30		35481.33892
43.7	19:03:33		23442.20013
42.0	19:03:36		19004.00118
42.0	19:03:39		18191.00859
41.0	19:03:42		13130.01240
42	19:03:45		12040.33192
42.4	19:03:48		11318.00829
43.1	19:03:51		20411.31940
40.9	19:03:54		48911.88194
40.0	19:03:57		44008.30922
40.0	19:04:00		00301.80548
40.2	19:04:03		33113.11215
40.4	19:04:06		43051.05322
40.0	19:04:09		40100.01090
40.9	19:04:12		48911.88194
47.3	19:04:15		55103.11904
40.4	19:04:18		43051.05322
44.7	19:04:21		29512.09221
44.0	19:04:24		28183.82931
44.2	19:04:27		30199.5112
40.0	19:04:30		41000.93030
44.0	19:04:33		20183.02931
40.2	19:04:36		41000.93030
40.9	19:04:39		48911.88194
48.3	19:04:42		01008.29154
50.4	19:04:45		10904.10190
51	19:04:48		120982.0412
53.0	19:04:51		229000.1053
54	19:04:54		251188.0432
49.0	19:04:57		91201.00394
47.9	19:05:00		01039.00019
40.0	19:05:03		40100.81890
49.1	19:05:06		32399.30009
40.1	19:05:09		32399.30009
40	19:05:12		39810.11100
43.4	19:05:15		21811.01024
40.0	19:05:18		35481.33892
40	19:05:21		31022.1.100
42.2	19:05:24		20302.01992
42.4	19:05:27		11318.00829
43.3	19:05:30		21319.0209
47.2	19:05:33		52480.74802
47.4	19:05:36		41003.00923
47.4	19:05:39		94904.00139
48.0	19:05:42		10194.51844
50.0	19:05:45		112201.0494
51.3	19:05:48		134090.2003
51.2	19:05:51		131025.0139
49.3	19:05:54		85113.80382
40.4	19:05:57		34013.00850

SPL	Time	Leq (1 hour Avg)	Leq Calc
46.2	19:00:00		41080.93839
43.4	19:00:03		21811.01024
44	19:00:06		25110.89432
40.3	19:00:09		44000.35922
48.3	19:00:12		0/008.29/54
48.3	19:00:15		0/008.29/54
41.2	19:00:18		52480.14002
40.2	19:00:21		41080.93839
41.3	19:00:24		55103.11904
30.0	19:00:27		114815.3621
49.9	19:00:30		91123.1221
41.0	19:00:33		00230.95801
40.1	19:00:36		40138.02118
42.9	19:00:39		19498.440
42.3	19:00:42		10982.43052
42.1	19:00:45		10218.10091
40.1	19:00:48		11148.91555
42.3	19:00:51		10982.43052
40.3	19:00:54		10113.19305
43	19:00:57		19952.02313
42.3	19:01:00		11182.1941
42.3	19:01:03		10982.43052
43.0	19:01:06		22908.01053
40.8	19:01:09		41803.00923
48	19:01:12		03095.13445
40.3	19:01:15		42031.95188
43.5	19:01:18		22381.21139
41.3	19:01:21		14129.31545
41.9	19:01:24		13400.10019
40.4	19:01:27		34013.08505
40.9	19:01:30		12302.08111
40.1	19:01:33		10232.92992
40.0	19:01:36		30301.80548
40.1	19:01:39		31153.52291
40.9	19:01:42		12302.08111
39.9	19:01:45		91123.22211
40.3	19:01:48		10113.19305
41.9	19:01:51		15488.10019
42.8	19:01:54		19034.80118
40.8	19:01:57		41803.00923
41.3	19:02:00		50234.13252
41.9	19:02:03		01059.50019
48.3	19:02:06		0/008.29/54
40.0	19:02:09		12443.59001
40.0	19:02:12		13031.15115
41	19:02:15		50110.12330
40.8	19:02:18		38018.93903
41	19:02:21		50118.12330
49.4	19:02:24		81090.359
48.0	19:02:27		12443.59001
41.3	19:02:30		50234.13252
40.9	19:02:33		48911.88194
41	19:02:36		50118.12330
30.3	19:02:39		10113.19305
49.0	19:02:42		91201.08394
48.2	19:02:45		00009.3448
40.0	19:02:48		45108.81890
48.2	19:02:51		00009.3448
48.3	19:02:54		01008.28134
41.3	19:02:57		50234.13252
44.4	19:03:00		21542.28103
40.2	19:03:03		41080.93839
48.0	19:03:06		42031.95188
44.0	19:03:09		28940.31503
43.1	19:03:12		20411.31940
44.0	19:03:15		28940.31503
44.0	19:03:18		28940.31503
42.9	19:03:21		19498.440
43.0	19:03:24		22300.01053
41.9	19:03:27		13400.10019
41.3	19:03:30		13409.02883
42.9	19:03:33		19498.440
44.8	19:03:36		30199.5112
40.1	19:03:39		31153.52291
41.3	19:03:42		50234.13252
41.3	19:03:45		55103.11904
41.9	19:03:48		01059.50019
40	19:03:51		03095.13445
40.0	19:03:54		12443.59001
49.4	19:03:57		81090.359
49.3	19:04:00		85113.85302
33.9	19:04:03		245410.8910
39.3	19:04:06		851138.0382
35.5	19:04:09		354813.3892
30	19:04:12		100000
30.5	19:04:15		112201.8994
30.0	19:04:18		114815.3621
31.1	19:04:21		141910.8388
31.3	19:04:24		134890.2883
49.0	19:04:27		91201.08394
30.3	19:04:30		10113.19305
33.5	19:04:33		12381.21139
00.1	19:04:36		10232.92992
33.3	19:04:39		354813.3892
31.3	19:04:42		134890.2883
49.4	19:04:45		81090.359
48.2	19:04:48		00009.3448
40.3	19:04:51		44000.35922
44.9	19:04:54		30902.95433
44.4	19:04:57		21542.28103
44.9	19:05:00		21542.28103
40.9	19:05:03		38904.5145
40.9	19:05:06		38904.5145
44.0	19:05:09		30199.5112
40.0	19:05:12		45108.81890
40.9	19:05:15		38904.5145
40.9	19:05:18		38904.5145
40.3	19:05:21		44000.35922
41	19:05:24		50118.12330
40.8	19:05:27		38018.93903
42.1	19:05:30		10218.10091
41.1	19:05:33		12002.49552
42.4	19:05:36		11318.00829
42.3	19:05:39		11182.1941
42.4	19:05:42		11318.00829
43.3	19:05:45		21319.6209
44	19:05:48		25118.80432
44.4	19:05:51		21542.28103
40.1	19:05:54		32359.90009
49.3	19:05:57		89123.09381
49.3	19:06:00		89123.09381
49.2	19:06:03		85110.3111
48	19:06:06		03095.13445
41.9	19:06:09		01059.50019
41	19:06:12		50118.12330
40.0	19:06:15		30301.80548
40.2	19:06:18		41080.93839
40.1	19:06:21		40138.02118
40.2	19:06:24		41080.93839
44.3	19:06:27		28183.82931
44.3	19:06:30		28183.82931
40.1	19:06:33		40138.02118
40.2	19:06:36		41080.93839
41.1	19:06:39		38884.30554
49.3	19:06:42		85113.80382
48.3	19:06:45		10194.31944
49.3	19:06:48		85113.80382
32	19:06:51		158489.3192
49.5	19:06:54		89123.09381
48.0	19:06:57		12443.59001
30.2	19:07:00		104112.8548
48.0	19:07:03		12443.59001
48.1	19:07:06		04300.4229
48	19:07:09		03095.13445
49	19:07:12		19432.82341
30.4	19:07:15		109041.8190
48.1	19:07:18		04300.4229
49.1	19:07:21		81283.05152
48	19:07:24		03095.13445
40.8	19:07:27		41803.00923
44.5	19:07:30		28183.82931
43.8	19:07:33		23988.32919
40.1	19:07:36		40138.02118
40.0	19:07:39		45108.81890
44.1	19:07:42		29512.09221
40.3	19:07:45		38884.41501
48.3	19:07:48		01008.29154
40.9	19:07:51		48911.88194

SPL	Time	Leq (1 hour Avg)	Leq Calc
44.1	19:13:54		28703.95783
43.0	19:13:57		22908.07053
41.0	19:14:00		15133.01648
43.4	19:14:03		21077.01024
43.2	19:14:06		33113.11215
43.9	19:14:09		38904.5145
40.9	19:14:12		48977.88194
43.8	19:14:15		38018.93903
43.3	19:14:18		35481.53892
44.0	19:14:21		28840.31503
47.3	19:14:24		33703.17904
47.7	19:14:27		38884.30304
48.8	19:14:30		75887.7575
51.0	19:14:33		123020.8771
51.0	19:14:36		144543.9771
51.9	19:14:39		134881.0019
51.1	19:14:42		128824.9552
51.4	19:14:45		138038.4205
50.3	19:14:48		116291.0494
50.8	19:14:51		126220.4433
49.8	19:14:54		95499.2300
49.7	19:14:57		93329.43008
47.9	19:15:00		81659.50019
48.5	19:15:03		44088.35922
43.3	19:15:06		23886.52919
43.9	19:15:09		22387.21139
43.9	19:15:12		24547.08910
42.0	19:15:15		18197.00839
42.4	19:15:18		17378.00629
41.4	19:15:21		13803.84205
40.7	19:15:24		11748.97335
41.4	19:15:27		13803.84205
41	19:15:30		12589.25412
42.0	19:15:33		18197.00839
47.1	19:15:36		51280.1384
47.7	19:15:39		38884.30304
43.3	19:15:42		44088.35922
44	19:15:45		25118.80432
42.0	19:15:48		18197.00839
42.8	19:15:51		19054.00718
44.8	19:15:54		29512.09227
43.1	19:15:57		20417.37945
42.3	19:16:00		18982.43852
44	19:16:03		23118.80432
43.8	19:16:06		38018.93903
47.0	19:16:09		37343.99373
47.9	19:16:12		81659.50019
48.9	19:16:15		77824.71100
50.8	19:16:18		120220.4433
51.5	19:16:21		141253.7345
50.5	19:16:24		116291.0494
48.8	19:16:27		75887.7575
48	19:16:30		83359.74443
48.3	19:16:33		70794.37844
49.8	19:16:36		95499.23880
47.1	19:16:39		51280.1384
47.2	19:16:42		52480.74002
48.8	19:16:45		47803.00923
43.3	19:16:48		33884.41501
40	19:16:51		39810.71700
43.3	19:16:54		33884.41501
48.2	19:16:57		80089.34448
48.1	19:17:00		84385.4229
49.2	19:17:03		84385.4229
48.9	19:17:06		85170.37711
47.2	19:17:09		77824.71100
47.2	19:17:12		52480.74002
48.5	19:17:15		44088.35922
43.3	19:17:18		22387.21139
44.9	19:17:21		30952.99433
42.9	19:17:24		19498.4440
41.1	19:17:27		12882.49552
41.3	19:17:30		13489.82883
42.5	19:17:33		17782.7941
42.7	19:17:36		18820.87157
42.1	19:17:39		22359.38889
48.7	19:17:42		48773.51413
47.4	19:17:45		34304.08739
40	19:17:48		39810.71700
43.4	19:17:51		21877.80624
43.9	19:17:54		38904.5145
48.4	19:17:57		43881.85322
47	19:18:00		50118.72330
48.9	19:18:03		77824.71100
50.1	19:18:06		102329.2992
50.2	19:18:09		10472.8546
50.2	19:18:12		10472.8546
50	19:18:15		100000
49.8	19:18:18		95499.23880
47.2	19:18:21		52480.74002
48.9	19:18:24		48977.88194
48.1	19:18:27		84385.4229
48.3	19:18:30		44088.35922
43.1	19:18:33		32359.38889
42.0	19:18:36		19054.00718
43.2	19:18:39		20892.90131
42.4	19:18:42		17378.00829
44.4	19:18:45		17378.00829
44.5	19:18:48		28183.82931
43.3	19:18:51		33884.41501
48.3	19:18:54		42087.95188
48.4	19:18:57		43881.85322
48.0	19:19:00		45708.81898
47.3	19:19:03		33703.17904
47.7	19:19:06		38884.30304
48.8	19:19:09		74443.59801
47.2	19:19:12		52480.74002
48.0	19:19:15		38307.88948
48.1	19:19:18		80788.06778
47	19:19:21		50118.72330
47.1	19:19:24		51280.1384
48.9	19:19:27		48977.88194
48.2	19:19:30		80089.34448
49.7	19:19:33		93329.43008
50.3	19:19:36		107121.9585
49.2	19:19:39		85170.37711
43.4	19:19:42		34873.88505
48	19:19:45		39810.71700
45.4	19:19:48		34873.88505
48.3	19:19:51		42087.95188
47.8	19:19:54		80235.98881
48.2	19:19:57		41888.93835
42.5	19:20:00		17782.7941
43.7	19:20:03		23442.28815
48.4	19:20:06		43881.85322
48.9	19:20:09		38904.5145
43.8	19:20:12		23888.32919
48.3	19:20:15		42087.95188
43.4	19:20:18		34873.88505
48.0	19:20:21		72443.59801
47.8	19:20:24		80235.98881
47.3	19:20:27		38234.72292
48.1	19:20:30		84385.4229
48.1	19:20:33		84385.4229
47.3	19:20:36		33703.17904
48.3	19:20:39		70794.37844
48.0	19:20:42		45708.81898
48.8	19:20:45		33884.41501
43.3	19:20:48		28703.95783
44.1	19:20:51		28703.95783
48.1	19:20:54		32359.38889
43.3	19:20:57		33884.41501
47.7	19:21:00		38884.30304
43.9	19:21:03		38904.5145
48.2	19:21:06		41888.93835
48.0	19:21:09		38307.88948
48.2	19:21:12		70794.37844
48.3	19:21:15		87543.99373
47.8	19:21:18		52480.74002
47.2	19:21:21		38884.30304
47.7	19:21:24		38884.30304
47.8	19:21:27		80235.98881
49.3	19:21:30		85113.88362
48.9	19:21:33		77824.71100
48.9	19:21:36		77824.71100
48.8	19:21:39		72443.59801
48.3	19:21:42		87088.29754
48.4	19:21:45		89183.09709

SPL	Time	Leq (1 hour Avg)	Leq Calc
40.0	19:21:48		47863.00923
41.3	19:21:51		53703.17904
40	19:21:54		03099.74943
40.2	19:21:57		00009.3446
40.7	19:22:00		/4131.02413
40.9	19:22:03		48977.88194
40.3	19:22:06		33884.41501
44	19:22:09		25118.89432
40.7	19:22:12		40773.51413
40	19:22:15		31022.7700
44.4	19:22:18		27342.28703
44.4	19:22:21		27342.28703
40.1	19:22:24		04000.4229
49.2	19:22:27		65170.37711
30.9	19:22:30		123020.8771
40.7	19:22:33		/4131.02413
49.1	19:22:36		81283.05102
49	19:22:39		/9432.82347
49.3	19:22:42		03113.80382
49.3	19:22:45		03113.80382
49.2	19:22:48		05170.37711
40.0	19:22:51		/0794.57844
40.0	19:22:54		/5897.7575
41.0	19:22:57		00200.95801
40.9	19:23:00		/7029.71100
30.3	19:23:03		107121.9800
31.9	19:23:06		154881.0019
31.2	19:23:09		131020.0739
40.9	19:23:12		/7029.71100
41.9	19:23:15		01009.50019
40.4	19:23:18		09183.08709
40.1	19:23:21		40738.02778
40.1	19:23:24		04000.4229
40.3	19:23:27		07008.29754
41.4	19:23:30		04954.08739
40.0	19:23:33		40706.81890
44.0	19:23:36		23940.51203
47.0	19:23:39		06234.13252
40.7	19:23:42		37153.52291
40.9	19:23:45		48977.88194
47	19:23:48		50118.72330
41.4	19:23:51		04954.08739
40.7	19:23:54		40773.51413
40.1	19:23:57		32309.30309
40.0	19:24:00		30307.80346
40.2	19:24:03		33113.11210
40.2	19:24:06		00009.3446
40.0	19:24:09		00307.80346
40	19:24:12		39810.71700
42.9	19:24:15		19498.446
41.0	19:24:18		14120.37543
41.0	19:24:21		14454.39771
42.1	19:24:24		10210.10097
42.0	19:24:27		10197.00859
44.4	19:24:30		27342.28703
40.9	19:24:33		48977.88194
40	19:24:36		03099.74943
31.3	19:24:39		100000
32.2	19:24:42		134890.2385
32.2	19:24:45		100958.0907
32.2	19:24:48		100958.0907
31	19:24:51		120092.0412
41.4	19:24:54		04954.08739
40	19:24:57		31022.7700
43.0	19:25:00		22395.07003
42.0	19:25:03		19054.00718
42.3	19:25:06		10962.43052
42.9	19:25:09		19498.446
40.3	19:25:12		21379.0209
44.1	19:25:15		27703.95703
47.3	19:25:18		33703.17904
49.0	19:25:21		91201.08394
32.1	19:25:24		102181.0097
49.1	19:25:27		81283.05102
40.3	19:25:30		07008.29754
40.7	19:25:33		40773.51413
47.2	19:25:36		02480.74002
49.4	19:25:39		07090.339
31.1	19:25:42		120024.9332
49.4	19:25:45		87090.339
30	19:25:48		100000
30.0	19:25:51		407088.1890
37.2	19:25:54		024807.4002
30.2	19:25:57		33131.1210
34	19:26:00		251188.0432
32.0	19:26:03		101970.0859
31.7	19:26:06		147910.8300
32.0	19:26:09		181970.0859
31.0	19:26:12		144543.9771
32.1	19:26:15		102181.0097
31.0	19:26:18		151350.1248
31.0	19:26:21		144543.9771
30.0	19:26:24		112201.8454
31.0	19:26:27		151350.1248
49.0	19:26:30		91201.08394
40.2	19:26:33		00009.3446
40.0	19:26:36		38018.93903
40	19:26:39		39810.71700
40	19:26:42		39810.71700
44.3	19:26:45		20910.34804
43.7	19:26:48		23442.28810
40.2	19:26:51		33113.11210
40.0	19:26:54		39401.33932
40.2	19:26:57		00009.3446
40.0	19:27:00		/2443.59001
47.0	19:27:03		00200.95801
40.9	19:27:06		33904.5145
47.7	19:27:09		30884.93334
40.7	19:27:12		/4131.02413
40.0	19:27:15		/0794.57844
47.3	19:27:18		33703.17904
30.2	19:27:21		104712.0346
40.2	19:27:24		00009.3446
40.9	19:27:27		48977.88194
40.4	19:27:30		43001.08322
40.2	19:27:33		00009.3446
40	19:27:36		03099.74943
40.0	19:27:39		40708.81890
40.2	19:27:42		33113.11210
40.1	19:27:45		40738.02778
40	19:27:48		39810.71700
43.0	19:27:51		22308.07003
40	19:27:54		31022.7700
44.0	19:27:57		28840.31503
40	19:28:00		39810.71700
40.3	19:28:03		42007.95188
40.3	19:28:06		42007.95188
40	19:28:09		31022.7700
44.0	19:28:12		30199.3172
47.1	19:28:15		31280.1384
40.7	19:28:18		40773.51413
40.1	19:28:21		04000.4229
49.3	19:28:24		85113.80382
40.0	19:28:27		/5897.7575
49.3	19:28:30		85113.80382
30.9	19:28:33		123020.8771
31.4	19:28:36		138038.4200
31.0	19:28:39		141253.7545
30.9	19:28:42		123020.8771
30.0	19:28:45		114810.3021
30	19:28:48		100000
30.3	19:28:51		107121.9800
31.4	19:28:54		138038.4200
40.3	19:28:57		/0794.57844
49.1	19:29:00		81283.05102
40.7	19:29:03	30.0	/4131.02413
47.3	19:29:06	49.0	53703.17904
47.2	19:29:09	49.2	024807.4002
40.0	19:29:12	49.1	40708.81890
40.0	19:29:15	48.7	35481.33892
44.9	19:29:18	48.7	33902.95433
47	19:29:21	48.7	50118.72330
40.2	19:29:24	40.7	41080.93330
47.3	19:29:27	40.7	33703.17904
40.7	19:29:30	48.7	37153.52291
40.3	19:29:33	48.0	42007.95188
40.0	19:29:36	48.0	47863.00923
40.3	19:29:39	48.0	42007.95188

SPL	Time	Leq (1 hour Avg)	Leq Calc
48.1	19:29:42	48.0	64905.4229
48.3	19:29:45	48.0	33884.41001
48.3	19:29:48	48.4	14952.06313
48.0	19:29:51	48.4	12443.39501
44.3	19:29:54	48.4	20915.34804
42.8	19:29:57	48.4	19054.00718
41.3	19:30:00	48.4	13489.02883
43.5	19:30:03	48.4	22387.21139
42.8	19:30:06	48.4	19054.00718
42.9	19:30:09	48.3	19498.440
43.0	19:30:12	48.1	22908.07053
43.4	19:30:15	48.1	21817.01024
42.3	19:30:18	48.1	10982.43052
42.5	19:30:21	48.1	17782.7941
42.8	19:30:24	48.1	38018.93953
40	19:30:27	48.1	31022.7700
47.1	19:30:30	48.1	51280.1384
49.4	19:30:33	48.1	87090.359
48.0	19:30:36	48.1	75057.7575
48.0	19:30:39	48.1	72443.39501
49.2	19:30:42	48.1	65170.37711
49.5	19:30:45	48.1	89125.09381
50.1	19:30:48	48.1	102329.2992
50.3	19:30:51	47.9	107151.9305
49.0	19:30:54	47.9	91201.08394
49.9	19:30:57	47.8	97723.7221
48.5	19:31:00	47.8	70794.57844
44.5	19:31:03	47.8	28163.82931
43.4	19:31:06	47.8	21817.01024
41.8	19:31:09	47.8	15135.01248
41.8	19:31:12	47.8	15135.01248
42.1	19:31:15	47.8	18218.10097
41.5	19:31:18	47.8	14125.37545
42.8	19:31:21	47.8	19054.00718
42.0	19:31:24	47.8	18197.00859
42.2	19:31:27	47.8	10395.00907
42.9	19:31:30	47.8	38944.51450
42.8	19:31:33	47.8	38018.93953
40.7	19:31:36	47.8	40773.51413
47.3	19:31:39	47.8	53703.17904
44.3	19:31:42	47.8	20915.34804
41.7	19:31:45	47.8	14791.08585
42.1	19:31:48	47.8	18218.10097
40.7	19:31:51	47.8	40773.51413
40.9	19:31:54	47.8	70794.57844
47.9	19:31:57	47.8	81039.50019
47.5	19:32:00	47.8	50234.13252
47.2	19:32:03	47.8	524807.48022
48.5	19:32:06	47.8	70794.57844
40.4	19:32:09	47.8	43051.58322
42.8	19:32:12	47.8	38018.93953
40.9	19:32:15	47.8	48977.88194
40.3	19:32:18	47.8	42057.95185
40.1	19:32:21	47.8	40730.02778
43.0	19:32:24	47.8	22908.07053
44.4	19:32:27	47.8	27542.28703
43	19:32:30	47.8	19956.02315
43.2	19:32:33	47.8	20892.98131
41.2	19:32:36	47.8	131825.0759
40.2	19:32:39	47.8	10471.28548
40.1	19:32:42	47.8	10232.92992
41.3	19:32:45	47.8	13489.02883
42.8	19:32:48	47.8	19054.00718
43	19:32:51	47.8	19956.02315
44.4	19:32:54	47.8	27542.28703
43.5	19:32:57	47.8	22387.21139
47	19:33:00	47.8	50118.72330
47.0	19:33:03	47.8	57543.99373
49.7	19:33:06	47.8	93325.43005
47.8	19:33:09	47.8	80235.95801
40.4	19:33:12	47.8	89163.09709
49.2	19:33:15	47.8	85170.37711
48.5	19:33:18	47.8	70794.57844
40	19:33:21	47.8	39810.71700
44	19:33:24	47.8	25118.89452
43.0	19:33:27	47.8	22908.07053
42.9	19:33:30	47.8	19498.440
42.4	19:33:33	47.8	17378.00629
40.0	19:33:36	47.8	12022.04435
41.4	19:33:39	47.8	13803.84205
43.1	19:33:42	47.8	20417.57985
44.0	19:33:45	47.8	28840.31503
44.7	19:33:48	47.8	29512.09227
40.1	19:33:51	47.8	40738.02778
42.8	19:33:54	47.8	38018.93953
40	19:33:57	47.8	39810.71700
40.0	19:34:00	47.8	40700.61890
47.0	19:34:03	47.8	57543.99373
48	19:34:06	47.8	63095.73445
47.1	19:34:09	47.8	51280.1384
47.1	19:34:12	47.8	51280.1384
49.2	19:34:15	47.8	85170.37711
50.3	19:34:18	47.8	107151.9305
49.4	19:34:21	47.8	87090.359
40.0	19:34:24	47.8	75057.7575
49.7	19:34:27	47.8	93325.43005
50.1	19:34:30	47.8	102329.2992
51.2	19:34:33	47.8	131825.0759
49.9	19:34:36	47.8	97723.7221
50.0	19:34:39	47.8	114815.3021
49.7	19:34:42	47.8	93325.43005
50.8	19:34:45	47.8	120220.4435
50.5	19:34:48	47.8	70794.57844
52.4	19:34:51	47.8	87090.359
52.9	19:34:54	47.8	194984.40
51.8	19:34:57	47.8	151350.1248
51.3	19:35:00	47.8	134890.2883
51.2	19:35:03	47.8	131825.0759
50.1	19:35:06	47.8	102329.2992
50.9	19:35:09	47.8	123020.8771
51.0	19:35:12	47.8	144243.9771
50.2	19:35:15	47.8	104712.0540
48	19:35:18	47.8	63095.73445
48.3	19:35:21	47.8	67008.29754
48.3	19:35:24	47.8	67008.29754
47.8	19:35:27	47.8	60255.95801
42.9	19:35:30	47.8	38904.5145
42.2	19:35:33	47.8	33113.11215
47.1	19:35:36	47.8	51280.1384
40.4	19:35:39	47.8	43051.58322
42.2	19:35:42	47.8	33113.11215
40.5	19:35:45	47.8	44008.35922
40.1	19:35:48	47.8	40738.02778
44.0	19:35:51	47.8	28840.31503
44.2	19:35:54	47.8	28302.07992
48	19:35:57	47.8	63095.73445
47.9	19:36:00	47.8	61059.50019
47.0	19:36:03	47.8	57543.99373
40	19:36:06	47.8	39810.71700
47	19:36:09	47.8	50118.72330
48.5	19:36:12	47.8	70794.57844
49.5	19:36:15	47.8	89125.09381
48.3	19:36:18	47.8	67008.29754

24 -Hour Field Noise Measurement
Located 20 feet from Mission Viejo RV Storage Depot Outside RV Storage Lot

