

Dosner Organic Farms

Noise Impact Study

City of Hemet, CA

Prepared for:

Brodasi Inc – Dosner Organic Farms

ATTN: Silvia Jackson, CEO
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Prepared by:

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Date: 8/14/2025



Noise Study Reports | Vibration Studies | Air Quality | Greenhouse Gas | Health Risk Assessments

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1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

This noise assessment was prepared to evaluate the potential noise impacts for the project study area and to recommend noise mitigation measures, if necessary, to minimize the potential noise impacts. The assessment was conducted and compared to the noise standards set-forth by the Federal, State and Local agencies. Consistent with the City's Noise Guidelines, the project must demonstrate compliance to the applicable noise criterion as outlined within the City's Noise Element and Municipal Code.

The following is provided in this report:

- A description of the study area and the proposed project
- Information regarding the fundamentals of noise
- A description of the local noise guidelines and standards
- An analysis of traffic noise impacts to and from the project site
- An analysis of construction noise impacts

1.2 Site Location and Study Area

The project site is located at 630 W. Latham Avenue in the City of Hemet, California, as shown in Exhibit A. The site is currently designated as an Office Professional land use. Land uses surrounding the site include Low Density Residential to the north, east, and south, and High Density Residential to the west. W Devonshire Avenue is to the north, W Latham Avenue is to the south, and N Gilbert Street is to the east.

1.3 Proposed Project Description

The project proposes the development of a 26,248-square-foot office/warehouse space in addition to an existing building on the project site, a loading dock, and 64 parking spaces. The project involves tenant improvements to the existing structure and thus does not include the construction of an additional building. Project operational hours were taken from the Statement of Operation prepared for this project by Brodasi, Inc. MD understands that some project operations will occur between the hours of 1 and 7 AM, which has the potential to affect neighboring residents' sleep quality.

This study assesses the operational noise and traffic noise from the project site and compares the results to the applicable City noise standards. In addition, the study reviews noise generated by construction activities. Construction activities within the project area are assumed to consist of demolition, site preparation, grading, building, paving, and architectural coating.

Exhibit A Location Map

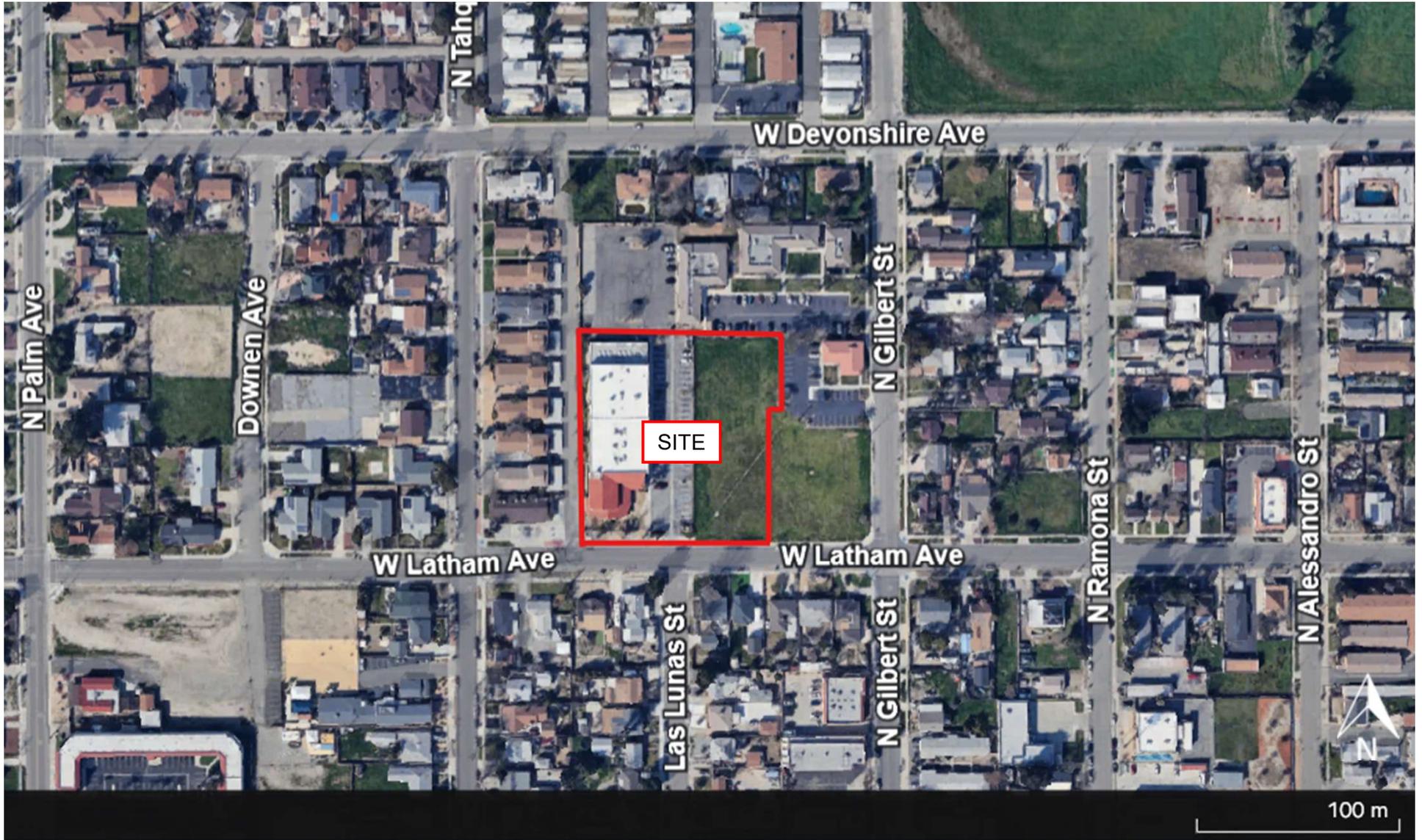


Exhibit B
Site Plan

ADMINISTRATIVE USE PERMIT

DOSNER ORGANIC FARMS

630 LATHAM AVE. HEMET, CA 92543

PROJECT DESCRIPTION

TENANT IMPROVEMENTS TO ACCOMMODATE DOSNER ORGANIC FARMS WITH NEW LOADING DOCK 26,248 SQ. FT.

SHEET INDEX

NO.	SHEET
1	S-1.0 TITLE SHEET / SITE PLAN
2	A-0.1 FENCE AND TRASH ENCLOSURE
3	A-0.1.1 NEW PROPOSED FLOOR PLAN
4	A-1.3 ELEVATIONS
5	A-1.4 ROOF PLAN AND SECTION
6	A-2.1 SITE PLAN WITH EXISTING PHOTOS
7	L-1 PRELIMINARY LANDSCAPE PLAN
8	SHT-1 PRELIMINARY GRADING PLAN
9	E-101 GENERAL LIGHTING PHOTOMETRIC PLAN-PARKING LOT

PROJECT DIRECTORY

TENANT:
DOSNER ORGANIC FARMS
630 LATHAM AVE.
HEMET, CA 92543
PHONE: (531) 756-0115
EMAIL: hgron@dosner.com

ARCHITECT - APPLICANT:
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238 WEST COAN PLACE
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CONCORD, CA 94520
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PHONE: (925) 778-6215
EMAIL: INFO@DOSNERORGNANIMANOFF.COM

BUSINESS OWNER:
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EMAIL: INFO@DOSNERORGNANIMANOFF.COM

ELECTRICAL ENGINEER:
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SAN GILBERT, CA
940-386-3474
EMAIL: ARE@ELECTRIC.COM

MECHANICAL/PLUMBING ENGINEER:
VANDERVEEN ENGINEERING CONSULTANTS
163 W. EL PORTAL, #100
SAN GILBERT, CA 94077
CONTACT: JASON VANDERVEEN
9251 756-8272
EMAIL: JAV@VANDERVEENENGINEER.COM

STRUCTURAL ENGINEER:
HTK STRUCTURAL ENGINEERS/LLP
1408 CONVERSION STREET SUITE # 200
POWAY, CA 95061-8819
925-475-8888
WWW.HTKSE.COM

EXISTING AND PROPOSED SITE PLAN

SITE DATA

DEVELOPMENT STANDARDS

Item #	Development Standard	Code Section	Proposed	Required	Complies
1	Maximum lot coverage	22.5%	22.5%	22.5%	YES
2	Maximum lot area	15,000 sq. ft.	15,000 sq. ft.	15,000 sq. ft.	YES
3	Maximum building height	35 ft	35 ft	35 ft	YES
4	Maximum building setback	5 ft	5 ft	5 ft	YES
5	Maximum building footprint	15,000 sq. ft.	15,000 sq. ft.	15,000 sq. ft.	YES
6	Maximum building area	15,000 sq. ft.	15,000 sq. ft.	15,000 sq. ft.	YES
7	Maximum building volume	15,000 cu. ft.	15,000 cu. ft.	15,000 cu. ft.	YES
8	Maximum building mass	15,000 sq. ft.	15,000 sq. ft.	15,000 sq. ft.	YES
9	Maximum building mass	15,000 sq. ft.	15,000 sq. ft.	15,000 sq. ft.	YES
10	Maximum building mass	15,000 sq. ft.	15,000 sq. ft.	15,000 sq. ft.	YES
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80	Maximum building mass	15,000 sq. ft.	15,000 sq. ft.	15,000 sq. ft.	YES

VICINITY MAP

CODE SUMMARY

BUILDING	3602 CBC
MECHANICAL	3602 CBC
PLUMBING	3602 CBC
ELECTRICAL	3602 CBC
ENERGY	CALIFORNIA TITLE 24
FIRE	3602 CBC
ENERGY	3602 CBC
GREEN BUILDING	3602 CBC/ASC
WITH STATE AND LOCAL AMENDMENTS	

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2.0 Fundamentals of Noise

This section of the report provides basic information about noise and presents some of the terms used within the report.

2.1 Sound, Noise and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

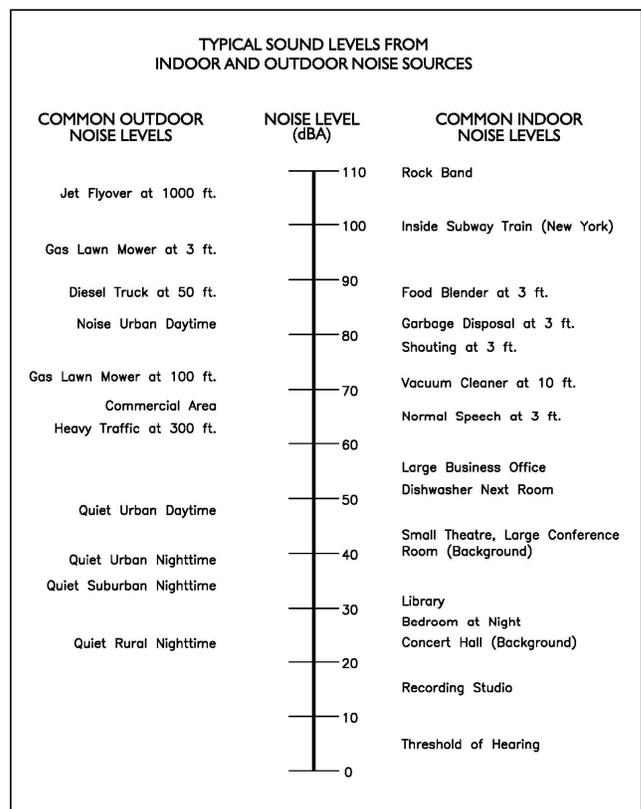
2.2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding), and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch from 20 Hz to the high pitch of 20,000 Hz.

2.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m²), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels, abbreviated dB. Exhibit C illustrates reference sound levels for different noise sources.

Exhibit C: Typical A-Weighted Noise Levels



2.4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

2.5 Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz (A-weighted scale), and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

2.6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns; others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after the addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly L50, L90 and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

2.7 Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 axle) and heavy truck percentage (3 axle and greater), and sound propagation. The greater the volume of traffic, higher speeds and truck percentages equate to a louder

volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB; reasons for this are discussed in the sections above.

2.8 Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet or more from a noise source. Wind, temperature, air humidity and turbulence can further impact how far sound can travel.

3.0 Ground-Borne Vibration Fundamentals

3.1 Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude

VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be

effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 Regulatory Setting

The proposed project is located in the City of Hemet, and noise regulations are addressed through the efforts of various federal, state and local government agencies. The agencies responsible for regulating noise are discussed below.

4.1 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:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers.

The federal government advocates that local jurisdiction use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or 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 source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

4.2 State Regulations

California Green Building Standards Code (2022), Chapter 5 (Nonresidential Mandatory Measures) Section 5.507.4 (Acoustical Control), applies to all proposed buildings that people may occupy but are not residential dwelling units, with the exception of factories, stadiums, storage, enclosed parking structures, and utility buildings.

Buildings must comply with Section 5.507.4.1 or Section 5.507.4.2. Section 5.507.4.1 requires wall and roof-ceiling assemblies exposed to the noise source making up the building, or addition envelope or altered envelope, shall meet a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor to Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when within the 65 CNEL noise contour of an airport, freeway,

expressway, railroad, industrial source, or fixed-guideway source. If contours are not available, buildings exposed to 65 dB Leq(h) must meet a composite STC rating of at least 45 or OITC of 35 with exterior windows of at least STC 40 or OITC 30. Section 5.507.4.2 requires that the interior noise attributable to exterior sources must not exceed 50 dBA Leq(h) during any hour of operation. Section 5.507.4.3 requires that assemblies separating tenant spaces from tenant spaces or public places must have an STC of at least 40.

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.” The matrix allows the local jurisdiction to clearly delineate the compatibility of sensitive uses with various incremental levels of noise.

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and city 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 as illustrated in Exhibit D, which presents the City of Hemet’s adaptation of these guidelines.

4.3 City of Hemet Noise Regulations

Existing planning policies and noise regulations applicable to noise within the City of Hemet are presented in the Noise and Safety Element of the City of Hemet General Plan and within the City of Hemet Municipal Code.

City of Hemet General Plan

The City of Hemet’s Land Use Compatibility Standards are presented in Table 6.4 (Exhibit D of this report) of the City of Hemet General Plan. These standards apply to land uses exposed to noise levels generated by transportation-related noise sources.

<Exhibit D on next page>

Exhibit D: Land Use Compatibility Guidelines

Table 6.4 Land Use Compatibility for Community Noise Environments						
Land Use Category	Community Noise Exposure CNEL, dBA					
	55	60	65	70	75	80
Residential	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Transient lodging: hotels, motels	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Schools, libraries, churches, hospitals, nursing homes	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Auditoriums, concert halls, amphitheaters	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Sports arena, outdoor spectator sports	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Playgrounds, neighborhood parks	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Golf courses, riding stables, Water Recreation, Cemeteries	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Office buildings, business commercial and professional	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Industrial, manufacturing, utilities, agriculture	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel.

-  **Normally Acceptable** —Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise requirements
-  **Conditionally Acceptable** —New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.
-  **Normally Unacceptable** —New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
-  **Clearly Unacceptable** —New construction or development clearly should not be undertaken.

Source: Adapted from the Governor’s Office of Planning and Research in 2003

Land use compatibility standards for exterior and interior noise are shown in Table 1. The City applies a second set of standards when planning and making development decisions to ensure that stationary noise sources (e.g., HVAC units, industrial operations) do not adversely affect noise-sensitive land uses. These hourly and maximum levels (expressed in Leq and Lmax) for stationary noise sources are designed

to protect noise-sensitive land uses adjacent to stationary sources from excessive and continuous noise. Table 2 summarizes stationary source noise standards. These standards represent the acceptable exterior noise levels at the sensitive receptor’s property line.

Table 1: Land Use Compatibility Standards for Exterior and Interior Noise

Land Use	Maximum Allowable Noise (CNEL)	
	Exterior (dBA)	Interior (dBA)
Residential and mixed use with residential component	65	45
School classrooms	65	45
School playgrounds	70	--
Libraries	--	50
Hospitals, convalescent homes – sleeping areas	--	40
Hospitals, convalescent homes – living areas	--	50
Passive recreation areas	65	--
Active recreation areas	70	--
Commercial and industrial areas	70	--
Office areas	--	50
Note: The acceptable interior noise levels for other uses depends upon the specific nature of the indoor activity.		

Table 2: Noise Level Performance Standards for Nontransportation Noise Sources

Noise Level Descriptor	Daytime (7 a.m. – 10 p.m.)	Nighttime (10 p.m. – 7 a.m.)
Hourly average level (L _{eq})	60 dBA	45 dBA
Maximum equivalent levels (L _{max})	75 dBA	65 dBA
Note: Each of the noise levels specified shall be lowered by 5 decibels for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). The noise standard is to be applied at the property lines of the affected land use.		

The following goals and policies relating to noise are found within the Public Safety Element of the City of Hemet’s General Plan:

Goal PS-11 Manage noise levels through land use planning and development review.

PS-11.1 Noise Standards: Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.

- PS-11.2** Design to Minimize Noise: Encourage the use of siting and building design techniques as a means to minimize noise.
 - PS-11.3** Evaluate Noise: Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.
 - PS-11.4** Protect Noise-Sensitive Uses: Protect noise-sensitive uses from new noise sources.
- Goal PS-13** Minimize noise conflicts with stationary noise generators.
- PS-13.1** Protect Valuable Noise Sources: Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.
 - PS-13.2** New Sensitive Uses: Restrict the location of sensitive land uses near major noise sources to achieve the standards presented in Table 6.5 (Table 1 in this report).
 - PS-13.3** Prevent Encroachment: Prevent the encroachment of noise sensitive land uses into areas designated for use by existing or future noise generators.

City of Hemet Municipal Code

The City's Municipal Code further outlines the City's exterior noise limits as it relates to stationary noise sources.

Section 30-32[1.] – Prohibited public nuisance conditions.

42. Any noise that is made, generated, produced, or continued (whether from a human, animal, or device) in such a manner that it unreasonably disturbs the peace and quiet of any neighborhood of which causes any discomfort or annoyance to any reasonable person of normal sensitivities, or that otherwise violates any provision of the Hemet Municipal Code, including the noise limits set forth in the Hemet Zoning Code, or that violates the general plan (public safety element). Factors which shall be considered in determining whether the noise is a nuisance shall include, but not be limited to the following:
- A. The volume of the noise;
 - B. The intensity of the noise;
 - C. Whether the nature of the noise is usual or unusual;
 - D. Whether the origin of the noise is natural or unnatural;
 - E. The volume and intensity of the background noise, if any;
 - F. The proximity of the noise to residential sleeping facilities;
 - G. The nature of the zoning of the area from which the noise emanates;

- H. The density of inhabitation of the area from which the noise emanates;
 - I. The time of day or night the noise occurs;
 - J. The duration of the noise;
 - K. Whether the noise is recurrent, intermittent, or constant;
 - L. Whether the noise is produced by commercial or noncommercial activity; and
 - M. Whether the noise is a consequence or expected result of an otherwise lawful use.
43. Construction activities that occur outside of the approved hours of construction as set forth on a permit or other city entitlement as issued the building official, planning commission, or city council, or as otherwise prohibited by the Hemet Building Code.

Section 53-4. – Noise.

No person shall willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which is greater than the level permissible for the applicable zone or which unreasonably disturbs the peace or quiet of any neighborhood or which would cause discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

The word "unreasonably" as used herein shall include but not be limited to, consideration of the hour, place, nature, and circumstances of any loud, unnecessary, and unusual noise.

Section 67-10. – Time of grading operations.

Grading is allowed Monday through Friday between the hours of 6:00 a.m. and 6:00 p.m. from June 1 through September 30, and between the hours of 7:00 a.m. and 6:00 p.m. from October 1 through May 31. Grading is allowed on Saturdays between the hours of 7:00 a.m. and 6:00 p.m. year round. Grading on Sundays is prohibited.

The city engineer may extend the hours allowed for grading if he or she determines that such operations are not detrimental to the health, safety or welfare of the occupants of nearby structures, or the quiet enjoyment of nearby residential property.

Section 90-1048. – Performance standards.

All uses established or placed into operation shall comply at all times with the performance standards set out in this section. The director may require submission of evidence of ability to comply with the required conditions.

1. Noise. No use, except a temporary construction operation, shall be permitted which creates noise of a maximum sound pressure level greater than the value established in the public safety element of the general plan, and adopted building codes, or as may be further determined by project specific mitigation measures. The general plan specifies land use compatibility standards to ensure that stationary noise sources (e.g., industrial uses) do not adversely affect noise-sensitive land uses and that community noise environments do not negatively affect land uses.
7. Vibration. No use, except a temporary construction operation, shall be permitted which creates vibration sufficient to cause a displacement of 0.003 inch beyond the boundaries of the site.

5.0 Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for this assessment.

5.1 Noise Measurement Procedure and Criteria

Noise measurements were taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent of the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance to the County's and Caltrans (TeNS) technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5-feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawn mowers, or aircraft fly-overs were noted
- Temperature and sky conditions were observed and documented

5.2 Noise Measurement Locations

The noise monitoring locations were selected to obtain a baseline of the existing noise environment. Two (2) short-term 15-minute noise measurements were conducted at the project site. Appendix A includes photos, the field sheet, and measured noise data. Exhibit E illustrates the location of the measurements.

5.3 SoundPLAN Noise Model (Operational Noise)

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP is capable of evaluating multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case operational noise level projections were modeled using referenced sound level data for the various stationary on-site sources (car parking spaces, idling trucks, backup beepers). Per

the Statement of Operation, some project operations (parking movements and truck deliveries) will occur between the hours of 1 and 7 AM. During these nighttime hours, the project will use flaggers in lieu of backup beepers during truck loading/unloading operations. However, noise from parking movements and idling trucks is still expected during nighttime hours.

The model assumes that the site has 64 parking spaces with 0.3 parking movements per hour in each space. This is a very conservative estimate, as the Traffic Scoping Agreement prepared for this project by LOS Engineering only projects 142 total traffic trips per day. Other project-related noises include sounds associated with delivery truck operations. To model these noises, idling delivery trucks and backup beepers were modeled directly outside each of the two coil-up doors on the northeast side of the warehouse. Each truck loading/unloading event is assumed to take about 2 hours. Thus, the idling trucks were assumed to operate 50% of the time during business hours. The backup beeper is assumed to be operating for a total of 5 minutes per hour during daytime business hours. These are conservative assumptions, as operating times are expected to be shorter than modeled. The SoundPLAN model input and output calculations are provided in Appendix C.

5.4 FHWA Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) standards. The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Average daily traffic volumes associated with the project correspond to the project's scoping agreement for traffic impact as prepared by LOS Engineering. The existing roadway volume for W Latham Avenue from the year 2024 was taken using StreetLight data.

The referenced traffic data was applied to the model and is in Appendix B. The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g., freeway, major arterial, arterial, secondary, collector, etc.),
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g., soft vs. hard)
- Percentage of total ADT which flows each hour through-out a 24-hour period

Table 3 indicates the roadway parameters and vehicle distribution utilized for this study.

<Table 3, next page>

Table 3: Roadway Parameters and Vehicle Distribution

Roadway	Segment	Existing ADT ¹	Existing + Project ADT ¹	Speed (MPH)	Site Conditions
W Latham Ave	N Tahquitz Ave to N Gilbert St	2,632	2,774	30	Hard
Vehicle Distribution and Mix²					
Motor-Vehicle Type	Daytime % (7AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow	
Automobiles	77.5	12.9	9.6	97.4	
Medium Trucks	84.8	4.9	10.3	1.84	
Heavy Trucks	86.5	2.7	10.8	0.74	
Notes:					
¹ Project trip generation from project Scoping Agreement, existing ADT from 2024 W Latham Avenue traffic counts via StreetLight data.					
² Typical California Vehicle Distribution and Mix.					

To determine the project’s noise impact to the surrounding land uses, MD generated noise contours for projected traffic conditions. Noise contours are used to provide a characterization of sound levels experienced at a set distance from the centerline of a subject roadway. They are intended to represent a worst-case scenario and do not take into account structures, sound walls, topography, and/or other sound attenuating features which may further reduce the actual noise level. Noise contours are developed for comparative purposes and are used to demonstrate potential increases/decreases along subject roadways because of a project.

5.5 FHWA Roadway Construction Noise Model

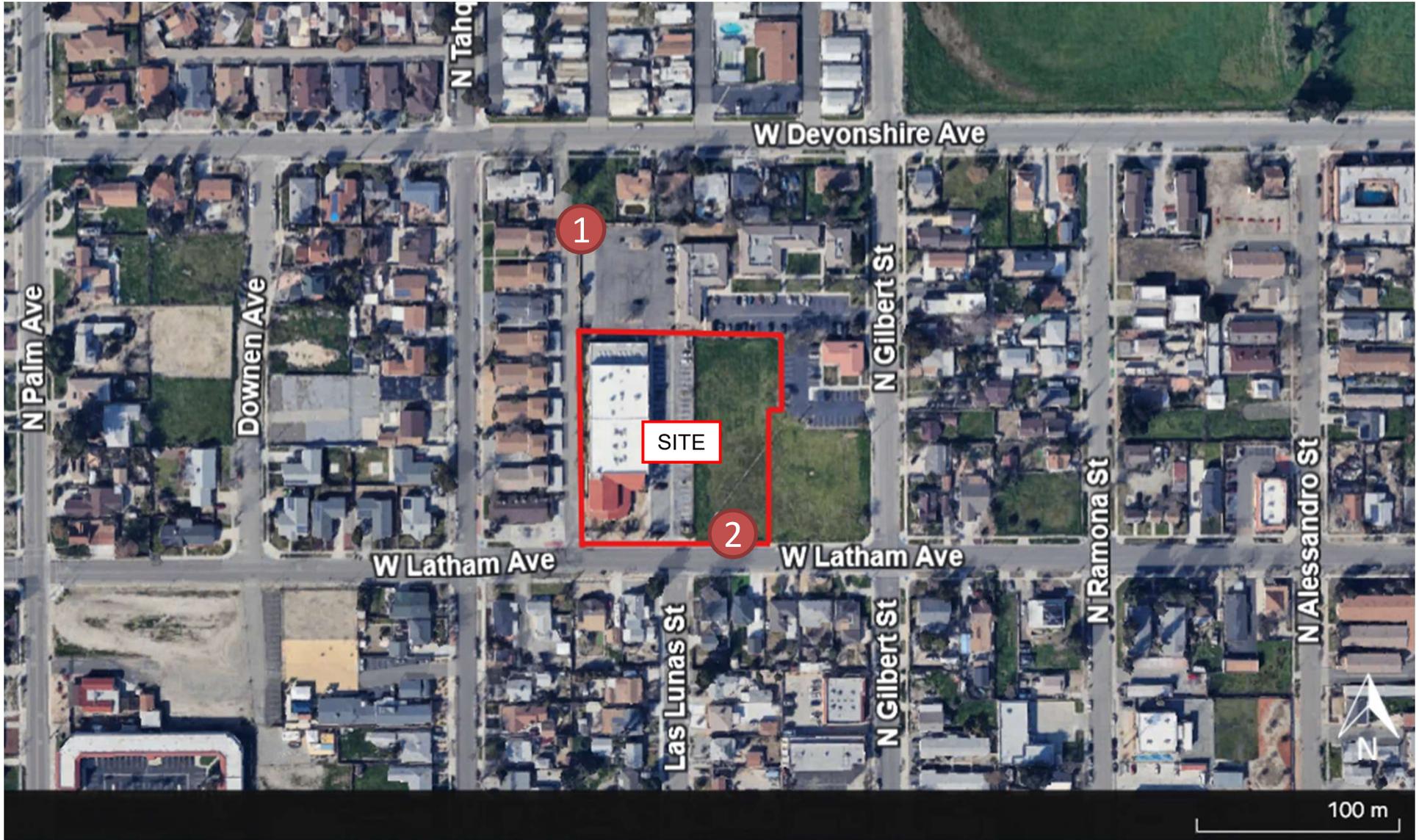
The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site.

The project was analyzed based on the different construction phases. The construction noise calculation output worksheet is in Appendix D.

Exhibit E

Measurement Locations

 = Short-Term
Monitoring Location



6.0 Existing Noise Environment

Two (2) 15-minute noise measurements were conducted at the project site to document the existing noise environment. The measurements include the 15-minute Leq, Lmin, Lmax, and other statistical data (e.g., L2, L8). Noise measurement field sheets are provided in Appendix A.

6.1 Short-Term Noise Measurement Results

The results of the short-term noise data are presented in Table 4. Measurement locations are in Exhibit E.

Table 4: Short-Term Noise Measurement Data¹

Location	Start Time	Stop Time	LEQ	L _{MAX}	L _{MIN}	L ₂	L ₈	L ₂₅	L ₅₀	L ₉₀
NM1	8:02 AM	8:17 AM	50.2	62.1	35.5	58.3	54.9	50.5	45.5	39.3
NM2	8:21 AM	8:36 AM	61.1	75.5	38.5	69.5	66.3	60.7	54	45.1

Notes:
¹ Short-term noise monitoring locations are illustrated in Exhibit E.

Noise data indicates the ambient noise level ranged from 50 to 61 dBA Leq at and near the project site. NM1 represents the noise level at the backyard of a residence to the north, and NM2 represents the roadway noise along W Latham Avenue. The CNEL was also calculated for each noise measurement based on typical California traffic patterns. This calculation also gives an estimated Leq level for each hour at each noise measurement location. The quietest hourly level is expected to occur during the hour of 3AM and is estimated to be 34 dBA Leq for NM1 and 50 dBA Leq for NM2. See Appendix A for CNEL and hourly Leq calculations. Additional field notes and photographs are provided in Appendix A.

7.0 Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts from the project and compares the results to the City's Noise Standards. The analysis details the estimated exterior noise levels associated with traffic from adjacent roadway sources and project operations.

7.1 Future Exterior Noise

The exterior noise level off-site of the project will be impacted by transportation-related sources and stationary sources from the site. The following outlines the impacts associated with exterior noise levels.

7.1.1 Future Off-Site Traffic Noise Impact

The project is expected to generate 142 traffic trips per day according to the scoping agreement prepared for the project. Some of these trips are expected to be delivery trucks used in project operations. However, the surrounding roads have significantly more trips per day. Although there would be a relatively high single-event noise exposure potential at a maximum of 87 dBA L_{max} at 50 ft from passing trucks, causing possible short-term intermittent annoyances, the effect on ambient noise levels would be less than 1 dBA when averaged over one hour or 24 hours. It takes a doubling in traffic to produce a 3 dB change, which is the threshold of perceptibility of human hearing. All surrounding roadways, including W Latham Avenue, have significantly more than 142 trips per day. Thus, the impact is less than significant.

To illustrate the traffic impact, the potential off-site noise impacts caused by the increase in vehicular traffic as a result of the project were calculated at a distance of 65 feet from W Latham Avenue. The distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference. The noise level at 65 feet is representative of approximate distances to existing residential uses close to the subject roadways impacted by the project. The noise contours were calculated for the following scenarios and conditions:

- Existing Condition: This scenario refers to the existing traffic noise condition and is demonstrated in Table 5.
- Existing + Project Condition: This scenario refers to the existing plus project traffic noise condition and is demonstrated in Table 5.

<Table 5, next page>

Table 5: Existing/Existing + Project Scenario – Noise Levels Along Roadways (dBA CNEL)

Existing Exterior Noise Levels						
Roadway	Segment	CNEL at 65 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
W Latham Ave	N Tahquitz Ave to N Gilbert St	56.7	3	10	30	95

Existing + Project Exterior Noise Levels						
Roadway	Segment	CNEL at 65 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
W Latham Ave	N Tahquitz Ave to N Gilbert St	56.9	3	10	32	100

Change in Noise Levels as a Result of Projects					
Roadway ¹	Segment	CNEL at 50 Feet dBA ²			
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
W Latham Ave	N Tahquitz Ave to N Gilbert St	56.7	56.9	0.2	No
Notes: ¹ Exterior noise levels calculated at 5 feet above ground level. ² Noise levels calculated from centerline of subject roadway.					

Table 5 provides the Existing and Existing + Project noise conditions and shows the change in noise level because of the proposed project. As shown in Table 5, there will be a small increase in traffic noise of 0.2 dBA at 65 feet from the centerline of W Latham Avenue as a result of the project. This will be inaudible (see Section 2.5). In addition, noise due to project traffic will remain below the 65 dBA CNEL exterior limit for residential uses in the Hemet General Plan. Thus, the impact is less than significant.

7.1.2 Noise Impacts to Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by project operational noise include residences in all cardinal directions of the project site. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. The model utilizes point sources representing the idling trucks/back-up beepers. The model assumes 0.3 movements per hour for each parking space.

A total of four (4) receptors were modeled using the SoundPLAN noise model to evaluate the proposed project’s operational impact. Receptor 1 represents a residential use to the east and receptor 2 represents a residential use to the west. Receptors 3 and 4 represent residential uses to the north and south respectively. A receptor is denoted by a yellow dot. The noise level at each receptor was calculated for each of the following scenarios: daytime operations (dBA Leq), nighttime operations (dBA Leq), and

expected Lmax (dBA) associated with daytime operations. Exhibit F shows the daytime operational noise contour and the noise levels of the three scenarios (listed in order of daytime Leq, nighttime Leq, daytime Lmax) at each of the receptors.

Project Operational Noise Levels

Exhibit F shows the “Project-only” operational nighttime noise levels at the nearby sensitive receptors and how the noise will propagate from the site. Operational noise levels at the adjacent receptors are anticipated to range between 45 to 48 dBA Leq during daytime, 39 to 44 dBA Leq during nighttime, and 50 to 54 dBA Lmax during daytime hours. Operations are assumed to include all stationary noise sources on site (idling trucks, back-up beepers during daytime only, on-site parking).

Daytime Project Plus Ambient Operational Noise Levels

Daytime project operations include parking, idling trucks, and the use of backup beepers. Daytime operational noise levels are compared to the quietest daytime hourly Leq level estimated based on typical traffic patterns (see Section 6.1). The quietest daytime hourly level during business hours is expected to occur during the hour of 10 AM and is estimated to be 45 dBA Leq for NM1 and 60 dBA Leq for NM2. The quietest hourly Leq level during business hours was chosen as a worst-case conservative assumption. Table 6 provides the existing daytime ambient noise level, the daytime project noise level, and the daytime project plus ambient noise level at each receptor.

Table 6: Worst-case Daytime Business Hour Operational Leq Noise Level

Receptor ¹	Existing Daytime Ambient Noise Level (dBA, Leq) ²	Daytime Project Noise Level (dBA, Leq) ³	Daytime Project Plus Ambient Noise Level (dBA, Leq)	Stationary Daytime Noise Limit (dBA, Leq)	Exceeds Noise Limit per Hemet General Plan?
1	45	47	49	60	No
2	45	46	49	60	No
3	60	48	60	60	No
4	60	45	60	60	No

Notes:
¹ Receptors 1 through 4 represent residential uses in all cardinal directions.
² See Appendix A for the ambient noise measurement and hourly Leq calculations.
³ See Exhibit F for the daytime operational noise level projections at said receptors.

The daytime operational noise levels are compared to the daytime stationary noise limit outlined in the Hemet General Plan. At all adjacent residences, project plus ambient noise will not exceed the daytime residential noise limit of 60 dBA Leq, per Table 6.6 of the Hemet General Plan (Table 2 in this report). The impact is, therefore, less than significant.

Nighttime Project Plus Ambient Operational Noise Levels

Nighttime project operations include parking and idling trucks. Nighttime operational noise levels are compared to the quietest nighttime hourly Leq level estimated based on typical traffic patterns (see Section 6.1). The quietest nighttime hourly level is expected to occur during the hour of 3AM and is estimated to be 34 dBA Leq for NM1 and 50 dBA Leq for NM2. The quietest hourly Leq level was chosen as a worst-case conservative assumption. Table 7 provides the existing nighttime ambient noise level, the nighttime project noise level, and the project plus ambient noise level at each receptor.

Table 7: Worst-case Nighttime Operational Leq Noise Level

Receptor ¹	Existing Nighttime Ambient Noise Level (dBA, Leq) ²	Nighttime Project Noise Level (dBA, Leq) ³	Nighttime Project Plus Ambient Noise Level (dBA, Leq)	Stationary Nighttime Noise Limit (dBA, Leq)	Exceeds Noise Limit per Hemet General Plan?
1	34	40	41	45	No
2	34	39	40	45	No
3	50	44	51	45	No
4	50	41	51	45	No

Notes:
¹ Receptors 1 through 4 represent residential uses in all cardinal directions.
² See Appendix A for the ambient noise measurement and hourly Leq calculations.
³ See Exhibit F for the nighttime operational noise level projections at said receptors.

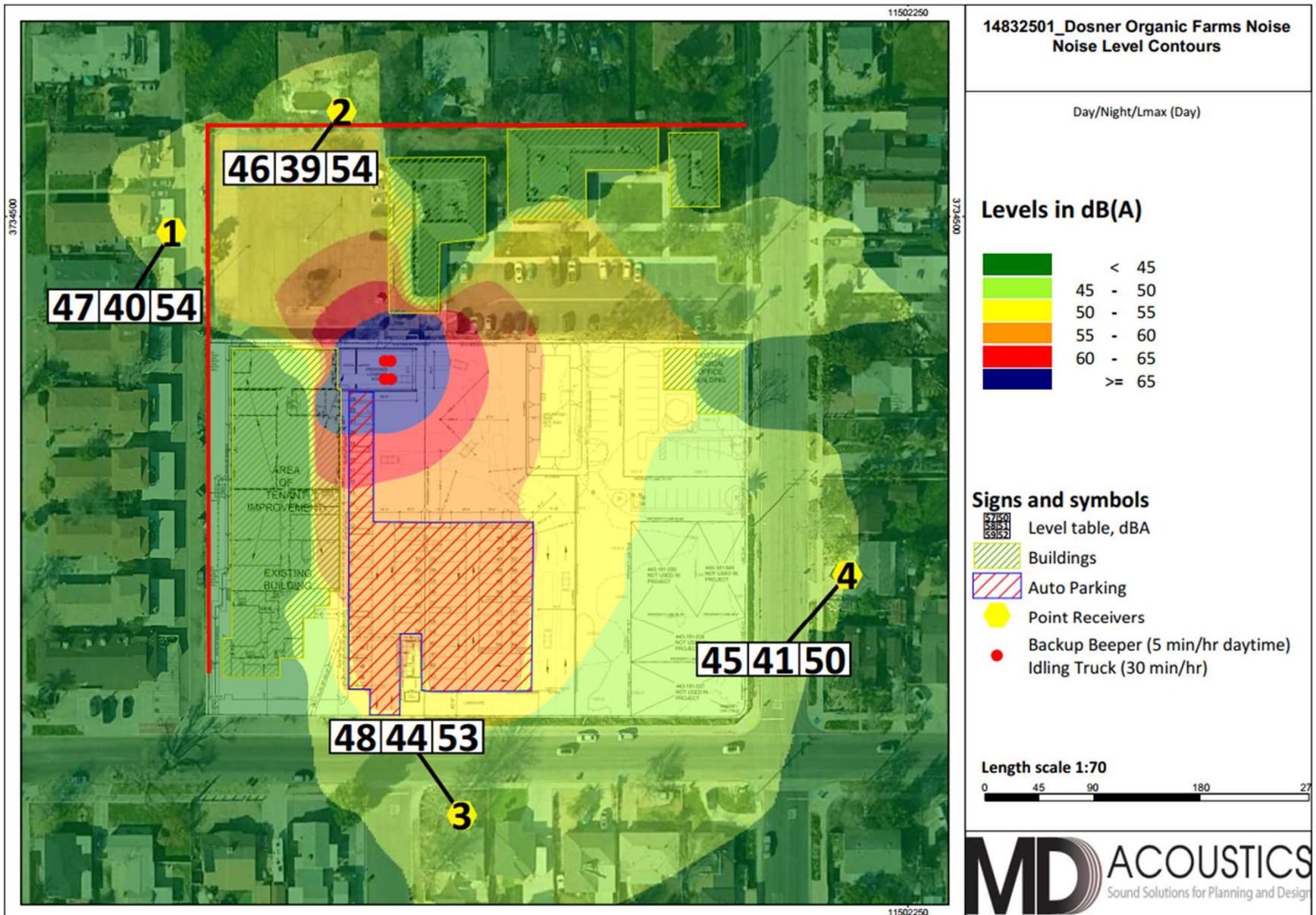
The nighttime operational noise levels are compared to the nighttime stationary noise limit outlined in the Hemet General Plan. At all adjacent residences, project-only noise will not exceed the nighttime residential noise limit of 45 dBA Leq, per Table 6.6 of the Hemet General Plan (Table 2 in this report).

The project plus ambient noise levels at receptors 1 and 2 are expected to be under the 45 dBA Leq nighttime stationary noise limit. At receptors 3 and 4, the project plus ambient noise levels are expected to be 51 dBA Leq. This level is above the 45 dBA Leq nighttime stationary noise limit. However, the existing ambient noise level at these receptors exceeds the nighttime code without the addition of the project. At these receptors, the addition of the project only increases the ambient noise level by 1 dB. This change in noise level is inaudible (see Section 2). The impact is, therefore, less than significant.

Daytime Lmax Project Plus Ambient Operational Noise Levels

The expected Lmax (dBA) noise levels during daytime operations at each receptor location were calculated using SoundPLAN methodologies. As shown in Exhibit F, the Lmax due to daytime operations is expected to range between 50-54 dBA. Per Table 6.6 of the Hemet General Plan (Table 2 of this report), the maximum permitted Lmax levels due to non-transportation noise sources is 75 dBA Lmax during the day and 65 dBA Lmax during the night. All Lmax levels associated with daytime operations fall below the strictest nighttime 65 dBA Lmax limit. Daytime operations are expected to be louder than nighttime operations. Thus, the project is not expected to exceed any of the Lmax limits set forth in the Hemet General Plan.

Operational Noise Levels Leq(h), Lmax



8.0 Construction Noise Impact

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. The construction noise and vibration level projections are provided in the sections below.

8.1 Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding the noise characteristics of typical construction activities. The data is presented in Table 8.

Table 8: Typical Construction Noise Levels¹

Equipment Powered by Internal Combustion Engines	
Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Type	Noise Levels (dBA) at 50 Feet
Saws	71 - 82
Vibrators	68 - 82
Notes:	
¹ Referenced Noise Levels from the Environmental Protection Agency (EPA)	

Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City’s Municipal Code (Section 30-32 [.1] (43)). During the grading phase, construction activities must occur during the allowable times described in Section 67-10 of the Municipal Code. Construction is anticipated to occur during the permissible hours according to the City’s Municipal Code. Construction noise will temporarily or

periodically increase in the ambient noise level above the existing noise level within the project vicinity. Construction noise level projections are provided below.

The nearest sensitive land use to anticipated construction activities is an existing residential use to the south. This use is an average of 250 feet away from construction activities and as close as 80 feet from construction activities. The existing adjacent residential properties are no closer than 80 feet to the site.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels are in Table 9. A likely worst-case construction noise scenario assumes equipment operating as close as 80 feet and an average of 250 feet from the nearest sensitive receptor. The Lmax levels represent maximum levels when construction occurs adjacent to the residential receptors. Leq levels represent the average construction noise level during each phase.

Table 9: Construction Noise Levels at Existing Adjacent Residences

Phase	dBA Lmax	dBA Leq
Demolition	79	67
Grading	80	67
Build	79	65
Paving	85	67
Arch Coating	73	55
Notes: Const Equip from typical CalEEMod		

Construction noise will range from 73 to 85 dBA Lmax and 55 to 67 dBA Leq and will have a temporary impact. Construction will occur within the allowable times as described in Section 30-32 [.1] (43) of the Municipal Code; thus, the impact is considered less than significant.

8.2 Construction Vibration

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a vibratory roller. A vibratory roller has a vibration impact of 0.210 inches per second peak particle velocity (PPV) at 25 feet which is below any risk to architectural damage to modern buildings.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{\text{equipment}} = PPV_{\text{ref}} (100/D_{\text{rec}})^n$$

Where: PPV_{ref} = reference PPV at 100ft.

D_{rec} = distance from equipment to receiver in ft.
 $n = 1.1$ (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 10 (below) provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 10: Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013.
 Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 11 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 11: Vibration Source Levels for Construction Equipment¹

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

¹ Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

All proposed construction is at least 20 feet from existing off-site buildings. The closest off-site building to the project site is a commercial building 20 feet from the site. At 20 feet, a vibratory roller would yield a worst-case 0.268 PPV (in/sec) which is below any risk of damage for modern industrial/commercial buildings (2.0 in/sec PPV is the threshold for modern commercial structures). The nearest residential building to construction activities is 80 feet from the site. At 80 feet, a vibratory roller would yield a worst-case 0.058 PPV (in/sec) which is below any risk of damage for older residential structures (0.3 in/sec PPV is the threshold for modern commercial structures). Thus, the impact is less than significant.

9.0 References

State of California General Plan Guidelines: 1998. Governor's Office of Planning and Research

City of Hemet: General Plan 2030, Chapter 6: Public Safety Element.

City of Hemet: Municipal Code, Sections 67-10, 67-11

Caltrans Noise Technical Manual. 2013

Konan Vibration Criteria.

LOS Engineering, Inc. Traffic Scoping Memo 630 W. Latham Ave Tenant Improvements.

Federal Highway Administration. Noise Barrier Design Handbook. June 2017.

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

Appendix A:
Field Measurement Data

15-Minute Continuous Noise Measurement Datasheet - NM1, NM2

Project Name: Dosner Organic Farms Noise

Project: #/Name: 1483-2025-001

Site Address/Location: 630 W. Latham Avenue

Date: 04/03/2025

Field Tech/Engineer:

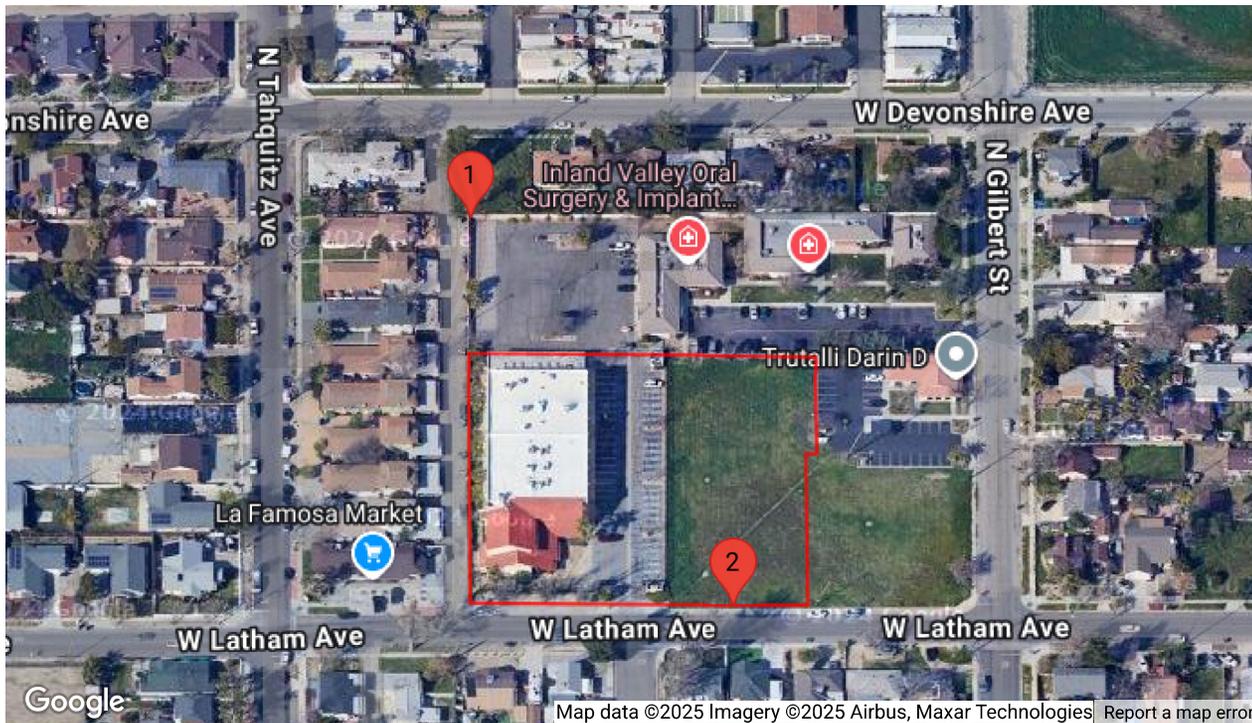
Sound Meter: XL2, NT1 **SN:** A2A-07095-E0

Settings: A-weighted, slow, 1-sec, 15-minute interval

Site Id: NM1, NM2

Site Observations:

46F winds Zero MPH, partly cloudy. NM1 might have had one car drive by it, but the area traffic noise was definitely captured. NM1 primary noise source is birds. NM2 the primary noise source is traffic.



STICS

15-Minute Continuous Noise Measurement Datasheet - Cont. - NM1, NM2

Project Name: Dosner Organic Farms Noise
Site Address/Location: 630 W. Latham Avenue
Site Id: NM1, NM2

Calibrator: LD Cal 200
Cal Check: Pre-test: 0 **Post Test:** 0

Figure 1: NM1

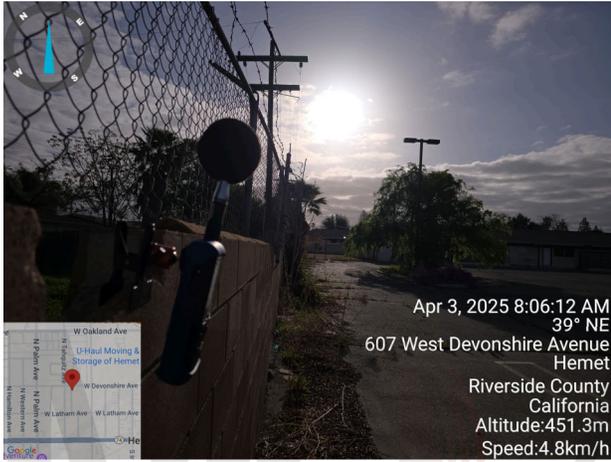


Figure 2: NM1



Figure 3: NM2

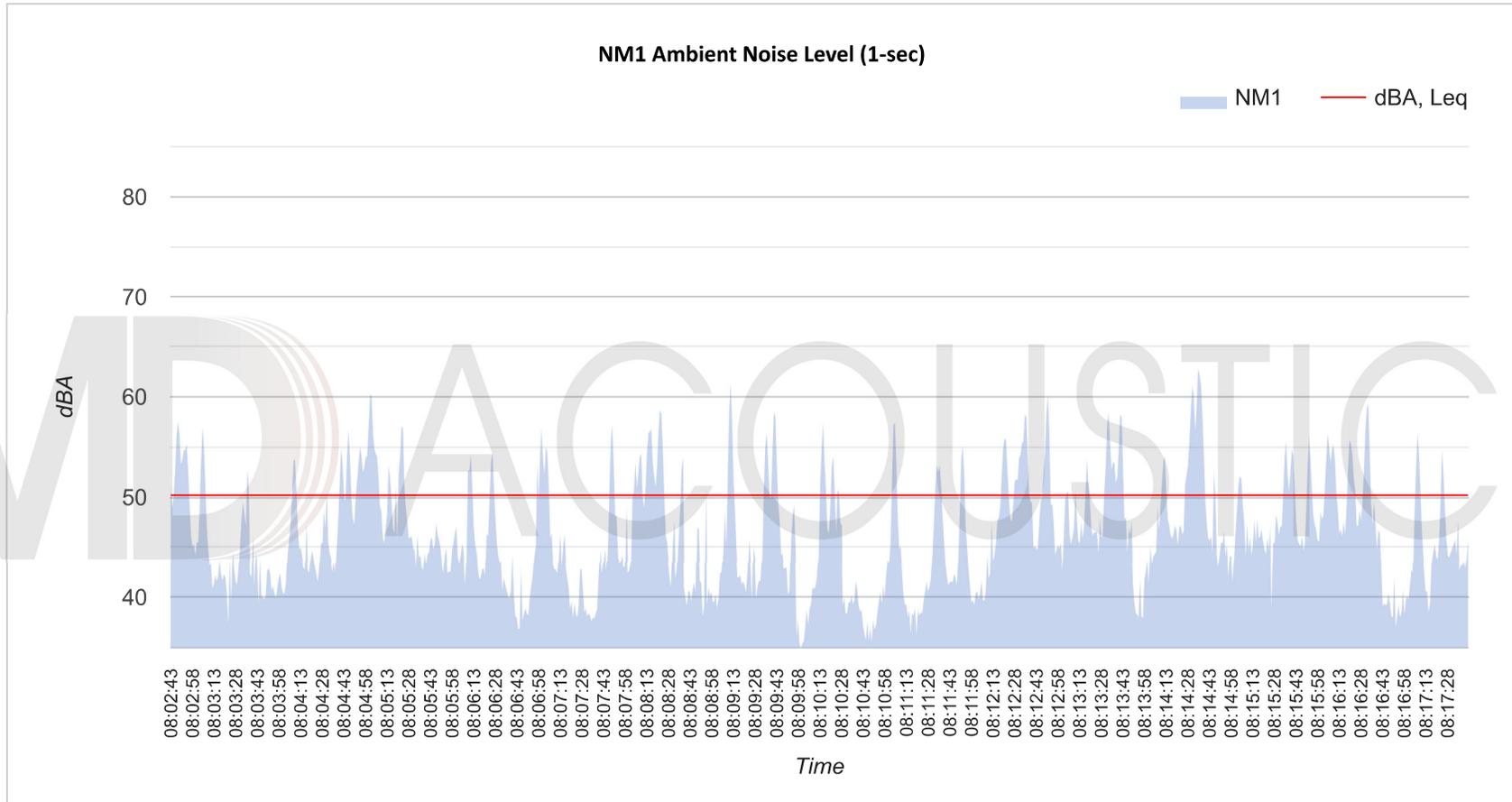


Table 1: Baseline Noise Measurement Summary

Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
NM1	8:02 AM	8:17 AM	50.2	62.1	35.5	58.3	54.9	50.5	45.5	39.3
NM2	8:21 AM	8:36 AM	61.1	75.5	38.5	69.5	66.3	60.7	54	45.1

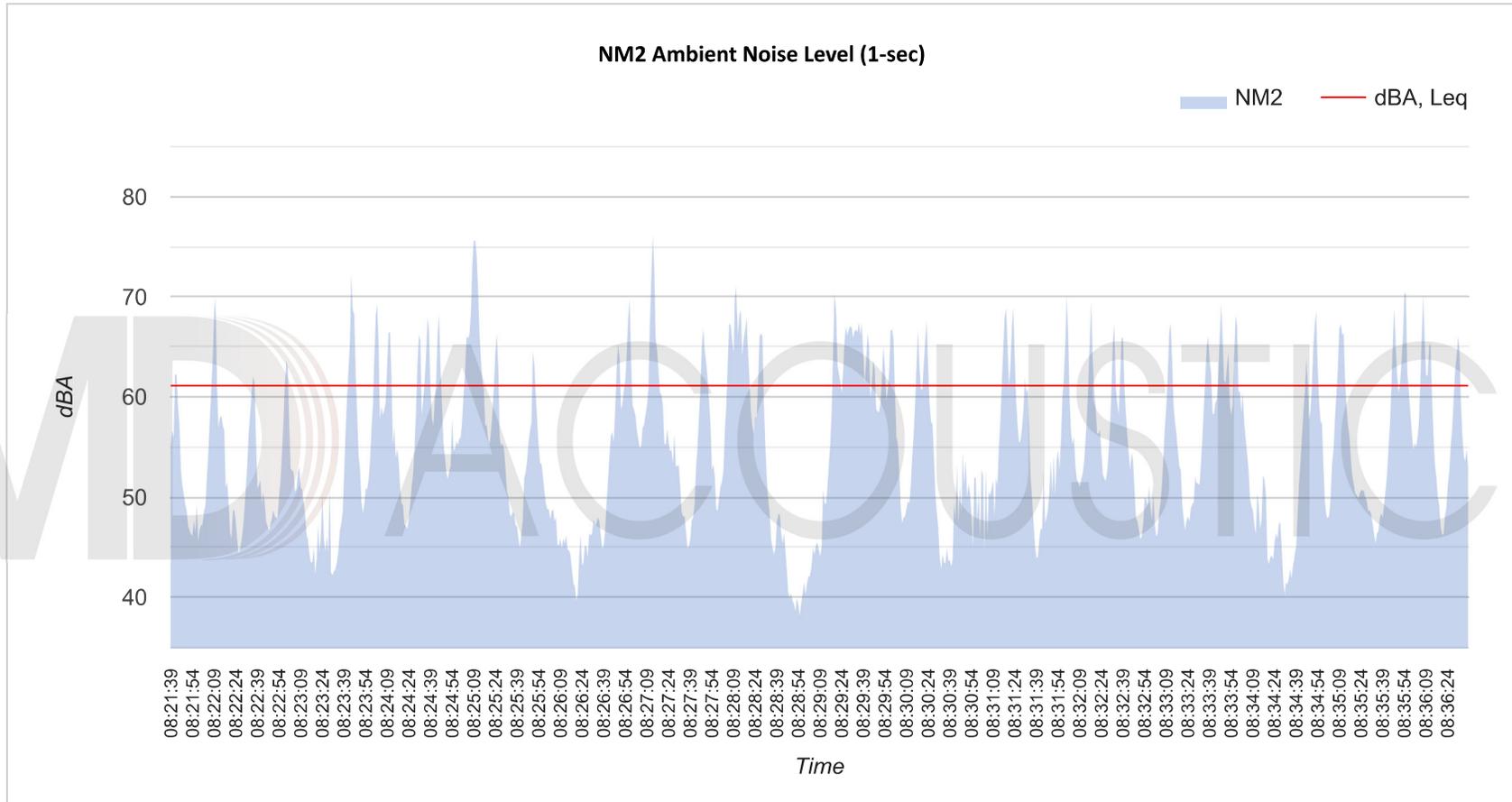
15-Minute Continuous Noise Measurement Datasheet - Cont. - NM1

Project Name:	Dosner Organic Farms Noise	Site Topo:	Open parking lot with 1-2 story	Noise Source(s) w/ Distance:
Site Address/Location:	630 W. Latham Avenue	Meteorological Cond.:	46F Winds 0-0MPH partly cloudy	residential noise, background road noise and bird song
Site Id:	NM1	Ground Type:	buildings and asphalt	

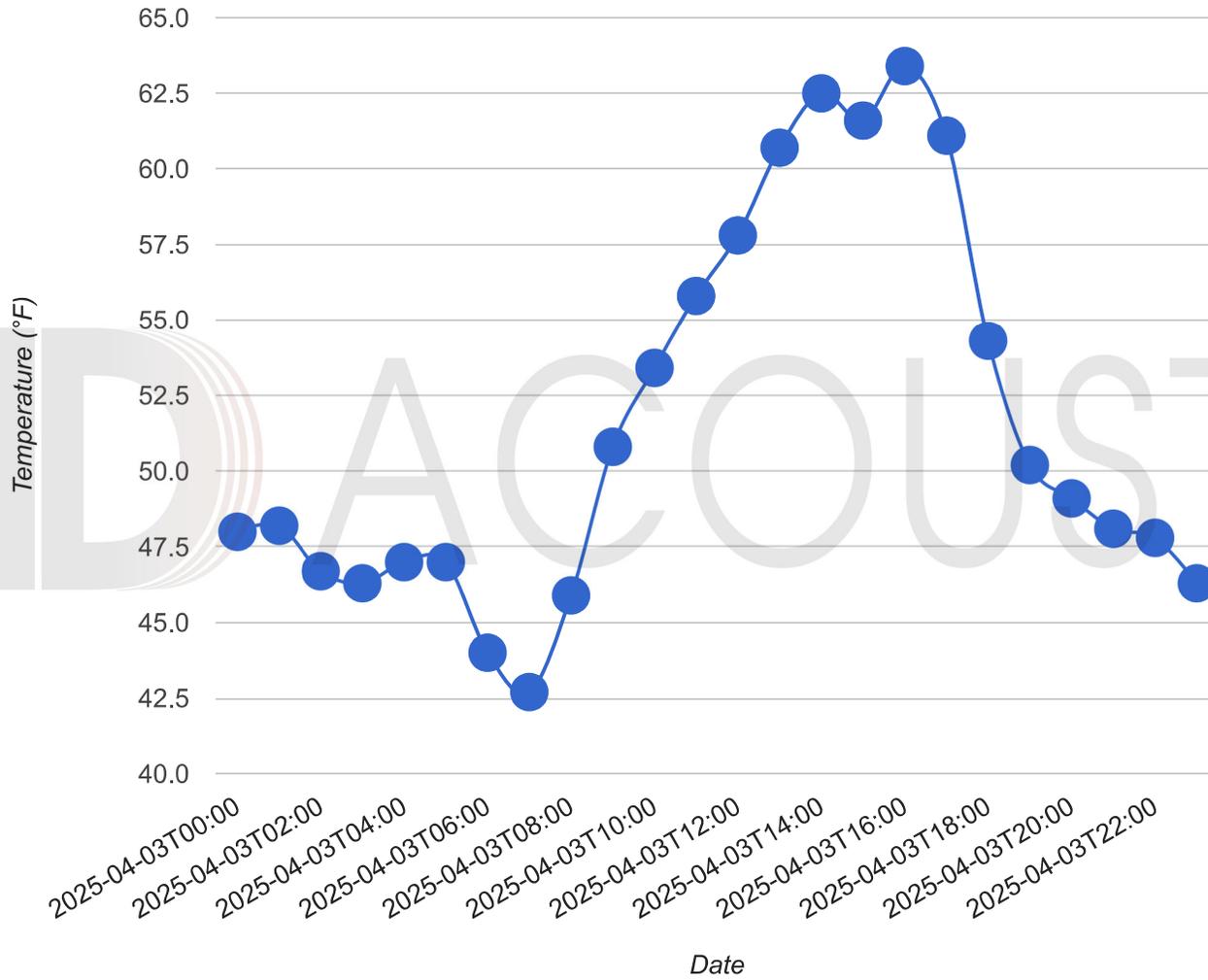


15-Minute Continuous Noise Measurement Datasheet - Cont. - NM2

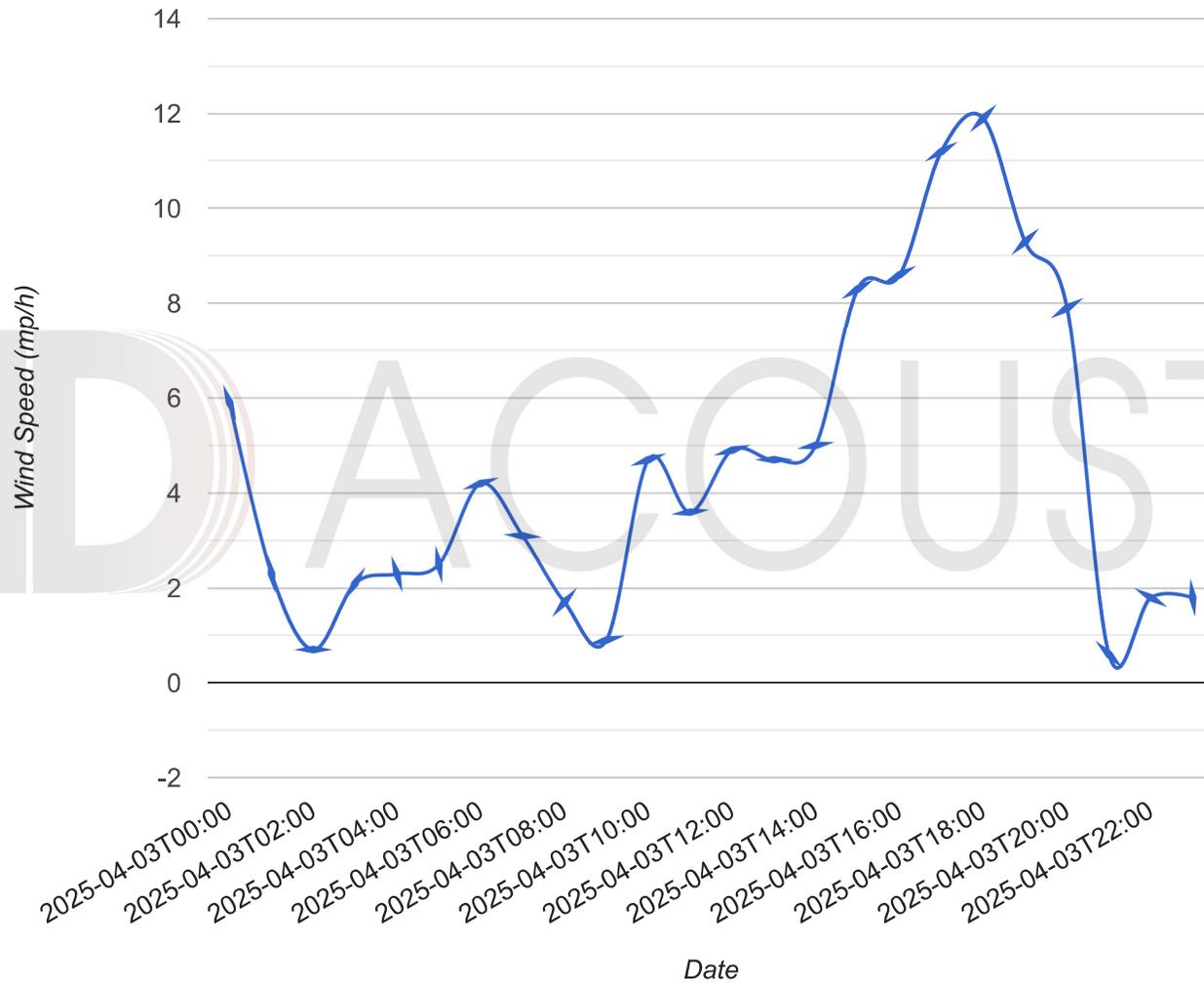
Project Name:	Dosner Organic Farms Noise	Site Topo:	Buildings 1-2 stories tall open	Noise Source(s) w/ Distance:
Site Address/Location:	630 W. Latham Avenue	Meteorological Cond.:	46F Winds 0-0MPH partly cloudy	road noise and residential noise
Site Id:	NM2	Ground Type:	buildings and asphalt	



Weather forecast for 2025-04-03



Wind speed and directions for 2025-04-03



Source: Global Forecast System (GFS) weather forecast model

CNEL CALCULATED FROM SITE MEASUREMENTS

PROJECT: **Dosner Organic Farms**
 LOCATION: **NM1**

DATE: **29-Apr-25**
 JN: **1483-2025-01**

TIME BEGINNING	HOURLY LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ
0000	39.7	10.0	49.7
0100	37.3	10.0	47.3
0200	36.0	10.0	46.0
0300	34.3	10.0	44.3
0400	35.3	10.0	45.3
0500	39.1	10.0	49.1
0600	45.5	10.0	55.5
0700	47.8	0.0	47.8
0800	45.9 *	0.0	45.9
0900	44.9	0.0	44.9
1000	44.8	0.0	44.8
1100	45.0	0.0	45.0
1200	45.1	0.0	45.1
1300	45.2	0.0	45.2
1400	45.4	0.0	45.4
1500	46.6	0.0	46.6
1600	48.1	0.0	48.1
1700	47.8	0.0	47.8
1800	46.0	0.0	46.0
1900	44.7	5.0	49.7
2000	43.6	5.0	48.6
2100	42.9	5.0	47.9
2200	41.9	10.0	51.9
2300	41.3	10.0	51.3
CNEL (dBA)			48.5

HR. MEASURED: **800 ***
 MEASURED LEQ: **45.9 ***

CNEL CALCULATED FROM SITE MEASUREMENTS

PROJECT: **Dosner Organic Farms**
 LOCATION: **NM2**

DATE: **29-Apr-25**
 JN: **1483-2025-01**

TIME BEGINNING	HOURLY LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ
0000	54.9	10.0	64.9
0100	52.5	10.0	62.5
0200	51.2	10.0	61.2
0300	49.5	10.0	59.5
0400	50.5	10.0	60.5
0500	54.3	10.0	64.3
0600	60.7	10.0	70.7
0700	63.0	0.0	63.0
0800	61.1 *	0.0	61.1
0900	60.1	0.0	60.1
1000	60.0	0.0	60.0
1100	60.2	0.0	60.2
1200	60.3	0.0	60.3
1300	60.4	0.0	60.4
1400	60.6	0.0	60.6
1500	61.8	0.0	61.8
1600	63.3	0.0	63.3
1700	63.0	0.0	63.0
1800	61.2	0.0	61.2
1900	59.9	5.0	64.9
2000	58.8	5.0	63.8
2100	58.1	5.0	63.1
2200	57.1	10.0	67.1
2300	56.5	10.0	66.5
CNEL (dBA)			63.7

HR. MEASURED: **800 ***
 MEASURED LEQ: **61.1 ***

Appendix B:
Traffic Noise Modeling Output

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: **DOSNER ORGANIC FARMS**
 ROADWAY: **W LATHAM AVE**
 LOCATION: **HEMET, CA**

JOB #: **1483-25-01**
 DATE: **#####**
 ENGINEER: **B. Wu**

NOISE INPUT DATA - EXISTING

ROADWAY CONDITIONS

ADT = **2,632**
 SPEED = **30**
 PK HR % = **10**
 NEAR LANE/FAR LANE DI: **20**
 ROAD ELEVATION = **0.0**
 GRADE = **1.0 %**
 PK HR VOL = **263**

RECEIVER INPUT DATA

RECEIVER DISTANCE = **65**
 DIST C/L TO WALL = **80**
 RECEIVER HEIGHT = **5.0**
 WALL DISTANCE FROM RECEIVER (15)
 PAD ELEVATION = **0.5**
 ROADWAY VIEW: LF ANGLE= **-90**
 RT ANGLE= **90**
 DF ANGLE= **180**

SITE CONDITIONS

AUTOMOBILES = **10**
 MEDIUM TRUCKS = **10** (10 = HARD SITE, 15 = SOFT SITE)
 HEAVY TRUCKS = **10**

WALL INFORMATION

HTH WALL **0.0**
 AMBIENT= **0.0**
 BARRIER = **0** (0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	64.32	--
MEDIUM TRUCKS	4.0	64.24	--
HEAVY TRUCKS	8.0	64.28	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	55.4	53.5	51.7	45.6	54.3	54.9
MEDIUM TRUCKS	48.7	47.2	40.9	39.3	47.8	48.0
HEAVY TRUCKS	50.4	49.0	40.0	41.2	49.6	49.7
NOISE LEVELS (dBA)	57.2	55.5	52.3	47.7	56.2	56.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	55.4	53.5	51.7	45.6	54.3	54.9
MEDIUM TRUCKS	48.7	47.2	40.9	39.3	47.8	48.0
HEAVY TRUCKS	50.4	49.0	40.0	41.2	49.6	49.7
NOISE LEVELS (dBA)	57.2	55.5	52.3	47.7	56.2	56.7

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	3	10	30	95
LDN	3	9	27	86

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: **DOSNER ORGANIC FARMS**
 ROADWAY: **W LATHAM AVE**
 LOCATION: **HEMET, CA**

JOB #: **1483-25-01**
 DATE: **#####**
 ENGINEER **B. Wu**

NOISE INPUT DATA - EXISTING + PROJECT

ROADWAY CONDITIONS

ADT = **2,774**
 SPEED = **30**
 PK HR % = **10**
 NEAR LANE/FAR LANE DI: **20**
 ROAD ELEVATION = **0.0**
 GRADE = **1.0 %**
 PK HR VOL = **277**

RECEIVER INPUT DATA

RECEIVER DISTANCE = **65**
 DIST C/L TO WALL = **80**
 RECEIVER HEIGHT = **5.0**
 WALL DISTANCE FROM RECEIVER = **(15)**
 PAD ELEVATION = **0.5**
 ROADWAY VIEW: LF ANGLE= **-90**
 RT ANGLE= **90**
 DF ANGLE= **180**

SITE CONDITIONS

AUTOMOBILES = **10**
 MEDIUM TRUCKS = **10** (10 = HARD SITE, 15 = SOFT SITE)
 HEAVY TRUCKS = **10**

WALL INFORMATION

HTH WALL = **0.0**
 AMBIENT= **0.0**
 BARRIER = **0** (0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	64.32	--
MEDIUM TRUCKS	4.0	64.24	--
HEAVY TRUCKS	8.0	64.28	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	55.6	53.7	51.9	45.9	54.5	55.1
MEDIUM TRUCKS	49.0	47.5	41.1	39.5	48.0	48.2
HEAVY TRUCKS	50.6	49.2	40.2	41.4	49.8	49.9
NOISE LEVELS (dBA)	57.5	55.7	52.5	47.9	56.4	56.9

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	55.6	53.7	51.9	45.9	54.5	55.1
MEDIUM TRUCKS	49.0	47.5	41.1	39.5	48.0	48.2
HEAVY TRUCKS	50.6	49.2	40.2	41.4	49.8	49.9
NOISE LEVELS (dBA)	57.5	55.7	52.5	47.9	56.4	56.9

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	3	10	32	100
LDN	3	9	29	90

Appendix C:
SoundPLAN Inputs/Outputs

Dosner Organic Farms Noise
Contribution level - 001 - Dosner Organic Farms: Outdoor SP

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Source	Source ty	Tr. lane	Leq,d dB(A)	A dB	Leq,n dB(A)	Lmax dB(A)	
Receiver R1	FIG	Lr,lim dB(A)	Lr,lim dB(A)	Leq,d 46.8 dB(A)	Lmax,lim dB(A)	Leq,n 39.7 dB(A)	Lmax 53.9 dB(A)
BackUp Beeper	Point		43.1	0.0		53.9	
Backup Beeper	Point		42.7	0.0		53.5	
Loading Dock	Point		36.8	0.0	36.8	39.8	
Loading Dock	Point		36.4	0.0	36.4	39.4	
001 - Auto Parking	PLot		20.5	0.0	20.5		
Receiver R2	FIG	Lr,lim dB(A)	Lr,lim dB(A)	Leq,d 46.5 dB(A)	Lmax,lim dB(A)	Leq,n 39.4 dB(A)	Lmax 53.6 dB(A)
BackUp Beeper	Point		42.8	0.0		53.6	
Backup Beeper	Point		42.2	0.0		53.0	
Loading Dock	Point		36.4	0.0	36.4	39.4	
Loading Dock	Point		35.8	0.0	35.8	38.8	
001 - Auto Parking	PLot		27.2	0.0	27.2		
Receiver R3	FIG	Lr,lim dB(A)	Lr,lim dB(A)	Leq,d 47.7 dB(A)	Lmax,lim dB(A)	Leq,n 44.3 dB(A)	Lmax 52.9 dB(A)
Backup Beeper	Point		42.1	0.0		52.9	
BackUp Beeper	Point		41.9	0.0		52.7	
001 - Auto Parking	PLot		39.8	0.0	39.8		
Loading Dock	Point		39.5	0.0	39.5	42.5	
Loading Dock	Point		39.3	0.0	39.3	42.4	
Receiver R4	FIG	Lr,lim dB(A)	Lr,lim dB(A)	Leq,d 44.9 dB(A)	Lmax,lim dB(A)	Leq,n 41.2 dB(A)	Lmax 50.3 dB(A)
Backup Beeper	Point		39.5	0.0		50.3	
BackUp Beeper	Point		39.4	0.0		50.1	
Loading Dock	Point		38.0	0.0	38.0	41.0	
Loading Dock	Point		36.9	0.0	36.9	39.9	
001 - Auto Parking	PLot		33.3	0.0	33.3		

Dosner Organic Farms Noise Contribution spectra - 001 - Dosner Organic Farms: Outdoor

Time slice	Source	Sum dB(A)	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	16kHz dB(A)	
Receiver R1 FI G Lr,lim dB(A) Lr,lim dB(A) Leq,d 46.8 dB(A) Lmax,lim dB(A) Leq,n 39.7 dB(A) Lmax 53.9 dB(A)												
Leq,d	001 - Auto Parking	20.5	12.1	18.8	5.9	7.7	7.0	5.4	-2.2	-17.8		
Leq,n	001 - Auto Parking	20.5	12.1	18.8	5.9	7.7	7.0	5.4	-2.2	-17.8		
Leq,d	Backup Beeper	42.7					42.7					
Leq,n	Backup Beeper											
Leq,d	BackUp Beeper	43.1					43.1					
Leq,n	BackUp Beeper											
Leq,d	Loading Dock	36.5	6.1	23.7	21.0	27.6	33.5	30.1	23.7	11.1	-14.5	
Leq,n	Loading Dock	36.5	6.1	23.7	21.0	27.6	33.5	30.1	23.7	11.1	-14.5	
Leq,d	Loading Dock	36.9	6.5	24.1	21.4	27.9	33.9	30.6	24.2	11.8	-13.2	
Leq,n	Loading Dock	36.9	6.5	24.1	21.4	27.9	33.9	30.6	24.2	11.8	-13.2	
Receiver R2 FI G Lr,lim dB(A) Lr,lim dB(A) Leq,d 46.5 dB(A) Lmax,lim dB(A) Leq,n 39.4 dB(A) Lmax 53.6 dB(A)												
Leq,d	001 - Auto Parking	27.2	13.5	22.5	12.9	18.1	19.8	20.3	14.7	-0.9		
Leq,n	001 - Auto Parking	27.2	13.5	22.5	12.9	18.1	19.8	20.3	14.7	-0.9		
Leq,d	Backup Beeper	42.2					42.2					
Leq,n	Backup Beeper											
Leq,d	BackUp Beeper	42.8					42.8					
Leq,n	BackUp Beeper											
Leq,d	Loading Dock	35.8	5.7	23.3	20.6	27.0	32.8	29.3	22.5	10.0	-17.8	
Leq,n	Loading Dock	35.8	5.7	23.3	20.6	27.0	32.8	29.3	22.5	10.0	-17.8	
Leq,d	Loading Dock	36.4	6.3	23.9	21.2	27.6	33.5	30.0	23.4	10.9	-16.0	
Leq,n	Loading Dock	36.4	6.3	23.9	21.2	27.6	33.5	30.0	23.4	10.9	-16.0	
Receiver R3 FI G Lr,lim dB(A) Lr,lim dB(A) Leq,d 47.7 dB(A) Lmax,lim dB(A) Leq,n 44.3 dB(A) Lmax 52.9 dB(A)												
Leq,d	001 - Auto Parking	39.8	25.1	35.2	24.6	30.1	32.4	32.9	29.0	18.6	-5.0	
Leq,n	001 - Auto Parking	39.8	25.1	35.2	24.6	30.1	32.4	32.9	29.0	18.6	-5.0	
Leq,d	Backup Beeper	42.1					42.1					
Leq,n	Backup Beeper											
Leq,d	BackUp Beeper	41.9					41.9					
Leq,n	BackUp Beeper											
Leq,d	Loading Dock	39.6	6.8	24.0	18.9	29.7	37.1	33.5	26.0	10.2	-24.7	
Leq,n	Loading Dock	39.6	6.8	24.0	18.9	29.7	37.1	33.5	26.0	10.2	-24.7	
Leq,d	Loading Dock	39.4	6.5	23.7	19.8	29.5	36.9	33.4	25.7	9.7	-25.9	
Leq,n	Loading Dock	39.4	6.5	23.7	19.8	29.5	36.9	33.4	25.7	9.7	-25.9	
Receiver R4 FI G Lr,lim dB(A) Lr,lim dB(A) Leq,d 44.9 dB(A) Lmax,lim dB(A) Leq,n 41.2 dB(A) Lmax 50.3 dB(A)												
Leq,d	001 - Auto Parking	33.3	16.5	26.9	17.8	23.7	27.2	27.7	22.5	7.2	-29.4	
Leq,n	001 - Auto Parking	33.3	16.5	26.9	17.8	23.7	27.2	27.7	22.5	7.2	-29.4	
Leq,d	Backup Beeper	39.5					39.5					
Leq,n	Backup Beeper											
Leq,d	BackUp Beeper	39.4					39.4					
Leq,n	BackUp Beeper											
Leq,d	Loading Dock	38.0	1.7	19.3	19.0	27.9	35.7	32.0	24.1	7.2	-30.6	
Leq,n	Loading Dock	38.0	1.7	19.3	19.0	27.9	35.7	32.0	24.1	7.2	-30.6	
Leq,d	Loading Dock	37.0	1.6	19.2	18.9	27.1	34.6	30.9	23.1	6.3	-31.4	
Leq,n	Loading Dock	37.0	1.6	19.2	18.9	27.1	34.6	30.9	23.1	6.3	-31.4	

Dosner Organic Farms Noise

Octave spectra of the sources in dB(A) - 001 - Dosner Organic Farms: Outdoor SP

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Name	Source type	I or A m,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	LwMax dB(A)	DO-Wall dB	Time histogram	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	16kHz dB(A)	
001 - Auto Parking	PLot	2173.43			56.0	89.4	0.0	0.0		0	.3 per hour	Typical spectrum	72.8	84.4	76.9	81.4	81.5	81.9	79.2	73.0	60.2	
Backup Beeper	Point				103.0	103.0	0.0	0.0	103.0	0	5 min per hour						103.0					
BackUp Beeper	Point				103.0	103.0	0.0	0.0	103.0	0	5 min per hour						103.0					
Loading Dock	Point				90.7	90.7	0.0	0.0	90.7	0	50 percent	Idling Semi Truck 10' - Calibrated	58.2	77.5	76.2	82.8	87.4	84.1	79.0	70.6	57.9	
Loading Dock	Point				90.7	90.7	0.0	0.0	90.7	0	50 percent	Idling Semi Truck 10' - Calibrated	58.2	77.5	76.2	82.8	87.4	84.1	79.0	70.6	57.9	

MD Acoustics LLC 4960 S Gilbert Rd Chandler AZ 85249 USA

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Appendix D:
Construction Noise Modeling Output

Receptor - Residences to the West

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA
DEMO									
Concrete Saw	1	90	80	250	20	0.66	0.20	84.6	64.4
Tractor	3	84	80	250	40	0.66	0.40	78.6	61.4
Dozer	1	82	80	250	40	0.66	0.40	76.6	59.4
							Log Sum	78.6	67.0
GRADE									
Grader	1	85	80	250	40	0.66	0.40	79.6	62.4
Dozer	1	82	80	250	40	0.66	0.40	76.6	59.4
Tractor	2	84	80	250	40	0.66	0.40	78.6	61.4
								79.6	67.3
BUILD									
Crane	1	81	80	250	16	0.66	0.16	75.6	54.4
Man lift	1	75	80	250	20	0.66	0.20	69.6	49.4
Generator	1	81	80	250	50	0.66	0.50	75.6	59.4
Tractor	1	84	80	250	40	0.66	0.40	78.6	61.4
Welder/Torch	3	74	80	250	40	0.66	0.40	68.6	51.4
								78.6	64.8
PAVE									
Drum Mixer	1	80	80	250	50	0.66	0.50	74.6	58.4
Paver	1	77	80	250	50	0.66	0.50	71.6	55.4
Pavement Scarifier	1	90	80	250	20	0.66	0.20	84.6	64.4
Roller	1	80	80	250	20	0.66	0.20	74.6	54.4
Tractor	1	84	80	250	40	0.66	0.40	78.6	61.4
								84.6	66.8
ARCH COAT									
Compressor (air)	1	78	80	250	40	0.66	0.40	72.6	55.4
								72.6	55.4

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

VIBRATION LEVEL IMPACT

Project: Dosner Organic Farms

Date: 4/29/25

Source: Vibratory Roller

Scenario: Unmitigated

Location: North commercial building

Address: 630 W. Latham Avenue, Hemet, CA

PPV = $PPV_{ref}(25/D)^n$ (in/sec)

DATA INPUT

Equipment = **1** Vibratory Roller INPUT SECTION IN BLUE
Type

PPVref = 0.21 Reference PPV (in/sec) at 25 ft.

D = **20.00** Distance from Equipment to Receiver (ft)

n = **1.10** Vibration attenuation rate through the ground

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

DATA OUT RESULTS

PPV = **0.268** IN/SEC OUTPUT IN RED

VIBRATION LEVEL IMPACT

Project: Dosner Organic Farms

Date: 4/29/25

Source: Vibratory Roller

Scenario: Unmitigated

Location: South residential building

Address: 630 W. Latham Avenue, Hemet, CA

PPV = $PPV_{ref}(25/D)^n$ (in/sec)

DATA INPUT

Equipment = **1** Vibratory Roller INPUT SECTION IN BLUE
Type

PPVref = 0.21 Reference PPV (in/sec) at 25 ft.

D = **80.00** Distance from Equipment to Receiver (ft)

n = **1.10** Vibration attenuation rate through the ground

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

DATA OUT RESULTS

PPV = **0.058** IN/SEC OUTPUT IN RED