



# **EDWARD L. PACK ASSOCIATES. INC.**

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April 25, 2024  
Project No. 56-004-1

Mr. Josh Vrostos  
Moorpark Sylvan Investors, LLC  
385 Woodview Avenue  
Suite 100  
Morgan Hill, CA 95037

Subject: Noise Assessment Study for the Planned Single-Family Development,  
317 Moorpark Way, Mountain View

Dear Mr. Vrostos:

This report presents the results of a noise assessment study for the planned single-family development at 317 Moorpark Way in Mountain View, as shown on the Site Plan, Ref. (a). The noise exposures presented herein were evaluated against the standards of the City of Mountain View Noise Element, Ref. (b). An analysis of the on-site noise levels indicates that the noise environment at the site is created primarily by traffic sources on Highway 237 with a minor influence from Sylvan Avenue traffic. Noise from Moorpark Way traffic does not add to the noise environment significantly. The results of the study reveal that the exterior noise exposures in the rear yards along Moorpark Way and the side yards along Sylvan Avenue will exceed the limits of the standards. Noise mitigation for the rear and side yards will be required. The interior noise exposures will be within the limits of the standards. Noise mitigation measures for project interior spaces will not be required.

Sections I and II of this report contain a summary of our findings and recommendations, respectively. Subsequent sections contain site, traffic and project descriptions, analyses and evaluations. Attached hereto are Appendices A, B and C, which include the list of references, descriptions of the applicable standards, definitions of the terminology, descriptions of the acoustical instrumentation used for the field survey, ventilation requirements, general building shell controls, and the on-site noise measurement data and calculation tables.

## **I. Summary of Findings**

The noise assessment results shown below include an evaluation of the noise exposures at the site against the applicable standards. The City of Mountain View Noise Element of the General Plan specifies in Policy NOI 1.2 an exterior limit of 65 decibels Day-Night Level (dB DNL) for single-family exterior living areas. Residential interior noise exposures are limited to 45 dB DNL or lower.

The noise exposures shown below are without the application of mitigation measures and represent the noise environment for existing and proposed site conditions.

### **A. Exterior Noise Exposures**

- The existing exterior noise exposure at the most impacted rear yard closest to Highway 237, 167 ft. from the centerline of the road, is 66 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 68 dB DNL. Thus, the noise exposures will be up to 3 dB in excess of the 65 dB DNL limit of the City of Mountain View Noise Element standards.
- The existing exterior noise exposure at the most impacted planned building setback from Highway 237, 185 ft. from the centerline of the road, is 66 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 68 dB DNL.
- The existing exterior noise exposure in side yard of Lot 17 along Sylvan Avenue, 40 ft. from the centerline, is 64 dB DNL. Of this 64 dB, 61 dB is due to Sylvan Avenue traffic and 61 dB is due Highway 237 traffic. Under future traffic conditions, the noise exposure is expected to increase to 66 dB DNL, with 62 dB due to Sylvan Avenue traffic and 63 dB due to Highway 237 traffic. Thus, the noise exposures will be up to 1 dB in excess of the City of Mountain View Noise Element standards.

- The existing exterior noise exposure at the planned building setback of the home on Lot 17, 55 ft. from the centerline, is 63 dB DNL, with 59 dB due to Sylvan Avenue traffic and 61 dB due to Highway 237 traffic. Under future traffic conditions, the noise exposure is expected to increase to 65 dB DNL, with 60 dB due to Sylvan Avenue traffic and 63 dB due to Highway 237 traffic.

**B. Interior Noise Exposures**

- The interior noise exposure in the most impacted living spaces closest to Highway 237 will be up to 41 and 43 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be within the 45 dB DNL limit of the City of Mountain View Noise Element standards.
- The interior noise exposure in the most impacted living spaces closest to Sylvan Avenue will be up to 38 and 40 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be within the 45 dB DNL limit of the City of Mountain View Noise Element standards.

As shown by the above findings, the exterior noise exposures in the rear and side yards contiguous with Moorpark Way and Sylvan Avenue will exceed the limits of the standards. Mitigation measures for these exterior areas will be required. The interior noise exposures will be within the limits of the standards. Noise mitigation measures will not be required for interior living spaces. The recommended measures are described in Section II, below

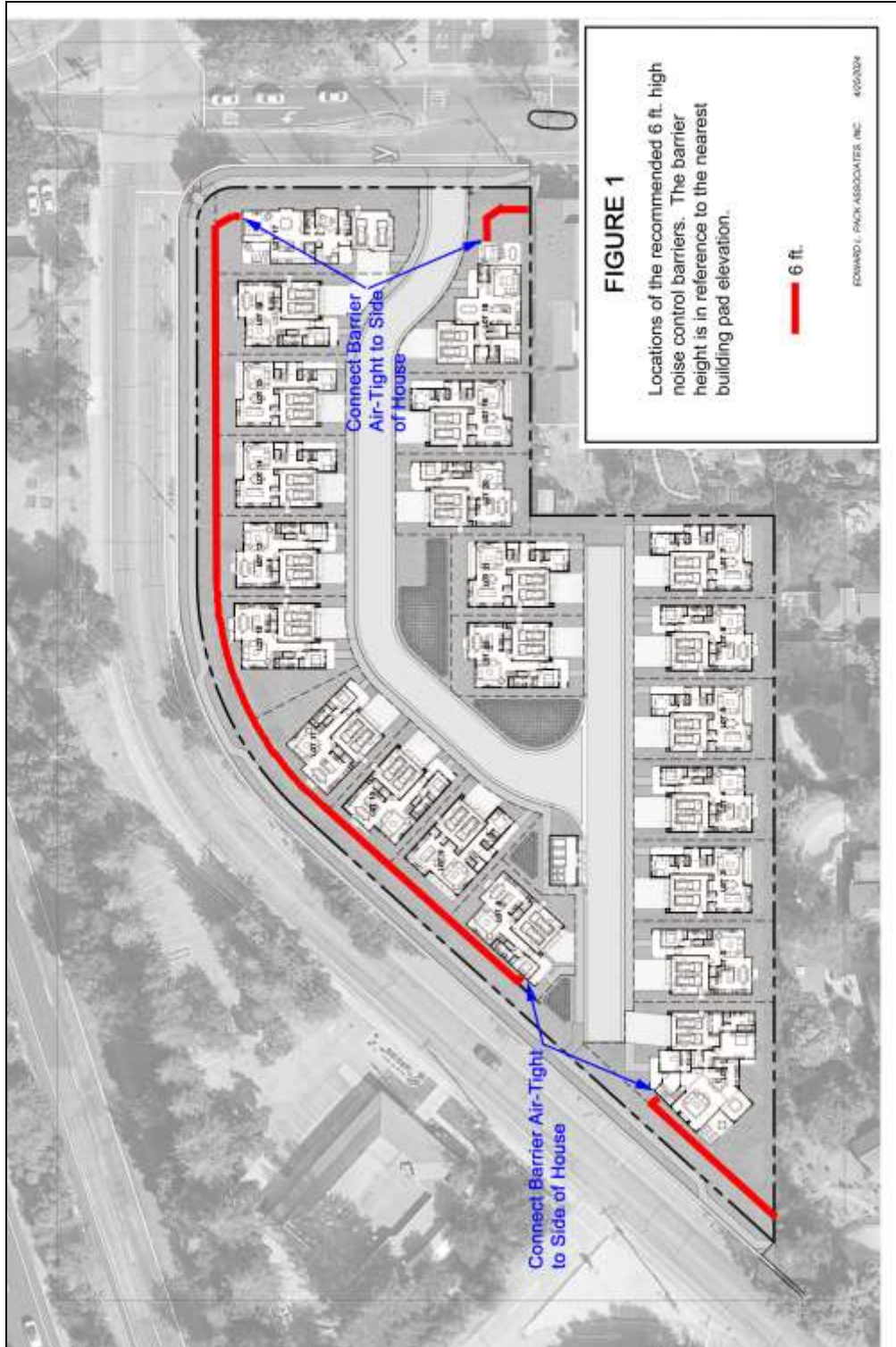
## **II. Recommendations**

### **A. Exterior Noise Control**

To achieve compliance with the 60 dB DNL limits of the City of Mountain View Noise Element standards for the exterior living areas of the project (rear and side yards), the following noise reduction measures are required:

- Construct 6 ft. high acoustically-effective barriers along the easement lines of Lots 1 and 8-16 contiguous with Moorpark Way. Continue the barrier along the sides of Lot 8 and Lot 16 contiguous with Sylvan Avenue. In addition, construct a 6 ft. high acoustically-effective barrier along the east side of Lot 17 contiguous with Sylvan Avenue. Turn the barriers at lots 1, 8 and 17 to connect air-tight to the sides of the houses. The barrier height is in reference to the nearest building pad elevation.
- Please see Figure 1 for the locations of the recommended noise control barriers.

To achieve an acoustically-effective barrier it must be constructed air-tight, i.e., without cracks, gaps or other openings, and must provide for long term durability. The barrier can be constructed of masonry, wood, concrete, stucco, metal, earth berm or a combination thereof, and must have a minimum surface weight of 2.5 lbs. per sq. ft. If wood fencing is used, homogeneous sheet materials are preferable to conventional wood fencing as the latter has a tendency to warp and form openings with age. However, high quality air-tight tongue-and-groove, board and batten or shiplap construction can be used provided that the construction is air-tight and the minimum surface weight is met. All connections with posts, toe kicks and building shells must be sealed air-tight. No openings are permitted between the barrier components and the ground. Gates may be incorporated into the barrier returns at Lots 1, 8 and 17. Astragals shall be installed over the hinge jamb gap and at the closure gap to prevent sound leakage. The gap under the gate shall be no higher than 1 inch.



**B. Interior Noise Control**

None required. However, see Appendix C for general building shell controls to ensure adequate sound insulation.

**III. Site, Traffic and Project Descriptions**

The planned development site is located at 317 Moorpark Way in Mountain View at the intersection of Sylvan Avenue. The site is currently occupied by a vacant 7-11 store, three single-family residences and assorted outbuildings. The site is relatively flat and at-grade with Moorpark Way and Sylvan Avenue. Highway 237 is to the north of the site across Moorpark Way. Highway 237 ranges in elevation from 16 ft. below the site grade at the westerly end and rises to 8 ft. above the site grade as Highway 237 crosses over East Evelyn Avenue and the Union Pacific Railroad/CalTrain rail line toward the northeast. Surrounding land uses include the St. Stephen Lutheran Church across Moorpark Way to the west, a single-family residence across Moorpark Way to the north, the New Frontier mobile home park across Sylvan Avenue to the east and single-family residential adjacent to the south. A 6 ft. high soundwall is located between St. Stephen Lutheran Church and Highway 237, but terminates at the east end of the parking lot.

The noise environment at the site is controlled primarily by traffic sources on Highway 237, which carries an existing (2021) Average Daily Traffic (ADT) volume of 55,000 vehicles, as reported by CalTrans, Ref. (c). The traffic volumes have decreased from 72,000 vehicles ADT in 2019, Ref. (d). Traffic volume data for Sylvan Avenue were not available.

The planned project includes the construction of a 22 single-family homes. Ingress and egress to the site will be by way of a project street off of Sylvan Avenue. The Site Plan is shown on Figure 2 on page 7.



**FIGURE 2 – Site Plan**

#### **IV. Analysis of the Noise Levels**

##### **A. Existing Noise Levels**

To determine the existing noise environment at the site, continuous recordings of the sound levels were made at two locations. Location 1 was 185 ft. from the centerline of Highway 237. This location corresponds to the most noise impacted planned building setback of the homes from Highway 237. The sound meter at Location 1 was placed on a mast 15 ft. above the ground, which is representative of the second floor elevation. This method was also used to minimize potential noise shielding from a 6 ft. high noise barrier between the St. Stephen Lutheran Church and Highway 237. Location 2 was 55 ft. from the centerline of Sylvan Avenue and 400 ft. from the centerline of Highway 237 at the planned Lot 17. The sound meter was stationed on the roof of the 7-11 building with the sound meter 20 ft. above the ground. The measurement locations are shown on Figure 3 on page 9. The noise levels were recorded and processed using a Larson-Davis LxT Precision Integrating Sound Level Meter at Location 1 and a Larson Davis 831C Precision Integrating Sound Level Meter at Location 2. The meters yield, by direct readout, a series of descriptors of the sound levels versus time, as described in Appendix B. The measured descriptors include the  $L_1$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ , i.e., those levels that are exceeded 1%, 10%, 50%, and 90% of the time. Also measured were the maximum and minimum levels, and the continuous equivalent-energy levels ( $L_{eq}$ ), which are used to calculate the DNL's.

The measurements were made for a total period of 24 hours at each location and included recordings of the noise levels during representative hours of the daytime and nighttime periods of the DNL index. The results of the measurements are shown on the data tables in Appendix C.

As shown in the data tables, the  $L_{eq}$ 's at measurement Location 1, 185 ft. from the centerline of Highway 237 and at the second floor elevation, ranged from 61.5 to 64.4 dBA during the daytime and from 50.8 to 63.1 dBA at night.



The  $L_{eq}$ 's at measurement Location 2, 55 ft. from the centerline of Sylvan Avenue, 400 ft. from the centerline of Highway 237 and at a 20 ft. elevation, ranged from 57.8 to 61.8 dBA during the daytime and from 49.5 to 61.2 dBA at night.



**FIGURE 3 – Noise Measurement Locations**

**B. Future Noise Levels**

Future traffic volumes for Highway 237 were not available from CalTrans. Therefore, an annual average growth rate was calculated for the past 26 years of traffic volumes from 1993 to 2019. The 1993 traffic volume was reported to be 38,500 vehicles ADT, Ref. (e). The 2019 traffic volume was reported to be 72,000 vehicles ADT. The annual-average growth rate over those 26 years was calculated to be 2.4% per year. Although the traffic volume has reduced from 2019 (72,000 ADT) to 2021 (55,000), we are assuming that the current (2023) traffic volume is also approximately 55,000 vehicles ADT. Applying the pre-pandemic growth rate to the future 20 years, the traffic volume for 2043 was calculated to be 88,352 vehicles ADT. This increase in traffic volume yields a 2 dB increase in the traffic noise levels.

Likewise, future traffic volume data for Sylvan Avenue were not available. We are estimating an annual growth rate of 1% per year. Over the course of 20 years, a 1% per year (22% total) increase in traffic volume yields a 1 dB increase in the traffic noise levels.

**V. Evaluation of the Noise Exposures**

**A. Exterior Noise Exposures**

To evaluate the on-site noise levels against the City of Mountain View standards, the DNL's for the survey locations were calculated as decibel averages of the measured  $L_{eq}$ 's as they apply to the daily subperiods of the DNL index. A nighttime weighting factor was applied to account for the increased human sensitivity to noise at night. Adjustments were made to the measured noise levels to account for the differences in distances from the measurement locations to the various receiver locations using methods established by the Highway Research Board, Ref. (f). The DNL's were calculated using the standard formula shown in Appendix B and the results are shown in Appendix C.

The results of the calculations reveal that the existing noise exposure at measurement Location 1 and the minimum planned building setback, 185 ft. from the centerline of Highway 237 and at the second floor elevation, was calculated to be 66 dB DNL. At the most noise impacted rear yard, 167 ft. from the centerline of Highway 237, the noise exposure was calculated to be 66 dB DNL. Under future traffic conditions, the noise exposure is estimated to increase to 68 dB DNL. Thus, the noise exposures will be up to 3 dB in excess of the City of Mountain View Noise Element standards.

The noise exposure at measurement Location 2, 55 ft. from the centerline of Sylvan Avenue and 400 ft. from the centerline of Highway 237 at an elevation of 20 ft. above the site, was calculated to be 63 dB DNL. At the most noise impacted side yard along Sylvan Avenue, 40 ft. from the centerline, the noise exposure was calculated to be 64 dB DNL. Under future traffic conditions, the noise exposure is estimated to increase to 66 dB DNL. Thus, the noise exposure will be up to 1 dB in excess of the City of Mountain View Noise Element standards.

As the exterior noise exposures will exceed the limits of the City of Mountain View Noise Element standards, noise control measures for the rear and side yards will be required. The recommended measures are described in Section II of this report.

#### **B. Interior Noise Exposures**

To determine the interior noise exposures, a 25 dB reduction was applied to the exterior noise exposures to represent the attenuation provided by a typical building shell under *annual-average* conditions. The annual-average condition assumes that the living spaces will have standard dual-pane thermal insulating windows (nominally Sound Transmission Class 28) that can be kept open up to 50% of the time for natural ventilation and closed 50% for noise control.

The interior noise exposures in the most impacted living spaces closest to Highway 237 will be up to 41 and 43 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be within the 45 dB DNL limit of the City of Mountain View Noise Element standards.

The interior noise exposures in the most impacted living spaces facing Sylvan Avenue will be up to 38 and 40 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be within the 45 dB DNL limit of the City of Mountain View Noise Element standards.

The interior noise exposures will be within the limits of the City of Mountain View Noise Element standards. Noise mitigation measures for the interior living spaces will not be required.

The above report presents a noise assessment study for the planned single-family development at 317 Sylvan Avenue in Mountain View. The study findings for current conditions are based on field measurements and other data and are correct to the best of our knowledge. Future noise exposures were based on estimates made by Edward L. Pack Associates, Inc. from data provided by CalTrans. However, significant deviations in the future traffic volumes, changes in motor vehicle technology, speed limits, noise regulations, or other future changes beyond our control may produce long-range noise results different from our estimates.

If you have any questions or would like an elaboration on this report, please call me.

Sincerely,

EDWARD L. PACK ASSOC., INC.

A handwritten signature in blue ink, reading "Jeffrey K. Pack", is written over a horizontal line.

Jeffrey K. Pack  
President

Attachments: Appendices A, B, and C

## APPENDIX A

### References:

- (a) Site Plan, 317 Moorpark Way, by Dahlin Group, April 15, 2024
- (b) Mountain View General Plan 2030, Chapter 7, “Noise”, Chapter 7, July 10, 2012
- (c) State of California Department of Transportation, Division of Traffic Operations, [https://dot.ca.gov/programs /traffic-operations/census/traffic-volumes/2021](https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes/2021)
- (d) State of California Department of Transportation, Division of Traffic Operations, [https://dot.ca.gov/programs /traffic-operations/census/traffic-volumes/2019](https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes/2019)
- (e) 1993 Traffic Volumes on California State Highways, State of California Department of Transportation, Division of Traffic Operations, July 1994
- (f) Highway Research Board, “Highway Noise - A Design Guide for Highway Engineers”, Report 117, 1971

## APPENDIX B

### Noise Standards, Terminology, Instrumentation, Ventilation Requirements and General Building Shell Controls

#### 1. Noise Standards

##### A. City of Mountain View Noise Element Standards

The City of Mountain View Noise Element of the General Plan 2030, adopted July 10, 2012, employs the Day-Night Level (DNL or  $L_{dn}$ ) noise descriptor to define the exterior and interior noise exposure guidelines for various types of land use. The exterior noise exposure limits apply primarily to outdoor areas most used by people for relaxation and outdoor activities. The land use compatibility table provided in the Noise Element is shown below.

Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (Ldn)						
	55	60	65	70	75	80	85
Residential-Single-Family, Duplex, Mobile Homes	Yellow	Green	Green	Green	Blue	Blue	Red
Residential-Multi-Family, Transient Lodging-Motels, Hotels	Yellow	Green	Green	Green	Blue	Blue	Red
Schools, Libraries, Churches, Hospitals, Nursing Homes	Yellow	Green	Green	Green	Blue	Blue	Red
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas, Outdoor Spectator Sports	Yellow	Green	Green	Green	Blue	Blue	Red
Playgrounds, Neighborhood Parks	Yellow	Green	Green	Green	Blue	Blue	Red
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Yellow	Green	Green	Green	Blue	Blue	Red
Office Buildings, Business Commercial and Professional	Yellow	Green	Green	Green	Blue	Blue	Red
Industrial, Manufacturing, Utilities, Agriculture	Yellow	Green	Green	Green	Blue	Blue	Red

<p><b>NORMALLY ACCEPTABLE</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p><b>CONDITIONALLY ACCEPTABLE</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.</p>	<p><b>NORMALLY UNACCEPTABLE</b> New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p><b>CLEARLY UNACCEPTABLE</b> New construction or development clearly should not be undertaken.</p>
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Source: State of California General Plan Guidelines, 2003

## City of Mountain View Noise Element (cont'd)

In addition to the land use compatibility chart values, the City of Mountain View also had adopted various policies for acceptable noise environments.

### **Policies**

*NOI 1.1: Land Use Compatibility.* Use the Outdoor Noise Environment Guidelines as a guide for planning and development decisions.

*NOI 1.2: Noise-sensitive land uses.* Require new development of noise –sensitive land used to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:

New single-family developments shall maintain a standard of 65 dBA  $L_{dn}$  for exterior noise in private outdoor active use areas.

New multi-family residential developments shall maintain a standard of 65 dBA  $L_{dn}$  for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.

Interior noise levels shall not exceed 45 dBA  $L_{dn}$  in all new single-family and multi-family residential units.

Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.

*NOI 1.3: Exceeding acceptable noise thresholds.* If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.

City of Mountain View Noise Element (cont'd)

*NOI 1.4: Site planning.* Use site planning and project design strategies to achieve the noise levels standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design. |

*NOI 1.5: Major roadways.* Reduce the impact from major arterials and freeways.

*NOI 1.6: Sensitive uses.* Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.

*NOI 1.7: Stationary sources.* Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

*NOI 1.8: Moffett Federal Airfield.* Support efforts to minimize noise impacts from Moffett Federal Airfield in coordination with Santa Clara County's Comprehensive Land Use Plan.

*NOI 1.9: Rail.* Reduce the effects of noise and vibration impacts from rail corridors.



## 2. Terminology

### A. Statistical Noise Levels

Due to the fluctuating character of urban traffic noise, statistical procedures are needed to provide an adequate description of the environment. A series of statistical descriptors have been developed which represent the noise levels exceeded a given percentage of the time. These descriptors are obtained by direct readout of the Sound Level Meters. Some of the statistical levels used to describe community noise are defined as follows:

- $L_1$  - A noise level exceeded for 1% of the time.
- $L_{10}$  - A noise level exceeded for 10% of the time, considered to be an "intrusive" level.
- $L_{50}$  - The noise level exceeded 50% of the time representing the "mean" sound level.
- $L_{90}$  - The noise level exceeded 90 % of the time, designated as a "background" noise level.
- $L_{eq}$  - The continuous equivalent-energy level is that level of a steady-state noise having the same sound energy as a given time-varying noise. The  $L_{eq}$  represents the decibel level of the time-averaged value of sound energy or sound pressure squared and is used to calculate the DNL and CNEL.

**B. Day-Night Level (DNL)**

Noise levels utilized in the standards are described in terms of the Day-Night Level (DNL). The DNL rating is determined by the cumulative noise exposures occurring over a 24-hour day in terms of A-Weighted sound energy. The 24-hour day is divided into two subperiods for the DNL index, i.e., the daytime period from 7:00 a.m. to 10:00 p.m., and the nighttime period from 10:00 p.m. to 7:00 a.m. A 10 dB weighting factor is applied (added) to the noise levels occurring during the nighttime period to account for the greater sensitivity of people to noise during these hours. The DNL is calculated from the measured  $L_{eq}$  in accordance with the following mathematical formula:

$$DNL = 10\log_{10}\left[\left(\sum(10^{L_{eq}(7AM-10PM)})\right) + \left(\sum(10^{L_{eq}(10PM-7AM)+10})\right)\right]/24]$$

**C. A-Weighted Sound Level**

The decibel measure of the sound level utilizing the "A" weighted network of a sound level meter is referred to as "dBA". The "A" weighting is the accepted standard weighting system used when noise is measured and recorded for the purpose of determining total noise levels and conducting statistical analyses of the environment so that the output correlates well with the response of the human ear.

### **3. Instrumentation**

The on-site field measurement data were acquired by the use of one or more of the precision acoustical instruments shown below. The acoustical instrumentation provides a direct readout of the L exceedance statistical levels including the equivalent-energy level ( $L_{eq}$ ). Input to the meters was provided by a microphone extended to a height of 5 ft. above the ground. The meter conforms to ANSI S1.4 for Type 1 instruments and IEC 61672-1:2002 for Class 1 instruments. The "A" weighting network and the "Fast" response setting of the meter were used in conformance with the applicable ISO and IEC standards. All instrumentation was acoustically calibrated before and after field tests to assure accuracy.

Larson-Davis Model 812 Integrating Sound Level Meter

Larson-Davis LxT Precision Integrating Sound Level Meter

Larson-Davis Model 831 Integrating Sound Level Meter

### **4. Mechanical Ventilation Requirements**

California Mechanical Code Chapter 4- Ventilation Air

402.3 Mechanical Ventilation

Where natural ventilation is not permitted by this section or the building code, mechanical ventilation systems shall be designed, constructed, and installed to provide a method of supply air and exhaust air. Mechanical ventilation systems shall include controls, manual or automatic, that enable the fan system to operate wherever the spaces served are occupied. The system shall be designed to maintain minimum outdoor airflow as required by Section 403.0 under any load conditions.

## 5. **Building Shell Controls**

The following additional precautionary measures are required to assure the greatest potential for exterior-to-interior noise attenuation by the recommended mitigation measures. These measures apply at those units where closed windows are required:

- Unshielded entry doors having a direct or side orientation toward the primary noise source must be 1-5/8" or 1-3/4" thick, insulated metal or solid-core wood construction with effective weather seals around the full perimeter.
- If any penetrations in the building shell are required for vents, piping, conduit, etc., sound leakage around these penetrations can be controlled by sealing all cracks and clearance spaces with a non-hardening caulking compound.
- Ventilation openings shall not compromise the acoustical integrity of the building shell.
- Spray-in or expandable foams are not acceptable as acoustical sealant or as sound absorptive material in walls and ceilings.
- Duct vents connecting the interior living spaces to the exterior of the building shall have a minimum of two 90° turns or a back draft damper to minimize exterior noise transmission to the interior via the duct system.

- **APPENDIX C**

**On-Site Noise Measurement Data and Calculation Tables**

## DNL CALCULATIONS

CLIENT: DIVIDEND HOMES  
 FILE: 56-004  
 PROJECT: MOORPARK  
 DATE: 2/27-28/2024  
 SOURCE: HIGHWAY 237, SYLVAN AVE.

LOCATION 1		Highway 237	
Dist. To Source		185 ft.	
TIME	Leq	10 <sup>Leq</sup> /10	
7:00 AM	64.4	2747615.8	
8:00 AM	64.4	2730197.1	
9:00 AM	63.7	2335092.0	
10:00 AM	63.5	2262616.8	
11:00 AM	62.9	1935909.3	
12:00 PM	62.8	1912744.7	
1:00 PM	63.2	2075764.1	
2:00 PM	63.0	1989614.8	
3:00 PM	63.7	2327265.9	
4:00 PM	64.4	2768318.1	
5:00 PM	64.3	2701780.1	
6:00 PM	63.7	2356747.2	
7:00 PM	62.8	1895522.7	
8:00 PM	61.5	1405798.3	
9:00 PM	61.7	1467644.9	SUM= 32912631.7
10:00 PM	58.6	732257.8	Ld= 75.2
11:00 PM	57.2	525611.7	
12:00 AM	53.5	225197.7	
1:00 AM	51.7	147297.7	
2:00 AM	50.8	119858.5	
3:00 AM	51.1	129309.4	
4:00 AM	55.0	316557.1	
5:00 AM	60.3	1061219.0	
6:00 AM	63.1	2060188.7	SUM= 5317497.5
		Ln=	67.3
	Daytime Level=	75.2	
	Nighttime Level=	77.3	
	<b>DNL=</b>	<b>66</b>	
	24-Hour Leq=	62.0	

LOCATION 2		Sylvan Ave. & Highway 237	
Dist. To Source		55 ft. & 400 ft.	
TIME	Leq	10 <sup>Leq</sup> /10	
7:00 AM	61.8	1522404.3	
8:00 AM	59.9	984555.0	
9:00 AM	59.4	870342.1	
10:00 AM	59.3	848914.6	
11:00 AM	59.2	824578.5	
12:00 PM	59.0	787734.7	
1:00 PM	59.9	979196.8	
2:00 PM	60.0	1010678.4	
3:00 PM	60.0	989707.8	
4:00 PM	61.6	1442304.6	
5:00 PM	60.0	1003674.8	
6:00 PM	60.4	1092954.3	
7:00 PM	59.5	897197.4	
8:00 PM	57.8	603785.9	
9:00 PM	58.3	677892.8	SUM= 14535922.1
10:00 PM	55.4	350482.2	Ld= 71.6
11:00 PM	55.8	383535.0	
12:00 AM	51.6	144875.5	
1:00 AM	50.5	111224.6	
2:00 AM	50.2	105561.9	
3:00 AM	49.5	89962.6	
4:00 AM	52.8	189857.2	
5:00 AM	58.4	695639.1	
6:00 AM	61.2	1323978.7	SUM= 3395116.8
		Ln=	65.3
	Daytime Level=	71.6	
	Nighttime Level=	75.3	
	<b>DNL=</b>	<b>63</b>	
	24-Hour Leq=	58.7	