



January 30, 2025

Acoustical Analysis: Multifamily Housing 2930 Union Rd. Paso Robles, CA 93446	Requested by: Kirk Consulting Attn: Ian McCarville 8830 Morro Rd. Atascadero, CA 93422	Client/Owner: Covelop 1135 Santa Rosa St., Ste #210 San Luis Obispo, CA 93401
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Addendum

45dB Acoustics LLC (“**45dB**”) previously provided an acoustics study for the commercial/light industry development at the above address (most recent revision dated March 8, 2023).

The project plan has since been converted to a multifamily housing development. A site plan is shown in Figure 1.

45dB conducted a short-term measurement on January 29, 2025 between 9:45am and 11:30am north of the site and just north of an existing residence, and approximately 30 feet from the centerline of Ardmore Road (Figure 2). Paso Robles Fire Station Number 3 is located approximately 600 feet to the northwest of the site, at 2924 Union Road. Our previous study determined that noise levels due to transportation noise sources (i.e., primarily Highway 46 and, to a lesser extent, Union Road) for the site would be CNEL/DNL¹ 43 dBA or less. Ambient sound levels were approximately 50 dBA due to rather constant distant traffic from Highway 46 and Union Road; however sporadic semi-truck pass-byes on Ardmore Road of up to 82 dBA mean that the equivalent sound level for the 1.75-hour period was 55.6 dBA (Figure 3). Weather was foggy and breezy and may have elevated the noise levels somewhat due to higher propagation than on a clear day, along with wind noise on the sound level meter microphone, which together we anticipate may have elevated the noise levels by no more than 3dB. During our previous study, we were unaware of the frequency of semi-truck traffic on Ardmore Road, and we did not include significant truck traffic on Ardmore Road. **45dB** measured during the late morning rush-hour period when traffic counts are expected to be highest/worst case, which can be considered a “design level” and is generally anticipated to approximate the DNL level². Sporadic backup beeping of trucks and semi-trucks were audible in our audio recordings. We estimate that the DNL at the measurement location adjacent to the roadway would be

¹ Day-Night Level, DNL, and Community Noise Equivalent Level, CNEL, generally agree within 1 dB, and are considered equivalent here.

² CalTrans: Technical Supplement Traffic Noise Analysis Protocol, Sept 2013: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>

approximately equal to the LAeq for the 1.75-hour measurement period, i.e., DNL 56 dBA. Sound levels further away from Ardmore Road, and further away from Union Road and Highway 46, are anticipated to be less than DNL 56 dBA. As such, DNL 56 dBA is anticipated to be the highest noise level for the Project.

Per the City of Paso Robles Noise Element of the General Plan³, a sound level of DNL 56 dBA remains below the maximum allowable limit of DNL 65 dBA for noise-sensitive outdoor areas for residential land uses (Table 1). Therefore, no mitigation measures are required for outdoor areas of the Project.

Standard construction assemblies and methods for the Project's constructed buildings would provide an outdoor-to-indoor noise reduction (NR) of at least 20 dB. This would yield interior spaces for the proposed Project's residences of DNL 36 dBA, which remains below the interior limit of DNL 45 dBA for interior residential projects (Table 1). As such, no additional mitigation measures are required in order for the Project to comply with the interior sound level limits of the Noise Element (and the overarching State Building Code Title 24). Because windows must remain closed in order to meet this interior noise level requirement, means of mechanical ventilation must be included in the Project's residential units.

Please contact me with any questions.

for *45dB Acoustics, LLC*, a California Limited Liability Company:



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³ City of Paso Robles Noise Element of the General Plan:
<https://www.prcity.com/DocumentCenter/View/28224/20191105-Adopted-Noise-Element>

Figure 1: Ardmore site plan (supplied by client)



YIELD SITE PLAN

TOWN 1
 2 STORY TOWNHOMES... ALLEY ACCESS, WITH PRIVATE FRONT YARDS
 4 AND 5 PACK TOWNHOMES, INTERIOR AND END UNITS
 3BD, 2.5 BATH, BEDROOMS ON SECOND FLOOR
 84 TOTAL TOWN 1 UNITS

TOWN 2
 2 STORY TOWNHOMES... FRONT LOADED, WITH PRIVATE REAR YARDS
 5 PACK TOWNHOMES, INTERIOR AND END UNITS
 3BD, 2.5 BATH, BEDROOMS ON SECOND FLOOR
 70 TOTAL TOWN 2 UNITS
 12.93 ACRES, 154 TOTAL UNITS, APPROX 11.9 DU/ACRE
 2 PARKING SPACES PER UNIT, APPROX 20 GUEST SPACES

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YIELD STUDY
ARDMORE FESIBILITY STUDY

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Figure 2: Short-term sound level measurement map with project overlaid



Figure 3: Short-term sound level measurement data

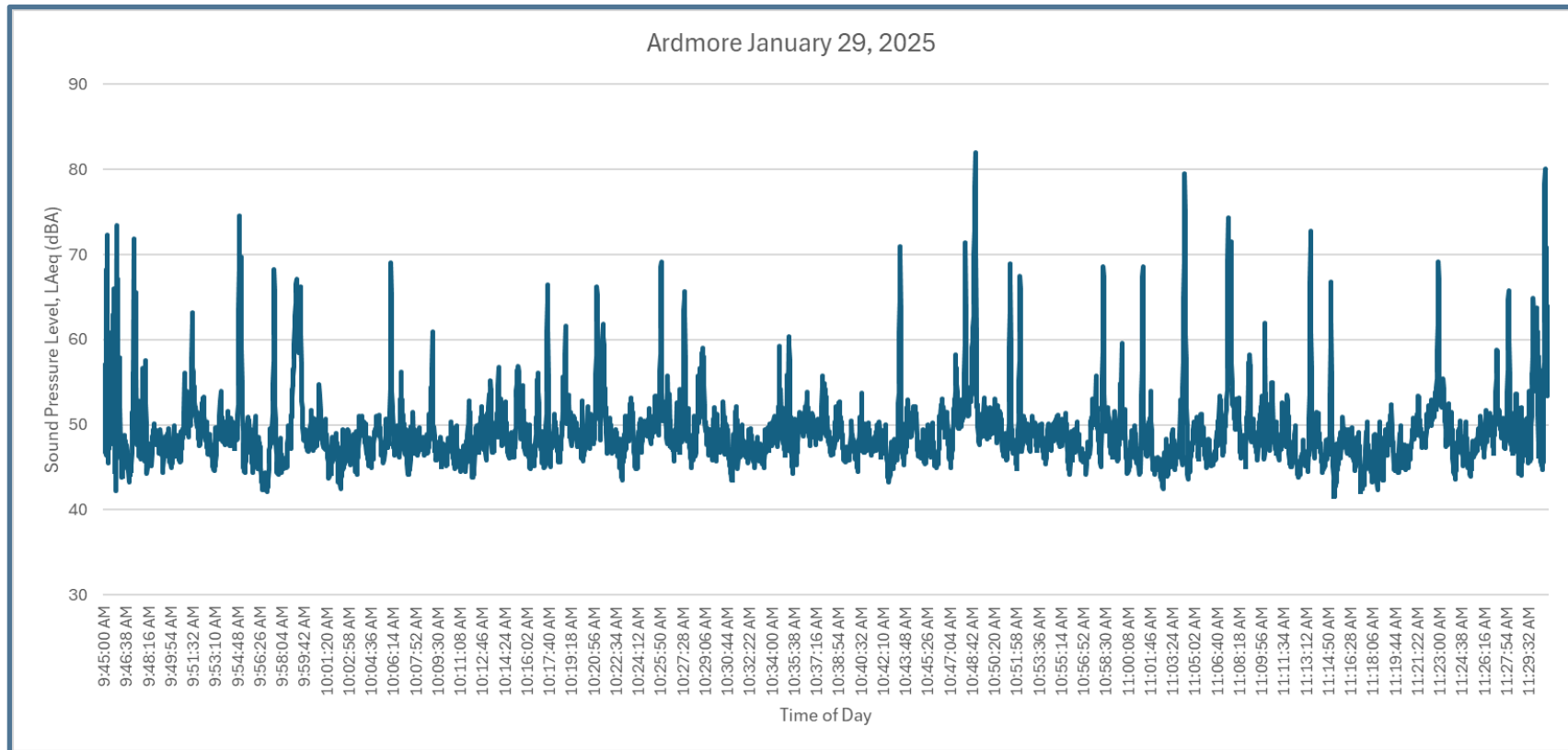


Table 1: Noise Standards for New Uses Affected by Traffic or Railroad Noise

Table N Noise Standards for New Uses Affected by Traffic or Railroad Noise Paso Robles Noise Element			
Land Use	Noise Sensitive¹ Outdoor Area – DNL⁷	Noise Sensitive Interior Spaces^{2,3}	
		DNL⁷	Leq^{5,8}
Residential	65	45	---
Mixed Use Residential	---	45	---
Uptown Town Center S.P. Area (UTCSP) Residential (review map boundary)	70	45	---
Hotels, Hospitals ⁴ & Nursing Homes	65	45	---
Theaters & Auditoriums	---	---	35
Churches, Meeting Halls, Libraries	65	---	40
Schools ⁶	---	---	40
Office/Professional	65	---	45
Commercial/Retail Buildings	---	---	50
Playgrounds, Parks, etc.	70	---	---
Industrial	---	---	50

Notes:

1. Noise sensitive areas are defined in the acoustic terminology section. Where there are no sensitive exterior spaces proposed as part of the new use, only the interior noise level standards shall apply.
2. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
3. If the proposed use is exposed to railroad noise, in addition to the interior noise standards shown, a maximum (L_{max}) noise level standard of 70 dBA shall be applied to all sleeping rooms to reduce the potential for sleep disturbance during nighttime train passages.
4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
5. As determined for a typical worst-case hour during periods of use.
6. Exterior areas of school uses are not typically noise-sensitive. As a result, the standards for schools are focused on the interior office and classroom spaces.
7. DNL = Day – Night Average Level (also denoted L_{dn}). Represents 24-hour average of noise with noise occurring during nighttime hours (10 pm to 7 am) penalized by 10 dBA prior to averaging.
8. Leq = Average or “Equivalent” noise level. Represents the energy average of all noise occurring during a given period (typically 1-hour).