

4.9 NOISE

The effects of noise are considered in two ways: 1) how a proposed project may increase existing noise levels and affect surrounding land uses, and 2) how a proposed land use may be affected by noise from existing and surrounding land uses. This section of the EIR addresses: the existing noise environment of the project area; federal, state, and local noise guidelines and policies; potential impacts resulting from implementing the proposed project; and potential noise impacts that would be encountered throughout the area. Preparation of this section of the EIR is based on the Port Master Plan Final Program EIR (CMCA 2004) and the technical analysis is incorporated by reference.

4.9.1 Existing Conditions

Noise is generally defined as unwanted sound. Noise meters are instruments that detect small changes in atmospheric pressure. These meters cannot distinguish between noise that is wanted (e.g., birds singing, waves on a beach, etc.) and noise that is not (e.g., traffic or railroad noise). Thus, measurements of noise are more accurately described as measurements of sound pressure.

Noise sources and sound intensities can vary significantly over an urban area. Motor vehicles are usually the primary noise sources in California cities. Variables that affect traffic noise include traffic volumes, proximity to the noise source, time of day, speed, and pavement condition. Topography also plays a significant role in the perception of traffic-related noise emissions. Road segments that are cut below or significantly elevated above the grade at which noise is measured (or heard) will generally produce a quieter noise environment.

Sites that have abundant vegetation and an undulating profile (soft sites) will absorb sound pressure waves more fully than an area that is predominately asphalt or concrete (hard site). Under normal conditions on hard sites, noise will attenuate (drop-off) at an approximate rate of 3.0 dBA (A-weighted decibel [dB]) per doubling of distance (DD) for a line source (i.e., traffic sources) and about 6.0 dBA/DD for a point (stationary) source. An excess ground attenuation value of 1.5 dBA/DD over standard conditions would be assumed for undeveloped areas.

The only way to ascertain the noise level at a given site is to actually measure it. Qualified persons, using laboratory-certified sound meters, conduct noise studies. Often noise studies gather measurements for several days, and this data is used to calculate the Day/Night Sound Level (Ldn) and/or the Community Noise Exposure Level (CNEL). These two metric penalize nighttime noise to reflect normal sleep patterns. Having noise exposure information allows better site planning and architectural treatments (e.g., quiet windows) as needed.

4.9.1.1 Local Setting

The primary source of noise in the project area is generated by transportation sources on Avila Beach Drive. Additional noise is generated by human activity on and adjacent to beach areas and the harbor, including voices, use of radios and stereos, and boating. Ocean surf, wind, and marine mammal and bird activity contribute natural noise levels in the area, as well. Existing noise levels in the project area due to transportation and stationary sources have been compiled as contours in the San Luis Obispo General Plan Noise Element (County of San Luis Obispo, 1992). Noise levels from traffic are detailed in the Noise Element with noise contours generated from the Federal Highway Administration (FHWA) traffic model and existing data on traffic volumes and types. Noise levels due to traffic are shown in Table 4.9-1 for Avila Beach Drive.

Table 4.9-1. Noise Levels Due to Traffic

Location	Existing dBA			Future dBA		
	70	65	60	70	65	60
Avila Beach Drive (distance to noise level)	48 feet	103 feet	222 feet	70 feet	151 feet	325 feet

Source: San Luis Obispo County Noise Element 1992

Based on the Port Master Plan Final Program EIR (CMCA 2004), ambient noise levels at the project site was approximately 49.8 dBA, with a minimum noise level of 32.4 dB and maximum noise level of 67.3 dB. For the purposes of this analysis, the future dBA estimates identified in Table 4.9-1 are applied to ensure a conservative assessment of potential noise impacts.

Land uses that are listed in the San Luis Obispo County General Plan Noise Element are considered when measuring the effects of noise. “Sensitive receptors” include residences, recreational areas, transient lodging (hotels, motels, etc.), hospitals, nursing homes, convalescent hospitals, schools, libraries, houses of worship, and public assembly places. The only sensitive receptor proximate to the project site is the beach area located approximately 80 to 100 feet south of the southern property line, across Avila Beach Drive.

4.9.2 Regulatory Setting

Noise is regulated at the federal, state, and local levels through regulations, policies, and/or local ordinances. Local policies are commonly adaptations of federal and state guidelines based on prevailing local conditions or special requirements.

4.9.2.1 Federal Policies and Regulations

Congressional: The Federal Noise Control Act of 1972

This law states that controlling noise protects the health and welfare of the Nation’s population. It recognizes that transportation vehicles, machinery, and appliances are noise sources, and responsibility for controlling these noise sources rests with state and local governments. Moreover, the federal government will coordinate and adopt standards for inter-state commerce projects (e.g., airports).

Federal Highway Administration: 23 CFR 772

Federal code provides uniform procedures to evaluate highway noise and implement abatement measures. Interpretation of what constitutes ‘substantial noise’ is left to individual states.

4.9.2.2 State Regulations

California Government Code

The State General Plan Guidelines require that local governments identify major noise sources and areas containing noise-sensitive land uses. Noise must be quantified by preparing generalized noise exposure contours for current and projected conditions. Contours may be prepared in terms of either the CNEL or Ldn. The state’s version of the compatibility standards identified in the Guidelines for the Preparation and Content of the Noise Element of the General

Plan, Appendix C of the State of California General Plan Guidelines (OPR 2003), indicates that “detailed studies” may be required for outdoor activity areas when levels exceed 50 dB. The Guidelines indicate that mitigations may be appropriate under such conditions and accordingly, this analysis will recommend steps that can be taken to lessen impact. The State’s compatibility guidelines for exposure to transportation noise exposure suggest that noise becomes a problem for outdoor activity areas when levels are in excess of 50 decibels (Ldn/hourly average sound level [Leq]).

4.9.2.3 Local Regulations and Policies

The Noise Element of the County General Plan provides a policy framework for addressing potential and existing noise impacts during the planning process. Its purpose is to minimize future and existing noise conflicts. Among the most significant policies found in the Noise Element are numerical noise standards that limit noise exposure within noise-sensitive land uses resulting from transportation sources. Thresholds for sensitive receptors are shown in Table 4.9-2 below, in Section 4.9.3 Thresholds of Significance.

Port Master Plan and Port Master Plan Final Program EIR

The project is subject to the following mitigation measures identified in the Port Master Plan Final Program EIR:

- N-1** *All construction equipment shall be in proper operating condition and fitted with factory standard silencing features.*
- i. A haul route plan shall be prepared for review and approval by the Harbor District.*
 - ii. Whenever practical, the noisiest construction operations shall be scheduled to occur together in the construction program to avoid continuous periods of noise generation. Scheduling of noisier construction activities shall also take advantage of summer sessions and other times when classes are not in session.*
 - iii. Project construction activities that generate noise in excess of 60 dB at the project site boundary shall be limited to the hours of 7 a.m. to 6 p.m.*
- N-2** *All large construction equipment will be equipped with “critical” grade noise mufflers. Noise level reductions associated with the use of “critical” rather than “stock” grade mufflers can be as high as 5 dBA. Engines will also be tuned to insure lowest possible noise levels.*
- N-3** *Detailed noise analyses shall be prepared when grading plans are developed to fully determine the need and extent of temporary and/or permanent noise barriers. Final noise barrier heights shall be determined with final grading plans indicating lot locations, trailer setbacks, and precise pad elevations are developed. The barriers may consist of a berm, wall, or a combination berm and wall. Walls should not contain holes or gaps, and should be constructed of slumpstone or other masonry material.*
- N-4** *Equipment lay-down areas, staging areas or those areas that are reserved for testing and repairing of construction equipment shall be located as far away from sensitive receptors.*

4.9.3 Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, the County thresholds state that noise impacts would be considered significant if the proposed project would:

- a. Expose people to noise levels that exceed the County Noise Element thresholds;
- b. Generate increases in the ambient noise levels for adjoining areas;
- c. Cause a temporary or periodic increase in ambient noise in the project vicinity;
- d. Expose people to severe noise or vibration;
- e. Expose people residing or working in the project area to severe noise levels as a result of an airport or private airstrip.

Transportation Noise Sources

Policy 3.3.2 of the Noise Element states that “new development of noise-sensitive land uses shall not be permitted in areas exposed to existing or projected future levels of noise from transportation noise sources which exceed 60 dB Ldn or CNEL for outdoor activity areas and 45 Ldn or CNEL for interior spaces unless the project includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to or below the levels for the given land use” (refer to Table 4.9-2).

Table 4.9-2. Land Use Compatibility for New Development Near Transportation Sources

Land Use	Exterior Noise Exposure Threshold Ldn or CNEL, dB					
	55	60	65	70	75	80
Residential (except temporary dwellings and residential accessory uses), Pub Assembly and Entertainment (except meeting halls)	Acceptable, no mitigation required	Acceptable, no mitigation required	Conditionally acceptable, mitigation required	Conditionally acceptable, mitigation required	Unacceptable, mitigation may not be feasible	Unacceptable, mitigation may not be feasible
Bed and Breakfast Facilities, Hotels and Motels	Acceptable, no mitigation required	Acceptable, no mitigation required	Conditionally acceptable, mitigation required	Conditionally acceptable, mitigation required	Unacceptable, mitigation may not be feasible	Unacceptable, mitigation may not be feasible
Schools - Preschool to Secondary, College and University, Specialized Education and Training; Libraries and Museums, Hospitals, Nursing and Personal Care, Meeting Halls, Churches	Acceptable, no mitigation required	Acceptable, no mitigation required	Conditionally acceptable, mitigation required	Conditionally acceptable, mitigation required	Unacceptable, mitigation may not be feasible	Unacceptable, mitigation may not be feasible
Outdoor Sports and Recreation	Acceptable, no mitigation required	Acceptable, no mitigation required	Acceptable, no mitigation required	Conditionally acceptable, mitigation required	Unacceptable, mitigation may not be feasible	Unacceptable, mitigation may not be feasible
Offices	Acceptable, no mitigation required	Acceptable, no mitigation required	Conditionally acceptable, mitigation required	Conditionally acceptable, mitigation required	Unacceptable, mitigation may not be feasible	Unacceptable, mitigation may not be feasible

Acceptable, no mitigation required
 Conditionally acceptable, mitigation required
 Unacceptable, mitigation may not be feasible

Source: County of San Luis Obispo Noise Element 1992

Policy 3.3.3 of the Noise Element states that “noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in [Table 4.9-3] within the outdoor activity areas and interior spaces of existing noise sensitive land uses.”

Table 4.9-3. Transportation Source Noise Exposure Guidelines

Receiving Land Use	Transportation Source: Maximum Allowable Noise Level		
	Outdoor Activity Ldn	Indoor Activity Ldn	Indoor Activity Max hour Leq
Residential (except temporary dwellings and residential accessory uses); bed and breakfast facilities, hotels and motels; hospitals, nursing and personal care	60	45	--
Public assembly and entertainment (except meeting halls)	--	--	35
Offices	60	--	45
Churches, meeting halls	--	--	45
Schools-preschool to secondary, college and university, specialized education and training libraries and museums	--	--	45
Outdoor sports and recreation	70	--	--

Source: County of San Luis Obispo Noise Element 1992

Stationary Noise Sources

Policy 3.3.4 of the Noise Element states that “new development of noise-sensitive land uses shall not be permitted where the noise level due to existing stationary noise sources would exceed the noise level standards included in the Noise Element unless effective noise mitigation measures have been incorporated into the design of the development to reduce noise exposure to or below the levels specified.” The hourly daytime stationary noise standard for sensitive receptors is 50 dB, and the maximum is 70 dB. The hourly nighttime stationary noise standard for sensitive receptors is 45 dBA, and the maximum is 60 dBA (refer to Table 4.9-4).

Table 4.9-4. Maximum Allowable Noise Exposure Stationary Noise Sources¹

Level	Daytime (7 a.m. – 10 p.m.)	Nighttime (10 p.m. – 7 a.m.)
Hourly Average Sound Level, dBA ²	50	45
Maximum Level, dBA ²	70	60
Maximum Level, Impulsive Noise, dBA ³	65	60

¹ As determined at the property line of the of the receiving land use.

² Sound level measurements shall be made with slow meter response.

³ Sound level measurements shall be made with fast meter response.

Source: County of San Luis Obispo Noise Element 1992

Policy 3.3.5 of the Noise Element states that new proposed stationary noise sources or existing stationary noise sources that undergo modifications that may increase noise levels shall be mitigated as follows and shall be the responsibility of the developer of the stationary noise source. Policy 3.3.5 can be found in its entirety on page 3-3 of the County Noise Element, applicable standards from Policy 3.3.5 are provided below as follows:

- b) *Noise levels shall be reduced to or below the noise level standards in [Table 4.9-4] where the stationary noise source will expose an existing noise-sensitive land use (which is listed in the Land Use Element as an allowable use within its existing land use category) to noise levels that exceed the standards in [Table 4.9-4].*
- c) *Noise levels shall be reduced to or below the noise level standards in [Table 4.9-4] where the stationary noise source will expose vacant land in the Agriculture, Rural Lands, Residential Rural, Residential Suburban, Residential Single Family, Residential Multi-Family, Recreation, Office and Professional, and Commercial Retail land use categories to noise levels that exceed the standards in [Table 4.9-4] (note: This policy may be waived when the Director of Planning and Building determines that such vacant land is not likely to be developed with a noise sensitive land-use).*

Exceptions to the noise standards are provided in Land Use Ordinance 23.06.042. They include, among others, noise sources associated activities conducted in public parks, public playgrounds and public/private school grounds, construction between the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on weekends; traffic on public roadways; and the use of any mechanical equipment related to emergency activities including safety signals, warning devices, and emergency pressure relief valves.

Under most circumstances, instances of perceptible or annoying vibration are limited to locations near railroad rights-of-way or specific types of industrial activity (forges, large punch presses, pile drivers, etc.). San Luis Obispo Land Use Ordinance 23.06.060 establishes vibration standards. It states that any land use conducted in or within 0.5 mile of an urban or village reserve line is to be operated to not produce detrimental earth-borne vibrations perceptible at the lot line for a residential, office and professional, recreational, or commercial use, or the boundary of the industrial category for an industrial source.

Exceptions to the standard include construction between 7:00 a.m. and 9:00 p.m. and noise generated from moving sources such as trucks or railroads.

In addition to the criteria described above, the significance of long-term noise (24-hour) can be assessed by comparing existing noise levels with those predicted to result with implementation of a project. In assessing community noise (Ldn or CNEL), long-term increases in noise levels of greater than 3 dBA are identified as perceptible, while changes of less than 1 dBA are generally not discernible to local residents or sensitive land uses. For purposes of this analysis, an increase greater than 3 dBA is considered a significant impact.

4.9.4 Impact Assessment and Methodology

The noise analysis considers existing sources of noise in the area, the project's effect on sensitive receptors in the area, and the effects of noise on the project. The analysis also

includes an assessment of surrounding land uses and their sensitivity to noise exposure. The compatibility of the proposed project with surrounding sensitive noise receptors was analyzed.

General guidelines for determining community noise impacts typically include:

- A 3-dB change is barely perceptible, and is the minimum most people will notice in most environments.
- A 5-dB change is a readily perceptible increase or decrease in sound level.
- A 10-dB increase in sound level is perceived as an approximate doubling of the loudness of the sound and represents a substantial change in loudness.

4.9.5 Project Specific Impacts and Mitigation Measures

Expose People to Noise Levels that Exceed County Thresholds

There are two issues of noise exposure: 1) transportation noise generated by Avila Beach Drive affecting the proposed project; 2) transportation-related noise generated by the project, and 3) proposed on-site activities that generate noise, including grading and construction activities and noise generated by project uses potentially affecting sensitive receptors in the immediate area.

Transportation Noise

The acceptable threshold of exposure to transportation noise source is 60 Ldn for hotels and motels and 70 Ldn for outdoor sports and recreation (County of San Luis Obispo 1992). The Noise Element states that:

The existing or projected future noise exposure at the exterior of buildings which will contain noise-sensitive uses or within proposed outdoor activity areas (other than outdoor sports and recreation uses) does not exceed 65 dB LDN (or CNEL) prior to mitigation. For outdoor sports and recreation uses, the existing or projected future noise exposure may not exceed 75 dB LDN (or CNEL) prior to mitigation note applies to flat elevation.

Based on review of the Noise Element (applying future dBA) no project features would be located in areas exceeding 70 dB.

Lower level car/tent sites, the pool area, and the commercial building would be located approximately 90 feet from the centerline of Avila Beach Drive, and would potentially be exposed to noise levels ranging from approximately 70 to 65 dB based on Noise Element generalized noise contour mapping. The Noise Element notes that “since the noise contour calculations did not take into consideration shielding caused by local buildings or topographical features the distances reported...should be considered worst-case estimates of noise exposure”. Mid-level RV sites, car/tent sites, and walk-in campsites would be located approximately 300 feet from the centerline of Avila Beach Drive, and would potentially be exposed to noise levels between 65 to 60 dB based on Noise Element noise contour mapping. Hotel/motel units would be located approximately 270 feet from the centerline of Avila Beach Drive, and would be located within the 65 to 60 dB noise contour.

The Noise Element does not include a specific category for RV and campsite facilities; however, if these uses are grouped under “hotel and motel uses”, exposure to transportation-related noise

between 60-70 dB is considered conditionally acceptable and mitigation would be required. Typical mitigation for outdoor noise attenuation consists of the construction of a noise barrier, such as an engineered noise wall or earthen berm that blocks the line-of-sight to the roadway. The existing topography of the site provides two natural noise barriers between the lower level campsites and Avila Beach Drive; an approximately 15-foot road cut/embankment between Avila Beach Drive and Babe Lane, and an approximately 5 to 18-foot road cut/embankment between Babe Lane and the proposed lower-level campsites. The road cut between Avila Beach Drive and the commercial uses is approximately 38 feet in height. The Noise Element provides guidance for transportation-related noise. It states that if future noise exposure is between 60 and 65 LDN and the roadway is either a) below grade in a cut/embankment or b) elevated more than 15 feet above and within 200 feet of proposed noise-sensitive use, including the outdoor activity area, no mitigation is required because the topography can attenuate noise by up to 5 dB. In addition, standard building construction measures attenuate noise by approximately 15 dB (interior noise). Pursuant to the FHWA Highway Noise Barrier Design Handbook, an earthen berm barrier will typically provide an additional 1.5 dB of noise attenuation for each additional three feet of barrier height above the line-of-sight blockage between the noise source and the receiver.

Therefore, based on existing topography and maintenance of the existing road cut/embankment between Avila Beach Drive and the proposed commercial uses, RV campsites, and hotel/motel sites, no outdoor or indoor mitigation is required. Regarding the car/tent sites, the natural topography (to remain) would attenuate traffic-generated noise on Avila Beach Drive by approximately 10 dB, resulting in a maximum noise exposure between 60 to 55 dB, which is within the acceptable range, and no mitigation is required.

Based on the transportation study conducted for the proposed project (CCTC 2014), implementation of the project would add 126 PM peak hour trips to Avila Beach Drive, and would result in a 6.7% increase in traffic. Generally, a 100% increase in traffic volume would result in a 3 dB increase in the sound level. Therefore, traffic generated by the project would not result in a significant increase in noise levels.

Sources of noise generated by the project may include the use of generators, which can generate noise levels ranging from approximately 50 to 76 dBA approximately ten feet from the source (American Honda Motor Co., Inc. 2014). At a distance of 320 feet from the source (the minimum distance between the RV sites and Avila Beach Drive), the noise would attenuate to approximately 21 to 47 dB. It is reasonable to assume that more than one generator may be in use at one time, which would increase the noise level by approximately six dB approximately ten feet from the combined sources (56 to 82 dB) and approximately four dB 300 feet from the sources (24 to 50 dB). These levels are within the acceptable range for outdoor sports and recreation (50 db). In addition, noise generated on Avila Beach Drive, crashing waves, human activity on the beach, and boat motors would typically exceed this noise level. Due to the generally noise-sensitive environment, a restriction on generator use is recommended.

Use of portable generators by the Harbor District would be limited to the Harbor Use area, which is approximately 1,000 feet from Avila Beach Drive. Generator use would be infrequent, and would generally be limited to emergency situations. Due to infrequent use and distance from public use areas, potential noise impacts associated with this use would be less than significant.

N Impact 1	
Operation of the project may include personal use of portable generators, primarily associated with recreational vehicle (RV) use, which would generate noise levels potentially affected other visitors within the campground facility, and sensitive receptors within the beach area to the south, resulting in a potential noise nuisance.	
Mitigation Measures	
<i>N/mm-1</i>	<i>The use of personal generators shall be prohibited within all recreational vehicle (RV), hotel, cabin, and car/tent campsites.</i>
Residual Impacts	
All RV sites would have electric hook-ups; therefore, allowance of personal generator use is not necessary. Implementation of restrictions on generator use would avoid potential noise nuisances and annoyances, as experienced within public use areas near the project site. Occasional use of generators within the Harbor Use area may be necessary; however, the use would be infrequent and there is an adequate buffer between the Harbor Use area and public use areas along Avila Beach Drive. Noise may be heard; however, it would not exceed identified thresholds. Based on implementation of noted restrictions, potential impacts would be less than significant.	

Permanent, Temporary, Periodic Increases in Ambient Noise

As noted above, the project would generate additional traffic, and would generate stationary noise during the use of portable generators associated with RVs. This would result in permanent periodic increases in the ambient noise level in the area. Based on the distance from the nearest sensitive receptor (over 300 feet) and limitations on generator use (refer to mitigation measure N/mm-1), the long-term effects would not be significant.

In the short-term, grading and construction activities would require the use of large equipment, which would generate significant levels of noise at the source. As measured 50 feet from the source, equipment can generate between 74 to 100 dB of noise (FHWA 2011). Multiple pieces of equipment are expected to be in operation during major grading activities. Construction activities would temporarily increase the overall ambient noise levels within and surrounding the construction site. Onsite excavation and construction operations would likely require the use of rock drills, track-type tractors, motor graders, wheeled loaders, haul trucks, scrapers, cranes, a backhoe loader, and excavators. Construction noise levels would fluctuate depending upon the construction phase, equipment type and duration, and the location of onsite operations in relation to existing structures.

Total estimated construction-related noise from all sources is summarized in Table 4.9-4 below for various reference distances from the source. An attenuation rate of 6 dBA is assumed for each doubling of distance from the source. The estimates represent a composite of total noise generated by a typical range of construction activities, accounting for deliveries, construction worker vehicle trips and other construction-related vehicles that travel to and from the site. Table 4.9-4 suggests that sensitive receptors within 3,200 feet of the source will be subjected to temporary and intermittent noise that exceeds the County standard of 60 dBA for outdoor activity areas.

Table 4.9-5. Estimated Noise Levels from Construction

Construction Phase	Noise Levels Leq (dBA) without Noise Attenuation Controls				
	200 feet	400 feet	800 feet	1,600 feet	3,200 feet
Site Preparation	79	73	67	61	55
Foundation	89	83	77	71	65
Structure and Finish	82	76	70	64	58

Source: Port Master Plan Final Program EIR (2004)

Construction of the project would result in a temporary source of noise due to the use of loud heavy equipment, machines, appliances, and hand tools. Compliance with the County Noise Ordinance is required, and would limit construction to daytime hours. Mitigation identified in the Port Master Plan Final Program EIR would be implemented during the construction phase to reduce adverse noise impacts.

N Impact 2
Noise associated with construction activities may adversely impact nearby noise-sensitive uses, resulting in a potentially significant impact.
Mitigation Measures
<i>Implement Port Master Plan Final Program EIR mitigation measures N-1, N-2, and N-3, and N-4.</i>
<i>N-1 All construction equipment shall be in proper operating condition and fitted with factory standard silencing features.</i>
<i>i. A haul route plan shall be prepared for review and approval by the Harbor District.</i>
<i>ii. Whenever practical, the noisiest construction operations shall be scheduled to occur together in the construction program to avoid continuous periods of noise generation. Scheduling of noisier construction activities shall also take advantage of summer sessions and other times when classes are not in session.</i>
<i>iii. Project construction activities that generate noise in excess of 60 dB at the project site boundary shall be limited to the hours of 7 a.m. to 6 p.m.</i>
<i>N-2 All large construction equipment will be equipped with "critical" grade noise mufflers. Noise level reductions associated with the use of "critical" rather than "stock" grade mufflers can be as high as 5 dBA. Engines will also be tuned to insure lowest possible noise levels.</i>
<i>N-3 Detailed noise analyses shall be prepared when grading plans are developed to fully determine the need and extent of temporary and/or permanent noise barriers. Final noise barrier heights shall be determined with final grading plans indicating lot locations, trailer setbacks, and precise pad elevations are developed. The barriers may consist of a berm, wall, or a combination berm and wall. Walls should not contain holes or gaps, and should be constructed of slumpstone or other masonry material.</i>
<i>N-4 Equipment lay-down areas, staging areas or those areas that are reserved for testing and repairing of construction equipment shall be located as far away from sensitive receptors.</i>
Residual Impacts
Due to the location of the project, complete avoidance of construction-related noise is not feasible; however, implementation of noise reduction measures during construction would reduce the potential for land use conflicts and potential noise exposure, and potential impacts would be mitigated to less than significant.

Severe Noise or Vibration

Construction of the project would include use of large construction equipment. Construction would occur pursuant to the LUO, would be limited in duration, and would not generate severe noise levels or vibration. Based on compliance with the County Noise Ordinance, which limits construction activities to daytime hours, and implementation of Port Master Plan Final Program EIR mitigation measures identified above (refer to N Impact 2) potential impacts would be less than significant.

Severe Noise or Vibration – Airport or Airstrip

The project site is not located in proximity to a public or private airport or airstrip, and visitors and employees would not be exposed to significant levels of aircraft-generated noise. No impact would occur.

4.9.6 Cumulative Impacts

The cumulative impact scenario includes build-out under the Port Master Plan. The Port Master Plan Final Program EIR, which included an assessment of the development of Harbor Terrace, identified potentially significant but mitigable and less than significant noise impacts that would occur as a result of build-out of the Master Plan. Potential impacts include generation of construction-related noise (less than significant with mitigation) and creation of additional traffic-related noise (less than significant). Projects located outside of the Harbor District would contribute noise to the ambient noise level, including increased construction, traffic, and operational noise including amplified sound. All projects and activities within the County are subject to the Noise Element policies and Noise Ordinance regulations.

Based on the analysis of the proposed project, and incorporation of previously-identified construction-related mitigation measures, the project would not contribute to a significant increase in noise levels in the area, and cumulative impacts would be less than significant.

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