

3.11 Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. NOISE—Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.11.1 Environmental Setting

Noise Background

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic

filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA).

Noise Exposure and Community Noise

An individual's noise exposure is a measure of the noise experienced by the individual over a period of time. A noise level is a measure of noise at a given instant in time. However, noise levels rarely persist consistently over a long period of time. In fact, community noise varies continuously with time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. Background noise levels change throughout a typical day, but do so gradually, corresponding with the addition and subtraction of distant noise sources and atmospheric conditions. The addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens) makes community noise constantly variable throughout a day.

These successive additions of sound to the community noise environment vary the community noise level from instant to instant requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

- L_{eq} : The equivalent sound level is used to describe noise over a specified period of time, in terms of a single numerical value. The L_{eq} is the constant sound level which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).
- L_{max} : The instantaneous maximum noise level measured during the measurement period of interest.
- L_{dn} : The energy average of the A-weighted sound levels occurring during a 24-hour period, and which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10 p.m. and seven a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.

Effects of Noise on People

The effects of noise on people can be placed into three categories:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, learning; and
- physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers at industrial plants often experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way the new noise compares to the existing noise levels that one has adapted, which is referred to as the “ambient noise” level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived;
- Outside of the laboratory, a three dBA change is considered a just-perceivable difference when the change in noise is perceived but does not cause a human response;
- A change in level of at least five dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. A ruler is a *linear* scale: it has marks on it corresponding to equal quantities of distance. One way of expressing this is to say that the ratio of successive intervals is equal to one. A *logarithmic* scale is different in that the ratio of successive intervals is not equal to one. Each interval on a logarithmic scale is some common factor larger than the previous interval. A typical ratio is 10, so that the marks on the scale read: 1, 10, 100, 1,000, 10,000, etc., doubling the variable plotted on the x-axis. The human ear perceives sound in a non-linear fashion, hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather they combine logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise Attenuation

Point sources of noise, including stationary mobile sources such as idling vehicles or onsite construction equipment, attenuate (lessen) at a rate of 6.0 dBA to 7.5 dBA per doubling of distance from the source, depending upon environmental conditions (e.g., atmospheric conditions, noise barriers, type of ground surface, etc.). Widely distributed noises such as a large industrial facility spread over many acres or a street with moving vehicles (a “line” source) would typically attenuate at a lower rate of approximately 3.0 to 4.5 dBA per doubling distance from the source (also dependent upon environmental conditions) (Caltrans, 1998).

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the affect of vibration on the human body. The RMS amplitude is the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration (FTA, 2006). Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration.

Existing Ambient Noise Environment

The Proposed Project is located in unincorporated northwestern San Benito County and northeastern Monterey County. The Proposed Project primarily traverses rural areas where typical noise sources would likely include vehicle traffic on nearby highways and local streets, farming equipment operation, and occasional aircraft overflight, including flights from and to the Hollister Municipal Airport, which is located approximately 1.5 miles north of the eastern end of the proposed Hollister Pole Segment near Hollister Substation. The Hollister Municipal Airport supports general aviation activities and serves a six-county area as a California Department of Forestry Air Attack Base. Maximum noise levels associated with aircraft overflights in the study area can range between 55 and 75 dBA. Typical noise levels in small town residential areas such as those in the study area range between 40 and 50 dBA L_{dn} (FTA, 2006).

Sensitive Receptors

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication, and can cause physiological and psychological stress and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hotels, hospitals, and nursing homes are considered to be the most sensitive to noise. Places such as churches, libraries, and cemeteries, where people tend to pray, study, and/or contemplate are also sensitive to noise. Commercial and industrial uses are considered the least noise-sensitive.

The Hollister Tower Segment traverses primarily open space areas. There are a few residential receptors located within 100 to 300 feet of the alignment along Avenida Del Piero. Furthermore, Countryside Day-Care Preschool would be located within 500 feet of the Hollister Pole Segment and Anzar High School and Lagunita Elementary School would be located within 2,000 feet of the Hollister Tower Segment. The Hollister Pole Segment would also traverse mostly agricultural lands but would pass within 100 to 200 feet of a few homes located along Buena Vista Road, west of State Route 156.

3.11.2 Regulatory Setting

Federal, State, and local agencies regulate different aspects of environmental noise. Federal and State agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies. Local regulation of noise involves implementation of general plan policies and noise ordinance standards. Local general plans identify general principles intended to guide and influence development plans; local noise ordinances establish standards and procedures for addressing specific noise sources and activities.

San Benito County

General Plan

The San Benito County General Plan contains the following goal and policies that may be applicable to the Proposed Project (San Benito County, 1984).

GOAL 4: To reduce construction related noise impacts

Policy 4.1: It will be the County's continuing policy to control the operation of construction equipment at specific sound intensities and frequencies during specified hours.

Policy 4.2: The County will encourage the use of barriers or enclosures for equipment having high noise emission.

Municipal Code

Noise level standards are set forth in Section 25.37.035 of the San Benito County Code of Ordinances. This section sets acceptable noise standards for noise emanating from any source, as it affects surrounding properties. However, temporary construction between the hours of seven a.m. and seven p.m., except for Sundays and federal holidays, is exempt from these standards (San Benito County, 1995).

Monterey County

General Plan

The Monterey County General Plan contains the following policies that may be applicable to the Proposed Project (Monterey County, 2007).

Policy S-7.8: All discretionary projects which propose to use heavy construction equipment that has the potential to create vibrations that could cause structural damage to adjacent structures within 100 feet would be required to submit a pre-construction vibration study prior to the approval of a building permit. Specified measures and monitoring identified to reduce impacts would be incorporated into construction contracts. Pile driving or blasting are illustrative of the type of equipment that could be subject to this policy.

Policy S-7.9: No construction activities pursuant to a County permit that exceed levels listed in *Policy S-7.1* (see **Figure 3.11-1** for noise levels set forth in Policy S-7.1) shall be allowed within 500 feet of a noise sensitive land use during the evening hours of Monday

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE - Ldn or CNEL (dBA)							
	50	55	60	65	70	75	80	
Residential – Low Density Single Family, Duplex, Mobile Home								
Residential – Multi-Family								
Transient Lodging – Motel/Hotel								
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditorium, Concert Hall, Amphitheaters								
Sports Arena, Outdoor Spectator Sports								
Playgrounds, Neighborhood Parks								
Golf Courses, Riding Stables, Water Recreation, Cemeteries								
Office Buildings, Business, Commercial and Professional								
Industrial, Manufacturing, Utilities, Agriculture								
	Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation 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. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
	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 generally should not be undertaken.						

SOURCE: OPR, 1998.

Figure 3.11-1
Land Use Compatibility for
Community Noise Environment

through Saturday, or anytime on Sunday or holidays shall be allowed prior to completion of a noise mitigation study. Noise protection measures, in the event of any identified impact, may include but not be limited to:

- Constructing temporary barriers, or
- Using quieter equipment than normal.

Policy S-7.10: Standard noise protection measures shall be incorporated into all construction contracts. These measures shall include:

- Construction shall occur only during times allowed by ordinance/code unless such limits are waived for public convenience;
- All equipment shall have properly operating mufflers; and
- Lay-down yards and semi-stationary equipment such as pumps or generators shall be located as far from noise-sensitive land uses as practical.

Municipal Code

Noise level standards are set forth in Chapter 10.60 of the Monterey County Code of Ordinances. This chapter states that no person shall operate any machine, mechanism, device, or contrivance within the unincorporated limits of Monterey County that produces a noise level exceeding 85 dBA measured at 50 feet. Aircraft noise and machines, mechanisms, devices, or contrivances operating in excess of 2,500 feet from any occupied dwelling unit are exempt from these restrictions (Monterey County, 1993).

3.11.3 Applicant Proposed Measures

PG&E proposes the following applicant proposed measures (APMs) to minimize impacts related to noise. The impact analysis in this IS/MND assumes that these APMs would be implemented to reduce impacts related to noise discussed below.

APM NOI-1: Implement noise control measures. PG&E will implement the following noise abatement measures during project construction to minimize the impact of temporary construction-related noise on nearby residences:

- Notify residents near future construction zones regarding the forecast schedule for nearby construction and provide project contact information.
- Comply with manufacturers' muffler requirements on all construction equipment engines.
- Turn off construction equipment when not in use, where applicable.
- Minimize equipment use.
- Use equipment fitted with factory-installed muffling devices during construction when readily available.
- Route truck traffic away from residential areas where feasible.

APM NOI-2: Implement noise control measures for helicopter noise. PG&E will implement the following BMPs during project construction to minimize the impact of temporary construction-related noise generated by helicopters:

- Notify residents near future construction zones and along helicopter flight paths regarding the schedule and reasons for upcoming construction and flight operations.
- Provide project contact information to facilitate response to noise complaints during the construction activity.
- To the extent feasible, plan helicopter flight paths between construction zones and the helicopter staging areas to avoid noise-sensitive receivers. Note: All flight operations including takeoff, landing, and flight paths must comply with FAA regulations and all applicable safety concerns.

3.11.4 Environmental Impacts and Mitigation Measures

- a) **Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies: *LESS THAN SIGNIFICANT WITH MITIGATION.***

Construction

Noise associated with construction equipment would result in temporary increases in noise levels in the study area. Consistency with applicable standards is discussed by jurisdiction below.

San Benito County. The San Benito County Code does not set specific noise level standards for construction equipment, but rather restricts construction activities to between the hours of seven a.m. and seven p.m., Monday through Saturday. As indicated in Chapter 1, *Project Description*, construction would generally be limited to daytime hours (6:30 a.m. to 5:00 p.m.), Monday through Friday. Therefore, the Proposed Project could conflict with the San Benito County Code; however, implementation of Mitigation Measure 3.11-1 would reduce this impact to less than significant.

As discussed previously, the San Benito County General Plan contains policies that encourage limiting construction activities to less noise sensitive hours of the day and encourage the use of barriers or enclosures for equipment having high noise emissions. The use of barriers or enclosures to limit Proposed Project construction noise would not be practical for most construction activities that would be conducted near sensitive receptors (e.g., pole and tower removal and installation, grading, etc.). In addition, construction noise at any one sensitive receptor location would be limited to no more than a few days in duration along the Proposed Project power line segments and would be limited to no more than a month in the vicinity of Hollister Substation. However, shielding of small stationary equipment (e.g., generators, etc.) from sensitive receptor locations that would be immediately adjacent to construction activities would ensure consistency with General Plan policies. Therefore, implementation of Mitigation Measure 3.11-2 would reduce potential impacts to less than significant.

Monterey County. The Monterey County Code prohibits the use of any machines, mechanisms, or devices that create noise levels exceeding 85 dBA measured 50 feet from the source, with the exception of aircraft or devices operated in excess of 2,500 feet from any occupied dwelling unit. Helicopters could generate noise levels in excess of 85 dBA; however, such equipment would be exempt from restrictions set forth in the Monterey County Code. Construction activities would also require the use of a drill rig for excavating holes for new tower and tubular steel pole (TSP) foundations and holes for light duty steel (LDS) poles and wood shoo-fly poles. Maximum noise levels from a drill rig could be as high as 98 dBA at 50 feet (FTA, 2006). Use of such equipment within 2,500 feet of a residence would be an apparent violation of the County Code. However, given that the nearest Monterey County residence to proposed construction sites where such equipment would be used is approximately 1,000 feet from the nearest Proposed Project site and given that the ground surface in the vicinity is undeveloped and covered with low lying vegetation (i.e., soft surfaces), noise levels at the nearest sensitive receptor locations would not be expected to exceed 65.5 dBA. Furthermore, use of such equipment would only occur for a day or two at each proposed tower location, further limiting the potential for noise impacts.

Although it appears that the Proposed Project would technically conflict with the Monterey County Code, noise impacts in Monterey County would not be substantial given the relatively long distance between the construction sites and the nearest residences, and the relatively limited duration of construction activities that would occur at each proposed tower site, as well as the southern shoo-fly connection site. Furthermore, implementation APM NOI-1 and NOI-2, as well as Mitigation Measures 3.11-1, 3.11-2 and 3.11-3 (see below), would ensure that potential noise impacts in Monterey County would be less than significant. Therefore, construction activities would not expose people to substantial noise levels and impacts would be mitigated to less than significant.

As discussed above, the Monterey County General Plan includes policies that aim to regulate vibration and noise impacts associated with construction equipment. As discussed under checklist item b) below, the Proposed Project would not require the use of construction equipment that has the potential to generate vibrations that could cause structural damage. Therefore, the Proposed Project would be consistent with Policy S-7.8. With regard to Policies S-7.9 and S-7.10, Proposed Project construction sites within Monterey County would not occur within 500 feet of sensitive receptors and construction activities would generally occur during daytime hours. PG&E has committed to implementing a number of noise control measures including complying with manufacturers' muffler requirements and minimizing equipment use. Therefore, the Proposed Project would be consistent with Policies S-7.9 and S-7.10 and impacts would be less than significant.

Mitigation Measure 3.11-1: Construction activity shall be limited to between the hours of seven a.m. and seven p.m., Monday through Saturday, except with CPUC approval and where necessary to ensure worker safety or to conduct certain work during electrical line clearances or during procedures that cannot be interrupted.

Mitigation Measure 3.11-2: PG&E and/or its contractors shall shield compressors and other small stationary construction equipment with portable barriers when operating within 100 feet of residences.

Mitigation Measure 3.11-3: In the event that nighttime (i.e., between seven p.m. and seven a.m.) construction activity is determined to be necessary within 500 feet of an occupied residential dwelling unit, a nighttime noise reduction plan shall be developed by PG&E and submitted to the CPUC for review and approval. The noise reduction plan shall include a set of site-specific noise attenuation measures that apply state of the art noise reduction technology to ensure that nighttime construction noise and levels and associated nuisance are reduced to the most extent feasible. The attenuation measures may include, but not be limited to, the control strategies and methods for implementation that are listed below. If any of the following strategies are found by PG&E to not be feasible, an explanation as to why the specific strategy is not feasible shall be included in the nighttime noise reduction plan.

- Plan construction activities to minimize the amount of nighttime construction.
- Offer temporary relocation of residents within 200 feet of nighttime construction areas.
- Temporary noise barriers, such as shields and/or blankets, shall be installed immediately adjacent to all nighttime stationary noise sources (e.g., drilling rigs, generators, pumps, etc.) that block the line of sight between nighttime activities and the closest residences.

Significance after Mitigation: Less than significant.

Operations and Maintenance

Noise associated with operation and maintenance of the Proposed Project is not expected to increase substantially from existing conditions. While the Proposed Project would include 1.3 miles of new ROW, there are no noise sensitive receptors within the vicinity of this proposed ROW. Therefore, operation and maintenance of the Proposed Project would not conflict with applicable local general plans or noise ordinances.

b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels: *LESS THAN SIGNIFICANT IMPACT.*

Construction

Some types of construction equipment can produce vibration levels that can cause architectural damage to structures and be annoying to nearby sensitive receptors. Vibration levels generated during construction of the Proposed Project would vary during the construction period, depending upon the construction activity and the types of construction equipment used. Typical vibration levels for the construction equipment types that would generally result in the highest vibration levels (e.g., drill rig, large bulldozers) are presented in **Table 3.11-1**.

A numerical threshold to identify the point at which a vibration impact occurs has not been identified county standards or municipal codes. Therefore, a peak particle velocity (PPV) threshold identified by Caltrans is used in this analysis to determine the significance of vibration impacts related to adverse human reaction and risk of architectural damage to normal buildings. The PPV threshold is 0.20 in/sec (Caltrans, 2002). This PPV level has been found to be annoying to people in buildings and can pose a risk of architectural damage to buildings.

**TABLE 3.11-1
VIBRATION SOURCE LEVELS FROM CONSTRUCTION EQUIPMENT**

Distance (feet)	Peak Particle Velocity (in/sec)
	Drill Rig, Large Bulldozer
50	0.031
75	0.017
100	0.011
150	0.006

SOURCE: FTA, 2006.

The nearest residences would be as close as 100 feet to active Proposed Project construction equipment. At this distance, construction equipment PPV levels would be as high as 0.011 in/sec, which would be less than the 0.20 in/sec significance threshold. Therefore, short-term construction-related vibration impacts would be less than significant.

Operations and Maintenance

Operation and maintenance of the Proposed Project would not introduce any new sources of groundborne vibration to the study area. There would be no impact.

c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project: *LESS THAN SIGNIFICANT IMPACT.*

Operation of power lines generate random cracking or hissing sounds associated with corona discharge. The term corona is used to describe the breakdown of air into charged particles caused by the electrical field at the surface of a conductor. Audible noise levels generated by corona discharge vary depending on weather conditions as well as the voltage of the line. Wet weather conditions often increase corona discharge due to accumulation of raindrops, fog, frost, or condensation on the conductor surface, which causes surface irregularities thereby promoting corona discharge. Since a portion of the Proposed Project would involve replacing the existing single circuit power line with a double circuit power line, there could be a slight increase in noise levels. However, given that noise levels from 115 kV lines are typically between 30 and 40 dBA at a distance of 90 feet from the outer conductor under worst case conditions, the addition of an additional circuit would not be expected to result in a substantial increase in ambient noise levels. Additionally, 1.3 miles of power line would be constructed within new ROW where no power line facilities currently exist; however, given that there are no sensitive receptors within the vicinity of this proposed new ROW, any increase in noise levels would result in impacts that would be less than significant.

- d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project: *LESS THAN SIGNIFICANT WITH MITIGATION.***

Construction

Construction activities would result in temporary noise level increases in the Proposed Project vicinity. If nighttime construction would be determined to be necessary within the vicinity of existing residences, such activities could result in a nuisance to these noise sensitive receptors. Such impacts would be less than significant with implementation of Mitigation Measure 3.11-3. Furthermore, implementation of Mitigation Measures 3.11-1 and 3.11-2 would also help ensure that construction noise would have a less than significant impact on sensitive receptors within the study area.

Maintenance

Maintenance of the existing lines is performed on a routine basis, and would not be expected to change substantially under the Proposed Project. Therefore, noise associated with proposed maintenance activities would not be expected to increase substantially from the existing baseline and impacts would be less than significant.

- e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels: *LESS THAN SIGNIFICANT IMPACT.***

The Proposed Project would be located approximately 1.5 miles south of the Hollister Municipal Airport. However, the Proposed Project would not involve the development of noise-sensitive land uses that would be exposed to excessive aircraft noise. Workers that would construct the Proposed Project would be exposed to periodic short-term aircraft overflight noise associated with Hollister Municipal Airport; however, the average construction activity noise levels that the workers would be exposed to would be far greater than the average overflight noise levels that they would be exposed to. Therefore, the impact associated with this criterion is less than significant.

- f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels: *NO IMPACT.***

The Proposed Project is not located within the vicinity of a private airstrip. Therefore, there would be no impact associated with this criterion.

References

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