D.9 Noise and Vibration

D.9.1 Environmental Setting for the Proposed Project

Characteristics of Community Noise

To describe environmental noise and to assess project impacts on areas that are sensitive to community noise, a measurement scale that simulates human perception is customarily used. The A-weighted scale of frequency sensitivity accounts for the sensitivity of the human ear, which is less sensitive to low frequencies (below 1,000 cycles per second, or 1 kHz), and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. Decibels are logarithmic units that can be used to conveniently compare wide ranges of sound intensities. Figure D.9-1 illustrates typical ranges of common sounds heard in the community noise environment.

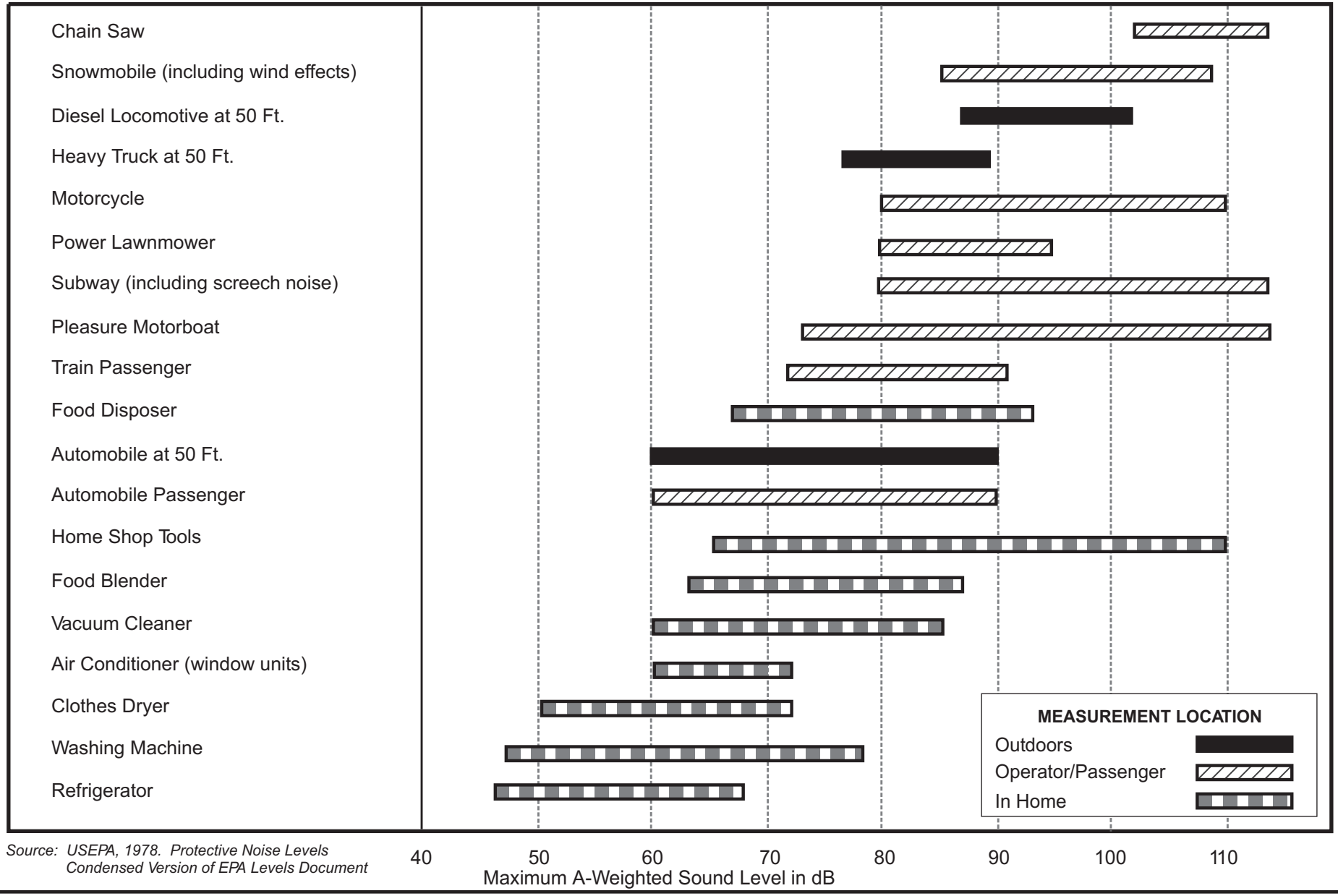
Human activities cause community noise levels to be widely variable over time. For simplicity, sound levels are usually best represented by an equivalent level over a given time period (Leq) or by an average level occurring over a 24-hour day-night period (Ldn). The Leq, or equivalent sound level, is a single value (in dBA) for any desired duration, which includes all of the time-varying sound energy in the measurement period, usually one hour. The Ldn, or day-night average sound level, is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to nighttime sounds occurring between 10:00 p.m. and 7:00 a.m.

Community noise levels depend on the intensity of nearby human activity. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. In rural and undeveloped areas, the Ldn noise levels can be below 35 dBA. Levels above 75 dBA are more common near major freeways and airports. Although people often accept the higher levels associated with very noisy urban areas, they nevertheless are considered to be adverse to public health.

The surrounding land uses dictate what noise levels would be considered acceptable or unacceptable. In rural and undeveloped areas away from roads and other human activity, the day-to-night difference is normally small. Because of diurnal activity, nighttime ambient levels in urban environments are about seven decibels lower than the corresponding daytime levels. Nighttime noise is a concern because of the likelihood of disrupting sleep. Noise levels above 45 dBA at night can result in the onset of sleep interference. At 70 dBA, sleep interference effects become considerable (USEPA, 1974).

Noise Environment in the Project Area

The Proposed Project area includes the 12,000-acre coastline property and Port San Luis. Existing operations at DCPP create a relatively steady level of noise. According to the Applicant, some existing activities at DCPP may exceed 80 dBA near the noise source. Noise levels on the DCPP site are normally between 50 and 65 dBA depending on the proximity of the noise source and the natural noise generated by the surf. Away from routine DCPP operations and along the Access Road to Port San Luis, noise levels are lower, likely ranging from 40 to 50 dBA (PG&E, 2004a).



Source: USEPA, 1978. Protective Noise Levels Condensed Version of EPA Levels Document

Aspen Environmental Group

Typical Range of Common Sounds Heard in the Environment

DCPP Steam Generator Replacement

Figure D.9-1

Dry dock activities using heavy and sometimes noisy equipment are regularly conducted at Port San Luis, near the DCPP Access Gate. The dry dock facilities employ cranes, forklifts, and heavy trucks at Port San Luis. This activity along with other Port San Luis traffic, surf noise, and DCPP Access Gate traffic contribute to elevated noise levels at the waterfront, along Avila Beach Drive. The San Luis Obispo County General Plan, Noise Element (San Luis Obispo County, 1992) shows that the existing noise level from traffic on Avila Beach Drive in the vicinity of Port San Luis and the proposed offloading site is over 60 Ldn for locations within 300 feet of the centerline of the road.

The Port San Luis Harbor District found that existing ambient noise levels on a short-term basis can be fairly quiet. Data gathered in 1995 during a noise survey for the Harford Pier and Harbor Terrace area of Port San Luis showed daytime noise levels of about 50 Leq (Port San Luis Harbor District, 2004).

Noise Sensitive Areas

Noise sensitive receptors are facilities or areas (e.g., residential areas, hospitals, schools, etc.) where excessive noise may convey annoyance. Housing is among the most noise sensitive uses because of the need for quiet noise levels during nighttime hours. Open space is also noise sensitive if excessive noise adversely affects potential recreational use of the space.

The nearest residence to DCPP is located approximately 1.5 miles north by northwest of the Proposed Project site, with the line-of-sight separated by rugged intervening terrain. The Montaña de Oro State Park is directly northeast of the DCPP property, with a property boundary about one mile from project-related activity. The Montaña del Oro State Park campground is the nearest location of temporary shelter, approximately five miles from any anticipated activity for the Proposed Project. The closest noise sensitive areas to the DCPP Access Gate at Port San Luis are camping areas and the community of Avila Beach. Along the roads that access DCPP from regional highways, the Port San Luis Trailer Park and camping facilities are adjacent to Avila Beach Drive and in the north parking lot of Port San Luis. Additional homes face San Luis Bay Drive. The mobile homes for part-time residents are approximately 1,200 feet east of the waterfront and permanent residents are located about two miles to the east of the proposed offloading area. Campers in the parking lot at Port San Luis Harbor would likely be displaced by the Proposed Project. Avila Beach and Port San Luis are within unincorporated areas of San Luis Obispo County.

D.9.2 Applicable Regulations, Plans, and Standards

Regulating environmental noise is generally the responsibility of local governments. USEPA has published guidelines on recommended maximum noise levels to protect public health and welfare (USEPA, 1974), and the State of California maintains recommendations for local jurisdictions in the General Plan Guidelines published by the Governor's Office of Planning and Research (OPR, 1998). The following summarizes the federal and State recommendations and the local requirements.

Federal Standards

There are no federal noise standards that directly regulate environmental noise. No federal agencies have established thresholds for protecting wildlife or other biological resources. Workers on the DCPP site are protected by federal standards for noise exposure. The federal Occupational Safety and Health Administration establishes regulations to safeguard the hearing of workers exposed to occupational noise (29 CFR Section 1910.95, Code of Federal Regulations). Sustained noise over 85 dBA can be a threat to workers' hearing.

State Standards

Land Use Compatibility. The State of California requires each local government to perform noise surveys and implement a noise element as part of the local government's general plan. Generally speaking, noise levels less than 60 Ldn are acceptable for all land uses, including residences, schools, and other noise sensitive receptors. The State considers noise levels under 70 Ldn to be normally acceptable for playgrounds and neighborhood parks (OPR, 1998).

California Vehicle Code. Noise from highway vehicles and off-highway equipment is regulated by the Department of Motor Vehicles with cooperation from the California Highway Patrol. Off-highway motor vehicles manufactured between 1975 and 1986 must not exceed 86 dBA, and those manufactured after 1986 must not exceed 82 dBA when measured at 50 feet from the centerline of travel (Vehicle Code Section 38370). Heavy highway vehicles manufactured after 1987 must emit less than 80 dBA (Vehicle Code Sections 27204 and 27206).

Local Ordinances and Policies

Local governments aim to provide a compatible noise environment for its residents and uses. Most communities specifically restrict disturbing noises at night. San Luis Obispo County has adopted Implementation Policies for CEQA that require the County to take actions that will provide the people of San Luis Obispo County with "freedom from excessive noise" (adopted August 15, 1995). This is accomplished through consistency with local ordinances and policies for the unincorporated San Luis Obispo County, which are described below.

San Luis Obispo County General Plan, Noise Element. The Noise Element of the General Plan (San Luis Obispo County, 1992) outlines the policies the County follows for addressing noise from stationary and mobile sources. It includes policies for ensuring that land use decisions do not cause deterioration of the noise environment. The Noise Element does not address the short-term noise that normally occurs with construction-type activities.

Policy 3.3.5 of the Noise Element specifies that noise created by new proposed stationary sources or modified existing stationary noise sources shall be mitigated by the developer to be reduced to or below the maximum allowable exposure levels. Noise levels shall also be mitigated if the stationary source would expose vacant land in the agriculture, rural lands, residential, recreation, office and professional, or commercial retail land use categories. The maximum allowable exposure levels in the Noise Element for noise from stationary sources are shown in Table D.9-1 (Table 3-2 of the Noise Element, reproduced).

Table D.9-1. Maximum Allowable Noise Exposure, Stationary Sources

San Luis Obispo County Standard	Daytime (7am–10pm)	Nighttime (10pm–7am)
Hourly Leq, dB	50	45
Maximum Level, dB	70	65
Maximum Level, dB (impulsive noise)	65	60

Source: San Luis Obispo County, 1992, Table 3-2.

Notes: Maximum levels as determined at property line of the receiving land use. Nighttime levels apply only where the receiving land use operates or is occupied during nighttime hours.

The Noise Element also deals with traffic noise by encouraging project developers to participate in carpooling or transit programs to reduce the number of vehicle trips.

San Luis Obispo County Noise Ordinance. Sections 22.06.044 to 050 of the San Luis Obispo County Code establish the standards in the Noise Element as requirements that must be met in order to protect persons from excessive noise (PG&E, 2004b). Section 22.06.042 allows certain exceptions to these standards. Noise sources associated with construction are not subject to the standards, provided such activities do not take place before 7 a.m. or after 9 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday. Traffic on public roadways is similarly exempt. Additionally, noise sources associated with work performed by private or public utilities in the maintenance or modification of its facilities are not subject to the standards [Section 22.06.042 (d), (h), and (i)].

D.9.3 Environmental Impacts and Mitigation Measures for the Proposed Project

D.9.3.1 Definition and Use of Significance Criteria

Significance of noise impacts depends on whether the project would increase noise levels above the existing ambient levels by introducing new sources of noise. Noise impacts would be considered significant if the project would 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;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels (more than five dBA) in the project vicinity above levels existing without the project; and
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

No land uses that would be especially sensitive to vibration (e.g., high-precision manufacturing facilities or research facilities with optical and electron microscopes) are known to occur in the immediate project area. None of the local ordinances or policies deals with potentially excessive vibration. ~~As such~~In the absence of established standards, the significance threshold for construction-related ground-borne vibration depends on whether a nuisance or annoyance could occur.

D.9.3.2 Replacement Steam Generator Transport

Delivery, offloading, and transport of the RSGs from Port San Luis to a temporary storage facility at DCPP would involve the use of multiple heavy-duty pieces of lifting equipment and transport units between Port San Luis and DCPP. As described in the Project Description, eight steam generators would be transported to Port San Luis on barges in two separate shipment groups. Up to two tugboats maneuvering the barges at the boat basin would temporarily affect the local noise environment at Port San Luis at the time of steam generator delivery. Diesel-powered heavy-duty equipment would be used for "pinning" the nose of the barge to the shore and for lifting a temporary bridge into place. The steam generators would be moved by heavy-duty platform trailers that are either self-propelled or moved by a prime mover, both of which use very large diesel engines. Each of these activities could generate substantial levels of noise during the short-term of offloading, preparing for transport, and transport.

Noise levels from this equipment vary depending on how the equipment is operated and how well it is maintained. Typical noise levels for these types of equipment are shown in Table D.9-2.

Noise from offloading and transport-related activities would be temporary. Two separate shipments of steam generators would occur approximately 12 months apart. For each shipment, the barges and heavy-duty equipment would need to be stationed at Port San Luis for up to four days. Between the offloading point and the RSG storage facility at DCPP, sixteen one-way transporter trips would need to occur (8 loaded and 8 unloaded trips). Depending on coordination with the Port San Luis Harbor District, the replacement steam generators would likely be offloaded at night to reduce traffic congestion in the parking areas.

Table D.9-2. Typical Noise Levels of Construction Equipment

Equipment Type	Range of Noise Level (dBA) at 50 feet
Earthmoving	
Front loaders	72-84
Backhoes	72-93
Tractors, Dozers	76-96
Scrapers, Graders	80-93
Pavers	86-88
Trucks	82-94
Materials Handling	
Concrete mixers	75-88
Concrete pumps	81-83
Cranes (movable)	75-86
Cranes (derrick)	86-88
Forklifts	76-82
Stationary	
Pumps	69-71
Generators	71-82
Compressors	74-86
Project-Specific	
Tugboats	Approx. 82
Transporters	70 to 85

Source: PG&E, 2004a.

Impact N-1: Offloading would temporarily increase local noise levels near sensitive receptors

Offloading and transport-related activities would increase noise levels temporarily for receptors near Port San Luis and the DCPP Access Gate. Relatively steady operation of the tugboats and lifting equipment would need to occur while the barge and push boats are landed at the shore. Along the transport route, no single location would be exposed to transporter noise for more than about an hour during each of the sixteen one-way trips. However the transport activity could occur at night, when receptors are more sensitive to noise. Residents of the Port San Luis Trailer Park on Avila Beach Drive and the Harbor Terrace area of Port San Luis, about 1,200 feet from the offloading, would experience the greatest potential noise impacts. Noise levels for users of Port San Luis could temporarily exceed 90 dBA for each trip (for locations within 25 feet of the transporter), and they could be over 73 dBA for locations within 200 feet.

According to the San Luis Obispo County Noise Element, ambient noise levels in the Proposed Project area are currently less than 60 Ldn for locations more than 300 feet from Avila Beach Drive in the vicinity of the offloading activities, and any area that is located away from the natural noise generated from wave action along the coast. The temporary passing of transporters and work crews during each steam generator transport trip would temporarily increase the noise levels along Avila Beach Drive by about 7 to 10 dBA. This could create a short-term nuisance for residents of the Port San Luis Trailer Park and Harbor Terrace area. The relatively steady operation of tugboats and other offloading equipment at Port San Luis could also create a short-term nuisance for residences and recreational users of Port San Luis. This nuisance would be exacerbated by pure tones, such as backup signals, which can be audible over other background noise, especially at night. The noticeable noise increase above ambient levels would be a potentially significant short-term impact because of the likelihood of disrupting noise sensitive uses. However, because the local Noise Element and Noise Ordinance do not address short-term nuisances and exempt noise from utility work, these noise levels would not exceed any established standards. Coordinating with the noise sensitive land uses would reduce the impact to a less than significant level by providing adequate advance notice of the transport schedule and making a public liaison available to the affected persons in the area (Class II).

Mitigation Measures for Impact N-1, Offloading would temporarily increase local noise levels near sensitive receptors

N-1a **Provide advance notice of offloading and transport.** PG&E shall provide advance notice of each phase of RSG delivery, between two and four weeks prior to offloading, of planned off-loading and transport activities and timing to the CPUC, the Port San Luis Harbor District, Harbor District tenants, and nearby residents within the Port San Luis Trailer Park and the Harbor Terrace area of Port San Luis. The advance notice shall describe the potential noise disruption and the steps PG&E plans to take to minimize the noise (e.g., by enclosing and muffling equipment, eliminating backup signals, or by limiting idling), and it shall provide a notice in a format suitable for reproduction and posting by the Harbor District. PG&E shall also hold a meeting for Harbor District tenants between two and four weeks prior to offloading. If project delays of more than two weeks occur, an additional notice shall be made.

N-1b **Provide liaison for nuisance complaints.** PG&E shall identify and provide a liaison person to respond to concerns of noise from offloading activities. Procedures for reaching the liaison via telephone or in person shall be included in notices distributed and posted in accordance with Mitigation Measure N-1a. Nuisance complaints filed with the liaison and the approach used by PG&E to resolve the complaint shall be reported to the CPUC and the Port San Luis Harbor District. Procedures for responding to callers shall be submitted to the CPUC for review and approval prior to offloading.

D.9.3.3 Replacement Steam Generator Staging and Preparation

Fabrication or construction of temporary facilities or modification of existing buildings for staging, storage, offices, mock-up, weld, testing, warehouse, and laydown on the DCPP site would create noise from typical construction activities. Installing or fabricating these Temporary Staging Areas (TSA) would involve use of cranes, lifts, welders, generators, compressors, and specialized tools mainly at the southern end of the DCPP site on a previously developed flat terrace area. Earthmoving equipment would not be used for any substantial work because the Applicant proposes to install the temporary facilities on existing developed property. Minor earthwork would be needed for installing utilities. The construction equipment, materials, and portable facilities (e.g., trailers) for the staging and preparation work would all be delivered by truck via the Access Gate at Port San Luis.

Noise from the construction activity and equipment would occur at DCPP and on the roads accessing the site. These staging and preparation activities would occur exclusively at DCPP, except for on-highway transport of equipment, materials, and portable facilities and commuting traffic of between 100 to 700 additional workers. Because there would be no offsite staging, limited activities would occur near any noise sensitive areas including the community of Avila Beach. Noise from on-highway traffic would be sufficiently intermittent, and similar to existing traffic, and would not noticeably affect traffic noise levels at the offsite locations. The impact of traffic noise is discussed in more detail in Section D.9.3.4, below.

Table D.9-2 (above) shows the typical equipment noise levels that would occur during RSG staging and preparation. This noise would be created intermittently over the entire duration of the Proposed Project as the various temporary facilities would be eventually removed to restore the site to its present condition. Continuous noise levels from construction would generally be lower than the levels in the Table D.9-2 because most equipment would not be operated steadily and at full load. At 50 feet from most activity, continuous noise levels could range up to about 82 dBA. At 100 feet, the levels would diminish to about 76 dBA. Within 400 feet of staging and preparation activities, the noise would be below 65

dBA, which is roughly the level created by DCPP under the existing conditions. These levels would diminish over additional distance and could be reduced further by intervening terrain. No noise sensitive areas are within 400 feet of any portion of the site. As such, no noise sensitive receptor would be exposed to a substantial noise increase during RSG staging and preparation (Class III).

D.9.3.4 Original Steam Generator Removal, Transport, and Storage

Removal, transport, and storage of the OSGs would create noise from typical construction sources, like cranes, lifts, and trucks, along with transporters and a temporary concrete batch plant for construction of the OSG Storage Facility. Heavy-duty equipment used for OSG removal, transport, and storage would be similar to that needed for RSG staging and preparation, as described in Section D.9.3.3 above. Use of transporters and lifts would be involved, and during the period of peak employment up to ~~900~~ 950 additional workers would commute to the DCPP site. As a result, these activities would cause increased short-term noise from worker vehicles commuting to the site (addressed separately below). Onsite noise from equipment, including the transporters, would be sufficiently attenuated over distance so that no noise sensitive areas would be exposed to a substantial noise increase during OSG removal, transport, and storage (Class III).

Impact N-2: Increased traffic during the steam generator replacement project would expose sensitive receptors along Avila Beach Drive and San Luis Bay Drive to increased noise

Project commuter, equipment, and material trips would temporarily raise noise levels along Avila Beach Drive and San Luis Bay Drive. During the peak activity for removal, transportation, and storage of the OSGs, approximately 900 project workers would need to travel to DCPP on a daily basis. The Applicant expects that the workers would be split into two shifts, and that vehicle occupancy would be about 2.0 workers per car. This means that during shift changes, peak hour traffic caused by the project workers would cause approximately 450 additional auto trips per hour to local streets. Additional noise would occur from trucks carrying construction materials and other project support traffic. Existing peak hour traffic levels are above 600 vehicles per hour for the main access route, Avila Beach Drive (PG&E, 2004a). Noise increases associated with project traffic would be approximately 2.5 dBA during this phase of peak project traffic. This traffic would temporarily, but not substantially increase noise levels along Avila Beach Drive and San Luis Bay Drive (Class III).

D.9.3.5 Replacement Steam Generator Installation

Installation of the replacement steam generators would create noise from typical construction sources, like cranes, lifts, trucks, and welders. Use of this equipment would be similar to that needed for RSG staging and preparation and OSG removal, as described in Sections D.9.3.3 and D.9.3.4 above. Onsite noise from these activities would be sufficiently attenuated over distance so that no noise sensitive areas would be exposed to a substantial noise increase during steam generator installation (Class III).

There would be no new permanent noise sources associated with installation of the RSGs, and after project completion, the noise environment around DCPP would return to the conditions of the existing environmental setting.

D.9.4 Environmental Impacts and Mitigation Measures for the Alternatives

D.9.4.1 Replacement Steam Generator Offloading Alternative

The Intake Cove offloading alternative would involve equipment similar to that identified for the Proposed Project above (similar to Impact N-1), but because of the isolated location of this alternative the potentially significant impact would be eliminated. Relatively steady operation of the tugs and lifting equipment would need to occur while the barge is within the cove, which would cause noise levels temporarily exceeding 90 dBA within about 25 feet of the offloading activity. When compared to the Proposed Project, this option would be substantially less likely to affect noise sensitive areas because the activity would occur at an isolated location. The DCPP Intake Cove is isolated from sensitive land uses outside of the DCPP site boundary, and no offsite receptors would have a direct line of sight. Noise from offloading and transport equipment at the Intake Cove would be sufficiently attenuated over distance so that no noise sensitive areas would be exposed to a substantial noise increase, and Mitigation Measures N-1a and N-1b would not be required (Class III).

D.9.4.2 Temporary Staging Area Alternatives

The noise impacts of constructing the RSG storage facility and other temporary staging facilities at each alternative TSA location would be similar to one other and to the Proposed Project. In each case, installing or fabricating the temporary facilities would involve use of cranes, lifts, welders, generators, compressors, and specialized tools. This construction activity would create intermittently elevated noise levels on the site. Each alternative TSA location would be similarly isolated from sensitive land uses outside of the DCPP site boundary, and no offsite receptors would have a direct line of sight. Noise from construction equipment used onsite for developing the temporary staging facilities would be sufficiently attenuated over distance so that no noise sensitive areas would be exposed to a substantial noise increase (Class III).

D.9.4.3 Original Steam Generator Storage Facility Location Alternatives

The noise impacts of developing the OSG Storage Facility at each alternative location would be similar to one another and to the Proposed Project. In each case, off-road construction equipment used for earthwork, material delivery, and fabrication of the facility, and the temporary concrete batch plant, would create intermittently elevated noise on the site. Each OSG Storage Facility Alternative would be similarly isolated from sensitive land uses outside of the DCPP site boundary. No offsite receptors would have a direct line of sight to the construction. Noise from equipment used onsite for developing the OSG Storage Facility would be sufficiently attenuated over distance so that no noise sensitive areas would be exposed to a substantial noise increase (Class III).

D.9.4.4 Original Steam Generator Offsite Disposal Alternative

Disposal of the OSGs would likely involve use of specialized transporters or heavy-duty tractor trailers on the roads accessing DCPP and regional highways. Similar to the activities related to replacement steam generator offloading, delivery, and transport described above (Impact N-1, Class II), noise from on-highway traffic would occur and heavy-duty equipment and tugboats may be needed to load the OSGs onto barges for transport out of the region. Although the noise from disposal of the OSGs offsite would be short-term and it would depend on the method of transport; noise from these activities could adversely

affect the noise sensitive uses near Port San Luis. Implementation of mitigation measures identified earlier would be appropriate for minimizing the noise of offsite transport to a less than significant level (Mitigation Measures N-1a and N-1b). Overall, the Original Steam Generator Offsite Disposal Alternative would be less preferred than the Proposed Project and the OSG Storage Facility Alternatives, because of its greater likelihood of impacting sensitive receptors during offloading and transport.

D.9.5 Environmental Impacts of the No Project Alternative

Noise levels at DCPP would decrease under the No Project Alternative because routine operations of DCPP would cease prior to the NRC license expiration dates. Adverse noise impacts could occur elsewhere due to replacement facilities. Development scenarios foreseeable under the No Project Alternative could result in new generation or transmission facilities being installed in San Luis Obispo County or elsewhere in northern California or the southern Central Valley. Although construction and operation of new power plants and transmission lines may be necessary, their locations and development schedules cannot be predicted.

New generation and construction activities would need to comply with local noise ordinances and the local licensing process, which would include strategies to reduce noise impacts. Substantial noise effects would occur for any noise sensitive uses near possible combined cycle gas turbine power plants. This noise impact can be exacerbated if an air-cooled condenser system or dry cooling system is used because the fans would move large volumes of air. This type of power plant is becoming more common as water conservation becomes more desirable. Replacing the generation with wind turbines can also lead to excessive noise impacts near the wind farm. The interaction of turbine rotors and uneven wind streams can cause annoying low-frequency noise that would disturb nearby noise sensitive areas.

D.9.6 Mitigation Monitoring, Compliance, and Reporting Table

Table D.9-3 shows the mitigation monitoring, compliance, and reporting program for Noise and Vibration.

Table D.9-3. Mitigation Monitoring Program – Noise and Vibration

IMPACT N-1	**Offloading would temporarily increase local noise levels near sensitive receptors (Class II)**
MITIGATION MEASURE	**N-1a: Provide advance notice of offloading and transport.** PG&E shall provide advance notice of each phase of RSG delivery, between two and four weeks prior to offloading, of planned offloading and transport activities and timing to the CPUC, the Port San Luis Harbor District, Harbor District tenants, and nearby residents within the Port San Luis Trailer Park and the Harbor Terrace area of Port San Luis. The advance notice shall describe the potential noise disruption and the steps PG&E plans to take to minimize the noise (e.g., by enclosing and muffling equipment, eliminating backup signals, or by limiting idling), and it shall provide a page in a format suitable for reproduction and posting by the Harbor District. PG&E shall also hold a meeting for Harbor District tenants between two and four weeks prior to offloading. If project delays of more than two weeks occur, an additional notice shall be made.
Location	Port San Luis Harbor District, Port San Luis Trailer Park, and Harbor Terrace
Monitoring / Reporting Action	Provide notice of offloading activity to local receptors and evidence to CPUC.
Effectiveness Criteria	Evidence of advance notice
Responsible Agency	CPUC
Timing	Prior to and during offloading activity
MITIGATION MEASURE	**N-1b: Provide liaison for nuisance complaints.** PG&E shall identify and provide a liaison person to respond to concerns of noise from offloading activities. Procedures for reaching the liaison via telephone or in person shall be included in notices distributed and posted in accordance with Mitigation Measure N-1a. Nuisance complaints filed with the liaison and the approach used by PG&E to resolve the complaint shall be reported to the CPUC and the Port San Luis Harbor District. Procedures for responding to callers shall be submitted to the CPUC for review and approval prior to offloading.
Location	Port San Luis Harbor District, Port San Luis Trailer Park, and Harbor Terrace
Monitoring / Reporting Action	Provide complaint response procedures to the CPUC at least 60 days prior to offloading. Report complaints and resolution to CPUC.
Effectiveness Criteria	Evidence of resolved complaints
Responsible Agency	CPUC, Port San Luis Harbor District
Timing	During offloading activity

D.9.7 References

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