

**CHAPTER IV. C**

**Noise**



1 **1. Environmental Setting**

2 The following information is provided in accordance with CEQA Guidelines Section  
3 15125. By describing existing regulations already applicable to the project, the  
4 information presented in this section helps focus the “Discussion of Significant Effects”  
5 on those environmental aspects of the project which are not resolved by existing  
6 regulations. Additional background detail is provided in Appendix C.

7 *a. Study Area for Direct Impacts*

8 The study area for direct noise impacts includes roadway segments including Skyway  
9 Drive, State Route 135, and Mercury Drive adjacent to the project site that presently are  
10 and would continue to be used by motorized vehicles generating noise and impact new  
11 project site residents, and proposed residential sensitive receptors subject to adjacent  
12 Santa Maria Public Airport traffic noise. The study area for direct impacts on noise  
13 extends no farther than the proposed project site boundaries. This is because the nearest  
14 existing residential neighborhoods east of State Route 135 would not perceive new  
15 project-related noise, as any increase over existing noise levels would be indiscernible  
16 from existing State Route 135 traffic activity, and no other residential uses exist to the  
17 immediate north, west, or south.

18 *b. Study Area for Cumulative Impacts*

19 The study area for analysis of the proposed project’s cumulative impacts on noise  
20 includes the City of Santa Maria limits, and unincorporated areas east of the project site.  
21 It includes the noise contours of the Santa Maria Public Airport extending  
22 approximately one mile southeast of the proposed project site.

23 *c. Existing Physical Conditions in the Study Area(s)*

24 *i. Noise*

25 Sound pressure level (referred to as sound level) is measured in decibels (dB), with zero  
26 dB corresponding roughly to the threshold of human hearing and 120 dB corresponding  
27 to the threshold of pain. Noise is defined as unwanted sound. Sound levels are measured  
28 on a logarithmic scale in decibels (dB). Because it is a logarithmic scale, a doubling of  
29 sound energy results in a 3 dB increase in noise levels. Community noise levels are  
30 measured in terms of A-weighted sound level, or dBA. The A-weighted scale accounts  
31 for the noise frequency sensitivity of the human ear, which is less sensitive to low  
32 frequencies, and correlates well with human perceptions of the annoying aspects of  
33 noise. Basic noise terminology and definitions summarized in Appendix C, Table  
34 NOISE-1, and an overview of typical A-weighted sound levels for various noise sources  
35 and noise environments is presented in Appendix C, Table NOISE-2.

36 People are generally more sensitive and annoyed by noise during the evening and at  
37 night. The Community Noise Equivalent Level (CNEL) scale represents a time-weighted  
38 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the  
39 increased noise sensitivity during the evening (7:00 p.m. to 10:00 p.m.) and nighttime

1 hours (10:00 p.m. to 7:00 a.m.) by adding 5 and 10 dB, respectively, to the average sound  
2 levels occurring during these hours. Noise measurements in this EIR are expressed in  
3 CNEL.

4 Noise sensitive receptors are facilities or areas (e.g., residential areas, hospitals, schools,  
5 sensitive biological habitat, etc.) to which excessive noise may cause annoyance or  
6 disturbance. No noise sensitive receptors exist adjacent to the project site. Residential  
7 uses exist to the north, east, and southeast, but are separated from the project site by  
8 either commercial land use structures or State Route 135, a substantial source of  
9 vehicular noise. The nearest residences to the project site are located approximately 200  
10 feet to the north. Lakeview Junior High School is approximately 1,000 feet to the  
11 southeast of the project site, east of State Route 135.

12 The most prevalent and consistent noise near the project site is generated by vehicular  
13 traffic along State Route 135 and Skyway Drive. Existing vehicular traffic average daily  
14 trips (ADT) along State Route 135 and Skyway Drive sections adjacent to the project site  
15 are 18,550 ADT and 13,830 ADT, respectively (see section IV.A., Transportation). There  
16 is presently minimal traffic on Auto Park Drive and Mercury Drive adjacent to the site.  
17 Secondary, distant noise sources near the site include occasional aircraft over-flights,  
18 some of which are to and from Santa Maria Public Airport. The Airport Land Use Plan  
19 for the Santa Maria Public Airport identifies that ambient noise levels in the vicinity of  
20 the project are less than 60 dBA CNEL (SBCAG 1993).

21 The existing ambient noise environment in the project area was monitored on January 28  
22 and 29, 2008 by a Dudek acoustical engineer. The measurements were made at generally  
23 the four corners of the project site, indicated as Sites 1 through 4 (see Appendix C, Figure  
24 NOISE-1). The noise sources affecting these locations are described below:

- 25 • Monitor Location 1, southeast project site corner. The principal contributor to the  
26 noise level at this monitor location was South Broadway (State Route 135) vehicle  
27 traffic and, to a lesser extent, vehicles traveling along Skyway Drive and  
28 occasional Santa Maria Airport aircraft. A 24-hour period measurement indicated  
29 a CNEL noise level of 69 dBA.
- 30 • Monitor Location 2, southwest project site corner. The principal contributor to  
31 the noise level at this monitor location was Skyway Drive vehicle traffic and, to a  
32 lesser extent, vehicles traveling along Auto Park Drive and occasional Santa  
33 Maria Airport aircraft. A 15-minute period measurement indicated a CNEL  
34 noise level of 64 dBA.
- 35 • Monitor Location 3, northwest project site corner. The principal contributor to  
36 the noise level at this monitor location is distant vehicle traffic from Skyway  
37 Drive and South Broadway and, to a lesser extent, occasional vehicles along Auto  
38 Park Drive and Mercury Drive, and occasional Santa Maria Airport aircraft. A  
39 15-minute period measurement indicated a CNEL noise level of 52 dBA.
- 40 • Monitor Location 4, northeast project site corner. The principal contributor to the  
41 noise level at this monitor location was South Broadway vehicle traffic and, to a

1 lesser extent, vehicles traveling along Mercury Drive, and occasional Santa Maria  
2 Airport aircraft. A 15-minute period measurement indicated a CNEL noise level  
3 of 59 dBA.

4 *ii. Vibration*

5 The primary source of existing ground borne vibration in the vicinity of the project site  
6 is from roadway traffic. Vibration generated by individual heavy truck pass-bys tends  
7 to have minor effects on nearby land uses, except for those uses that house extremely  
8 vibration-sensitive equipment (such as electron microscopes). During the site visit, no  
9 activities normally considered responsible for generating substantial vibration were  
10 observed.

11 *iii. Regulatory Setting*

12 Section 5-5.06 of the Santa Maria Municipal Code requires that all construction activity be  
13 limited to the hours of 7 A.M. to 6 P.M., Monday through Friday, and 8 A.M. to 5 P.M. on  
14 Saturday and Sunday. The Municipal Code prohibits construction on State Holidays and  
15 requires that construction equipment maintenance be limited to these same hours.  
16 Construction activities not requiring mechanical equipment (e.g., hand painting,  
17 landscaping with hand tools, etc.) are not subject to these restrictions.

18 The City of Santa Maria General Plan Noise Element (City of Santa Maria 1997) identifies  
19 reference noise levels specific to different land use categories and identifies interior  
20 and exterior noise standards. Interior noise levels for both residential and commercial  
21 land uses can not exceed 45 dBA CNEL. Exterior residential land use areas cannot  
22 exceed 60 dBA CNEL and exterior commercial land use areas cannot exceed 65 dBA  
23 CNEL (see Appendix C, NOISE-3).

24 *d. Project Design Elements that Reduce Noise Impacts*

25 The proposed project does not include any design elements that are directed to avoid  
26 noise impacts. Exterior residential living areas on first floor patios would be enclosed by  
27 a low wall approximately 4-feet high with pilasters and wrought iron fencing; a vertical  
28 slat design or wrought iron fencing are proposed on second through fourth floor decks,  
29 as opposed to solid, continuous walls or barriers. Details of internal living area  
30 insulation including window design are not included at this time. These design  
31 specifications would be addressed with subsequent Planned Development Permit  
32 submittals.

33 *e. Adopted Policies and Regulations that Reduce Noise Impacts*

34 *i. Santa Maria City Municipal Code Noise Regulations, Section 5-5.06*

35 The Santa Maria Municipal Code would result in the following standard condition.

- 36 1. All project-related construction activity and equipment maintenance (excluding  
37 non-noise generating construction activities without mechanical equipment such

1 as, hand painting, landscaping with hand tools, etc.) shall be limited to the hours  
2 of 7 A.M. to 6 P.M., Monday through Friday, and 8 A.M. to 5 P.M. on Saturday and  
3 Sunday. No construction shall occur on State holidays.

4 *ii. City of Santa Maria Noise Element*

5 2. All interior residential living areas shall be insulated using standard construction  
6 design techniques, such as double-glazed windows, to ensure interior noise  
7 levels do not exceed 45 dB CNEL.

8 3. All residential exterior areas shall be shielded using standard construction design  
9 techniques to ensure noise levels do not exceed 60 dB CNEL. However, the City  
10 is currently processing an Amendment to the Noise Element that allows for  
11 elevated noise levels (up to 75 dB CNEL) for outdoor living areas associated with  
12 multi-family residential projects. For these projects, a disclosure to potential  
13 residents is required, as follows:

14 *This property is presently located in an urban area which periodically and regularly*  
15 *experiences elevated noise levels. Potential sources of this noise may be automobile traffic,*  
16 *railroad operations, flying aircraft, industrial/commercial uses and general human*  
17 *activity in an urban environment. You may wish to consider what noise level*  
18 *annoyances, if any, are associated with the property before you complete your purchase*  
19 *and/or rental agreement and determine whether they are acceptable to you.*

20 The City has issued a draft Negative Declaration for this Amendment, and has  
21 not received any substantial evidence that this Amendment could have a  
22 potential environmental impact.

23 4. All commercial exterior areas shall be shielded using standard construction  
24 design techniques to ensure noise levels do not exceed 65 dB CNEL.

25 **2. Consideration and Discussion of Significant Environmental Effects**

26 The following information is provided in accordance with Section 15126.2 of the CEQA  
27 Guidelines.

28 *a. Environmental Considerations Suggested in CEQA*

29 Appendix G of the CEQA Guidelines suggests that a development project could have a  
30 significant effect on Noise, if the project would result in the following situations:

31 (1) Exposure of persons to or generation of noise levels in excess of standards  
32 established in the local general plan or noise ordinance, or applicable  
33 standards of other agencies?

34 (2) Exposure of persons to or generation of excessive groundborne vibration  
35 or groundborne noise levels?

1 (3) A substantial permanent increase in ambient noise levels in the project  
2 vicinity above levels existing without the project?

3 (4) A substantial temporary or periodic increase in ambient noise levels in  
4 the project vicinity above levels existing without the project?

5 (5) For a project located within an airport land use plan or, where such a plan  
6 has not been adopted, within two miles of a public airport or public use  
7 airport, would the project expose people residing or working in the  
8 project area to excessive noise levels?

9 (6) For a project within the vicinity of a private airstrip, would the project  
10 expose people residing or working in the project area to excessive noise  
11 levels?

12 **b. Rationale for Establishing Local Thresholds**

13 Local significance thresholds to evaluate noise impacts are based on policies identified in  
14 the City of Santa Maria General Plan Noise Element. In addition, a substantial  
15 permanent increase in ambient noise levels in the project vicinity is defined consistent  
16 with the Federal Interagency Committee on Urban Noise (FICUN) regulations, that  
17 states that a change of 5 dBA in the noise environment is generally considered a  
18 substantial impact because people will notice such a change in noise level regardless of  
19 the absolute level of the noise (FICUN 1980).

20 The proposed project is not affected by the following conditions and development of the  
21 proposed project would not result in the exceedance of the following CEQA Guidelines  
22 Appendix G threshold criteria, and therefore these are not discussed further:

23 - Exposure of persons to or generation of excessive groundborne vibration or  
24 groundborne noise levels.

25 *Response: The development of the Lakeview Promenade project, including demolition*  
26 *and construction, would not include blasting, pile driving or activities that would create*  
27 *extreme vibration. Pursuant to City Ordinance, construction would only occur during*  
28 *daytime hours, such that no substantial annoyance or adjacent property damage from*  
29 *construction vibration would occur. The project's groundborne vibration or groundborne*  
30 *noise impacts would be less than significant.*

31 - For a project within the vicinity of a private airstrip, would the project expose  
32 people residing or working in the project area to excessive noise levels?

33 *Response: The project site is not located within the vicinity of a private airstrip, such*  
34 *that the threshold does not apply. The Santa Maria Public Airport is located south of the*  
35 *project site.*

1 *c. Thresholds of Significance Established in this EIR*

2 As assessed in this EIR, the proposed project would have a significant noise impact if it  
3 would exceed any one of the following thresholds::

4 **NOISE-1:** Generate noise levels either during temporary construction or long-  
5 term operation that would expose surrounding receptors to exterior  
6 single family residential noise levels in excess of 60 dB CNEL, exterior  
7 commercial noise levels in excess of 65 dB CNEL;

8 **NOISE-2:** Construct structures that would potentially expose residential receptors to  
9 interior noise levels exceeding City of Santa Maria General Plan Noise  
10 Element standards of 45 dB CNEL and/or exterior residential noise levels  
11 exceeding 75 dB CNEL, or commercial receptors to interior noise levels  
12 exceeding 45 dB CNEL and/or exterior noise levels exceeding 65 dB  
13 CNEL, including air flight noise generated by the Santa Maria Public  
14 Airport; or

15 **NOISE-3:** Increase the existing noise levels of adjacent areas by over 5 dB CNEL.

16 *d. Significant Direct Impacts*

17 **Potential Effect NOISE-1:** *Construction activities would result in substantial, short-*  
18 *term increases in existing single family residential ambient noise levels over 60 dB*  
19 *CNEL and exterior commercial noise levels in excess of 65 dB CNEL within the project*  
20 *vicinity.*

21 Construction activity for the proposed project can be characterized by the following  
22 operations: (1) clearing/excavation/site preparation, including demolition; (2) building  
23 foundation; and (3) building construction. Noise impacts from construction activities of  
24 the proposed project are a function of the noise generated by construction equipment,  
25 the equipment location, the number and types of construction equipment operating each  
26 day, and the timing and duration of the noise-generating activities. Construction  
27 equipment would include bulldozers, concrete trucks, backhoes, excavators, loaders,  
28 graders, and trucks for excavating, compacting, and hauling.

29 The intensity of potential noise impacts depends upon the proximity of the sensitive  
30 noise receptor to the area under construction, the types of existing noise that currently  
31 impact that receptor, and the existing structures located between the receptor sites and  
32 the proposed construction that may serve to screen and reduce the effects of the  
33 equipment activity. Short-term noise impacts associated with grading for site  
34 preparation and construction activities could result in potential noise levels ranging  
35 between 75 dB to 80 dB for heavy equipment measured 50 feet from the noise source  
36 (see Appendix C, Table NOISE-2) (pile driving activity is not anticipated). Therefore, at  
37 a distance of 100 feet from the source of noise and considering the general "hard" paved  
38 surfaces in the project vicinity, noise levels would attenuate to between 69 dBA to 74  
39 dBA, to between 63 and 68 dBA at 200 feet, and between 57 and 63 feet at 400 feet.  
40 Using a conservative worst case analysis, the highest noise levels of 80 dB would

1 attenuate to less than 60 dB at a distance of over 600 feet from their source. This activity  
2 would occur for approximately 12 months.

3 The existing single family residential and commercial sensitive receptors to the north,  
4 east, and southeast within 600 feet of the project site would be located within temporary  
5 construction noise levels estimated to exceed 60 dB and 65 dB, respectively. The highest  
6 one-hour average noise level during construction associated with equipment operating  
7 along the northerly property line is estimated to range between approximately 63 and 68  
8 dB, as experienced by residences approximately 200 feet to the north of the site. The one-  
9 hour average noise level during construction associated with equipment operating along  
10 the easterly property line is estimated to range between approximately 58 to 63 dB, as  
11 experienced by residences and Lakeview Junior High School approximately 1,000 feet to  
12 the east and southeast of the project site. These land uses, however, are all screened from  
13 the proposed project site by existing commercial structures, and/or are subject to  
14 existing noise levels from State Route 135 that are close to 60 dBA CNEL (such as  
15 Monitoring Location No. 4 in the northeast project site corner). Therefore, the effect of  
16 short-term construction equipment noise on sensitive noise receptors in the vicinity  
17 would be less than predicted based on standard acoustic engineering estimates  
18 discussed above.

19 The proposed project would be conditioned to comply with the City of Santa Maria's Noise  
20 Regulations (Municipal Code 5-5.06[e]) relative to daily, weekly and non-holiday time  
21 frames. These would reduce the potential for undesirable nighttime and early morning  
22 construction.

23 *Conclusion: Short-term construction could potentially generate sound levels exceeding 60 dB as*  
24 *experienced by the nearest residential sensitive receptors. Imposition of Mitigation Measure*  
25 *NOISE-1 would reduce this potential effect to less than significant.*

26 **Potential Effect NOISE-2: Proposed project sensitive receptor interior area noise levels**  
27 **could exceed 45 dBA CNEL.**

28 Standard construction materials and techniques used for residential developments in  
29 Southern California normally result in a minimum exterior to interior noise attenuation  
30 of 15 dB with windows open and 20 dB with windows closed. Therefore, the interior  
31 noise level in the residential units in Building 4 is expected to range from 43 to 48 dB  
32 CNEL with windows closed/open, respectively. The 48 dB CNEL noise levels with  
33 windows open for residential units in Building 4 that would face State Route 135 would  
34 exceed the 45 dB CNEL interior noise level compatibility criteria. This would be a  
35 *potentially significant effect*. Imposition of Mitigation Measure NOISE-2 would reduce the  
36 potential effect to *less than significant*. No other interior residential noise levels would  
37 potentially exceed 45 dB CNEL.

38 The project's outdoor living areas include patios and decks for both the residential and  
39 office uses. The decks planned for Buildings 4, 11, and 12 are located nearest to the  
40 adjacent roadways. Building 4 includes decks on the second story for the offices and on  
41 the third story for the residential units that face State Route 135. Buildings 11 and 12 are

1 perpendicular with Skyway Drive, with second and third story residential decks facing  
 2 west and east respectively.

3 Traffic on State Route 135 and Skyway Drive would remain the primary noise source  
 4 affecting the proposed project site in the future. Projected Existing + Project noise levels  
 5 associated with this traffic as experienced at the exposed exterior residential and  
 6 commercial living areas were calculated using a Federal Highway Administration's  
 7 (FHWA) vehicle noise prediction model, and are presented in Table IVC-1, below. The  
 8 vehicle noise prediction model was calibrated using the CNEL noise levels calculated  
 9 from the existing hourly noise levels measured at monitoring sites. Traffic volumes and  
 10 other input data used in the vehicle noise prediction model are included in Appendix C,  
 11 Table NOISE-5.

12 These projections indicate that all exterior commercial noise areas would not exceed the  
 13 City of Santa Maria Noise Element standard of 65 dB CNEL. In addition, exterior multi-  
 14 family residential noise areas would not exceed 75 dB CNEL. Potential effects on  
 15 receptor exterior noise levels would be *less than significant*.

16 **Conclusion:** *Interior noise level in the residential units in Building 4 would result in a*  
 17 *potentially significant effect. Imposition of Mitigation Measure NOISE-2 would reduce the*  
 18 *potential effect to less than significant.*

<b>Table IVC-1. Existing + Project Exterior Noise Levels</b>	
<i>Location</i>	<i>CNEL</i>
Building 4 - 2nd Floor - Deck & Façade (Offices)	63 dBA
Building 4 - 3rd Floor - Deck & Façade	63 dBA
Buildings 11 and 12 - 2nd Floor - Deck & Façade	56 dBA
Buildings 11 and 12 - 3rd Floor - Deck & Façade	58 dBA

19 **Potential Effect NOISE-3:** *The proposed project operation could increase the existing*  
 20 *noise levels experienced by adjacent receptors by over 5 dBA CNEL.*

21 The proposed project’s operational noise sources would include mechanical equipment  
 22 (rooftop equipment, condenser units, A/C units, exhaust fans), traffic (including  
 23 parking and deliveries), and outdoor human activities.

24 Air conditioning and ventilation systems for the Lakeview Promenade project would  
 25 likely include package-heat and air-wall units for each commercial or retail unit, a split  
 26 system with rooftop air-cooled condenser for restaurants, and an exhaust fan for each  
 27 potential restaurant kitchen. Depending upon the location of these units relative to  
 28 residential mixed uses, potential exterior noise levels could increase the existing noise  
 29 levels of adjacent areas by over 5 dBA CNEL and be *potentially significant*.  
 30 Implementation of Mitigation Measure NOISE-3 would reduce the potential effect to *less*  
 31 *than significant*.

32 Residents and restaurant users would use parking spaces provided at the site. The noise  
 33 generated by this traffic would be for the most part experienced inside the parking  
 34 areas, such that the associated noise levels experienced by off-site noise sensitive  
 35 receptors would be *less than significant*.

1 Commercial delivery vehicles would use the parking areas provided at the site. The  
 2 noise generated by deliveries occurs mainly inside the parking areas and the delivery  
 3 activities noise impacts to on-site and off-site noise sensitive receptors would be *less than*  
 4 *significant*.

5 The project would add traffic along several existing roads in the area including  
 6 Lakeview Promenade Drive (presently Mercury Drive), Skyway Drive, and State Route  
 7 135. The existing + project traffic volumes (see section IVA Transportation) and noise  
 8 level changes associated with these traffic volumes are presented in Table IVC-2, below.  
 9 Project-generated traffic along adjacent roadways would increase the noise levels by less  
 10 than one dB. This potential effect on noise would be far less than the 5 dB that would be  
 11 perceived by sensitive receptors, and would be *less than significant*.

<b>Table IVC-2. Off-Site Traffic Volumes and Noise Level Changes</b>						
<i>Street Segment</i>	<i>Existing</i>	<i>Existing + Project</i>	<i>CNEL Change<sup>1</sup></i>	<i>Existing + Cumulative (Year 2030)</i>	<i>Existing + Cumulative + Project (Year 2030)</i>	<i>CNEL Change<sup>2</sup></i>
	<i>ADT</i>	<i>ADT</i>	<i>dB</i>	<i>ADT</i>	<i>ADT</i>	<i>dB</i>
<b>Skyway Drive</b>						
State Route 135 to McCoy Lane	13,830	14,350	< 1	17,343	17,863	< 1
<b>Lakeview Road</b>						
State Route 135 to Bradley Road	11,180	12,720	< 1	14,020	15,560	< 1
<b>State Route 135</b>						
Goodwin Road to Skyway Drive	18,550	19,180	< 1	23,262	23,892	< 1
Skyway Drive to Foster Road	25,740	26,850	< 1	32,278	33,388	< 1

Notes:

<sup>1</sup> Existing vs. existing plus project noise increase.

<sup>2</sup> Existing plus cumulative vs. existing plus cumulative plus project noise increase.

<sup>3</sup> Sound levels are rounded to the nearest whole dB.

<sup>4</sup> Traffic volumes provided by ATE (2008) (see Appendix B).

12 **Conclusion:** *Associated noise levels experienced by off-site noise sensitive receptors resulting*  
 13 *from on-site residential and commercial buildout would be potentially significant. Imposition of*  
 14 *Mitigation Measure NOISE-3 would reduce the potential effect to less than significant.*

1 *e. Significant Cumulative Impacts*

2 **Potential Effect NOISE-4.** *With cumulative development, proposed project commercial*  
 3 *and multifamily residential sensitive receptor exterior area noise levels would not*  
 4 *exceed 65 dB CNEL.*

5 Based on projected cumulative traffic volumes within the cumulative impact study area  
 6 plus the project, for the year 2030, the noise levels experienced by proposed project  
 7 residential and commercial sensitive receptors are presented in Table IVC-3:

<b>Table IVC-3. Year 2030 - Modeled Exterior Noise Levels</b>	
<i>Location</i>	<i>CNEL</i>
Building 4 - 2nd Floor - Deck & Façade (Offices)	64 dBA
Building 4 - 3rd Floor - Deck & Façade	64 dBA
Buildings 11 and 12 - 2nd Floor - Deck & Façade	57 dBA
Buildings 11 and 12 - 3rd Floor - Deck & Façade	59 dBA

8 These projections indicate that all exterior commercial noise areas would not exceed 65  
 9 dB CNEL under cumulative conditions within the cumulative impact study area. In  
 10 addition, exterior multi-family residential noise areas would not exceed 75 dB CNEL.  
 11 Potential cumulative effects within the cumulative impact study area on receptor  
 12 exterior noise levels would be *less than significant*.

13 **Conclusion:** *Potential cumulative effects on proposed project commercial and multifamily*  
 14 *residential sensitive receptor noise levels would be less than significant.*

15 **Potential Effect NOISE-5:** *The proposed project operation along with cumulative*  
 16 *development would not increase the existing noise levels of adjacent areas by over 5*  
 17 *dBA CNEL.*

18 Using the existing ADT along the State Route 135 and Skyway Drive (see Transportation  
 19 Technical Appendix B) adjacent to the project site and a future escalation factor of 1.27%  
 20 percent per year (SBCAG 2007), the year 2030 traffic volume along State Route 135 and  
 21 Skyway Drive are 23,262 ADT and 17,343 ADT, respectively. The input in the computer  
 22 model includes the future year 2030 traffic volumes with an average vehicle speed of  
 23 45 mph along State Route 135 and Skyway Drive. This modeled vehicle speed  
 24 correlated well with the results of the noise measurements. The results are identified in  
 25 Table IVC-2. The noise levels resulting from proposed project + cumulative traffic along  
 26 adjacent roads extending as far as the Skyway Drive/Mc Coy Lane, Lakeview  
 27 Road/Bradley Road, State Route 135/Goodwin Road, and State Route 135/Foster Road  
 28 intersections would increase noise levels less than one dB.

29 **Conclusion:** *Potential cumulative noise effects on adjacent sensitive receptors would be less*  
 30 *than significant, and the project's contribution would not be cumulatively considerable.*

31 **3. Mitigation Measures Adopted to Mitigate Significant Effects**

32 The following information is provided in accordance with Section 15126.4 of the CEQA  
 33 Guidelines.

1 *a. Measures that Mitigate Direct Impacts*

2 **Response to Potential Effect NOISE-1.**

3 Potential impacts due to short-term noise can be mitigated to a level below significance,  
4 through the imposition of Mitigation Measure NOISE-1, as follows:

5 **Mitigation Measure NOISE-1.**

6 The grading plan and Planned Development Permit(s) shall include the  
7 following requirements:

- 8 a. Stationary construction equipment that generates noise that exceeds 60 dBA  
9 at the northern, eastern, and southern project boundaries shall be shielded  
10 with the most modern and effective noise control devices (i.e., mufflers,  
11 lagging, and/or motor enclosures to City's satisfaction).
- 12 b. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used  
13 for project demolition shall be hydraulically or electrically powered  
14 wherever possible to avoid noise associated with compressed-air exhaust  
15 from pneumatically powered tools. However, where use of pneumatic tools  
16 is unavoidable, an exhaust muffler on the compressed-air exhaust shall be  
17 used. In general, quieter procedures shall be used, such as drills rather than  
18 impact equipment, whenever feasible.
- 19 c. All equipment shall be properly maintained to ensure that no additional  
20 noise, due to worn or improperly maintained parts, is generated.
- 21 d. Prior to the issuance of a grading or building permit, a "noise disturbance  
22 coordinator" shall be designated by the developer. The disturbance  
23 coordinator shall be responsible for responding to any local complaints  
24 about construction noise. The disturbance coordinator shall determine the  
25 cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and  
26 shall implement reasonable measures such that the complaint is resolved.
- 27 e. Notices shall be sent to sensitive receptor (residential and educational)  
28 addresses within 300 feet of the construction site at least 48 hours in advance  
29 of the commencement of any construction activity. The notice shall list the  
30 telephone number for the disturbance coordinator so that community  
31 concerns can be communicated and resolved.
- 32 f. Stockpiling, dirt hauling routes and vehicle staging areas shall be placed as  
33 far as practical from sensitive noise receptors. Every effort shall be made to  
34 create the greatest distance between noise sources and sensitive receptors  
35 during construction activities.
- 36 g. All construction equipment shall be turned off when not in use.

1     **Response to Potential Effect NOISE-2.**

2     Potential impacts on future sensitive receptor interior noise levels due to adjacent off-site  
3     long-term noise can be mitigated to a level below significance, through the imposition of  
4     Mitigation Measure NOISE-2, as follows:

5             **Mitigation Measure NOISE-2.**

6             The Planned Development Permit(s) shall include the following requirements:

7             The design for the residential units in Building 4 that face State Route 135 shall  
8             enable closure of windows to achieve the City of Santa Maria Noise Element 45  
9             CNEL interior noise standard. These units shall include a means by which adequate  
10            ventilation can be provided with the windows closed, i.e., mechanical ventilation  
11            and/or air-conditioning. The mechanical ventilation shall be in accordance with the  
12            latest addition of the California Building Code.

13    **Response to Potential Effect NOISE-3.**

14    Potential impacts due on future sensitive receptors due to adjacent proposed commercial  
15    use long-term noise can be mitigated to a level below significance, through the  
16    imposition of Mitigation Measure NOISE-3, as follows:

17            **Mitigation Measure NOISE-3.**

18            The Planned Development Permit(s) shall include the following requirements:

19            Commercial land uses design and equipment selection shall be determined by a  
20            detailed acoustical analysis undertaken by a City-qualified acoustical engineer.  
21            Detailed equipment location, capacities, and noise levels shall be considered in  
22            defining equipment location. Equipment such as restaurants and kitchen  
23            exhaust fans shall be located as far as possible from on-site and off-site noise  
24            sensitive areas and shall take advantage of noise shielding provided by  
25            structures or sound walls, and/or be located in mechanical rooms or in  
26            acoustically designed enclosures as necessary to reduce the fan noise levels in  
27            compliance with City Noise Element standards. Additional standard design  
28            measures shall potentially include lower-speed reduced-noise fans, installing  
29            mufflers, or acoustical lining in both the air intake and discharge sides of the  
30            fans, etc.

31    **b.     Measures that Mitigate Cumulative Impacts**

32    **Response to Potential Effect NOISE-4.**

33    Not applicable. The potential effect would be less than significant, so no mitigation  
34    measures are required.

35    **Response to Potential Effect NOISE-5.**

1 Not applicable. The potential effect would be less than significant, so no mitigation  
2 measures are required.

3 *c. Substantial Evidence that Mitigation Will be Effective.*

4 Mitigation measures NOISE-1, NOISE-2, and NOISE-3 contain standard operating  
5 procedures that are routinely implemented by the City of Santa Maria Public Works  
6 Department to address construction equipment activities and operational design  
7 considerations.

*This page intentionally left blank.*