

2.10 Noise

This section of the Supplemental Environmental Impact Report (SEIR) describes the existing noise and vibration conditions in the Alpine Community Plan Area (CPA) and evaluates the potential impacts from the proposed project on noise and vibration.

This section incorporates information and analysis from the 2011 General Plan Environmental Impact Report (EIR) and 2016 Forest Conservation Initiative General Plan Amendment (GPA) Environmental Impact Report (FCI EIR) (referred to throughout the rest of the section as “prior EIRs”) as they apply to the proposed project. Section 1.3, *Project Background*, of this SEIR provides a background for both EIRs. The 2011 General Plan EIR analyzed the entirety of the Alpine CPA while the FCI EIR provided an updated analysis of impacts of land use changes within the FCI lands. These prior EIRs have similar significance statements related to noise. Other documents referenced include the existing Alpine Community Plan and the County of San Diego Guidelines for Determining Significance – Noise (2009).

Table 2.10-1 summarizes the impact conclusions identified in this section.

Table 2.10-1. Noise Summary of Impacts

Issue Number	Issue Area	Prior EIRs Conclusion	Project Direct Impact(s)	Project Cumulative Impact(s)	Level of Significance After Mitigation
NOI-1	Excessive Noise Levels	Less than Significant	Potentially Significant	Potentially Significant	Significant and Unavoidable
NOI-2	Excessive Groundborne Vibration or Noise	Less than Significant	Potentially Significant	Less than Significant	Less than Significant
NOI-3	Permanent Ambient Noise Level Increase	Significant and Unavoidable	Potentially Significant	Potentially significant	Significant and Unavoidable
NOI-4	Temporary Noise Level Increase	Less than Significant	Potentially Significant	Less than Significant	Less than Significant
NOI-5	Excessive Airport Noise Exposure	Less than Significant	Less than Significant	Less than Significant	Less than Significant

No comments were received in response to the Notice of Preparation regarding noise levels or exposure.

2.10.1 Existing Conditions

This section describes the existing noise and vibration setting of the Alpine CPA. Section 2.1.1 of the 2011 General Plan EIR and Section 2.10.1 of the FCI EIR included a discussion of existing conditions related to noise in the unincorporated County. Any projects that have occurred within the Alpine CPA were required to be consistent with the development allowed by the General Plan or via the General Plan amendment process. In addition, projects would have been required to comply with all applicable General Plan policies, ordinances, and mitigation measures of the prior EIRs to ensure that impacts remain less than significant. Therefore, no other changes to the existing conditions have been identified that would alter

the conclusions in the prior EIRs. The discussion of existing conditions from the prior EIRs is incorporated by reference.

Some growth has occurred in the Alpine CPA since the adoption of the prior EIRs. Therefore, the prior EIRs conditions represent a conservative baseline for comparison of potential future noise levels. Existing development has a rural character typified by light agricultural activities practiced in conjunction with low-density residential uses, with a central hub of industrial, commercial, and higher density residential land use designations. Noise-sensitive land uses (NSLU) in the Alpine CPA include residences, schools, hospitals, convalescent homes, hotels/motels, daycare facilities, and passive recreational parks.

2.10.1.1 Noise Measurements

New ambient noise measurements were not obtained as part of this analysis. Measured ambient noise levels, as well as baseline traffic noise levels within the Alpine CPA, are provided as part of the 2011 General Plan EIR. Specifically, the 2011 General Plan EIR included three noise measurements that give a snapshot of different types of noise levels currently experienced within the Alpine CPA: a measurement at Alpine Lutheran Church indicated a noise level of 52.6 A-weighted decibels (dBA) equivalent energy level (L_{eq}), and a measurement at the Alpine Branch Library indicated a noise level of 64.9 dBA L_{eq} . A third short-term noise measurement adjacent to Interstate (I-) 8, just east of the Alpine CPA (between Willows Road and Japatul Valley Road), indicated a noise level of 70.1 dBA L_{eq} . Because development and traffic conditions have not changed much in the community since the 2011 General Plan EIR, these noise levels are still a reliable (perhaps slightly conservative) indication of the variety of existing ambient noise conditions experienced in the CPA.

2.10.1.2 Transportation Noise Generators

Roadways

The primary source of noise affecting the Alpine CPA is traffic on I-8, which bisects the community from east to west. Lower noise levels are generated by local roadways, which have lower traffic volumes and lower traffic speeds. In the General Plan's Noise Element, Figure N-1 (May 2009), the County identifies existing County-wide noise contours from freeways and major arterials (Figures 2.10-1a through 1c). Existing roadway noise contours were determined from traffic data and expressed in terms of community noise equivalent level (CNEL) and are shown on Figures 2.10-1a, 1b, and 1c. Table N-1 of the General Plan's Noise Element identifies noise compatibility guidelines for various land uses. For NSLU, acceptable noise levels are acceptable up to 60 decibels (dB) CNEL for single-family residences, mobile homes, senior housing, and convalescent homes; and up to 65 dB CNEL for multi-family and mixed-used residential, schools, hospitals, hotels/motels, daycare facilities, and passive recreational parks. All NSLU are Conditionally Acceptable¹ with noise levels of up to 75 dB CNEL. The 2011 General Plan EIR estimated that 3,264 acres within the Alpine CPA are exposed to noise levels of 60 dB CNEL or more, 1,052 acres are exposed to noise levels of 65 dB CNEL or more, 126 acres are exposed to noise levels of 70 dB CNEL or more, and 4 acres are exposed to noise levels of 75 dB CNEL or more.

¹ *Conditionally Acceptable* means that new construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary to achieve acceptable levels for land use. If a project cannot mitigate noise to a level deemed *Acceptable*, the appropriate County decision-maker must determine that mitigation has been provided to the greatest extent practicable or that extraordinary circumstances exist.

Private Airstrips

The Alpine CPA is not exposed to substantial noise from aircraft because it is well outside the existing noise contours (60 dB CNEL or more) and Airport Influence Areas of any public use airports or military airfields. The closest public use airport is Gillespie Field, more than 8 miles to the west. The 2011 General Plan EIR noted one private airstrip within the Alpine CPA. This was identified as a USFS facility (airstrip) called On the Rocks Airport. According to Federal Aviation Administration (FAA) records, the airstrip is privately owned, has one single engine airplane based on the field, and no control tower (FAA 2020).

Railroads

No railroads are within or immediately adjacent to the Alpine CPA; therefore, rail noise does not contribute to existing noise levels.

2.10.1.3 Non-Transportation Noise Generators

Industrial, Commercial, Agricultural, and Extractive Operations

Noise generators not related to transportation are commonly called “stationary,” “fixed,” “area,” or “point” sources of noise. Industrial processing; mechanical equipment; pumping stations; and heating, ventilating, and air conditioning (HVAC) equipment are examples of fixed location, non-transportation noise sources. Some non-transportation sources are not stationary but are typically assessed as point or area sources due to the limited area in which they operate, such as truck deliveries, agricultural field machinery, and mining equipment. Existing non-transportation noise sources that affect the Alpine CPA are described below.

Noise generated by industrial and commercial operations, maintenance, manufacturing, and truck traffic (loading docks) can affect surrounding NSLU. Industrial and commercial uses within Alpine are primarily located along the I-8 corridor, with a central industrial hub northwest of the I-8/Tavern Road Interchange and adjacent to the existing Crown Hills community. Additional industrial uses are north and south of I-8 close to the western edge of the Alpine CPA. The industrial use south of I-8 is Turvey's Granite Pit (i.e., extractive operations), just southeast of the I-8/Dunbar Lane interchange. Agricultural uses are distributed throughout the rural and semi-rural portions of the Alpine CPA.

Temporary/Nuisance Noise

Intermittent or temporary neighborhood noise from sources such as amplified music, public address systems, barking dogs, landscape maintenance, stand-by power generators, motorized recreation, and construction activities are disturbing to residents but are difficult to attenuate and control. Historical data show that, since 2014, the Alpine community has had 36 total noise-related code compliance cases; 27 have been animal related and nine have been related to non-animal noise sources.

2.10.2 Regulatory Framework

Section 2.11.1 of the 2011 General Plan EIR and 2.10.2 of the FCI EIR include a discussion of the Regulatory Framework related to noise in the unincorporated County, including the Alpine CPA, which is hereby incorporated by reference. The regulations described in the prior EIRs that were applicable to the entire County have not changed since adoption, with the exception of new versions of specific guidance or regulations that have been published and are noted below.

Applicable federal regulations include:

- FAA Standards
- Federal Highway Administration (FHWA) Standards
- Federal Railroad Administration (FRA) Standards
- Federal Transit Administration (FTA) Standards (the 2006 FTA Transit Noise and Vibration Impact Assessment Manual noted in the 2011 General Plan EIR was updated in 2018)
- US Office of Surface Mining Reclamation and Enforcement.

Applicable state regulations include:

- California Noise Control Act of 1973
- California Noise Insulation Standards (California Code of Regulations [CCR] Title 24) (the code was updated in 2016 and the relevant reference is Chapter 12, Section 1207, Sound Transmission)
- California Airport Noise Standards (CCR, Title 21, Section 5000 et. seq.)
- Streets and Highways Code
- California Vehicle Code (Sections 27200–27207)
- California Harbors and Navigation Code.

Applicable local regulations include:

- County of San Diego General Plan, Noise Element (at the time of the 2011 General Plan EIR preparation, the update was proposed but not adopted; the updated noise element was subsequently adopted in August 2011)
- County of San Diego Code of Regulatory Ordinances, Title 3, Division 6, Chapter 4, Sections 36.401–36.435, Noise Ordinance
- County of San Diego Code of Regulatory Ordinances, Title 6, Division 3, Chapter 4, Sections 63.401–63.402, Agricultural Enterprise and Consumer Information Ordinance.

2.10.2.1 County of San Diego General Plan Policies

The General Plan includes goals and policies applicable to noise that are primarily located within the Noise Element, with some also identified in the Land Use and Mobility Elements.

Land Use Element

Land Use Element Goal LU-2 is in place to conserve and enhance the unincorporated County's varied communities, rural setting, and character. Policy LU-2.8 supports this goal by requiring measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise and vibrations.

Mobility Element

Mobility Element Goal M-1 identifies the importance of a safe and efficient road network that balances regional needs and preferences of the communities. Policy M-1.3 recommends narrower road rights-of-ways and lower design speeds in areas planned for substantial development in an effort to reduce noise impacts.

Mobility Element Goal M-2 prioritizes a road network that provides adequate capacity, while supporting other General Plan goals such as providing environmental protections and enhancing community

character. Policy M-2.4 addresses this goal by recommending that buffers or other noise reduction measures are included in the siting and design of roads located next to sensitive noise receptors to minimize adverse impacts from traffic noise.

Noise Element

The Noise Element captures the majority of noise-related goals and policies that support the General Plan guiding principles to protect the County's unique natural environment and unique characteristics. Goals N-1 through N-3 are directed to preserve rural areas from the encroachment through promoting compatibility between land uses to prevent excessive noise exposure to residents while protecting facilities or operations that may generate noise. Policy N-1.5 recommends working with transit agencies and/or other jurisdictions to provide services or facilities to minimize regional traffic noise and other sources of noise. Policies N-2.1 and N-2.2 provide guidance on how to reduce development impacts to noise-sensitive land uses via acoustical studies and/or noise barriers. Policy N-3.1 refers to the FTA and FRA guidelines to limit exposure of sensitive uses to groundborne vibration from trains, construction equipment, and other services.

Goals N-4 and N-5 are intended to minimize noise impacts associated with transportation and non-transportation noise generators. Policy N-4.1 requires that projects proposing a General Plan amendment that would increase average daily traffic beyond what is anticipated in the General Plan do not increase cumulative traffic noise to off-site sensitive land uses beyond acceptable levels. Policies N-4.2 and N-4.5 minimize noise through guidance for roadway design and location. For County road improvement projects, policy N-4.6 requires that General Plan noise standards are applied if the ambient noise level would increase more than 3 decibels for NSLU or limits in the FHWA Standards are applied for federally funded roadway construction projects. Policies N-5.1 and N-5.2 address noise impacts via guidance for locating industrial and commercial development in proximity to residential land uses.

Noise Element Goal N-6 aims to minimize effects of intermittent, short-term, or other nuisance noise sources to NSLU. Policies N-6.1, N-6.2, and N-6.6 meet this goal through development and updating of noise regulations, implementation of General Plan noise standards, and enforcement of County noise codes and ordinances. Policies N-6.3 through N-6.5 reduce noise impacts by requiring development and special events to be limited in frequency or duration.

2.10.2.2 Alpine CPU Policies

Specific Alpine CPU goals and policies in the Mobility and Noise Elements relevant to impacts and noise are summarized below.

Mobility Element

Mobility Element Goal M-1 aims to support a multi-modal transportation system that serves the citizens of Alpine and enhances the beauty and quality of the built environment. Policies M-1.3, M-1.4, and M-1.8 implement this goal through encouraging traffic calming along specific roadways and through roadway design recommendations.

Noise Element

Noise Element Goal N-1 is proposed to maintain the tranquility of residential neighborhoods by reducing potential noise pollution. Policy N-1.1 meets this goal through encouraging land use and circulation patterns to minimize noise in residential neighborhoods.

2.10.3 Analysis of Project Effects and Determination as to Significance

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines and County of San Diego Guidelines for Determining Significance - Noise (2009), the proposed project would result in a significant impact if it would:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. Expose persons or generate excessive groundborne vibration or groundborne noise.
- Result in a substantial permanent increase in ambient noise levels in the project vicinity, above levels existing without the proposed project.
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity, above levels existing without the proposed project.
- For a project in the vicinity of a private airstrip, expose individuals residing or working in the project area to excessive noise levels.

2.10.3.1 *Issue 1: Excessive Noise Levels*

Guidelines for the Determination of Significance Analysis

Based on Appendix G of the State CEQA Guidelines and County of San Diego Guidelines for Determining Significance - Noise (2009), the proposed project would have a significant impact if it would result in the exposure of any existing or reasonably foreseeable future NSLU to exterior or interior noise, including existing and planned Mobility Element roadways, railroads, and all other noise sources (with the exception of airports), in excess of any of the following:

- Exterior Locations:
 - Roadways and all other noise sources: 60 or 65 dBA (CNEL) in Noise Compatibility Guidelines (Table N-1 of the Noise Element) or an increase of 10 dBA (CNEL) over pre-existing noise in areas where the ambient noise level is 49 dBA (CNEL) or less.
 - Railroads: 60 dBA (CNEL) or an increase of 10 dBA (CNEL) over pre-existing noise in areas where the ambient noise level is 49 dBA (CNEL) or less.

In the case of single-family residential detached NSLU, exterior noise shall be measured at an outdoor living area that adjoins and is on the same lot as the dwelling, and that contains at least the following minimum area:

- Net lot area up to 4,000 square feet: 400 feet
- Net lot area 4,000 square feet to 10 acres: 10% of net lot area
- Net lot area over 10 acres: 1 acre

For all other projects, exterior noise shall be measured at all exterior areas provided for group or private usable open space.

- Interior Locations:
 - 45 dBA (CNEL) except for the following cases:

- Rooms which are usually occupied only a part of the day (schools, libraries, or similar facilities), the interior one-hour average sound level due to noise outside should not exceed 50 dBA.
- Corridors, hallways, stairwells, closets, bathrooms, or any room with a volume less than 490 cubic feet.

Impact Analysis

The prior EIRs determined that future development would result in potentially significant impacts associated with the exposure of NSLU to noise levels in excess of noise compatibility guidelines. The discussion of impacts related to excessive noise levels from implementation of the 2011 General Plan and the FCI GPA can be found in Section 2.11.3.1 of the 2011 General Plan EIR and in Section 2.10.3.1 in the FCI EIR and are incorporated by reference.

The prior EIRs concluded that implementation of the 2011 General Plan and FCI GPA would have the potential to expose land uses near roadways or railroads to noise levels in excess of noise compatibility guidelines and have the potential to contribute to a potentially cumulative impact associated with excessive noise levels. The FCI EIR noted that the greatest increase in traffic and therefore increases in noise levels would be concentrated in Alpine, along portions of Alpine Boulevard, West Willows Road, and East Willows Road. In addition, the FCI EIR noted that the FCI GPA would re-designate former FCI lands that were not previously subject to noise compatibility criteria (i.e., forest land to village residential). Noise impacts were determined to be less than significant with implementation of mitigation measures and General Plan policies.

The proposed project would increase development potential and, subsequently, population density relative to the current General Plan in three of the seven subareas. The potential change in land uses that would be permitted under the proposed project, compared to the current General Plan, is provided in Chapter 1, Section 1.4, *Project Description*. It should be noted that the General Plan development intensity and densities have not yet been fully built out, so the analysis below focuses on the potential change to the environment when comparing the 6,430 dwelling units currently allowed in the CPA under the current General Plan to the 8,443 dwelling units that would be allowed by the proposed project, an increase of 2,013 dwelling units in total.

These proposed land use changes would increase potential traffic noise impacts in two ways. First, additional NSLU would be developed in areas already predicted to have potentially excessive future traffic noise levels. Second, the increased development density would bring additional traffic (see Section 2.13, *Transportation*). Increased traffic noise would potentially affect NSLU within and adjacent to each subarea, as well as uses along the main roadways that connect each subarea to I-8. Existing NSLU that could be affected by increased traffic noise associated with Subarea 1 are primarily residences; existing NSLU in the vicinity of Subarea 2 are primarily residences, as well as churches, Boulder Oaks Elementary School, and Joan MacQueen Middle School; existing NSLU in the vicinity of Subarea 3 are residences; existing NSLU in the vicinity of Subarea 4 are primarily residences, as well as a church and Los Coches Creek Middle School; existing NSLU in the vicinity of Subarea 5 are primarily residences; and existing NSLU in the vicinity of Subarea 6 are primarily residences, as well as a number of churches. In addition, the proposed project includes new roadway connections.

The proposed project would provide for new roadway connections and allow for a greater density and increase in commercial and village core mixed use. Additionally, the number of dwelling units in Subareas 2, 4, and 6 would increase; however, Subarea 5 would have a reduction in dwelling units. Any future discretionary development projects would be subject to an environmental review process, which may

include site-specific noise studies. The purpose of the review process is to identify potential noise and vibration sources, ensure compliance with the Noise Ordinance, and identify mitigation measures that would minimize impacts related to noise and vibration. In addition, any future projects in the Alpine CPA will be subject to federal, state, and local regulations, and must conform to the goals and policies established in the General Plan. Despite these regulations and policies, this impact is **potentially significant** because the increase in development could expose persons to or generate noise levels in excess of standards in the General Plan, noise ordinance, or applicable standards within the Alpine CPA.

Federal, State, and Local Regulations and Existing Regulatory Processes

As identified in Section 2.10.2, *Regulatory Framework*, there are numerous federal, state, and local regulations in place to reduce the potential exposure of persons or generate excessive transportation noise levels from roadways that are also applicable to the proposed project. The General Plan includes several policies within the Land Use, Mobility, and Noise Elements that would reduce the potential for the proposed project to expose persons or generate excessive transportation noise levels from roadways, because these policies require proposed development to implement design features and measures (e.g., roadway design, roadway noise buffers, traffic calming, etc.) that will minimize excessive noise levels. These include policies LU-2.8, M-1.3, M-2.4, N-1.5, N-2.1, N-2.2, N-4.1, N-4.2, and N-4.5, which are summarized in Section 2.10.2, above.

The prior EIRs also identified several mitigation measures addressing impacts related to excessive noise that would be applicable to the proposed project, including Noi-1.1 through Noi-1.5, Noi-1.8, and Noi-1.9, which are provided in Appendix B.

Summary

The proposed project increases the permitted densities within the CPA, which may impact noise levels. New traffic on existing and proposed roadways would increase overall noise levels from local streets and arterials, effectively expanding the future noise contour areas. As such, the proposed project would cause a more severe significant impact related to excessive transportation noise levels from roadways compared to the significant impact determined within the prior EIRs. As a result, the future impacts under the proposed project would increase relative to those identified in the prior EIRs, and the impact would be **potentially significant** and mitigation would be required (**Impact-NOI-1**).

2.10.3.2 Issue 2: Excessive Groundborne Vibration or Noise

Guidelines for the Determination of Significance Analysis

The proposed project would have a significant impact if it would result in the exposure of vibration-sensitive uses to groundborne vibration and noise equal to or greater than the levels shown in Table 2.10-2 (*Groundborne Vibration and Noise Standards*), or if new sensitive land uses would be located in the vicinity of groundborne vibration-inducing land uses such as railroads or mining operations. The groundborne vibration and noise standards identify the following three land use categories with increasing sensitivity to groundborne vibration and noise impacts:

- Category 1: Buildings where low ambient vibration is essential for interior operations (research and manufacturing facilities with special vibration constraints)
- Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, and other sleeping facilities)

Table 2.10-2 Ground-borne Vibration and Noise Standards⁽¹⁾

Land Use Category ⁽²⁾	Definition	Ground-Borne Vibration Impact Levels (inches per second RMS)		Ground-Borne Noise Impact Levels (dB re 20 micro Pascals)	
		Frequent Events ⁽³⁾	Occasional or Infrequent Events ⁽⁴⁾	Frequent Events ⁽³⁾	Occasional or Infrequent Events ⁽⁴⁾
Category 1	Buildings where low ambient vibration is essential for interior operations (research & manufacturing facilities with special vibration constraints).	0.0018 ⁽⁵⁾	0.0018 ⁽⁵⁾	Not Applicable	Not Applicable
Category 2 ⁽⁶⁾	Residences and buildings where people normally sleep (hotels, hospitals, residences, & other sleeping facilities).	0.0040	0.010	35 dBA	43 dBA
Category 3 ⁽⁶⁾	Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, & quiet offices).	0.0056	0.014	40 dBA	48 dBA

RMS = root mean squared

(1) Vibration-sensitive equipment is not sensitive to ground-borne noise.

(2) There are some buildings, such as concert halls, TV and recording studios, and theaters that can be very sensitive to vibration and noise but do not fit into any of the three categories. Refer to Table 3 in the County of San Diego Guidelines for Determining Significance, Noise for acceptable levels of ground-borne vibration and noise for these various types of special uses.

(3) "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

(4) "Occasional or Infrequent Events" are defined as fewer than 70 vibration events per day. This combined category includes most commuter rail systems.

(5) This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research will require detailed evaluation to define acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

(6) For Categories 2 and 3 with occupied facilities, isolated events such as blasting are significant when the peak particle velocity (PPV) exceeds one inch per second. Non-transportation vibration sources such as impact pile drivers or hydraulic breakers are significant when their PPV exceeds 0.1 inch per second.

Source: County of San Diego, Planning & Development Services, 2009c.

- Category 3: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, and quiet offices)

The proposed project would result in a significant impact if frequent events would exceed 0.0018 inch per second (in/sec) root mean square (RMS) for Category 1 land uses, 0.004 in/sec RMS for Category 2, and 0.0056 in/sec RMS for Category 3. Occasional or infrequent events (fewer than 70 vibration events per day) would be considered a significant impact if they would exceed the measurements identified above.

Impact Analysis

The prior EIRs determined that future development would have the potential to affect groundborne vibration and groundborne noise-sensitive land uses where construction equipment would operate within vibration-sensitive land uses. In addition, the prior EIRs concluded that the implementation of the 2011 General Plan and FCI GPA would have the potential to result in a cumulative impact associated with excessive groundborne vibration and groundborne noise. The discussion of impacts associated with excessive groundborne vibration and groundborne noise from implementation of the 2011 General Plan and FCI GPA can be found in Section 2.11 of the 2011 General Plan EIR and Section 2.10 of the FCI EIR and is incorporated by reference. Impacts were determined to be less than significant with implementation of mitigation measures and General Plan policies.

There are potential sources of groundborne vibration and groundborne noise in the Alpine CPA from construction and extractive mining operations. Additionally, groundborne vibration and noise have the potential to occur as a result of new land use development accommodated by the proposed project. Railroads are also a common source of groundborne vibration and noise; however, because there are no railroads within the Alpine CPA, they are not discussed further.

Construction

Various construction activities have the potential to generate groundborne vibration and groundborne noise perceptible to nearby receptors. Such sources include blasting, pile driving, and mechanized construction equipment such as graders, bulldozer, and jackhammers. These sources would also have the potential to exceed vibration standards for all three land use categories, depending on the distance between construction activities and the nearest buildings. The magnitude of individual impacts within the Alpine CPA with the proposed project would be approximately the same as those that would occur under implementation of the current General Plan. However, with the proposed increase in development density, the likelihood of any given construction project occurring in proximity to a sensitive receptor would generally increase, and there would be a corresponding increase in the number of potentially significant impacts. Therefore, typical construction activities have the potential to exceed groundborne vibration and groundborne noise standards and expose vibration-sensitive land uses to excessive groundborne vibration and noise and result in more severe impacts than identified in the prior EIRs. As such, the proposed project would result in a **potentially significant** impact associated with the generation of groundborne vibration and noise during construction activities.

Extractive Operations (Mines and Quarries)

The only active extractive operations in the Alpine CPA occur at Turvey's Granite Pit, which is located just southeast of the I-8/Dunbar Lane interchange. This facility does not utilize blasting. As a result, activities that result in groundborne vibration or noise are limited to the operation of heavy equipment similar to what might be used for construction projects (backhoes, rock breakers, drills, etc.). The proposed project does not propose any changes to Turvey's Granite Pit. In addition, the pit is separated from the closest subarea (Subarea 4) by Alpine Boulevard, I-8, and Chocolate Summit Drive. This equates to a distance of over 500 feet, which would attenuate groundborne vibration to less than significant levels. The proposed project does not propose or permit any new mines or quarries. Any new extractive operations that might be proposed in the future would be subject to separate environmental review at that time and would be subject to applicable laws and regulations. Therefore, similar to the prior EIRs, mining-related damage to residential structures from groundborne vibration would not occur as a result of the proposed project and the impact would be **less than significant**.

Federal, State, and Local Regulations and Existing Regulatory Processes

As identified in Section 2.10.2, numerous federal, state, and local regulations are in place to reduce the potential for the proposed project to generate excessive groundborne vibration or groundborne noise levels from construction activity or extractive operations. All projects proposed after the implementation of the proposed project would be required to comply with all applicable regulations pertaining to groundborne vibration or noise. For example, the Noise Element and Noise Ordinance establish groundborne vibration limits that must be adhered to for the purpose of securing and promoting the public health, comfort, safety, peace, and quiet. In addition to these regulations and policies, all discretionary approvals are also subject to CEQA, which requires consideration of potential impacts of groundborne vibration and noise.

The General Plan also includes several policies within the Noise Element that would reduce the potential for the proposed project to generate excessive groundborne vibration or groundborne noise levels from construction activity or extractive operations, specifically the policies presented in Section 2.10.2. These policies require proposed development to limit the extent of exposure to sensitive uses, utilize setbacks, and limit the use of high-noise equipment that would minimize excessive groundborne vibration. These include policies N-3.1, N-5.2, N-6.3, and N-6.4, which are described in Section 2.11.2, above. Additionally, the prior EIRs identified several mitigation measures addressing groundborne vibration impacts that would be applicable to the proposed project, including Noi-2.2 through Noi-2.4, which are provided in Appendix B.

Summary

The proposed project would cause more severe potentially significant impacts related to excessive groundborne vibration or groundborne noise levels from construction activities but would not affect impacts related to extractive operations as compared to the prior EIRs. Therefore, the impacts associated with groundborne vibration would be **potentially significant**, and mitigation is required (**Impact-NOI-2**).

2.10.3.3 Issue 3: Permanent Ambient Noise Level Increase

Guidelines for the Determination of Significance Analysis

The proposed project would have a significant impact from non-transportation noise sources if it would result in a substantial permanent increase in ambient noise that would exceed the sound level limits specified in County of San Diego Code Section 36.404, *General Sound Level Limits*, at the property line of the property on which the noise is produced or at any location on a property that is receiving the noise.

If the measured ambient level exceeds the applicable limit from Code Section 36.404, the allowable 1-hour average sound level would be the 1-hour average ambient sound level, plus 3 dB. The ambient noise level must be measured when the alleged noise violation source is not operating. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. The 1-hour average sound level limit applicable to extractive industries, including borrow pits and mines, is 75 dBA at the property line regardless of the zone where the extractive industry is located. Proposed extractive facilities would be subject to the noise standards within the Noise Element at the proposed site and adjacent uses. Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line are subject to the sound level limits identified in this section, measured at or beyond 6 feet from the boundary of the easement upon which the equipment is located. However, some uses are exempt from the Noise Ordinance. Exemptions are listed in San Diego Code

Section 36.417 and apply to certain instances of emergency work, school activities, public events, emergency generators, agricultural operations, and property maintenance.

Permanent traffic noise impacts would be significant if the proposed project would raise the noise levels above the County of San Diego Guidelines for Determining Significance of 60 dB CNEL. In areas where the existing noise level without the project is above 60 but below 65 dB, the proposed project would result in a significant impact if an increase of more than 3 dB would occur, in accordance with the FTA noise impact criteria. Where the existing noise exposure is between 65 and 70 dBA, a significant impact would occur if the proposed project would exceed the existing noise level by more than 1 dB. Where the existing noise exposure exceeds 70 dBA, any increase in the noise level would be considered significant.

Impact Analysis

The prior EIRs determined that future development would permanently increase ambient noise along roadways, and implementation of the current General Plan would result in a potentially significant impact and result in a cumulatively considerable contribution to a potentially significant cumulative impact. The discussion of impacts related to the permanent increase in ambient noise levels from implementation of the 2011 General Plan and FCI GPA can be found in Section 2.11 of the 2011 General Plan EIR and Section 2.10 of the FCI EIR and is incorporated by reference. Although implementation of the General Plan policies and mitigation measures would reduce the direct and cumulative impacts identified in the prior EIRs to the extent feasible, impacts associated with permanent noise increases were concluded to remain significant and unavoidable.

As identified in Section 2.1413, *Transportation*, the proposed project would lead to increased traffic volumes on many roads within the Alpine CPA relative to both existing conditions and the current adopted Community Plan. This is due to the higher development density that would be permitted by the proposed project. Under the proposed project, the future traffic volumes on all of the analyzed roadways would be equal to or greater than those for existing conditions or the current plan. In addition, the project proposes several new roadway connections. Traffic on these new connections would represent a new noise source with associated noise increases at adjacent NSLU. As a result, overall impacts related to traffic noise increases would be greater than those described in the prior EIRs, and permanent increases in roadway noise would be potentially significant. Therefore, this would be considered a significant impact of the proposed project.

Industrial, Commercial, and Agricultural Operations

Industrial, commercial, and agricultural land uses often involve the use of machinery and other equipment that would have the potential to generate noise that exceeds noise standards. A potential noise impact would occur from the development of industrial, commercial, or agricultural land uses in areas that are relatively quiet and contain or are designated for NSLU. Impacts could also occur as a result of developing new NSLU close to existing industrial, commercial, or agricultural land uses.

Operation of an industrial or commercial facility can cause the exposure of on- or off-site areas to increased noise associated with mechanical equipment (pumps, rooftop equipment, condenser units, air conditioning units, pneumatic equipment), operation-related traffic (vehicle movement, engine noise), speakers, bells, chimes, and outdoor human activity in defined limited areas. Analysis conducted as part of the prior EIRs suggests potential impacts could occur at distances of up to 450 feet from the source.

Agricultural noise sources typically include truck operations (delivery and shipping) and operation of farming equipment such as tractors. The community noise survey described in the prior EIRs identified

agricultural operations as having a noise level range of 44.4 to 68.3 dBA, which may exceed the daytime noise level limits for NSLU identified in the County's Noise Ordinance.

The proposed project would allow increased commercial, mixed use, and residential development, including in proximity to industrial zones and potential agricultural activity, which could impact nearby NSLU. Increased residential density near industrial zones could occur at the south end of Subarea 4. Given the prevalence of rural and semi-rural zones throughout the Alpine CPA, increased residential density near agricultural activity could potentially occur in any of the subareas, with the possible exception of Subarea 6 because the surrounding properties are mostly already developed with non-agricultural land uses (residential or commercial uses, as well as I-8). The proposed project would also allow new commercial uses, although these would be limited to Subareas 4 and 6 and a relatively small General Commercial zone (approximately 7 acres) within Subarea 5. As a result, significant noise impacts related to industrial, commercial, and agricultural land uses would be greater than those described in the prior EIRs. Therefore, this would be considered a **potentially significant** impact of the proposed project.

Extractive Operations (Mines and Quarries)

The 1-hour average sound level limit applicable for extractive industries is 75 dBA, regardless of the zone in which the extractive industry is located, as stated in Section 36.404(e) of the Noise Ordinance. Based on the analysis conducted for the prior EIRs, heavy equipment used in quarry and mining activities would have the potential to generate noise levels that would exceed County noise standards at surrounding land uses. However, no new mining operations are proposed or permitted as part of the proposed project, and any future extractive facilities would be subject to their own separate environmental review. Such projects would be subject to all applicable laws and regulations, including the noise standards of the Noise Element and Noise Ordinance. As a result, impacts related to extractive operations would be **less than significant** with the implementation of the proposed project.

Federal, State, and Local Regulations and Existing Regulatory Processes

Several federal, state and local regulations identified in Section 2.10.2, *Regulatory Framework*, are applicable to the proposed project and the potential permanent increase in ambient noise levels. The General Plan Land Use, Mobility, and Noise Elements include several policies that require proposed development to implement design features and measures (e.g., roadway design, roadway noise buffers, traffic calming) that would minimize permanent increase in ambient noise levels. These include policies LU-2.8, M-1.3, M-2.4, N-1.5, N-4.1, N-4.2, N-4.6, N-5.1, and N-5.2, which are summarized in Section 2.10.2, above.

The prior EIRs identified several mitigation measures addressing impacts associated with increased ambient noise levels that would be applicable to the proposed project, including Noi-1.3, Noi-1.4, Noi-1.5, Noi-1.8, Noi-2.3, Noi-2.4, Noi-3.1, and Noi-3.2, which are provided in Appendix B.

Summary

The proposed project would cause more severe impacts related to permanent increases in noise levels from roadways, industrial, commercial, and agricultural land uses compared to the prior EIRs. Therefore, impacts to permanent ambient noise level increase would be **potentially significant**, and mitigation is required (**Impact-NOI-3**).

2.10.3.4 Issue 4: Temporary Ambient Noise Level Increase

Guidelines for the Determination of Significance Analysis

The proposed project would have a significant impact if it would result in a substantial temporary or periodic increase in ambient noise levels during construction, which, together with noise from all sources, would exceed the standards listed in County of San Diego Code Sections 36.408 (*Hours of Operation of Construction Equipment*) and 36.409 (*Sound Level Limitations on Construction Equipment*). Sections 36.408 and 36.409 state that, except for emergency work, it shall be unlawful for any person to operate or cause to be operated, construction equipment:

- Between the hours of 7:00 p.m. and 7:00 a.m.
- On a Sunday or a holiday. For the purposes of this section a holiday means January 1st, the last Monday in May, July 4th, the first Monday in September, December 25th and any day appointed by the President as a special national holiday or the Governor of the State as a special State holiday. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10:00 a.m. and 5:00 p.m. at the person's residence or for the purpose of constructing a residence for himself or herself, provided that the operation of construction equipment is not carried out for financial consideration or other consideration of any kind and does not violate the limitations in Sections 36.409 and 36.410.
- That exceeds an average sound level of 75 decibels for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

The County Noise Ordinance also includes standards for other sources of temporary and nuisance noise. Section 36.410, Sound Level Limitations on Impulsive Noise, states that except for emergency work, no person shall produce or cause to be produced an impulsive noise that exceeds the following standards when measured at the boundary line of or on any occupied property for 25% of the minutes in the measurement period:

- 82 dBA at an occupied residential, village zoning, or civic use, or 85 dBA at an occupied agricultural, commercial, or industrial use; or
- 85 dBA at an occupied residential, village zoning, or civic use, or 90 dBA at an occupied agricultural, commercial, or industrial use for a public road project.

The minimum measurement period for any measurements conducted under this section is 1 hour. During the measurement period, a measurement must be conducted every minute from a fixed location on an occupied property. The measurements must measure the maximum sound level during each minute of the measurement period. If the sound level caused by construction equipment or the producer of the impulsive noise exceeds the maximum sound level for any portion of any minute, then the maximum sound level was exceeded during that minute.

Section 36.413, *Multiple Family Dwelling Units*, states that, notwithstanding any other provisions of the Noise Ordinance, it shall be unlawful for any person to create, maintain or cause to be maintained any sound within the interior of any multiple family dwelling unit which causes the noise level to exceed 45 dBA between 10:00 p.m. and 7:00 a.m. and 55 dBA between 7:00 a.m. and 10:00 p.m. Additionally, it shall be unlawful for any person to generate an interior noise level to exceed 40 dBA for one minute in one hour or 35 dBA for five minutes in one hour between the hours of 10:00 p.m. and 7:00 a.m., or to

exceed 50 dBA for one minute in one hour or 35 dBA for five minutes in one hour between the hours of 7:00 a.m. and 10:00 p.m.

Section 36.414, *General Noise Regulations* of the County of San Diego Noise Ordinance includes additional noise standards for disturbing, excessive or offensive noise. Generally, this section states that it shall be unlawful for any person to make, continue, or cause to be made or continued, any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity residing in the area.

Section 36.416, *Noise from Off-Road Recreational Vehicles*, states that no person shall operate or allow the operation of an off-road recreational vehicle on private property that produces a noise when measured at the boundary line of or on any occupied property that at any time exceeds the following maximum sound levels: 82 decibels between the hours of 7:00 a.m. and 7:00 p.m., 77 decibels between the hours of 7:00 p.m. and 10:00 p.m., and 55 decibels between the hours of 10:00 p.m. and 7:00 a.m.

Impact Analysis

The prior EIRs determined that future development would have the potential to temporarily increase ambient noise from construction activity as well as other sources of temporary or nuisance noise. Therefore, implementation of the 2011 General Plan and FCI GPA would result in a potentially significant impact. However, implementation of General Plan policies and mitigation measures, in addition to compliance with applicable regulations, would mitigate the direct impacts from the 2011 General Plan and FCI GPA to a less than significant level. In addition, the 2011 General Plan or FCI GPA would not contribute to a potentially significant cumulative impact associated with a temporary increase in ambient noise levels. The discussion of impacts related to a temporary increase in ambient noise levels from implementation of the 2011 General Plan and FCI GPA can be found in Section 2.11 of the 2011 General Plan EIR and Section 2.10 of the FCI EIR and are incorporated by reference.

Construction Noise

The types of construction activity that would occur under the proposed project would be the same as those analyzed as part of the prior EIRs. As described therein, the construction of future land uses and infrastructure would have the potential to result in the exposure of on- or offsite areas to noise in excess of the standards listed in County of San Diego Code Sections 36.408 and 36.409. The probability of construction noise impacts at any individual project site would be incrementally increased, relative to the current General Plan, at locations where the project proposes increased development density. This is due to the decreased distances between adjacent properties that would occur, moving construction on one property closer to NSLU on neighboring properties. Therefore, as a result of proposed increased density, the proposed project would cause more severe, potentially significant impacts related to temporary noise levels from construction activities compared to the prior EIRs. Therefore, this would be considered a **potentially significant** impact of the proposed project.

Nuisance Noise

Intermittent or temporary noise from sources such as amplified music, public address systems, barking dogs, landscape maintenance, or stand-by power generators are disturbing to residents but are difficult to attenuate and control. These types of noise sources would result in a significant impact if they would exceed the noise standards included in Sections 36.410, 36.413, 36.414, and 36.416 of the County Noise Ordinance. Nuisance noise impacts are more likely to occur in the more densely developed areas, where residences would be closer together and neighbors would be more likely to hear another neighbor's dog

barking or music playing, for example. The proposed project would allow higher density residential development, which would have the potential to result in an increased number of nuisance noise events and of residents registering noise complaints from neighboring uses. Therefore, as a result of allowable higher density residential development, the proposed project would cause more severe, potentially significant impacts related to temporary noise levels from intermittent nuisance noise compared to the prior EIRs. Therefore, this would be considered a **potentially significant** impact of the proposed project. Any attempt to quantify the potential number of future noise complaints due to the proposed project would be highly speculative. However, continuing enforcement of the County Noise Ordinance would reduce potential nuisance noise impacts to the extent feasible.

Federal, State, and Local Regulations and Existing Regulatory Processes

The General Plan includes several policies within the Noise Element reducing the potential for the proposed project to result in a temporary increase in ambient noise levels since these policies require proposed development to comply with noise regulations, minimize recurring intermittent noise, limit use of high-noise equipment, and limit hours of operation that will minimize recurring and temporary increases in ambient noise levels. These include policies N-6.1, N-6.2, N-6.3, N-6.4, N-6.5, and N-6.6, which are summarized in Section 2.10.2, above.

In addition, the prior EIRs identified several mitigation measures addressing impacts related to temporary increases in ambient noise levels that would be applicable to the proposed project, including Noi-4.1 and Noi-4.2, which are provided in Appendix B.

Summary

The proposed project does not include any goals or policies related to temporary ambient noise levels, but General Plan policies in the Noise Element, summarized in Section 2.10.2, minimize increases in temporary ambient noise levels. However, as a result of allowable higher density residential development, the proposed project would cause more severe, potentially significant impacts related to temporary noise levels from construction activities and intermittent nuisance noise compared to the prior EIRs. Therefore, impacts to increased temporary ambient noise levels would be **potentially significant**, and mitigation is required (**Impact-NOI-4**).

2.10.3.5 Issue 5: Excessive Airport Noise Exposure

Guidelines for the Determination of Significance Analysis

The proposed project would have a significant impact if it would expose people residing or working in the project area to excessive noise levels from a private airstrip. The level of acceptable noise to new development in the vicinity of proposed new airports, active military airports being converted to civilian use, and existing civilian airports is established as an annual CNEL of 60 dBA.

Impact Analysis

The prior EIRs determined that future development would have the potential to expose NSLU to excessive noise from a private airstrip. Therefore, implementation of the 2011 General Plan and FCI GPA would result in a potentially significant impact and contribute to a potentially significant cumulative impact associated with excessive noise exposure from private airstrips. Table 2.11-20 in the 2011 General Plan EIR documented one private airstrip within the Alpine CPA. However, implementation of the General Plan policies and compliance with the 1990 California Airport Noise Standards would reduce potential direct and cumulative impacts to a less than significant level.

None of the land use changes proposed as part of the project would occur close to the airfield site (the nearest proposed land use changes would be approximately 3.5 miles away). Therefore, no noise impacts related to this private airstrip would occur, and the proposed project would result in **less than significant** impacts related to excessive noise exposure from a public or private airport.

Federal, State, and Local Regulations and Existing Regulatory Processes

Federal, state, and local regulations and processes related to limiting noise exposure from airports are listed in Section 2.10.2. However, no discussion of those applicable to the proposed project are included here as airports or airstrips are within the Alpine CPA.

Summary

None of the land use changes proposed as part of the project would occur close to the airfield site. Therefore, no noise impacts related to this private airstrip would occur, and the proposed project would result in **less than significant** impacts related to excessive noise exposure from a public or private airport.

2.10.4 Cumulative Impact Analysis

The geographic scope of the cumulative impact analysis for noise is limited to areas surrounding noise-generating sources, such as roadways, or agricultural or industrial uses because noise impacts are localized in nature. The following describes potentially significant cumulative noise impacts in the Alpine CPA vicinity and the proposed project's contribution to potential cumulative noise impacts.

2.10.4.1 Issue 1: Excessive Noise Levels

A cumulative noise impact would occur if development associated with cumulative projected growth within the Alpine CPA or directly surrounding the community (refer to Chapter 1) combined with the proposed project would exceed the standards of the General Plan Noise Element. Because the specific timelines for future construction associated with projected growth are not known, a cumulative impact cannot be ruled out. Therefore, cumulative impacts associated with excessive noise levels from future growth and development within the cumulative study area would be potentially significant.

The proposed project would increase development and population density relative to both existing conditions and the future conditions that would occur under the current General Plan. The proposed density increases would increase potential traffic noise impacts. As a result, the future impacts under the proposed project would increase relative to those identified in the prior EIRs. As such, the proposed project would cause a more severe significant impact related to excessive transportation noise levels from roadways compared to the prior EIRs. Implementation of the General Plan policies and mitigation measures provided in Section 2.10.3.1 would reduce this impact to the extent feasible. However, given the potential increase in population density and the associated increase in traffic, it may not be possible to fully mitigate the future impacts of roadway noise at all NSLU within the Alpine CPA. Consequently, the proposed project's contribution to cumulative impacts associated with excessive noise levels would be more severe than that identified in the prior EIRs and would be cumulatively considerable. Therefore, cumulative impacts from future growth and development within the cumulative study area would result in a **potentially significant cumulative impact** and mitigation would be required (**Impact-C-NOI-1**).

2.10.4.2 Issue 2: Excessive Groundborne Vibration or Noise

A cumulative groundborne vibration impact would occur if development associated with cumulative projected growth within the Alpine CPA or directly surrounding the community would exceed the FTA and FRA guidelines for groundborne vibration and groundborne noise. Because the specific timelines for future construction are not known, a cumulative impact cannot be ruled out. Therefore, cumulative impacts from future growth and development within the cumulative study area would be potentially significant.

The proposed project would increase development and population density relative to both existing conditions and the future conditions that would occur under the current General Plan. The magnitude of individual impacts within the Alpine CPA with the proposed project would be approximately the same as those that would occur under the prior EIRs. However, with the proposed increase in development density, the likelihood of any given construction project occurring close to a sensitive receptor would generally increase, and there would be a corresponding increase in the number of potentially significant impacts. Therefore, typical construction activities have the potential to exceed vibration standards and expose vibration-sensitive land uses to excessive groundborne vibration and result in more severe impacts than identified in the prior EIRs. However, for the reasons described above, implementation of the General Plan policies and mitigation measures provided in Section 2.10.3.2 would reduce this impact to less than significant. Consequently, the proposed project's contribution to cumulative impacts associated with excessive groundborne vibration would be similar to those identified in the prior EIRs and **would not be cumulatively considerable**.

2.10.4.3 Issue 3: Permanent Ambient Noise Level Increase

A cumulative noise impact would occur if development associated with cumulative projected growth within the Alpine CPA or directly surrounding the community would result in an increase in ambient noise that would exceed the County's noise standards. Because the specific timelines for future construction associated with projected growth are not known, a cumulative impact cannot be ruled out. Therefore, cumulative impacts associated with a permanent increase in ambient noise levels from future growth and development within the cumulative study area would be significant.

To the extent that the development associated with cumulative projected growth is compatible with the land use designations proposed under the Alpine CPU, their cumulative effects are already captured in the program-level analysis and described in Section 2.10.3.3. The analysis indicated that the proposed project would cause more severe potentially significant impacts related to permanent increases in noise levels from roadways, industrial, commercial, and agricultural land uses compared to the prior EIRs. Implementation of the General Plan policies and mitigation measures provided in Section 2.10.3.3 would reduce this impact to the extent feasible for the reasons described above; however, impacts associated with permanent noise increases would remain a potentially significant cumulative impact and would be cumulatively considerable. Consequently, the proposed project's contribution to cumulative impacts associated with permanent increase in ambient noise levels would be similar to those identified in the prior EIRs and would be a **potentially significant cumulative impact**, and mitigation would be required. **(Impact-C-NOI-2).**

2.10.4.4 Issue 4: Temporary Ambient Noise Level Increase

A cumulative noise impact would occur if construction noise or nuisance noise generated by development associated with cumulative projected growth within the Alpine CPA or directly surrounding the

community would result in combined noise levels that would temporarily increase ambient noise levels beyond the standards in the County Noise Ordinance. Because these impacts are localized to the source, significant cumulative impacts would only occur if two or more projects would generate temporary noise simultaneously close to the same NSLU. Without project-specific details and specific timelines for future construction, such a cumulative impact cannot be ruled out and additional development associated with cumulative growth would have the potential to exacerbate the cumulative impacts.

The proposed project would allow higher density development, which would increase the probability of cumulative construction activities happening in proximity to NSLU. In addition, the increased density would have the potential to result in an increased number of residents registering noise complaints from neighboring uses. As a result, the future impacts under the proposed project would increase relative to those identified in the prior EIRs, and the impact would be potentially significant. Additionally, the proposed project would cause a more severe potentially significant impact related to temporary increases in ambient noise levels from construction or nuisance noise sources compared to the current General Plan. Implementation of the General Plan policies and mitigation measures provided in Section 2.10.3.4 would reduce the impacts to less than significant. Consequently, the proposed project's contribution to cumulative impacts associated with a temporary increase in ambient noise levels would be similar to those identified in the prior EIRs and **would not be cumulatively considerable**.

2.10.4.5 Issue 5: Excessive Airport Noise Exposure

As discussed in Section 2.10.1, the Alpine CPA is not currently affected by any substantial noise from airstrips located inside or outside of the Alpine CPA and the proposed project does not propose any new airstrips. As a result, impacts would be less than significant and there **would not be cumulatively considerable** impacts associated with noise exposure related to private airstrips.

2.10.5 Significance of Impacts Prior to Mitigation

The proposed project and the cumulative effects of the proposed project in conjunction with subsequent projects in the Alpine CPA would result in potentially significant direct and cumulative noise and vibration impacts.

Impact-NOI-1: Generate Excessive Noise Levels. Due to increased development densities proposed in the Alpine CPA, as well as proposed new roadway connections, the proposed project would cause a more severe potentially significant impact related to excessive transportation noise levels from roadways compared to the prior EIRs. This would be considered a significant impact.

Impact-NOI-2: Generate Excessive Groundborne Vibration. Due to increased development densities proposed in the Alpine CPA, as well as proposed new roadway connections, the proposed project would cause more severe potentially significant impacts related to excessive groundborne vibration or groundborne noise levels from construction activity compared to the prior EIRs. This would be considered a significant impact.

Impact-NOI-3: Result in a Permanent Increase in Ambient Noise Levels. Due to increased development densities proposed in the Alpine CPA, potential new commercial uses, and proposed new roadway connections, the proposed project would cause more severe potentially significant impacts related to permanent increases in noise levels from roadways and commercial land uses compared to the prior EIRs. This would be considered a significant impact.

Impact-NOI-4: Cause a Temporary Increase in Ambient Noise Levels. Due to increased development densities proposed in the Alpine CPA, as well as new roadway connections, the proposed project would cause more severe potentially significant impacts related to temporary increases in noise levels from construction activities and intermittent nuisance noise compared to the prior EIRs. This would be considered a significant impact.

Impact-C-NOI-1: Generate Excessive Noise Levels. The proposed project would cause more severe potentially significant impacts related to excessive noise levels from roadways compared to the prior EIRs. Consequently, the proposed project's contribution to cumulative impacts associated with excessive noise levels would be more severe than those identified in the prior EIRs and would be cumulatively considerable.

Impact-C-NOI-2: Result in a Permanent Increase in Ambient Noise Levels. The proposed project would cause more severe potentially significant impacts related to permanent increases in noise levels from roadways, industrial, commercial, and agricultural land uses compared to the prior EIRs. Consequently, the proposed project's contribution to cumulative impacts associated with a permanent increase in ambient noise levels would be similar to those identified in the prior EIRs and would be cumulatively considerable.

2.10.6 Mitigation

2.10.6.1 Issue 1: Excessive Noise Levels

For the reasons described above, implementation of the following prior EIRs mitigation measures, in combination with the General Plan policies presented in Section 2.10.3.1 would reduce Impact-NOI-1 and Impact-C-NOI-1 to the extent feasible, but may not mitigate the future impacts of roadway noise at all NSLU within the Alpine CPA to a less than significant level. Even with the implementation of policies and mitigation, impacts would remain **significant and unavoidable**.

2011 General Plan and FCI EIR Mitigation Measures

The following prior EIRs mitigation measures are being carried forward and shall apply to the proposed project: MM-Noi-1.1 through MM-Noi-1.5, and MM-Noi-1.8 and MM-Noi-1.9 (see Appendix B). Implementation of these mitigation measures would reduce the proposed project's impacts on excessive noise levels.

Alpine CPU Mitigation Measures

The following mitigation measure is directly related to the prior EIRs mitigation measure Noi-1.2. This new mitigation measure is provided to clarify the interpretation and intent of Noi-1.2 as it is to be applied within the Alpine CPA:

MM-NOI-1 For any new multi-family residences or mixed-use development proposed subsequent to the adoption of the Alpine CPU, private residential patios or balconies will not be required to comply with the 65 dBA (CNEL) limit, provided that all of the following criteria are met:

- a) A barrier required around the patio/balcony per applicable building codes (i.e., for safety), if any, will be of solid construction with a minimum surface density of 4 pounds per square foot (e.g., concrete block, stucco, Plexiglas, or other solid material of appropriate thickness). Additional height beyond the minimum code requirement is not required.

- b) The remainder of the building will be designed and constructed to limit interior noise levels to 45 dBA (CNEL) or less within private living spaces.
- c) Owners of units with balconies that do not meet the 65 dBA (CNEL) limit will provide occupancy disclosure notices to all future tenants/owners regarding potential noise impacts.

2.10.6.2 Issue 2: Excessive Groundborne Vibration or Noise

For the reasons identified above, implementation of the following prior EIRs mitigation measures, in combination with the General Plan policies identified in Section 2.10.3.2 would reduce Impact-NOI-2 to **less than significant**. Therefore, no new mitigation measures would be required.

2011 General Plan and FCI EIR Mitigation Measures

The following prior EIRs mitigation measures are being carried forward and shall apply to the proposed project: Noi-2.2 through Noi-2.4 (see Appendix B). Implementation of these mitigation measures would reduce the proposed project's impacts related to excessive groundborne vibration or groundborne noise.

Alpine CPU Mitigation Measures

No additional mitigation measures are required.

2.10.6.3 Issue 3: Permanent Ambient Noise Level Increase

The proposed project would result in a potentially significant impact associated with a permanent increase in ambient noise levels. General Plan policies and mitigation measures described below have been identified that would reduce impacts associated with a permanent increase in ambient noise levels to a level below significance; however, at the time of the prior EIRs, the County determined that their implementation would be infeasible (Impact-NOI-3 and Impact-C-NOI-2). A discussion of infeasible mitigation measures, as well as General Plan policies and feasible mitigation measures, is provided below. Even with the implementation of policies and mitigation, impacts would remain **significant and unavoidable**.

Infeasible Mitigation Measures

The following measure was considered in attempting to reduce impacts associated with permanent increases in ambient noise levels to below a level of significance. However, the County has determined that this measure would be infeasible, as described below. Therefore, this mitigation measure would not be implemented.

- Prohibit new roadways or roadway improvements that would result in a significant increase in the ambient noise level.

Explanation: The measure would prohibit the construction of many roadway projects proposed in the Mobility Element because they would result in increases in ambient noise. This measure is infeasible because it contradicts an important feature of the proposed project and would restrict future development in areas identified for increased growth under the prior EIRs because new roadways to serve this growth would not be constructed. Additionally, this mitigation measure would conflict with the project objective to provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns because it would prohibit the development of new roadways.

It is noted that, while the proposed project would create one new roadway (Road 26) in Subarea 5 that would act as a new noise source, it would also make some alterations to the prior EIRs that would help to reduce traffic noise levels elsewhere in the Alpine CPA. Specifically, two roadways currently identified in the Mobility Element Network, New Road 23 (a local road from Victoria Circle to East Victoria Drive) and El Monte Road (a 2.3C Minor Collector road from Lakeside community boundary to El Capitan Reservoir) are proposed to be removed from the Mobility Element Network. It would also alter the street classifications on a number of roadways. These new classifications would all be associated with lower traffic capacities than the classifications described in the prior EIRs. Both of these changes (elimination of new roadways and reduced capacity on existing roadways) would generally reduce traffic noise adjacent to the affected roadways. Refer to Chapter 1 for a more detailed description of the Mobility Element changes proposed under the proposed project. Nonetheless the proposed creation of a new roadway means the mitigation measure would remain infeasible. Traffic volumes on some existing roadways would increase under the proposed project due to the proposed increase in development density, and impacts would remain significant and unavoidable. Chapter 5 provides a discussion of several land use alternatives to the proposed project that would result in some reduced impacts associated with a permanent increase in ambient noise levels compared to the proposed project.

2011 General Plan and FCI EIR Mitigation Measures

Mitigation measures Noi-1.3, Noi-1.4, Noi-1.5, Noi-1.8, Noi-2.3, and Noi-2.4, as described above for Issue 1, are applicable to this issue and are incorporated here by reference. In addition, the following prior EIRs mitigation measures are being carried forward and shall apply to the proposed project: Noi-3.1 and Noi-3.2 (see Appendix B). The implementation of these mitigation measures, in combination with the General Plan policies identified in Section 2.10.3.3 would further reduce impacts associated with permanent increases in ambient noise levels, although not to below a significant level.

Alpine CPU Mitigation Measures

No additional feasible mitigation measures are available.

2.10.6.4 Issue 4: Temporary Ambient Noise Level Increase

Implementation of the following prior EIRs mitigation measures, in combination with the General Plan policies identified in Section 2.10.3.4, would reduce **Impact-NOI-4** to **less than significant**.

2011 General Plan and FCI EIR Mitigation Measures

The following prior EIRs mitigation measures are being carried forward and shall apply to the proposed project: Noi-4.1 and Noi-4.2 (see Appendix B). Implementation of these mitigation measures would reduce the proposed project's impacts related to an increase in temporary ambient noise levels.

Alpine CPU Mitigation Measures

The following mitigation measure is provided for additional abatement of temporary construction noise:

MM-NOI-2: Future discretionary projects within the Alpine CPA area shall implement best practices to reduce construction noise at nearby sensitive receptors to an average sound level of 75 dBA L_{eq} or less for an 8-hour period, between 7 a.m. and 7 p.m. Measures to reduce construction noise shall be included in the contractor specifications and may include, but are not limited to, the following:

- Limit construction activities to between 7:00 a.m. and 7:00 p.m. Monday through Saturday; no construction activities should occur at any time on Sunday or holidays (January 1, the last Monday

in May, July 4, the first Monday in September, the fourth Thursday in November, and December 25). Personnel should not be permitted on the job site, and material or equipment deliveries and collections should not be permitted outside of these hours.

- Equip construction equipment with noise-reduction features such as intake silencers, mufflers, and engine shrouds that are no less effective than those originally installed by the manufacturer.
- Switch off construction equipment when it is not in use.
- Locate stationary noise-generating equipment (e.g., compressors, generators, etc.), staging areas, and laydown areas as far as possible from adjacent residential receivers.
- Prohibit haul trucks from idling on site or in the project vicinity for periods greater than 5 minutes, except as needed to perform a specified function (e.g., concrete mixing).
- Schedule high noise-producing construction activities during periods that are least sensitive, such as during daytime hours when neighboring residents are generally away at work.
- Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
- Limit on-site vehicle speeds to 15 miles per hour (mph) or less.
- Route construction-related truck traffic away from noise-sensitive areas to the extent feasible.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who will be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler) and will require that reasonable measures be implemented to correct the problem.

2.10.6.5 Issue 5: Excessive Airport Noise Exposure

The Alpine CPA is not currently affected by any substantial noise from airstrips located inside or outside of the Alpine CPA. In addition, there are no operational airstrips within the Alpine CPA, and the proposed project does not propose any new airstrips. As a result, there would be no significant direct or cumulative noise exposure impacts related to private airstrips and impacts would be **less than significant**. Therefore, no mitigation measures are required.

2.10.7 Conclusion

2.10.7.1 Issue 1: Excessive Noise Levels

Implementation of the proposed project would increase development and population density relative to both existing conditions and the future conditions that would occur under the current General Plan. The proposed density increase would have the potential to expose land uses to more severe traffic noise levels in excess of noise compatibility guidelines than those identified in the prior EIRs. Therefore, this would

be considered a new significant impact of the proposed project (Impact-NOI-1). Additionally, the proposed project would have the potential to contribute to a potentially significant cumulative impact associated with excessive noise levels and would be considered a more severe cumulative contribution of the proposed project (Impact-C-NOI-1). Although implementation of the same General Plan policies identified in Section 2.10.3.1 and the prior EIRs mitigation measures and MM-Noi-1 identified in Section 2.10.6 above would reduce the project's direct impact and contribution to a cumulative impact to the extent feasible, for the reasons described above, impacts associated with permanent noise increases would remain **cumulatively considerable** and **significant and unavoidable**. Alternatives that would further reduce this noise impact compared to the proposed project are discussed in Chapter 5.

2.10.7.2 Issue 2: Excessive Groundborne Vibration or Noise

Implementation of the proposed project would increase development density, and the likelihood of any given construction project occurring close to a sensitive receptor would generally increase; thus, a corresponding increase would occur in the number of potential significant impacts compared to the prior EIRs. Therefore, the proposed project would cause more severe potentially significant impacts related to excessive groundborne vibration from construction activity or extractive operations. This would be considered a new significant impact of the proposed project (Impact-NOI-2). However, for the reasons described above, implementation of the same General Plan policies identified in Section 2.10.3.2 and the prior EIRs mitigation measures identified in Section 2.10.6 above would reduce the impacts to **a less than significant** level. Also, the proposed project's contribution to cumulative impacts associated with excessive groundborne vibration would be similar to those identified in the prior EIRs and **would not be cumulatively considerable**.

2.10.7.3 Issue 3: Permanent Ambient Noise Level Increase

Implementation of the proposed project would result in higher development density in the Alpine CPA, which would increase traffic volumes on many roads. The overall impacts related to traffic noise increases would be greater than those described in the prior EIRs. In addition, the proposed project would permit increased residential development, including in proximity to industrial zones and potential agricultural activity, as well as new designated commercial zones, which have the potential to increase ambient noise levels. Therefore, the proposed project would cause more severe potentially significant impacts related to permanent increases in noise levels from roadways, industrial, commercial, and agricultural land uses compared to the prior EIRs (Impact-NOI-3). Additionally, the proposed project would have the potential to contribute to a potentially significant cumulative impact associated with permanent increases in ambient noise levels and would be considered a more severe cumulative contribution of the proposed project (Impact-C-NOI-2). Although implementation of the same General Plan policies identified in Section 2.10.3.3 and prior EIRs mitigation measures identified in Section 2.10.6 above would reduce the project's direct impact and contribution to a cumulative impact to the extent feasible, for the reasons described above, impacts associated with permanent noise increases would remain **cumulatively considerable** and **significant and unavoidable**.

2.10.7.4 Issue 4: Temporary Ambient Noise Level Increase

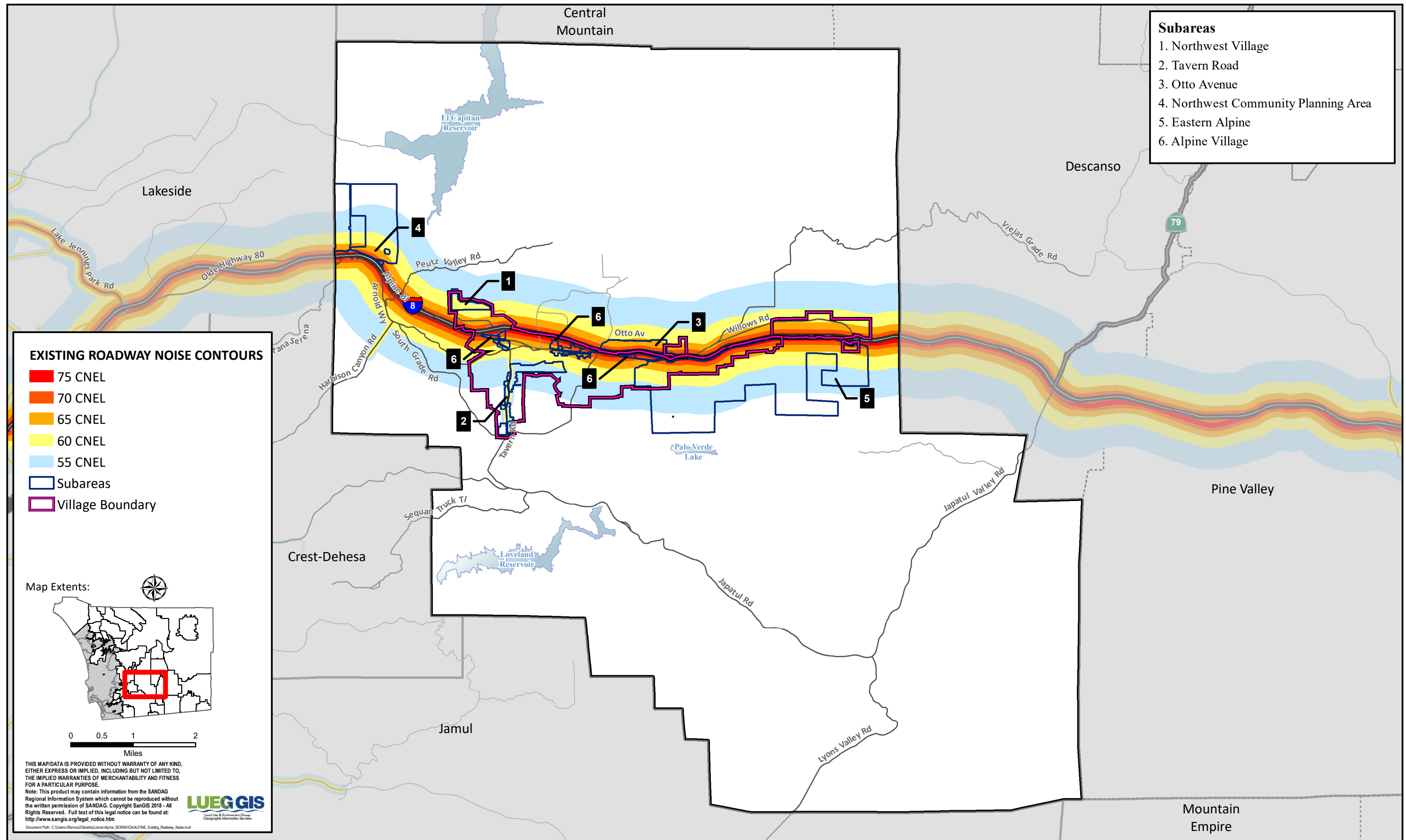
Implementation of the proposed project would have the potential to temporarily increase ambient noise from construction activity as well as other sources of temporary or nuisance noise. Therefore, the proposed project would cause more severe potentially significant impacts related to temporary increases in ambient noise levels than those identified in the prior EIRs (Impact-NOI-4). However, for the reasons described above, implementation of the same General Plan policies identified in Section 2.10.3.4 and the

prior EIRs mitigation measures and MM-Noi-2 identified in Section 2.10.6 above would reduce the impacts to a **less than significant** level. Also, the proposed project's contribution to cumulative impacts associated with excessive noise levels would be similar to those identified in the prior EIRs and **would not be cumulatively considerable**.

2.10.7.5 Issue 5: Excessive Airport Noise Exposure

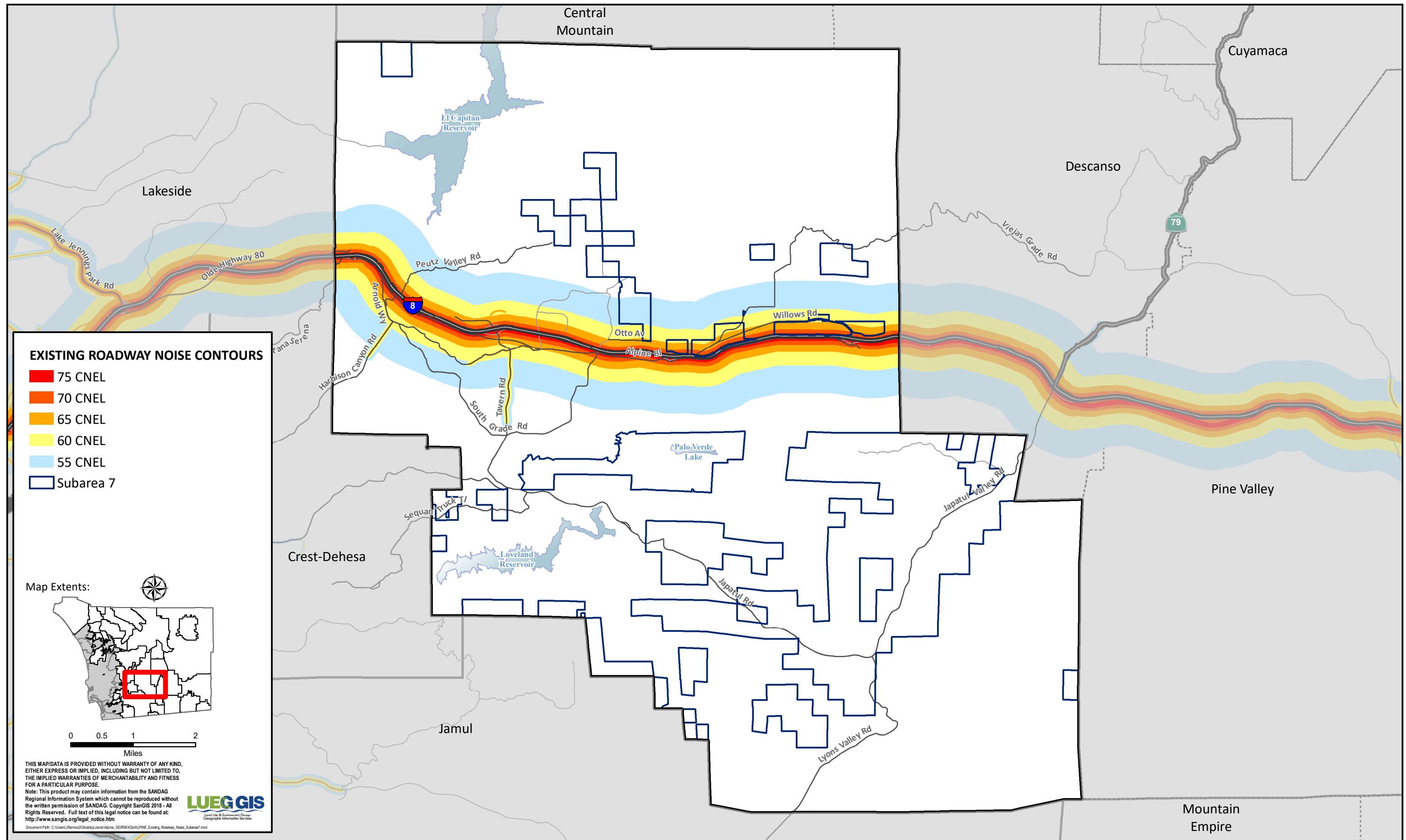
As discussed in Section 2.10.1, the Alpine CPA is not currently affected by any substantial noise from airstrips located inside or outside of the Alpine CPA. In addition, no operational airstrips are within the Alpine CPA, and the proposed project does not propose any new airstrips. As a result, no direct or cumulative noise exposure related to private airstrips would occur. Therefore, there would be **less than significant** noise impacts related to this private airstrip, and the proposed project would not cause any significant impacts related to noise exposure from private airstrips.

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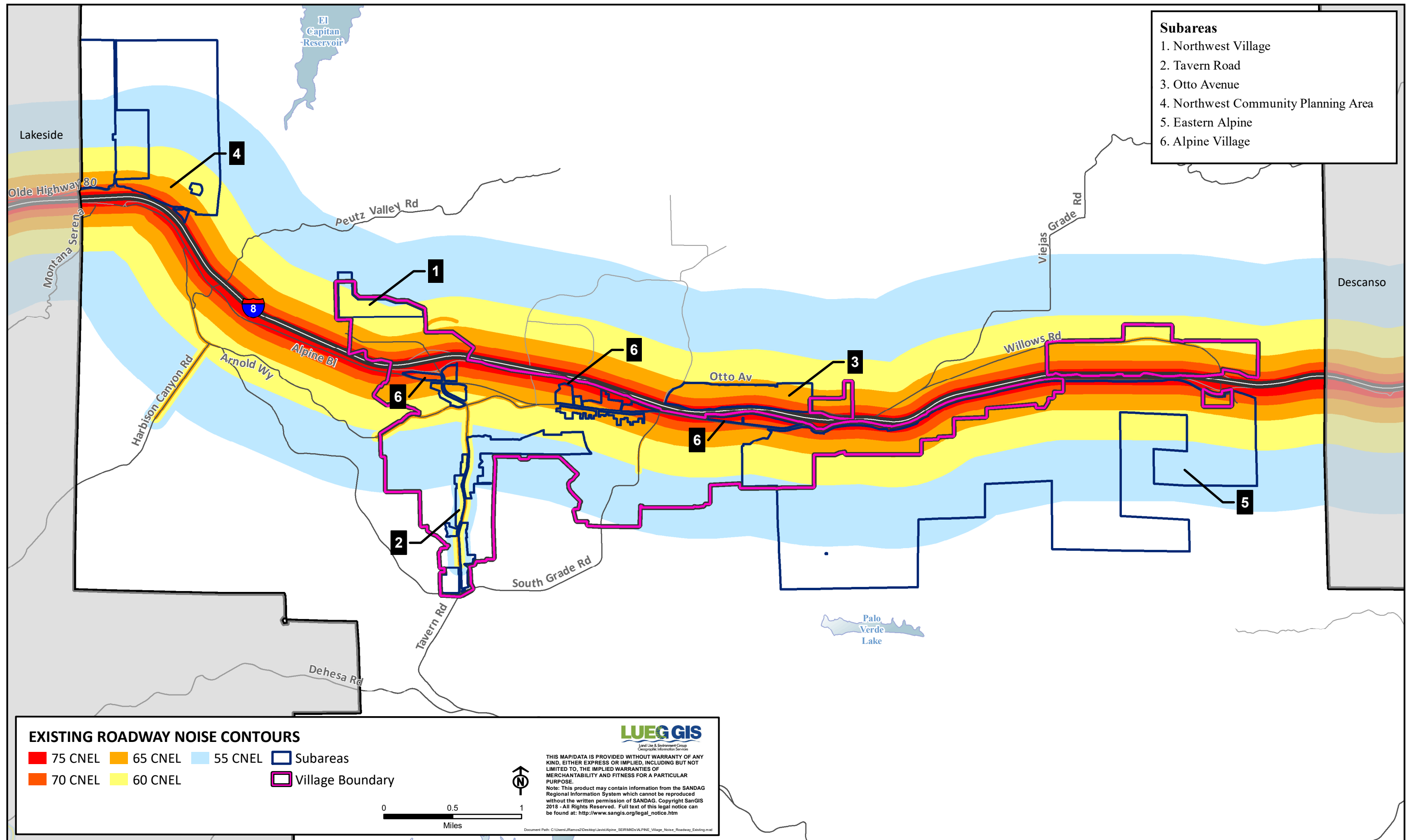
Source: SanGIS, County of San Diego, 2020

Figure 2.10-1a
Existing Noise Contours Alpine CPA
Subareas 1-6



Source: SanGIS, County of San Diego, 2020

Figure 2.10-1b
Existing Noise Contours Alpine CPA
Subarea 7



Source: SanGIS, County of San Diego, 2020

Figure 2.10-1c
Existing Noise Contours Alpine Village
Subareas 1-6

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