

NOISE ASSESSMENT

Summit Estates, PDS2019-TM-5635
Residential Development
County of San Diego CA

Lead Agency:

County of San Diego
Planning & Development Services
Contact: Souphalak Sakdarak
5510 Overland Avenue #110
San Diego, CA 92123
858-495-5214

Prepared by:

Jeremy Loudon
Ldn Consulting, Inc.
42428 Chisolm Trail
Murrieta CA 92562
760-473-1253

Prepared For:

2510 Summit, LLC
19782 Macarthur Blvd, Suite 300
Irvine, CA 92612

June 12, 2020

TABLE OF CONTENTS

TABLE OF CONTENTS.....	II
LIST OF FIGURES.....	II
LIST OF TABLES.....	II
GLOSSARY OF COMMON TERMS	III
EXECUTIVE SUMMARY	IV
1.0 INTRODUCTION.....	1
1.1 PROJECT DESCRIPTION	1
1.2 ENVIRONMENTAL SETTINGS & EXISTING CONDITIONS.....	1
1.3 METHODOLOGY AND EQUIPMENT	4
2.0 NOISE SENSITIVE LAND USES (NSLU).....	8
2.1 GUIDELINES FOR THE DETERMINATION OF SIGNIFICANCE.....	8
2.2 POTENTIAL NOISE IMPACTS	10
2.3 OFF-SITE NOISE IMPACTS.....	11
2.4 CONCLUSIONS	11
3.0 CONSTRUCTION ACTIVITIES.....	13
3.1 GUIDELINES FOR THE DETERMINATION OF SIGNIFICANCE.....	13
3.2 POTENTIAL PROPERTY LINE NOISE IMPACTS.....	14
3.3 CONCLUSIONS	16
4.0 SUMMARY OF PROJECT IMPACTS, MITIGATION & CONCLUSIONS	17
5.0 CERTIFICATIONS.....	18

LIST OF FIGURES

FIGURE 1-A: PROJECT VICINITY MAP.....	2
FIGURE 1-B: PROPOSED PROJECT SITE LAYOUT	3
FIGURE 1-C: NOISE MEASUREMENT LOCATIONS	5
FIGURE 2-A: FUTURE NOISE LEVELS	11

LIST OF TABLES

TABLE 1-1: EXISTING NOISE LEVELS.....	4
TABLE 2-3: BUILDOUT 2030 TRAFFIC PARAMETERS	10
TABLE 3-1: REFERENCE NOISE LEVELS FOR CONSTRUCTION.....	15
TABLE 3-2: GRADING OPERATION NOISE LEVELS.....	16

GLOSSARY OF COMMON TERMS

Sound Pressure Level (SPL): a ratio of one sound pressure to a reference pressure (L_{ref}) of 20 μ Pa. Because of the dynamic range of the human ear, the ratio is calculated logarithmically by $20 \log (L/L_{ref})$.

A-weighted Sound Pressure Level (dBA): Some frequencies of noise are more noticeable than others. To compensate for this fact, different sound frequencies are weighted more.

Minimum Sound Level (L_{min}): Minimum SPL or the lowest SPL measured over the time interval using the A-weighted network and slow time weighting.

Maximum Sound Level (L_{max}): Maximum SPL or the highest SPL measured over the time interval the A-weighted network and slow time weighting.

Equivalent sound level (L_{eq}): the true equivalent sound level measured over the run time. L_{eq} is the A-weighted steady sound level that contains the same total acoustical energy as the actual fluctuating sound level.

Day Night Sound Level (LDN): Representing the Day/Night sound level, this measurement is a 24 –hour average sound level where 10 dB is added to all the readings that occur between 10 pm and 7 am. This is primarily used in community noise regulations where there is a 10 dB “Penalty” for night time noise. Typically LDN’s are measured using A weighting.

Community Noise Exposure Level (CNEL): The accumulated exposure to sound measured in a 24-hour sampling interval and artificially boosted during certain hours. For CNEL, samples taken between 7 pm and 10 pm are boosted by 5 dB; samples taken between 10 pm and 7 am are boosted by 10 dB.

Octave Band: An octave band is defined as a frequency band whose upper band-edge frequency is twice the lower band frequency.

Third-Octave Band: A third-octave band is defined as a frequency band whose upper band-edge frequency is 1.26 times the lower band frequency.

Response Time (F,S,I): The response time is a standardized exponential time weighting of the input signal according to fast (F), slow (S) or impulse (I) time response relationships. Time response can be described with a time constant. The time constants for fast, slow and impulse responses are 1.0 seconds, 0.125 seconds and 0.35 milliseconds, respectively.

EXECUTIVE SUMMARY

This noise study has been completed to determine the noise impacts associated with the development of the proposed residential project. The project known as "Summit Estates" proposes a subdivision that will create 20 single family lots on approximately 22 acres (APN 237-090-05). Access would be provided by private road connecting to Summit Drive.. The project is located at 2510 Summit Drive, approximately 2,000-feet south of San Pasqual Valley Road (SR-78) in the unincorporated area of the North County Metro Community Planning Area in San Diego County.

- On-Site Noise Analysis

It was determined from the detailed analysis that the single-family Noise Sensitive Land Uses (NSLU's) adjacent to the roadways will comply with the County of San Diego 60 dBA CNEL exterior noise standard without mitigation measures.

The first and second floor building facades of the single-family dwellings will comply with the General Plan Noise Element Standard, of 60 dBA CNEL. Therefore, an interior noise assessment is not required to mitigate the exterior noise levels to an interior level of 45 dBA CNEL.

- Off-Site Noise Analysis

The Project does not create a direct impact of more than 3 dBA CNEL on any roadway segment and no cumulative noise increase of 3 dBA CNEL or more was found. Therefore, the proposed Project's direct and cumulative contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

- Construction Noise Analysis

The construction activities would result in an anticipated worst-case eight-hour average combined noise level of less than 75 dBA at the property line. Given this and the spatial separation of the equipment over the site, the noise levels from the grading are anticipated to comply with the County of San Diego's 75 dBA standard per Section 36.409 of the Noise Ordinance at all Project property lines.

No blasting or rock crushing is anticipated during the grading operations. Therefore, no impulsive noise sources are expected and the Project will comply with Section 36.410 of the County Noise Ordinance.

1.0 INTRODUCTION

1.1 Project Description

This noise study was completed to determine the noise impacts associated with the development of the proposed San Pasqual TM Residential Project. The project is located at 33° 05' 48" N and 117° 02' 25" W, at 2510 Summit Drive, approximately 2,000-feet south of San Pasqual Valley Road (SR-78) in the unincorporated area of the North County Metro Community Planning Area in San Diego County. The general location of the project is shown on the Vicinity Map, Figure 1-A.

The proposed project is approximately 22 acres. The recently adopted County of San Diego General Plan Update Land Use designation for this site is SR-1 (Semi-Rural Residential: 1.0 DU/acre). The project proposes to build 20 single-family residential dwelling units. The site plan for the proposed project used for this analysis is shown on Figure 1-B.

1.2 Environmental Settings & Existing Conditions

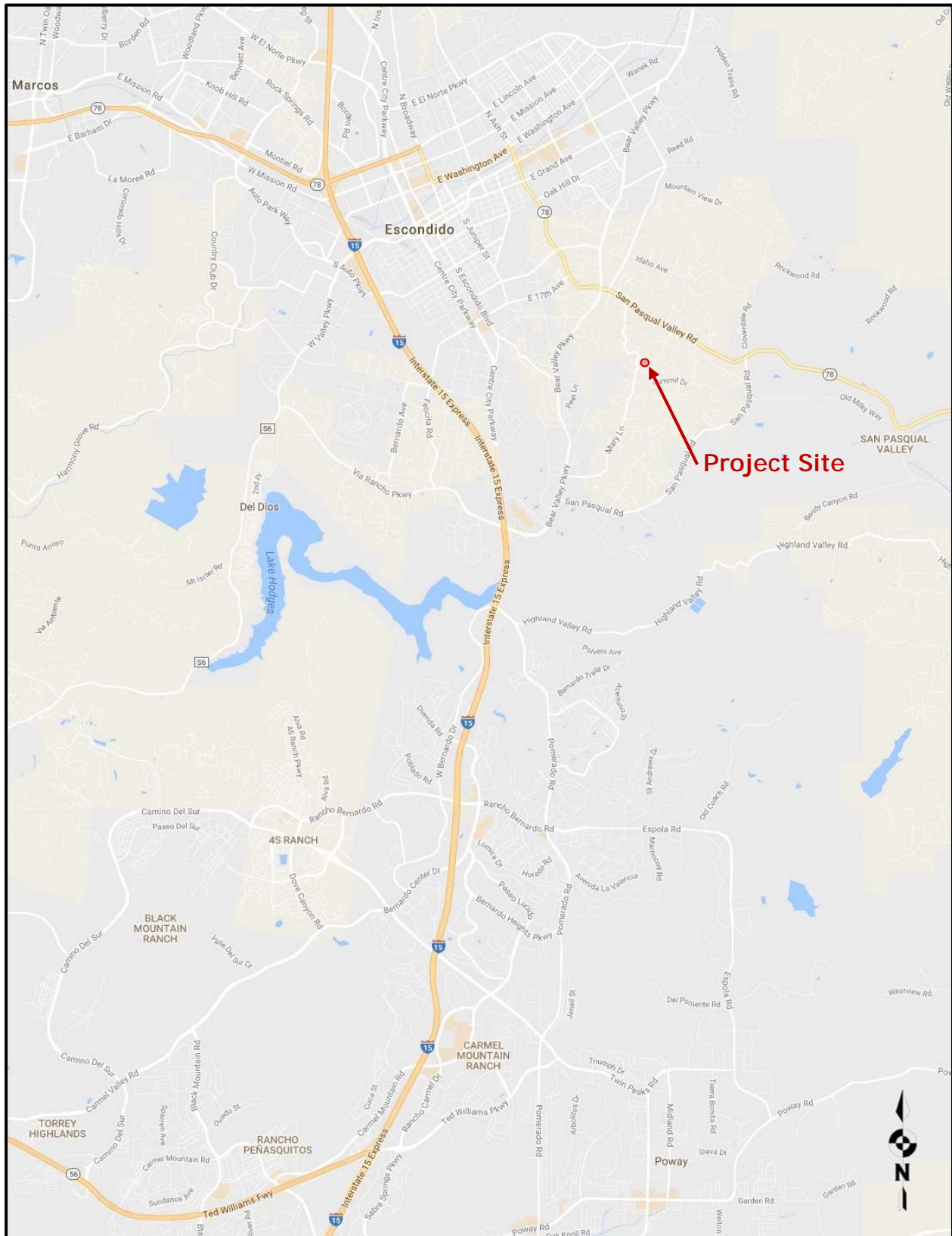
a) Settings & Locations

Access to the site would be taken from either Summit Drive or Mary Lane. The community is served by two major roadways connecting the area to the City of Escondido to the northwest and the Pauma Valley area to the north. Existing land uses surrounding the site are primarily, residential and open space areas.

b) Existing Noise Conditions

The project is located adjacent to Summit Drive described as a Community Collector Road (2.1E) in the vicinity of the site in the County of San Diego's Circulation Element. Existing noise occurs mainly from traffic traveling along the aforementioned roadway.

Figure 1-A: Project Vicinity Map



Source: Google Maps, 2019

TENTATIVE MAP
SUBMIT ESTATE

RECORDING DEPARTMENT

NOTES:

1. THE PROPERTY IS THE PROPERTY OF THE CITY OF LOS ANGELES.
2. THE PROPERTY IS THE PROPERTY OF THE CITY OF LOS ANGELES.
3. THE PROPERTY IS THE PROPERTY OF THE CITY OF LOS ANGELES.
4. THE PROPERTY IS THE PROPERTY OF THE CITY OF LOS ANGELES.

LEGEND:

- LOT 1
- LOT 2
- LOT 3
- LOT 4
- LOT 5
- LOT 6
- LOT 7
- LOT 8
- LOT 9
- LOT 10
- LOT 11
- LOT 12
- LOT 13
- LOT 14
- LOT 15
- LOT 16
- LOT 17
- LOT 18
- LOT 19
- LOT 20

PARCEL 1 OF PM 14280

PARCEL 2 OF PM 14280

PARCEL 3 OF PM 14280

PARCEL 4 OF PM 14280

PARCEL 5 OF PM 14280

PARCEL 6 OF PM 14280

PARCEL 7 OF PM 14280

PARCEL 8 OF PM 14280

PARCEL 9 OF PM 14280

PARCEL 10 OF PM 14280

PARCEL 11 OF PM 14280

PARCEL 12 OF PM 14280

PARCEL 13 OF PM 14280

PARCEL 14 OF PM 14280

PARCEL 15 OF PM 14280

PARCEL 16 OF PM 14280

PARCEL 17 OF PM 14280

PARCEL 18 OF PM 14280

PARCEL 19 OF PM 14280

PARCEL 20 OF PM 14280

PARCEL 21 OF PM 14280

PARCEL 22 OF PM 14280

PARCEL 23 OF PM 14280

PARCEL 24 OF PM 14280

PARCEL 25 OF PM 14280

PARCEL 26 OF PM 14280

PARCEL 27 OF PM 14280

PARCEL 28 OF PM 14280

PARCEL 29 OF PM 14280

PARCEL 30 OF PM 14280

PARCEL 31 OF PM 14280

PARCEL 32 OF PM 14280

PARCEL 33 OF PM 14280

PARCEL 34 OF PM 14280

PARCEL 35 OF PM 14280

PARCEL 36 OF PM 14280

PARCEL 37 OF PM 14280

PARCEL 38 OF PM 14280

PARCEL 39 OF PM 14280

PARCEL 40 OF PM 14280

PARCEL 41 OF PM 14280

PARCEL 42 OF PM 14280

PARCEL 43 OF PM 14280

PARCEL 44 OF PM 14280

PARCEL 45 OF PM 14280

PARCEL 46 OF PM 14280

PARCEL 47 OF PM 14280

PARCEL 48 OF PM 14280

PARCEL 49 OF PM 14280

PARCEL 50 OF PM 14280

PARCEL 51 OF PM 14280

PARCEL 52 OF PM 14280

PARCEL 53 OF PM 14280

PARCEL 54 OF PM 14280

PARCEL 55 OF PM 14280

PARCEL 56 OF PM 14280

PARCEL 57 OF PM 14280

PARCEL 58 OF PM 14280

PARCEL 59 OF PM 14280

PARCEL 60 OF PM 14280

PARCEL 61 OF PM 14280

PARCEL 62 OF PM 14280

PARCEL 63 OF PM 14280

PARCEL 64 OF PM 14280

PARCEL 65 OF PM 14280

PARCEL 66 OF PM 14280

PARCEL 67 OF PM 14280

PARCEL 68 OF PM 14280

PARCEL 69 OF PM 14280

PARCEL 70 OF PM 14280

PARCEL 71 OF PM 14280

PARCEL 72 OF PM 14280

PARCEL 73 OF PM 14280

PARCEL 74 OF PM 14280

PARCEL 75 OF PM 14280

PARCEL 76 OF PM 14280

PARCEL 77 OF PM 14280

PARCEL 78 OF PM 14280

PARCEL 79 OF PM 14280

PARCEL 80 OF PM 14280

PARCEL 81 OF PM 14280

PARCEL 82 OF PM 14280

PARCEL 83 OF PM 14280

PARCEL 84 OF PM 14280

PARCEL 85 OF PM 14280

PARCEL 86 OF PM 14280

PARCEL 87 OF PM 14280

PARCEL 88 OF PM 14280

PARCEL 89 OF PM 14280

PARCEL 90 OF PM 14280

PARCEL 91 OF PM 14280

PARCEL 92 OF PM 14280

PARCEL 93 OF PM 14280

PARCEL 94 OF PM 14280

PARCEL 95 OF PM 14280

PARCEL 96 OF PM 14280

PARCEL 97 OF PM 14280

PARCEL 98 OF PM 14280

PARCEL 99 OF PM 14280

PARCEL 100 OF PM 14280

PARCEL 101 OF PM 14280

PARCEL 102 OF PM 14280

PARCEL 103 OF PM 14280

PARCEL 104 OF PM 14280

PARCEL 105 OF PM 14280

PARCEL 106 OF PM 14280

PARCEL 107 OF PM 14280

PARCEL 108 OF PM 14280

PARCEL 109 OF PM 14280

PARCEL 110 OF PM 14280

PARCEL 111 OF PM 14280

PARCEL 112 OF PM 14280

PARCEL 113 OF PM 14280

PARCEL 114 OF PM 14280

PARCEL 115 OF PM 14280

PARCEL 116 OF PM 14280

PARCEL 117 OF PM 14280

PARCEL 118 OF PM 14280

PARCEL 119 OF PM 14280

PARCEL 120 OF PM 14280

PARCEL 121 OF PM 14280

PARCEL 122 OF PM 14280

PARCEL 123 OF PM 14280

PARCEL 124 OF PM 14280

PARCEL 125 OF PM 14280

PARCEL 126 OF PM 14280

PARCEL 127 OF PM 14280

PARCEL 128 OF PM 14280

PARCEL 129 OF PM 14280

PARCEL 130 OF PM 14280

PARCEL 131 OF PM 14280

PARCEL 132 OF PM 14280

PARCEL 133 OF PM 14280

PARCEL 134 OF PM 14280

PARCEL 135 OF PM 14280

PARCEL 136 OF PM 14280

PARCEL 137 OF PM 14280

PARCEL 138 OF PM 14280

PARCEL 139 OF PM 14280

PARCEL 140 OF PM 14280

PARCEL 141 OF PM 14280

PARCEL 142 OF PM 14280

PARCEL 143 OF PM 14280

PARCEL 144 OF PM 14280

PARCEL 145 OF PM 14280

PARCEL 146 OF PM 14280

PARCEL 147 OF PM 14280

PARCEL 148 OF PM 14280

PARCEL 149 OF PM 14280

PARCEL 150 OF PM 14280

PARCEL 151 OF PM 14280

PARCEL 152 OF PM 14280

PARCEL 153 OF PM 14280

PARCEL 154 OF PM 14280

PARCEL 155 OF PM 14280

PARCEL 156 OF PM 14280

PARCEL 157 OF PM 14280

PARCEL 15

1948-07 Summit Estates Noise Report

1.3 Methodology and Equipment

a) Noise Measuring Methodology and Procedures

To determine the existing noise environment and to assess potential noise impacts, measurements were taken at one location on the project having a view of Summit Drive. The noise measurements were recorded on June 18, 2019 by Ldn Consulting between approximately 12:45 p.m. and 1:00 p.m.

Noise measurements were taken using a Larson-Davis Model LxT Type 1 meter. The meter was programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meter and microphone was mounted on a tripod, five feet above the ground and equipped with a windscreen during all measurements. The meter was calibrated with a Larson-Davis Model CAL 200.

The noise measurement location was determined based on site access and noise impact potential to the proposed residences. Monitoring location 1 (M1) was located along Summit Drive. The noise monitoring location is provided graphically in Figure 1-C on the following page.

The results of the noise level measurements are presented in Table 1-1. The noise measurement was monitored for a time period of roughly 15 minutes. The ambient Leq noise levels measured on the project site during the morning was found to be approximately 49 dBA Leq. The existing noise levels in the project area consisted primarily of traffic along Summit Drive.

Table 1-1: Existing Noise Levels

Location	Time	One Hour Noise Levels (dBA)					
		Leq	Lmin	Lmax	L10	L50	L90
M1	12:45–1:00 p.m.	48.9	37.9	64.8	51.9	44.0	40.1
Source: Ldn Consulting, Inc. June 18, 2019							

Figure 1-C: Noise Measurement Locations



b) Noise Modeling Software

The primary source of noise impacts to the project site will be vehicular noise from adjacent Summit Drive. San Pasqual Valley Road is located over 2,000 feet away and is shielded by existing topography. The projected roadway noise levels from vehicular traffic were calculated using the methods in the Highway Noise Model published by the Federal Highway Administration (FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December 1978). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level. A spreadsheet calculation was used which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections.

Mobile noise levels radiant in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt and hard pack dirt while soft site conditions exist in areas having slight grade changes, landscaped areas and vegetation. The future traffic noise model also utilizes the vehicle mix referenced in the County's Noise Guideline Manual of 95% Autos, 3% Medium Trucks and 2% Heavy Trucks for all roadways. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks and heavy trucks for input into the FHWA Model.

c) Noise Calculations and Factors

Noise is defined as unwanted or annoying sound which interferes with or disrupts normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss. The individual human response to environmental noise is based on the sensitivity of that individual, the type of noise that occurs and when the noise occurs.

Sound is measured on a logarithmic scale consisting of sound pressure levels known as a decibel (dB). The sounds heard by humans typically do not consist of a single frequency but of a broadband of frequencies having different sound pressure levels. The method for evaluating all the frequencies of the sound is to apply an A-weighting to reflect how the human ear responds to the different sound levels at different frequencies. The A-weighted sound level adequately describes the instantaneous noise whereas the equivalent sound level depicted as L_{eq} represents a steady sound level containing the same total acoustical energy as the actual fluctuating sound level over a given time interval.

The Community Noise Equivalent Level (CNEL) is the 24 hour A-weighted average for sound, with corrections for evening and nighttime hours. The corrections require an addition of 5 decibels to sound levels in the evening hours between 7 p.m. and 10 p.m. and an addition of

10 decibels to sound levels at nighttime hours between 10 p.m. and 7 a.m. These additions are made to account for the increased sensitivity during the evening and nighttime hours when sound appears louder.

A vehicle's noise level is from a combination of the noise produced by the engine, exhaust and tires. The cumulative traffic noise levels along a roadway segment are based on three primary factors: the amount of traffic, the travel speed of the traffic, and the vehicle mix ratio or number of medium and heavy trucks. The intensity of traffic noise is increased by higher traffic volumes, greater speeds and increased number of trucks.

Because mobile/traffic noise levels are calculated on a logarithmic scale, a doubling of the traffic noise or acoustical energy results in a noise level increase of 3 dBA. Therefore the doubling of the traffic volume, without changing the vehicle speeds or mix ratio, results in a noise increase of 3 dBA. Mobile noise levels radiate in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt and hard pack dirt while soft site conditions exist in areas having slight grade changes, landscaped areas and vegetation. On the other hand, fixed/point sources radiate outward uniformly as sound travels away from the source. Their sound levels attenuate or drop off at a rate of 6 dBA for each doubling of distance.




The most effective noise reduction methods consist of controlling the noise at the source, blocking the noise transmission with barriers or relocating the receiver. Any or all of these methods may be required to reduce noise levels to an acceptable level.

2.0 NOISE SENSITIVE LAND USES (NSLU)

2.1 Guidelines for the Determination of Significance

The County's General Plan Chapter 8 Noise Element uses the Noise Compatibility Guidelines listed in Table N-1 of the General Plan Noise Element (provided below) to determine the compatibility of land use when evaluating proposed development projects. The Noise Compatibility Guidelines indicate ranges of compatibility and are intended to be flexible enough to apply to a range of projects and environments. For example, a commercial project would be evaluated differently than a residential project in a rural area or a mixed-use project in a more densely developed area of the County.

TABLE N-1: NOISE COMPATIBILITY GUIDELINES (CNEL)

Table N-1 Noise Compatibility Guidelines								
Land Use Category		Exterior Noise Level (CNEL)						
			55	60	65	70	75	80
A	Residential—single family residences, mobile homes, senior housing, convalescent homes							
B	Residential—multi-family residences, mixed-use (commercial/residential)							
C	Transient lodging—motels, hotels, resorts							
D*	Schools, churches, hospitals, nursing homes, child care facilities							
E*	Passive recreational parks, nature preserves, contemplative spaces, cemeteries							
F*	Active parks, golf courses, athletic fields, outdoor spectator sports, water recreation							
G*	Office/professional, government, medical/dental, commercial, retail, laboratories							
H*	Industrial, manufacturing, utilities, agriculture, mining, stables, ranching, warehouse, maintenance/repair							
	ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.							
	CONDITIONALLY ACCEPTABLE—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. Criteria for determining exterior and interior noise levels are listed in Table N-2, Noise Standards. 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.							
	UNACCEPTABLE—New construction or development shall not be undertaken.							

* Denotes facilities used for part of the day; therefore, an hourly standard would be used rather than CNEL (refer to Table N-2).

Note: For projects located within an Airport Influence Area of an adopted Airport Land Use Compatibility Plan (ALUCP), additional Noise Compatibility Criteria restrictions may apply as specified in the ALUCP.

A land use located in an area identified as “acceptable” indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and that people can carry out outdoor activities with minimal noise interference. Land uses that fall into the “conditionally acceptable” noise environment should have an acoustical study that considers the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source may interfere with sleep, speech, or other activities characteristic of the land use. For land uses indicated as “conditionally acceptable,” structures must be able to attenuate the exterior noise to the indoor noise level as indicated in the Noise Standards listed in Table N-2 of the General Plan Noise Element (provided below). For land uses where the exterior noise levels fall within the “unacceptable” range, new construction generally should not be undertaken.

TABLE N-2: NOISE STANDARDS

Table N-2	Noise Standards ^{Note}
1.	The exterior noise level (as defined in Item 3) standard for Category A shall be 60 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
2.	The exterior noise level standard for Categories B and C shall be 65 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
3.	The exterior noise level standard for Categories D and G shall be 65 CNEL and the interior noise level standard shall be 50 dBA L _{eq} (one hour average).
4.	For single-family detached dwelling units, “exterior noise level” is defined as the noise level measured at an outdoor living area which adjoins and is on the same lot as the dwelling, and which contains at least the following minimum net lot area: (i) for lots less than 4,000 square feet in area, the exterior area shall include 400 square feet, (ii) for lots between 4,000 square feet to 10 acres in area, the exterior area shall include 10 percent of the lot area; (iii) for lots over 10 acres in area, the exterior area shall include 1 acre.
5.	For all other residential land uses, “exterior noise level” is defined as noise measured at exterior areas which are provided for private or group usable open space purposes. “Private Usable Open Space” is defined as usable open space intended for use of occupants of one dwelling unit, normally including yards, decks, and balconies. When the noise limit for Private Usable Open Space cannot be met, then a Group Usable Open Space that meets the exterior noise level standard shall be provided. “Group Usable Open Space” is defined as usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including swimming pools, recreation courts, patios, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails, but not including off-street parking and loading areas or driveways.
6.	For non-residential noise sensitive land uses, exterior noise level is defined as noise measured at the exterior area provided for public use.
7.	For noise sensitive land uses where people normally do not sleep at night, the exterior and interior noise standard may be measured using either CNEL or the one-hour average noise level determined at the loudest hour during the period when the facility is normally occupied.
8.	The exterior noise standard does not apply for land uses where no exterior use area is proposed or necessary, such as a library.
9.	For Categories E and F the exterior noise level standard shall not exceed the limit defined as “Acceptable” in Table N-1 or an equivalent one-hour noise standard.

Note: Exterior Noise Level compatibility guidelines for Land Use Categories A-H are identified in Table N-1, Noise Compatibility Guidelines.

2.2 Potential Noise Impacts

a) On-site Noise Impacts

The Buildout scenario includes the future year 2030 traffic volume forecasts provided by the County's General Plan Update for 2030. The future traffic along Summit Drive adjacent to the project site is estimated to be 2,900 ADT. The future roadway parameters and inputs utilized in this analysis are provided in Table 2-3. To assess the peak hour traffic noise conditions for both roadways, 10% of the ADT was utilized and the observed vehicle mix was also utilized.

Table 2-3: Buildout 2030 Traffic Parameters

Roadway	Average Daily Traffic (ADT)	Peak Hour Volume ¹	Modeled Speeds (MPH)	Vehicle Mix % ²		
				Auto	Medium Trucks	Heavy Trucks
Summit Drive	2,900	290	45	95	3	2
¹ 10% of the ADT.						
² Conservative vehicle mix.						

Summit Drive is considered a Community Collector roadway with a designed traffic speed of 45 MPH. To determine the worst case future noise levels a speed limit of 45 MPH along Summit was used. The future traffic noise model also utilizes a conservative vehicle mix of 95% Autos, 3% Medium Trucks and 2% Heavy Trucks along both roadways.

Based on the exterior noise model, the worst-case cumulative noise level from the roadway was found to be 59.8 dBA CNEL at the site. The modeling results are provided in Figure 2-A on the following page. It was determined from the detailed analysis that the single family NSLU located along Summit Drive will comply with the County of San Diego 60 dBA CNEL exterior noise standard without mitigation measures. Therefore, an interior noise assessment is not required for the issuance of building permits.

Figure 2-A: Future Noise Levels

Project Name:	Summit Estates	Date:	18-Jun-19	
Project Number:	19-48	Location:	San Diego	
Traffic Volumes, Mix and Speeds				
Mix Ratio by Percent	Autos 95.0	Med. Trucks 3.0	Heavy Trucks 2.0	
Propagation Rule	Soft			
Roadway	ADT	Speed MPH	CNEL @ 50 Feet	60 CNEL (Feet)
Summit Dr	2,900	45	64.0	93
Noise Reduction due to Distance				
	Distance	Reduction	Resultant Level	
Summit Dr	95	-4.18	59.8	

2.3 Off-site Noise Impacts

To determine if direct or cumulative off-site noise level increases associated with the development of the proposed project would create noise impacts. The traffic volumes for the existing conditions were compared with the traffic volume increase of existing plus the proposed project. The existing average daily traffic (ADT) volumes on the area roadways are more than several thousand ADT. Typically, it requires a project to double (or add 100%) the traffic volumes to have a direct impact of 3 dBA CNEL or be a major contributor to the cumulative traffic volumes. The project is anticipated to generate 240 daily trips per County accepted trip generation rates. Based on aerial imagery, Summit Drive, provides access to more than 30 residential properties. Therefore, the project would increase the noise along Summit Drive by as much as 2 decibels but would not double the noise levels.

Mary Lane had an existing traffic volume of 1,100 ADT in the year 2008 and a projected future 2030 traffic volume of 3,300 ADT according to the County's General Plan. The addition of the project traffic would result in an overall increase of less than 1 decibel in the existing and future conditions along Mary Lane. Therefore, the project would not double the traffic on Mary Lane. No direct or cumulative impacts are anticipated.

2.4 Conclusions

It was determined from the detailed analysis that the single family NSLU's adjacent to the

roadways will comply with the County of San Diego 60 dBA CNEL exterior noise standard without mitigation measures.

The Project does not create a direct impact of more than 3 dBA CNEL on any roadway segment and no cumulative noise increase of 3 dBA CNEL or more was found. Therefore, the proposed Project's direct and cumulative contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

3.0 CONSTRUCTION ACTIVITIES

3.1 Guidelines for the Determination of Significance

Construction Noise: Noise generated by construction activities related to the project will exceed the standards listed in San Diego County Code Sections as follows.

SEC. 36.408: HOURS OF OPERATION OF CONSTRUCTION EQUIPMENT

Except for emergency work, it shall be unlawful for any person to operate or cause to be operated, construction equipment:

- a. Between 7 p.m. and 7 a.m.
- b. On a Sunday or a holiday. For 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 a.m. and 5 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.

SEC. 36.409: SOUND LEVEL LIMITATIONS ON CONSTRUCTION EQUIPMENT

Except for emergency work, it shall be unlawful for any person to operate construction equipment or cause construction equipment to be operated, 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.

SEC. 36.410: SOUND LEVEL LIMITATIONS ON IMPULSIVE NOISE

In addition to the general limitations on sound levels in section 36.404 and the limitations on construction equipment in section 36.409, the following additional sound level limitations shall apply:

- (a) Except for emergency work or work on a public road project, no person shall produce or cause to be produced an impulsive noise that exceeds the maximum sound level shown in Table 36.410A (provided below), when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is received, for 25 percent of the minutes in the measurement period, as described in subsection (c) below. The maximum sound level depends on the use being made of the occupied property. The uses in Table 36.410A are as described in the County Zoning Ordinance.

TABLE 36.410A: MAXIMUM SOUND LEVEL (IMPULSIVE) MEASURED AT OCCUPIED PROPERTY IN DECIBELS (dBA)

OCCUPIED PROPERTY USE	DECIBELS (dBA)
Residential, village zoning or civic use	82
Agricultural, commercial or industrial use	85

- (b) Except for emergency work, no person working on a public road project shall produce or cause to be produced an impulsive noise that exceeds the maximum sound level shown in Table 36.410B, when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is received, for 25 percent of the minutes in the measurement period, as described in subsection (c) below. The maximum sound level depends on the use being made of the occupied property. The uses in Table 36.410B are as described in the County Zoning Ordinance.

TABLE 36.410B: MAXIMUM SOUND LEVEL (IMPULSIVE) MEASURED AT OCCUPIED PROPERTY IN DECIBELS (dBA) FOR PUBLIC ROAD PROJECTS

OCCUPIED PROPERTY USE	dB(A)
Residential, village zoning or civic use	85
Agricultural, commercial or industrial use	90

- (c) The minimum measurement period for any measurements conducted under this section shall be one hour. During the measurement period a measurement shall be conducted every minute from a fixed location on an occupied property. The measurements shall 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, it will be deemed that the maximum sound level was exceeded during that minute.

3.2 Potential Property Line Noise Impacts

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment includes haul trucks, water trucks, graders, dozers, loaders and scrapers can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor, and reduced to 63 dBA at 200 feet from the source.

Using a point-source noise prediction model, calculations of the expected construction noise impacts were completed. The essential model input data for these performance equations include the source levels of each type of equipment, relative source to receiver horizontal and vertical separations, the amount of time the equipment is operating in a given day (also referred to as the duty-cycle) and any transmission loss from topography or barriers.

The single family units may be developed on a lot-by-lot basis, which may result in some lots undergoing building construction simultaneously but all grading activities and internal roadways will be graded prior to the occupancy of any proposed Lots. According to the project applicant, a total of two dozers, a loader/tractor, a water truck and an excavator will be required during grading activities to complete the proposed grading operations. The anticipated equipment will be spread out over the site working in different areas for 1-4 weeks and then relocating to a different portion of the site as needed. For example: a single water truck and a single dozer may be utilized near the project boundary while the other equipment is working on the opposite side of the site. The list of equipment and the associated noise levels utilized in this analysis are shown in Table 3-1. The worst case anticipated construction noise levels during construction are characterized below.

Table 3-1: Reference Noise Levels for Construction

Construction Phase	Construction Equipment	Quantity	Source Level @ 50 Feet (dBA) ¹
Grading and Base Operations	Dozer - D8	1	72
	Tractor/Backhoe	1	74
	Loader/Grader	1	73
	Water Trucks	1	70
	Scraper	2	75
¹ Source: EPA 1971 and Empirical Data			

Existing residential uses surround the site in all directions as can be seen in Table 3-2, if all the equipment was operating in the same location, which is not physically possible, at an average

distance of over 100-feet from the nearest property line the point source noise attenuation from these construction activities is -5.1 dBA. This would result in an anticipated worst case eight-hour average combined noise level of less than 75 dBA at the property line. Given this and the spatial separation of the equipment, the noise levels will comply with the County of San Diego's 75 dBA standard at all Project property lines.

Table 3-2: Grading Operation Noise Levels

Construction Equipment	Quantity	Source Level @ 50-Feet (dBA) ¹	Duty Cycle (Hours/Day)	Cumulative Noise Level @ 50-Feet (dBA)
Dozer - D8	1	72	8	72.0
Tractor/Backhoe	1	74	8	74.0
Loader/Grader	1	73	8	73.0
Water Trucks	1	70	8	70.0
Scraper	2	75	8	78.0
Cumulative Levels @ 50 Feet				80.1
Distance To Property Line (Feet)				90
Noise Reduction Due To Distance				-5.1
NEAREST PROPERTY LINE NOISE LEVEL				75.0
¹ Source: U.S. Environmental Protection Agency (U.S. EPA), 1971 and Empirical Data				

No blasting or rock crushing is anticipated during the grading operations. Therefore, no impulsive noise sources are expected and the Project is anticipated to comply with Section 36.410 of the County Noise Ordinance and no further analysis is required.

3.3 Conclusions

If all the equipment was working in the same area, at an average distance of over 100-feet the point source noise attenuation from the site preparation activities and the nearest property line is -5.1 dBA. This would result in an anticipated worst case eight-hour average combined noise level of less than 75 dBA at the property line. Given this and the spatial separation of the equipment over the site, the noise levels from the grading are anticipated to comply with the County of San Diego's 75 dBA standard per Section 36.409 of the Noise Ordinance at all Project property lines.

No blasting or rock crushing is anticipated. Therefore, no impulsive noise sources are expected and the Project will comply with Section 36.410 of the County Noise Ordinance.

4.0 SUMMARY OF PROJECT IMPACTS, MITIGATION & CONCLUSIONS

- On-Site Noise Analysis

The 75 dBA CNEL contours are all located within the right-of-way (ROW) of Summit Drive. The worst-case first floor 60 dBA CNEL contour exists between the pad and the right-of-way. Therefore, the project will not require mitigation measures to comply with the County of San Diego 60 dBA CNEL exterior noise standard.

An interior noise assessment will not be required for approval of building plan permits.

- Off-Site Noise Analysis

The Project does not create a direct impact of more than 3 dBA CNEL on any roadway segment and no cumulative noise increase of 3 dBA CNEL or more was found. Therefore, the proposed Project's direct and cumulative contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

- Construction Noise Analysis

The construction activities would result in an anticipated worst-case eight-hour average combined noise level of less than 75 dBA at the property line. Given this and the spatial separation of the equipment over the site, the noise levels from the grading are anticipated to comply with the County of San Diego's 75 dBA standard per Section 36.409 of the Noise Ordinance at all Project property lines. No blasting or rock crushing is anticipated during the grading operations. Therefore, no impulsive noise sources are expected and the Project will comply with Section 36.410 of the County Noise Ordinance.

5.0 CERTIFICATIONS

The contents of this report represent an accurate depiction of the future acoustical environment and impacts within and surrounding the Summit Estates residential development. The report was prepared by Jeremy Loudon; a County approved CEQA Consultant for Acoustics.



Jeremy Loudon, Principal
Ldn Consulting, Inc.
760-473-1253
jlouden@ldnconsulting.net

Date June 12, 2020