

CHAPTER ELEVEN: NOISE

| | | |
|-------------|--|-------------|
| 11.1 | INTRODUCTION | 11.1 |
| 11.2 | MOBILE SOURCE NOISE IMPACTS | 11.1 |
| 11.3 | STATIONARY SOURCE NOISE IMPACTS | 11.3 |

LIST OF TABLES

| | | |
|--------------------|---|-------------|
| Table 11.1: | Future Traffic Noise Levels Due to Buildout of the Master Plan | 11.2 |
|--------------------|---|-------------|

CHAPTER ELEVEN: NOISE

11.1 INTRODUCTION

This chapter summarizes the noise impacts associated with development of Specific Plan I.

11.2 MOBILE SOURCE NOISE IMPACTS

Future noise impacts on the Specific Plan Area are anticipated to be due primarily to increases in roadway traffic noise from buildout of the community. Table 11.1: Future Traffic Noise Levels Due to Buildout of the Master Plan, identifies the noise contours expected at buildout of this Specific Plan Area.

Table 11.1 describes future traffic noise levels due to buildout of the Specific Plan I and the entire Master Plan are expected to exceed the exterior noise level standard of 65 dB Ldn at the edges of some residential areas. Noise levels at the high school located on Mascot Drive may exceed 60 dB Ldn along street rights-of-way. Residential areas identified as having the potential for traffic noise related problems are along De Anza Boulevard. However, the noise analysis does not take into consideration the plan for walls and berms along Arterials, as described in the Master Plan. These walls will mitigate noise impacts.

Noise impacts are limited to the Central Mountain House area. The industrial and commercial uses located adjacent to I-205, and within the Old River Industrial Park, area are not considered noise sensitive uses, and would not be adversely affected by traffic noise levels. The potential for noise impacts from the railroad exists if the UPRR line is not abandoned. However, due to the potential for abandonment of the line and the historic lack of use, there does not appear to be an impact from railroad operations.

- a) Residential Areas. Noise impacts on residential areas shall be mitigated by implementing the plan for sound walls and other noise mitigating measures, as described in Chapter Four: Development and Design, of the Master Plan.

MOUNTAIN HOUSE SPECIFIC PLAN I

| Table 11.1 Future Traffic Noise Levels Due to Buildout of the Master Plan | | | | | | |
|--|---|--------|--|------|---|-------------------|
| Segment No. | Roadway | ADT | Distance from Road Center Line to L _{dn} Contour (feet) | | Distance from Road Right-of-Way to L _{dn} Contour (feet) | |
| | | | 60 dB | 65dB | 60dB | 65dB |
| I-205 | | | | | | |
| 1 | Entire Length | 93,000 | 2,017 | 936 | 1,902 ^{*1} | 821 ^{*1} |
| Mountain House Parkway | | | | | | |
| 2 | I-205 to Grant Line Road | 20,000 | 286 | 133 | 208 ^{*2} to 220 | 55 to 67 |
| 3 | Grant Line Road to Mascot Boulevard | 19,000 | 276 | 128 | 222 | 74 |
| 4 | Mascot Boulevard to Byron Road | 10,000 | 180 | 84 | 114 to 126 | 18 to 30 |
| Grant Line Road | | | | | | |
| 5 | Hanson Road to Mountain House Parkway | 5,000 | 116 | 54 | 86 | 24 |
| 6 | Mountain House Parkway to Arnaudo Boulevard | 700 | 27 | 13 | 0 | 0 |
| Byron Road | | | | | | |
| 7 | Hansen Road to Mountain House Parkway | 23,000 | 359 | 166 | 319 | 126 |
| 8 | Mountain House Parkway to Arnaudo Boulevard | 14,000 | 258 | 120 | 193 to 197 | 55 to 59 |
| DeAnza Boulevard | | | | | | |
| 9 | Entire Length | 5,000 | 60 | 28 | 7 | 0 |
| Marina Boulevard | | | | | | |
| 10 | Byron Road to DeAnza Boulevard | -- | -- | -- | 0 | 0 |
| 11 | DeAnza Boulevard to Mascot Boulevard | 900 | 19 | 9 | 0 | 0 |
| 12 | Mascot Boulevard to Grant Line Road | -- | -- | -- | 0 | 0 |
| Central Parkway | | | | | | |
| 13 | Byron Road to DeAnza Boulevard | 5,000 | 60 | 28 | 0 | 0 |
| 14 | DeAnza Boulevard to Main Street | 1,800 | 31 | 14 | 0 | 0 |
| 15 | Main Street to Mascot Boulevard | 1,600 | 28 | 13 | 0 | 0 |
| Main Street | | | | | | |
| 16 | Marina Boulevard to Central Parkway | 6,000 | 48 | 22 | 0 | 0 |
| 17 | Central Parkway to Mountain House Parkway | 8,000 | 58 | 27 | 0 | 0 |
| Mountain House Boulevard | | | | | | |
| 18 | Entire Length | 9,000 | 63 | 29 | 10 | 0 |
| Mascot Boulevard | | | | | | |
| 19 | Marina Boulevard to Central Parkway | 2,000 | 33 | 15 | 0 | 0 |
| 20 | Central Parkway to Mountain House Parkway | 7,000 | 76 | 35 | 34 | 0 |

Notes

Dimensions based on existing I-205 right-of-way.

Rights-of-way may vary on some Arterials.

Noise Levels on unlisted roadways are estimated to be below County standard at the right-of-way edge.

Calculations do not include shielding due to I-205's elevation above the site.

11.3 STATIONARY SOURCE NOISE IMPACTS

Noise levels associated with the intensification of land uses and new industrial or stationary noise sources could also occur.

It is difficult to determine the noise impacts of a stationary noise source, such as an industrial or commercial facility, until specific uses are proposed and site plans have been developed. Within Specific Plan I, neither Mountain House Business Park or Old River Industrial Park are considered to be in close proximity to proposed residential uses. Therefore, they are not expected to cause noise levels to exceed acceptable noise level standards at noise-sensitive land uses. However, any existing or future noise-sensitive land uses which may be developed in close proximity to these uses may be impacted in the future.

The potential for noise impacts from stationary noise sources exists primarily where proposed commercial and industrial uses adjacent to Mountain House Parkway are located adjacent to proposed residential uses to the west, within the Central Mountain House subarea. The County Development Title contains noise standards for new development.