

D.9 Noise and Vibration

D.9.1 Environmental Setting for the Proposed Project

Characteristics of Community Noise

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

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

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

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

Noise Environment in the Project Area

Noise levels around SONGS and the transport routes depend on the proximity to human activity and military operations, exposure to Interstate 5 and other roads, activities at SONGS, and the activity of the surf. Ambient noise levels are lowest when away from human activity, including military and on-highway traffic. Noise levels are highest near occasionally intense military operations within MCBCP and along Interstate 5 and the adjacent San Diego Northern Railroad.

Interstate 5 is a major local noise source. The Applicant reports that daytime sound levels are around 65 Leq at a campground site near I-5 and the railroad in San Onofre State Beach (SCE, 2004d –Response 79). Around 147,000 vehicles per day currently travel I-5 through the project area, and approximately 7 percent

Figure D.9-1. Typical Range of Common Sounds Heard in the Environment
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are trucks, half of those being heavy-duty (Caltrans, 2004). For adjacent areas with a direct line-of-sight, the 24-hour presence of traffic on I-5 produces about 85 Ldn near the edge of the right-of-way and more than 70 Ldn for locations within 500 feet of its centerline.

Noise at San Onofre State Beach was investigated in a 1984 General Plan for the beach. Besides the highway, railroad, and surf, the General Plan for the State Beach noted that rocket engine testing and frequent overflights by military aircraft also adversely affect the existing noise environment. Highway noise, however, was the greatest concern, and for campers in the San Onofre Bluffs area of the park, highway noise levels were found to be about 65 dBA on a day-night basis (DPR, 1984).

Existing operations at SONGS also create a relatively steady level of noise. According to the Applicant, the facility typically produces about 65 to 75 Ldn (SCE 2004a, PEA p. 4-91).

Noise-Sensitive Areas

Noise-sensitive receptors and noise-sensitive areas are locations where quiet contributes substantially to the usefulness of the area. Housing is among the most noise-sensitive uses because of the need for nighttime quiet. Open space is also noise-sensitive if excessive noise adversely affects potential recreational use of the space.

Various transport routes for the Proposed Project would be adjacent to military residences around MCBCP Camp Del Mar and camping facilities in San Onofre State Beach. The closest noise-sensitive area to SONGS 2 & 3 is military housing located about 6,500 feet northeast of the units across I-5. The nearest campground in the park is approximately 7,000 feet south of the SONGS property line and approximately 9,000 feet from SONGS 2 & 3.

D.9.2 Applicable Regulations, Plans, and Standards

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

Federal Standards

There are no federal noise standards that directly regulate environmental noise. No federal agencies have established thresholds for protecting wildlife or other biological resources. There are no standards established by MCBCP that would restrict short-term noise impacts to the base.

Workers on the SONGS site are protected by existing SONGS 2 & 3 Site Occupational Safety and Health Programs that are consistent with federal standards for noise exposure. The federal Occupational Safety and Health Administration establishes regulations to safeguard the hearing of workers exposed to occupational noise (29 CFR Section 1910.95, Code of Federal Regulations). Sustained noise over 85 dBA can be a threat to workers' hearing.

State Standards

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

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

Department of Parks and Recreation General Plan. The 1984 General Plan for San Onofre State Beach (DPR, 1984) does not contain any specific policies for managing the noise environment within the park. State-wide guidelines for General Plans published in 1998 indicate that levels under 70 Ldn should be acceptable to receptors in parks (OPR, 1998).

Local Ordinances and Policies

Local governments aim to provide a compatible noise environment for its residents and uses. Most communities specifically restrict disturbing noises at night. The local ordinances and policies for unincorporated San Diego County are described below.

San Diego County Code of Regulatory Ordinances. Acceptable noise levels for construction activities are defined in the Section 36.410 of County Regulatory Ordinances. Except for emergency work, it is unlawful to operate construction equipment on Sundays, legal holidays, and between the hours of 7:00 p.m. and 7:00 a.m. for all other days. During the daytime hours, construction equipment must not cause noise levels above 75 dBA for more than an 8-hour period within any property used for residential purposes.

San Diego County addresses noise from operation of off-highway vehicles in Section 36.405 of the Regulatory Ordinances. This ordinance requires motor vehicles of any type on any site other than a public street or highway to be operated in a manner so as to cause noise in excess of those noise levels permitted for certain on-highway motor vehicles as specified in the California Vehicle Code. Although this County Regulatory Ordinance refers to an outdated section of the California Vehicle Code, the relevant contemporary vehicle noise standards from the California Vehicle Code are described above.

San Diego County General Plan. The 1980 Noise Element of the existing General Plan is being updated by San Diego County. The draft noise goals and policies that were adopted in 2001 specify that the County: “establish variable noise standards within different community types: urban, suburban, and rural;” and “establish variable noise standards by use type: i.e., residential, commercial, agricultural, industrial.” These variable standards are likely to be similar to the land use compatibility standards defined by the State.

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

D.9.3.1 Definition and Use of Significance Criteria

Significance of noise impacts depends on whether the project would increase noise levels above the existing ambient levels by introducing new sources of noise. Noise impacts would be considered significant if the project would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels (more than five dBA) in the project vicinity above levels existing without the project; and
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

No land uses that would be especially sensitive to vibration (e.g., high-precision manufacturing facilities or research facilities with optical and electron microscopes) are known to occur in the immediate project area. As such, the significance threshold for construction-related ground-borne vibration depends on whether a nuisance or annoyance could occur.

Applicant-Proposed Measures

SCE did not propose any specific measures as part of the Proposed Project in order to manage impacts to noise or vibration (SCE, 2004b).

D.9.3.2 Replacement Steam Generator Transport

Delivery and transport of the RSGs from the Camp Pendleton Del Mar Boat Basin to the SONGS site would involve use of heavy-duty lifting equipment at the boat basin and transporters along the route. Regardless of transport option, similar types of equipment would be used. Tugboats maneuvering the barges at the boat basin would temporarily affect the local noise environment on Camp Pendleton at the time of each delivery of steam generators. Diesel-powered heavy-duty equipment would be used for lifting and transport, each of these activities could generate short-term but substantial levels of noise during the transport and preparing for transport. Creating temporary transitions along transport routes (by grading surfaces, removing obstructions, or placing protective mats or plates) would also involve traditional construction equipment such as loaders, lifts, or small cranes. Transport would occur during daytime hours near most sensitive areas, such as San Onofre State Beach. However, during the night, some noise would also be created by transport needed to minimize traffic impacts to I-5 or Camp Pendleton or by minor amounts of miscellaneous work for servicing vehicles, moving mats, and security operations (SCE, 2004d – Response 44).

Noise levels from this equipment vary depending on how the equipment is operated and how well it is maintained. The Applicant intends to use standard construction and transport equipment and trucks with mufflers installed (SCE 2004a, PEA p. 5-68 and 5-69). Typical noise levels for these types of equipment are shown in Table D.9-1

Table D.9-1. Typical Noise Levels of Construction Equipment

Equipment Type	Range of Noise Level (dBA) at 50 feet
Earthmoving	
Front loaders	72-84
Backhoes	72-93
Tractors, Dozers	76-96
Scrapers, Graders	80-93
Pavers	86-88
Trucks	82-94
Materials Handling	
Concrete mixers	75-88
Concrete pumps	81-83
Cranes (movable)	75-86
Cranes (derrick)	86-88
Forklifts	76-82
Stationary	
Pumps	69-71
Generators	71-82
Compressors	74-86
Project-specific	
Tugboats	Approx. 82
Transporters	70 to 85
Hydro-lazing, hydro-demolition	Approx. 101

Source: SCE Responses 79 and 80.

through San Onofre State Beach where campers in recreational vehicles would be within between 25 and 50 feet of the passing transporter. Noise levels for campers within 25 feet of the transporters could temporarily exceed 90 dBA for each trip and could exceed 73 dBA for locations within 200 feet.

Noise levels in San Onofre State Beach without the project range up to 65 or 70 Ldn for locations exposed to I-5 and the railroad. The temporary passing of transporters and work crews for each trip would noticeably but temporarily increase the noise levels in the park by about 20 dBA for those locations closest to the transport route. This could create a short-term nuisance at military housing and for users of the campgrounds. Offloading the replacement steam generators at the Camp Pendleton Del Mar Boat Basin could also create a short-term nuisance for receptors in Camp Del Mar. The noticeable noise increase above ambient levels would be a potentially significant short-term impact that could be reduced to a less than significant level by providing adequate advance notice of the transport schedule and making a public liaison available to the operators of the MCBCP and San Onofre State Beach (Class II).

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

N-1a Provide advance notice of offloading and transport. SCE or its transport contractor shall provide advance notice, between two and four weeks prior to offloading, of planned offloading and transport activities, including the route and timing to the CPUC and administrators at San Onofre State Beach and Camp Pendleton. The advance notice shall describe the potential noise disruption and

Noise from transport-related activities would be temporary. The transporters would move along the routes at approximately 10 miles per hour, and a maximum of seven trips would be needed. The total duration of each trip would be 10 to 15 days depending on the route taken (SCE, 2004c – Response 48). At the Camp Pendleton Del Mar Boat Basin, the tugs and lifting equipment would be operated for one or two days per trip. Along the transport route, no single location would be exposed to transporter noise for more than a few hours during each trip. Noise from other activities like construction of route transition areas or stopping at layover areas would occur for a few days prior to or after the transport activities.

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

The transport-related activities on the proposed Beach and Road Route would increase noise levels for receptors in Camp Del Mar north and west of the boat basin and within San Onofre State Beach above levels existing without the Proposed Project. North and west of the boat basin (along Segment A), military housing and a recreational vehicle park at Camp Del Mar and a military recreation area would each be within 200 feet of the passing transporters. For approximately 3.0 miles on Old Highway 101 (Segment I), the route would pass

the steps SCE plans to take to minimize the noise (e.g., by enclosing and muffling equipment or by limiting idling), and it shall provide a page in a format suitable for reproduction and posting by the State Beach and Camp Pendleton administrators. If transport delays of more than two weeks occur, an additional notice shall be made to the State Beach and Camp Pendleton.

N-1b Provide liaison for nuisance complaints. SCE or its transport coordinator shall identify and provide a liaison person to respond to concerns of noise from transport activities. Procedures for reaching the liaison via telephone or in person shall be included in notices distributed and posted in accordance with Mitigation Measure N-1a. Nuisance complaints filed with the liaison and the approach used by SCE to resolve the complaint shall be reported to the CPUC and MCBCP.

D.9.3.3 Staging and Preparation

Construction or fabrication of temporary facilities for staging, warehouse, training, fabrication, and office space on the SONGS site would create noise from typical construction activities. Installing or fabricating these temporary facilities would involve use of cranes, lifts, welders, generators, compressors, and specialized tools within the Owner Controlled Area (OCA). Earthmoving equipment would not be used for any substantial work because the Applicant proposes to install the temporary facilities on existing developed property within the OCA. The construction equipment, materials, and portable facilities (e.g., trailers) would all be delivered by truck to the SONGS site for the staging and preparation work.

Noise from the construction activity and equipment would occur in the OCA and on the roads accessing the various work locations. The staging and preparation activities would occur exclusively within the OCA, except for on-highway transport of equipment, materials, and portable facilities and commuting traffic of between 200 to 1,000 additional workers. Because there would be no off-site staging, limited activities would occur near any sensitive areas including military residences, San Onofre State Beach, or the communities of the surrounding area. Noise from on-highway traffic would be sufficiently dispersed so that it would not noticeably affect traffic noise levels at any locations other than in the immediate vicinity of SONGS, where there are no sensitive receptors.

Table D.9-1 (above) shows the typical equipment noise levels that would occur. This noise would be created intermittently over the entire duration of the Proposed Project as the various temporary facilities would be eventually removed to restore the SONGS site to its present condition. Continuous noise levels from construction would generally be lower than the levels in the table because most equipment would not be operated steadily and at full load. At 50 feet from most activity, continuous noise levels could range up to about 82 dBA. At 100 feet, the levels would diminish to about 76 dBA. Within 400 feet of staging and preparation activities, the noise would be below 65 dBA, which is roughly the level created by SONGS under the existing conditions. These levels would diminish over additional distance and could be reduced further by intervening terrain or structures. No noise-sensitive areas are within 400 feet of any portion of the SONGS site. As such, no noise-sensitive receptor would be exposed to a substantial noise increase during staging and preparation (Class III).

D.9.3.4 Original Steam Generator Removal, Staging, and Disposal

Removal, staging, and disposal of the original steam generators would create noise from typical construction sources, like cranes, lifts, and trucks, along with transporters and more intense noise sources related to concrete and steel cutting for creating the containment opening. Heavy-duty equipment used for OSG removal, staging, and disposal would be similar to that needed for facility staging and preparation, as described in Section D.9.3.3 above. On-site noise from equipment other than cutting equipment would

be sufficiently attenuated over distance so that no noise-sensitive areas would be exposed to a substantial noise increase during OSG removal, staging, and disposal (Class III). Noise from creating the containment opening and off-site disposal is discussed separately below.

Prepare for and Create Containment Opening

Impact N-2: Creating containment opening would increase local nighttime noise levels

Especially intense noise sources would be operated during concrete and steel cutting of the containment opening. The containment building of each unit would be opened by cutting the reinforced concrete walls, over four feet thick, the interior steel liner, and the vertical and horizontal steel tendons that reinforce the containment. The Applicant expects to use a high pressure water (hydro-lazing or hydro-demolition) method or other mechanical technique such as chipping, drilling, or sawing to create the openings in the concrete and steel. Hydro-lazing would create noise levels over 110 dBA near the impingement on the face of the concrete (SCE 2004a, PEA p. 5-71). Additionally, it would require relatively steady operation of 12 to 18 500-hp diesel-driven water pumps, which would generate a steady noise level of about 80 to 82 dBA. Other mechanical cutting methods would involve similarly intense noise sources. Because concrete cutting would occur on the surface of each containment structure facing to the east and northeast, noise would tend to be reflected in these directions.

The combined noise levels from hydro-lazing and the pumping engines would be substantial for locations near SONGS 2 & 3 with a direct line-of-sight. These sources would operate between 14 to 20 hours-per-day over a 10- to 14-day period for each unit (SCE 2004a, PEA p. 5-14). During these periods, at locations to the east and northeast, noise levels would be over 90 dBA within 200 feet of the concrete cutting. At the military housing over one mile away northeast of SONGS 2 & 3, the nearest noise-sensitive areas, the noise would be about 60 dBA without any obstructions in the line-of-sight. Because the line-of-sight from the military housing and camping areas within San Onofre State Beach to SONGS 2 & 3 is obstructed by terrain, the hydro-lazing noise would be somewhat reduced. However, the reflections of the hard concrete surfaces of the site would tend to reflect the noise and partially offset the benefits provided by the obstructions. Given the terrain and the presence of I-5, the steady hydro-lazing noise would likely be audible at levels around or below 50 dBA for any nearby noise-sensitive area during the quiet night-time hours when I-5 traffic falls into a lull.

Noise from hydro-lazing and concrete cutting would be below 60 Ldn and thus compatible with the housing and camping uses of the area, but at night, it may cause complaints. Between 7:00 p.m. and 7:00 a.m. on most days, the San Diego County Code prohibits construction noise except from emergency work. Work during the nighttime hours would result in noise that would be inconsistent with the local ordinance. This would cause a potentially significant short-term impact that could be reduced to a less than significant impact by addressing complaints and adjusting the work schedule or installing a temporary enclosure, if necessary (Class II).

Mitigation Measure for Impact N-2, Creating containment opening would increase local nighttime noise levels

N-2a Resolve complaints of noise from concrete cutting. SCE or its contractor shall respond to complaints of noise caused by hydro-lazing, if needed to create the temporary construction opening. SCE shall investigate the complaint and implement feasible and appropriate measures such as schedule adjustments or temporary noise enclosures to address the complaint. Complaints filed with SCE or its contractor and the approach used by SCE to resolve the complaint shall be reported to the CPUC.

Original Steam Generator Disposal

Disposal of the original steam generators would involve brief use of specialized transporters between SONGS 2 & 3 and the rail loading location adjacent to the OCA, and it would also involve shipping off-site via trucks on regional highways. As with activities related to facility staging and preparation described above, noise from on-highway traffic would be dispersed so that it would not noticeably affect traffic noise in the area (Class III).

D.9.3.5 Steam Generator Installation and Return to Service

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

There would be no new permanent noise sources associated with Proposed Project or the return to service, and after project completion, the noise environment around SONGS 2 & 3 would return to the conditions of the existing environmental setting.

D.9.4 Environmental Impacts and Mitigation Measures for the Alternatives

D.9.4.1 Transportation Route Alternatives

I-5/Old Highway 101 Route Alternative

Transport-related activities along the I-5/Old Highway 101 Route would increase noise levels for receptors at Camp Del Mar east of the boat basin and within San Onofre State Beach. Transport east from the boat basin to the I-5 approach (on Segment K) would pass by military housing in Camp Del Mar. Housing within 200 feet of the boat basin and the passing transporters on Harbor Road and A Street would be temporarily affected by the increased noise. Compared to the Proposed Project, this alternative would not affect noise levels at the recreational vehicle park and military recreation area west of the boat basin, but it would increase noise for housing east of the boat basin. Because the I-5/Old Highway 101 Route would also use Segment I of the Proposed Project route, the transporter would pass through San Onofre State Beach where campers in recreational vehicles would be exposed to increased noise. As with the Proposed Project, the noise increase would be noticeable to receptors in San Onofre State Beach, and this route alternative would cause a potentially significant short-term impact (Impact N-1). Mitigation Measures N-1a and N-1b would be appropriate for reducing the impact on MCBCP and State Beach receptors to a less than significant level (Class II).

MCBCP Inland Route Alternative

Transport along the MCBCP Inland Route would increase noise levels for receptors at Camp Del Mar east of the boat basin and elsewhere within MCBCP above levels existing without the Proposed Project. The MCBCP Inland Route would use Segment K of the I-5/Old Highway 101 Route, which would cause transport to occur near military housing in Camp Del Mar. Housing within 200 feet of the boat basin and the passing transporters on Harbor Road, Lemon Grove Road, Vandergrift Road, and Stuart Mesa Road would be temporarily affected by the increased noise. Compared to the Proposed Project, this alternative

would not affect noise levels at the recreational vehicle park and military recreation area west of the boat basin within MCBCP or at San Onofre State Beach. As with the Proposed Project, the noise increase would be noticeable to receptors within MCBCP, and this route alternative would cause a potentially significant short-term impact (Impact N-1). Mitigation Measures N-1a and N-1b would be appropriate for reducing the impact on MCBCP receptors to a less than significant level (Class II). No mitigation would be necessary for receptors within San Onofre State Beach.

D.9.4.2 OSG Disposal Alternative

OSG Onsite Storage Alternative

Storage of the OSGs onsite would involve construction of a storage facility and moving the OSGs into the facility, requiring short-term use of construction equipment and specialized transporters similar to those needed during construction of temporary staging and preparation facilities and OSG removal or RSG installation. As with the staging and preparation phase activities, all OSG Storage Facility construction activity would occur within the SONGS site, which is sufficiently distant from noise-sensitive areas to eliminate the likelihood of any adverse noise impact (Class III).

D.9.5 Environmental Impacts of the No Project Alternative

Development scenarios foreseeable under the No Project Alternative could result in new generation or transmission facilities being installed elsewhere in southern California or Arizona to compensate for the lost generation of SONGS 2 & 3. Although construction and operation of new power plants and transmission lines may be necessary, their locations and development schedules cannot be predicted.

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

D.9.6 Mitigation Monitoring, Compliance, and Reporting Table

Mitigation Measures N-1a and N-1b would reduce potential environmental impacts resulting from the project-related use of facilities located at MCBCP to a less than significant level. Implementation of these mitigation measures on the Base, however, would require prior approval by the Base Commanding General and would be subject to review under the federal National Environmental Policy Act (NEPA).

Table D.9-2 shows the mitigation monitoring, compliance, and reporting program for Noise and Vibration.

Table D.9-2. Mitigation Monitoring Program – Noise and Vibration

IMPACT N-1	Transport would temporarily increase local noise levels near sensitive receptors (Class II)
MITIGATION MEASURE	N-1a: Provide advance notice of offloading and transport. SCE or its transport contractor shall provide advance notice, between two and four weeks prior to offloading, of planned offloading and transport activities, including the route and timing to the CPUC and administrators at San Onofre State Beach and Camp Pendleton. The advance notice shall describe the potential noise disruption and the steps SCE plans to take to minimize the noise (e.g., by enclosing and muffling equipment or by limiting idling), and it shall provide a page in a format suitable for reproduction and posting by the State Beach and Camp Pendleton administrators. If transport delays of more than two weeks occur, an additional notice shall be made to the State Beach and Camp Pendleton.
Location	San Onofre State Beach and Camp Pendleton
Monitoring / Reporting Action	Provide notice of offloading and transport activity to local receptors and evidence to CPUC
Effectiveness Criteria	Evidence of advance notice
Responsible Agency	CPUC, <u>MCBCP</u>
Timing	Prior to and during transport of RSG to SONGS
MITIGATION MEASURE	N-1b: Provide liaison for nuisance complaints. SCE or its transport coordinator shall identify and provide a liaison person to respond to concerns of noise from transport activities. Procedures for reaching the liaison via telephone or in person shall be included in notices distributed and posted in accordance with Mitigation Measure N-1a. Nuisance complaints filed with the liaison and the approach used by SCE to resolve the complaint shall be reported to the CPUC <u>and MCBCP</u> .
Location	San Onofre State Beach and Camp Pendleton
Monitoring / Reporting Action	Report complaints and resolution to CPUC <u>and MCBCP</u>
Effectiveness Criteria	Evidence of resolved complaints
Responsible Agency	CPUC, <u>MCBCP</u>
Timing	During transport of RSG to SONGS
IMPACT N-2	Creating containment opening would increase local nighttime noise levels (Class II)
MITIGATION MEASURE	N-2a: Resolve complaints of noise from concrete cutting. SCE or its contractor shall respond to complaints of noise caused by hydro-lazing, if needed to create the temporary construction opening. SCE shall investigate the complaint and implement feasible and appropriate measures such as schedule adjustments or temporary noise enclosures to address the complaint. Complaints filed with SCE or its contractor and the approach used by SCE to resolve the complaint shall be reported to the CPUC.
Location	San Onofre State Beach and Camp Pendleton
Monitoring / Reporting Action	Report complaints and resolution to CPUC
Effectiveness Criteria	Evidence of resolved complaints
Responsible Agency	CPUC
Timing	During creating containment opening

D.9.7 References

- Caltrans, Traffic and Vehicle Data Systems Unit, 2004. Annual Average Daily Truck Traffic on the California State Highway System for 2002. February.
- DPR. 1984. State of California, Department of Parks and Recreation. San Onofre State Beach, Revised General Plan. June.
- OPR. 1998. State of California, Governor's Office of Planning and Research. General Plan Guidelines. November.
- SCE. 2004a. Proponent's Environmental Assessment. February 27.
- _____. 2004b. Attachment #123 to Response to April 15, 2004 Deficiency Notice. June 7.
- _____. 2004c. Response to April 15, 2004, Deficiency Notice. May 17.
- _____. 2004d. Response to April 15, 2004, Deficiency Notice. June 1.
- U.S. EPA. 1974. U.S. Environmental Protection Agency. "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety." March.