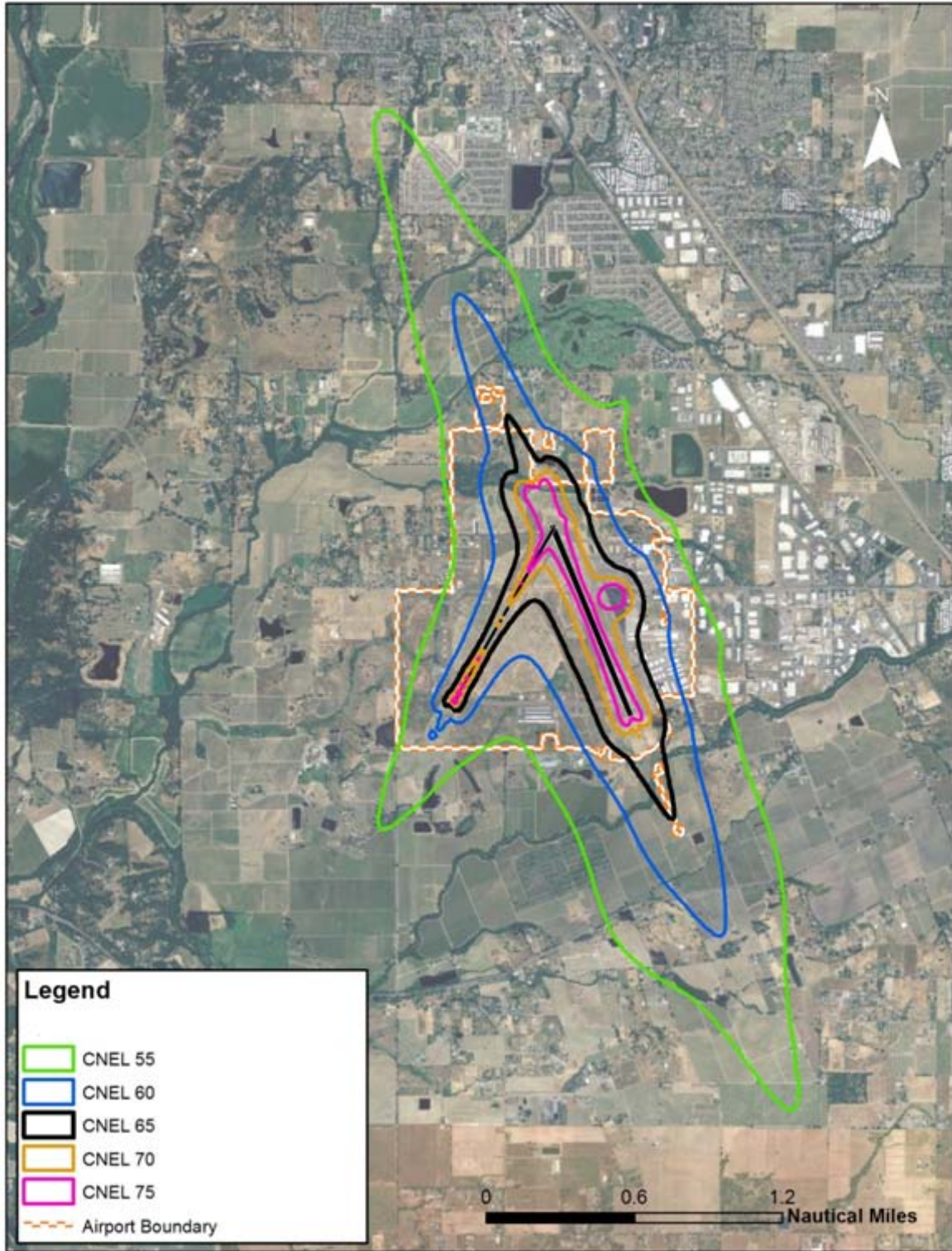
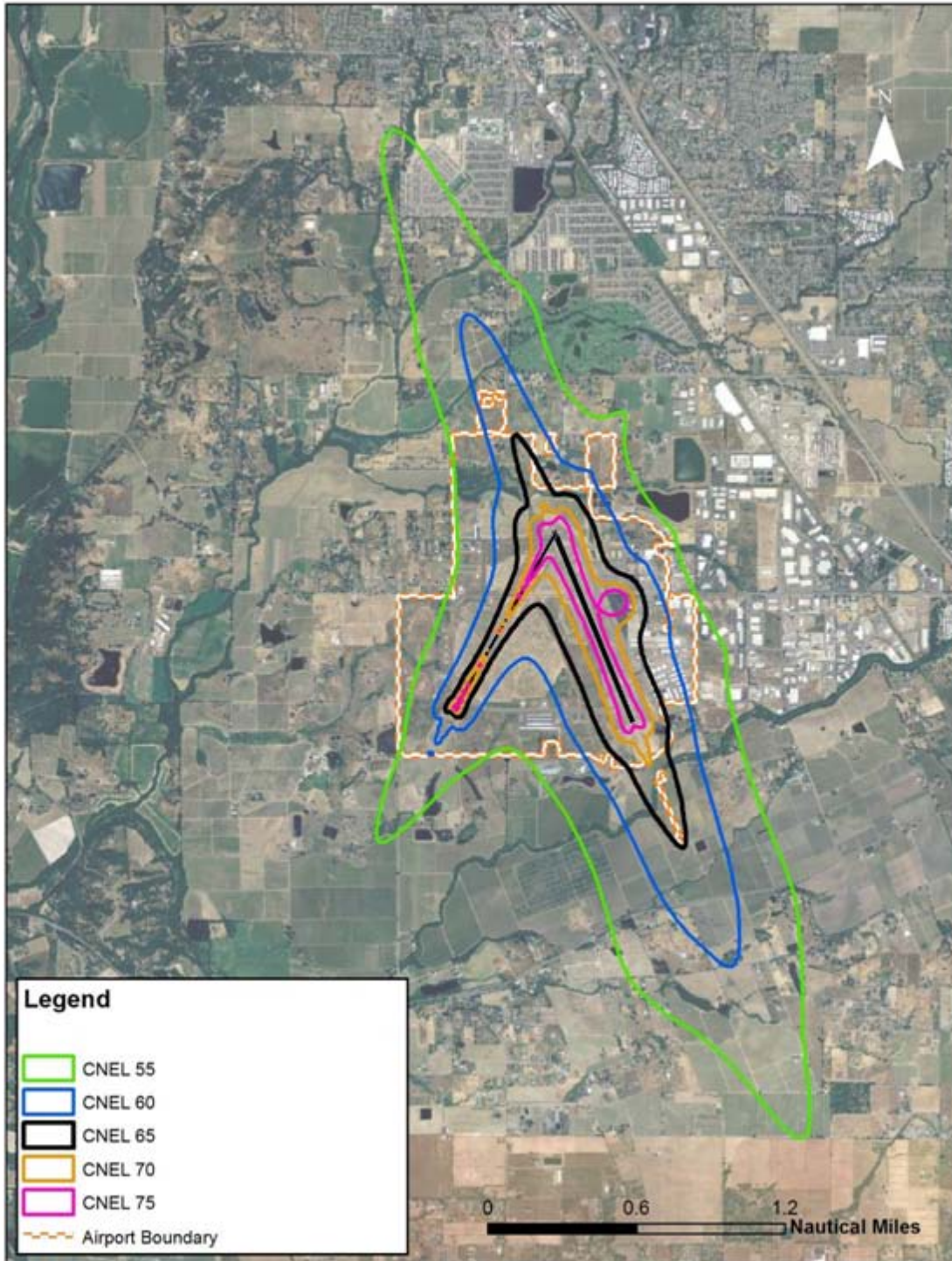


Figure 3.10-4  
2015 CNEL CONTOURS WITH PROPOSED PROJECT



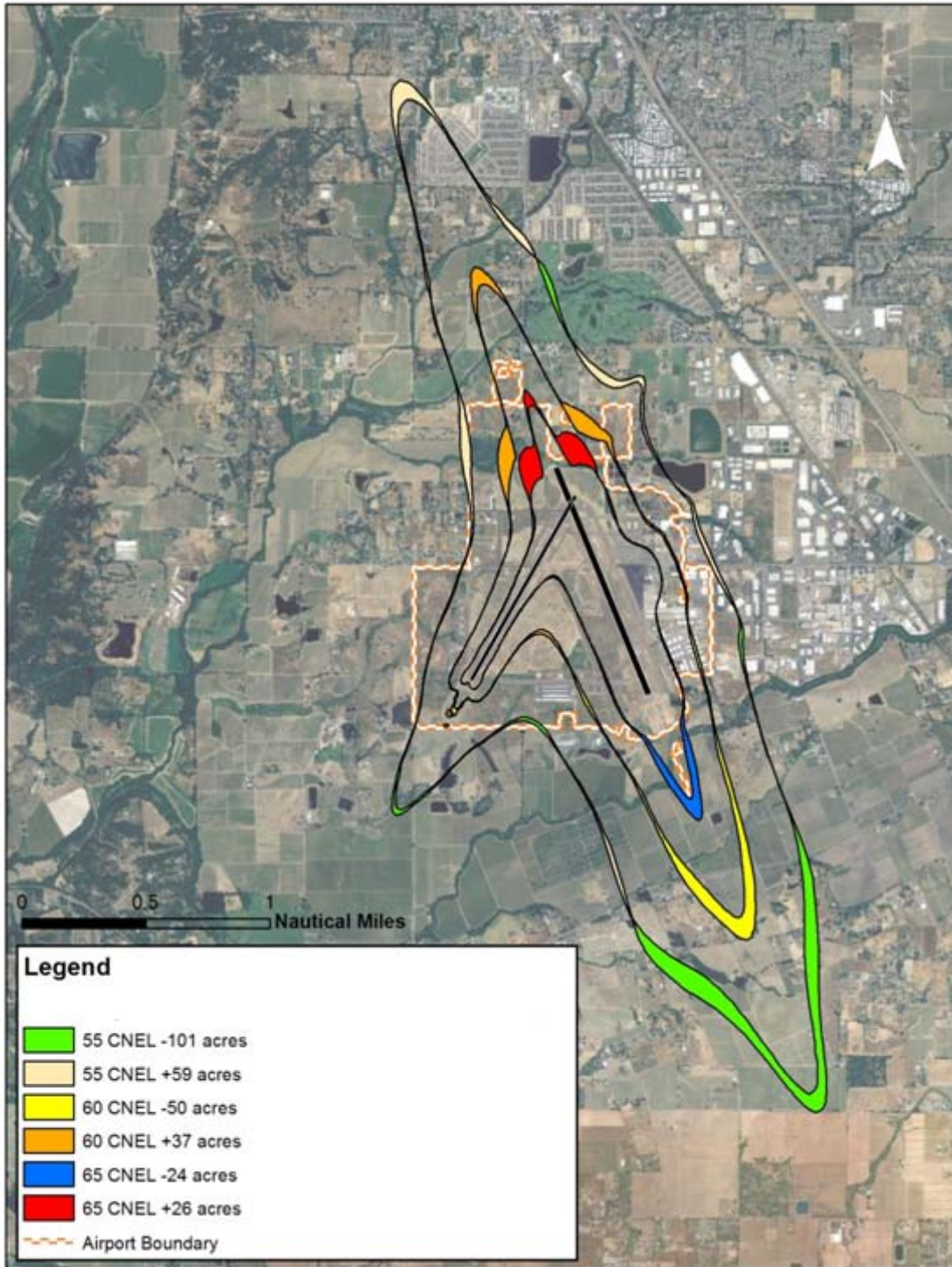
SOURCE: MGA/L&B, 2011  
PREPARED BY: MGA/L&B, 2011

Figure 3.10-5  
2015 CNEL CONTOURS WITHOUT PROPOSED PROJECT



SOURCE: MGA/L&B, 2011  
PREPARED BY: MGA/L&B, 2011

Figure 3.10-6  
2015 CNEL CHANGE IN ACRES AS A RESULT OF THE PROPOSED PROJECT



SOURCE: MGA/L&B, 2011  
PREPARED BY: MGA/L&B, 2011

Table 3.10-14  
2015 CNEL AT RECEPTOR SITES

Receptor Sites	Name	Land Use	Existing Conditions 2009	2015	
				Without Proposed Project CNEL (dB)	With Proposed Project CNEL (dB)
1	Airport Property East	Airport	59.4	61.2	61.2
2	Airport Property West	Airport	55.2	57.0	57.7
3	Triple Oak Way	Residential	50.9	52.8	52.1
4	Cutrer Winery	Commercial	47.3	49.2	49.2
5	Rio Ruso Drive	Residential	44.6	46.3	46.8
6	Windsor High School	School	49.9	51.6	51.4
7	Mitchell Lane	Residential	47.8	49.6	50.2
8	Trione Circle	Residential	50.1	51.9	52.8
9	Olivet Road	Residential	47.8	49.5	49.9
10	Piner High School	School	43.2	45.1	44.6

SOURCE: MGA/L&B, 2011  
PREPARED BY: MGA/L&B, 2011

In consideration of contour and receptor location modeling accuracy, the 2015 noise levels and contours for with and without the Proposed Project are essentially identical, in terms of real recognizable change, to the existing conditions. Although slight changes in noise levels are discernable with computer analysis, the small magnitude of these differences indicates that the noise environment for the analysis period is predicted to be very stable.

**Table 3.10-15** details the change in noise level at each of the 10 noise receptor locations for 2015 Without Proposed Project and the Proposed Project relative to the year 2009.

The 2015 Proposed Project impact areas were produced by calculating the changes in CNEL between the With Proposed Project and Without Proposed Project in the same analysis year and the noise contours that show the cumulative impact areas as a result of the implementation of the Proposed Project were produced by calculating the cumulative changes in CNEL between the 2015 Proposed Project and existing conditions, and the project contribution for 2009 and 2015.

Table 3.10-15  
CHANGE OF CNEL AT RECEPTOR SITES IN 2015

Receptor Sites	Name	Land Use	Existing Conditions 2009	2015 Without Proposed Project CNEL Change (dB)	2015 With Proposed Project CNEL Change (dB)
1	Airport Property East	Airport	59.4	+1.8	+1.8
2	Airport Property West	Airport	55.2	+1.8	+2.5
3	Triple Oak Way	Residential	50.9	+1.9	+1.2
4	Cutrer Winery	Commercial	47.3	+1.9	+1.9
5	Rio Ruso Drive	Residential	44.6	+1.7	+2.2
6	Windsor High School	School	49.9	+1.7	+1.5
7	Mitchell Lane	Residential	47.8	+1.8	+2.4
8	Trione Circle	Residential	50.1	+1.8	+2.7
9	Olivet Road	Residential	47.8	+1.7	+2.1
10	Piner High School	School	43.2	+1.9	+1.4

SOURCE: MGA/L&B, 2011  
PREPARED BY: MGA/L&B, 2011

**Figure 3.10-7** shows the areas where the implementation of the Proposed Project would result in exceeding the significant noise criteria (threshold of significance 4). The 2015 Proposed Project impact area does not include noise sensitive areas. **Figure 3.10-8** shows the 2015 Proposed Project areas where the significant cumulative impact criteria are exceeded (threshold of significance #5). The 2015 Proposed Project significant cumulative impact area likewise does not include noise sensitive areas, except of for a few homes north of the Airport that would be acquired as a short-term project element (see project element 1P on **Figure 2-3**).

**Figure 3.10-9**, which is a close-up version of **Figure 3.10-8**, shows the extent of this area of significant cumulative impact in a transparent color. Because the Proposed Project would acquire these homes as part of the short-term project elements, no significant noise impact would occur.

#### Mitigation Measure 3.10.2

No mitigation is warranted.