



OFFICE OF THE CITY MANAGER

October 14, 2002

TO: City Council
FROM: City Manager
RE: Updated General Plan Noise Element

BACKGROUND:

On June 10, 2002, the Council reviewed the staff report for the updated Noise Element and the following attachments: (1) the Existing and Future Conditions Report, (2) the Objectives, Policies and Implementation Report, (3) Proposed Amendments to Noise Element Documents, (4) Resolution Adopting Updated Noise Element, (5) CEQA Findings, Final Negative Declaration, and Initial Study, (6) Notice of Determination, Certificate of Fee Exemption, (7) Existing Noise Element, and the (8) Noise Restrictions Ordinance and Leaf-Blowing Machines Ordinance. As a result of the discussion, Council asked that staff clarify the following issues:

- Noise Measurements – additional noise measurements were requested based on concerns about the methodology
- Mobility Corridors – clarification to the Element's approach to noise from Mobility Corridors was requested
- Light Rail Noise – concern about light rail noise in East Pasadena was raised
- Freeway Sound Walls – the status of freeway sound walls was requested
- Implementation of the Existing Noise Element – the City's progress in implementing the existing Noise Element was requested

In response to these issues, staff recommends that (1) the additional noise measurement data be incorporated into the Existing and Future Conditions report, (2) language regarding mobility corridors be adjusted to address traffic noise in residential neighborhoods, and (3) the Existing and Future Conditions report be modified to address light rail noise in East Pasadena. These minor changes are reflected in Revised Attachment 3. A revised resolution also is attached.

Noise Measurements

Council requested additional noise measurements because of concerns about the methodology used to collect the original noise measurements. The purpose of the original noise measurements

was to gauge the noise environment in the City as well as validate the traffic noise model. The original noise measurement data were gathered for 20-minute increments in February 2001. Based on concerns regarding the methodology, two additional series of noise measurements were taken in February 2002 and May 2002.

Based on Council's direction in June, staff undertook seven-day noise measurements in September 2002 at 10 locations throughout the City. In summary, the measurements provide a reading of the community noise level over a longer period of time than the original measurements, and continue to validate the traffic noise model.

Mobility Corridors

The Council requested that staff review Policy 2e because of the nomenclature used to describe City streets. Policy 2e stated that the City will work to reduce the effects of traffic-related noise from Mobility Corridors, other roadways, and residential streets through residential neighborhoods, including but not limited to South Orange Grove Boulevard, Saint John Avenue, Pasadena Avenue, California Boulevard, and other streets passing through residential neighborhoods.

The intent of Policy 2e is to address traffic on all City streets, not just on Mobility Corridors. Therefore, staff proposes to revise Policy 2e and other language in the Element to more broadly address traffic noise in residential neighborhoods. Accordingly, the discussion of noise in residential neighborhoods will not specifically address the types of streets generating the noise, but instead focus on the effects of traffic noise in residential neighborhoods.

Light Rail Noise

Council requested that staff review policies related to light rail because of concerns about light rail noise in East Pasadena. All at-grade light rail crossings have been studied and found to have no significant impacts.¹ Light rail noise will not be an issue in East Pasadena because of its location in the center of Foothill freeway.¹ Therefore, staff recommends adding language to the Existing and Future Conditions report indicating that the light rail horn will not cause a problem to residents or businesses within an audible range of the Gold Line throughout the City, including in East Pasadena.

The environmental documentation for the Gold Line does not identify potential noise impacts in East Pasadena. Gold Line trains will be quieter than other rail transit systems operating in California because the horns will be placed at track level and directed forward, rather than radiating noise in all directions. Since the earlier studies, the horns on the light rail cars have been changed to an even quieter "quacker" type device. However, the updated Noise Element includes objectives and policies that commit the City to pursuing additional noise mitigation if necessary if light rail noise becomes an issue in the future. These goals and policies apply to all

¹ Pasadena, City of. *Final Report on the Pasadena Blue Line Light Rail Horn Noise Test for the City of Pasadena*. Prepared by Frank C. Gomez, Dr. P.H. December 1995.

areas of the City subject to light rail noise, including East Pasadena. As requested by the Council, staff has included more specificity as to when monitoring will occur.

Freeway Sound Walls

Council requested additional information about freeway sound walls. According to the MTA, sound walls are planned along Interstate 210 between Orange Grove Boulevard and Wilson Avenue. MTA is in the process of final planning and public outreach for these proposed walls, including specific heights and placement. Other sound walls could be constructed along freeways in the City, although funding for planning, design, and construction have not been identified. Currently, sound walls on the Foothill Freeway between Orange Grove and Wilson will be paid entirely by MTA.

The MTA's program is consistent with the updated Noise Element, and in particular, Implementation Measures 6 and 13. Staff will continue to work with the MTA, Caltrans, and other appropriate agencies to implement sound mitigation for sensitive receptors adjacent to those freeways not currently afforded sound wall protection.

Implementation of the Existing Noise Element

Council requested clarification regarding implementation of the 1985 Noise Element. Staff has prepared a matrix demonstrating how the City has implemented the Noise Element. The matrix also shows how the goals and policies of the existing Noise Element correspond to the updated Noise Element.

In summary, provisions have been added to the Municipal Code to protect sensitive uses, like residences. For example, the Zoning Code has been amended to restrict the number and time of truck trips in commercial and industrial zones. Truck routes in the City continue to be evaluated and adjusted, as appropriate. Noise also is addressed when the City processes discretionary actions, as well as by the sound transmission control standards contained in the Building Code. Other efforts to address noise and coordinate with other federal, State, and local planning efforts continue.

Commercial and Industrial Noise

Concern has been raised by Council members and the community about commercial and industrial noise (and in particular, loading and deliveries adjacent to residences). Such activities already are regulated in commercial and industrial zones by the Zoning Code. However, Central District zones do not specifically limit loading hours adjacent to residential zones or residences in general. Currently, these activities may be addressed through any Conditional Use Permit or Variance through restriction of hours of operation, loading and unloading activities, and site design. Staff proposes to limit loading and unloading hours in close proximity to residential zones in the Zoning Code revision.

Children Youth and Family Impact

The Noise Element update will shield Pasadena's unique neighborhoods and other noise-sensitive receptors, such as schools and parks, from noise. This will work to protect Pasadena's families from the adverse effects of noise.

Respectfully Submitted,



Cynthia J. Kurtz
City Manager

LIST OF ATTACHMENTS

REVISED RESOLUTION
REVISED ATTACHMENT 3 – OCTOBER RECOMMENDED CHANGES TO DRAFT NOISE
ELEMENT DOCUMENTS
JUNE 10, 2002 AGENDA REPORT AND ATTACHMENTS
ATTACHMENT 9 – MEMORANDUM FROM RINCON CONSULTANTS, INC.
REGARDING ADDITIONAL NOISE MEASUREMENTS
ATTACHMENT 10 – GENERAL PLAN NOISE ELEMENT IMPLEMENTATION
MATRIX

RESOLUTION NO. _____

RESOLUTION APPROVING THE UPDATED NOISE ELEMENT OF THE
COMPREHENSIVE GENERAL PLAN

WHEREAS, the City Council of Pasadena last updated the Noise Element in 1985, and

WHEREAS, the California Government Code encourages periodic review of the Noise Element to evaluate the appropriateness of the noise goals, objectives, and policies in light of changing circumstances in the City and the region; and the effectiveness of such Element in attainment of the community's noise goals and objectives; and

WHEREAS, extensive public review has been conducted; a Negative Declaration has been prepared and circulated according to law; and the Planning Commission recommended to the City Council that it adopt the updated Noise Element and Negative Declaration on April 24, 2002, and

WHEREAS, the Noise Element has been updated based on comments from City staff, public testimony, and the Planning Commission, and the updated Noise Element is shown on Attachment 2 to the City Council staff report (dated June 3, 2002 and October 14, 2002), as amended per Attachment 3 of the City Council staff report (dated June 3, 2002 and October 14, 2002), attached hereto and incorporated herein by this reference, and

WHEREAS, the Planning Commission's report was the subject of a public hearing before the City Council on June 3, 2002 and October 14, 2002.

NOW, THEREFORE, the City Council of the City of Pasadena hereby approves the Updated Noise Element dated October 14, 2002 of the Comprehensive General Plan.

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Adopted at the _____ meeting of the City Council on the _____ day
of _____, 2002, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

JANE L. RODRIGUEZ, CMC
City Clerk

APPROVED AS TO FORM:

MICHELE BEAL BAGNERIS
City Attorney

By: 

MARIBEL S. MEDINA
Assistant City Attorney

Revised Attachment 3 – October Recommended Changes to Draft Noise Element Documents

The following matrix presents staff’s recommended revisions to the Noise Element.

- The Planning Commission’s recommendations from its April 24, 2002 public hearing are presented first below in the left column.
- The middle column presents staff’s recommendations from the Council’s June 10 hearing. Changes relative to the Objectives Policies and Implementation report are indicated with underline (to indicate additions) and strikeout (to indicate deletions).
- The right column indicates staff’s current recommended revisions. This column also is annotated with underline and strikeout to indicate changes relative to the Objectives, Policies, and Implementation report.
 - The term “No Change” is included when staff does not recommend any change relative to the June 10 recommendation.
 - Highlighted text indicates cases in which a change is recommended.

Additional revisions recommended by staff are presented after the matrix. These incorporate other modifications resulting from the Council’s direction on June 10.

<u>Planning Commission Recommended Changes</u>	<u>Staff Recommended Changes on June 10</u>	<u>Staff Recommended Changes on October 14</u>
1. Revise Objectives 1 and 2 to include the term “the effects of” after “The City will work to reduce”.	Revise Objective 1 on page 2 of the Policy Report as follows: “The City will work to <u>reduce the effects of</u> noise from freeway traffic on residential and other sensitive land uses.” Revise Objective 2 on page 2 of the Policy Report as follows: “The City will work to <u>reduce the effects of</u> traffic-generated noise from primary arterials on residential and other sensitive land uses.”	No Change
2. Include an additional Policy 2e to read “The City will work to reduce the effects of traffic-related noise of primary arterials and residential streets through residential neighborhoods, including, but not limited to, South Orange Grove, Saint John, California, etc.,” and revise the heading prior to Objective 2 to include residential streets.	Revise the heading for Primary Arterials on page 2 of the Policy Report as follows: “ <u>Primary Arterials-Mobility Corridors, Other Roadways, and Residential Streets</u> ”. Insert the following language after Policy 2d on page 2 of the Policy Report: “ <u>Policy 2e – The City will work to reduce the effects of traffic-related noise from Mobility Corridors, other roadways, and residential streets through residential neighborhoods, including but not limited to South Orange Grove Boulevard, Saint John Avenue, Pasadena Avenue, California Boulevard, and other streets passing through residential neighborhoods.</u> ”	Revise the heading for Primary Arterials on page 2 of the Policy Report as follows: “ <u>Primary Arterials-Street Traffic</u> ”. Insert the following language after Policy 2d on page 2 of the Policy Report: “ <u>Policy 2e – The City will work to reduce the effects of traffic-related noise in residential neighborhoods, including but not limited to neighborhoods adjacent to South Orange Grove Boulevard, Saint John Avenue, Pasadena Avenue, California Boulevard, and other busy streets passing through residential neighborhoods.</u> ”

<u>Planning Commission Recommended Changes</u>	<u>Staff Recommended Changes on June 10</u>	<u>Staff Recommended Changes on October 14</u>
3. Include a cross-reference to Implementation Measure 13 in Policy 3b.	Revise Policy 3b on page 3 of the Policy Report as follows: "Policy 3b – The City will work with the Los Angeles to Pasadena Metro Blue Line Construction Authority <u>and/or the Los Angeles County Metropolitan Transportation Authority (LACMTA)</u> to install noise attenuation features if the Gold Line (formerly known as the Blue Line) adversely affects existing adjacent residential or other noise-sensitive uses (<u>refer to Implementation Measure 13</u>).	Revise Policy 3b on page 3 of the Policy Report as follows: "Policy 3b – <u>After commencing operations and regularly thereafter,</u> the City will work with the Los Angeles to Pasadena Metro Blue Line Construction Authority <u>and/or the Los Angeles County Metropolitan Transportation Authority (LACMTA)</u> to install noise attenuation features if the Gold Line (formerly known as the Blue Line) adversely affects existing adjacent residential or other noise-sensitive uses (<u>refer to Implementation Measure 13</u>).
4. In Objective 4, include the introductory phrase "Considering the City's legal authority."	Revise Objective 4 on page 3 of the Policy Report as follows: <u>Considering the City's legal authority,</u> the City will encourage minimizing noise from aircraft flyovers on residential and other sensitive land uses.	No Change
5. Include a new Policy 5c stating "The City will commit to minimize noise impacts from those events requiring a waiver to the Noise Ordinance."	No change recommended – Policy 5a on page 4 of the Policy Report, which requires the City to seek improvements to noise-generating equipment and activities in the Central Arroyo, incorporates the intent of the Planning Commission's recommendation.	No Change
6. Include a new Policy 5d stating "The City will require the Rose Bowl Operating Company to respond to all noise complaints and provide an annual report to the City regarding the types of noise complaints and their response thereto to the City Council."	No change recommended – RBOC currently implements procedures to respond to and address noise complaints. In addition, the City Council may request reporting on noise complaints from Rose Bowl at its discretion.	No Change

<u>Planning Commission Recommended Changes</u>	<u>Staff Recommended Changes on June 10</u>	<u>Staff Recommended Changes on October 14</u>
7. Revise Implementation Measure 9 to commit the City to update and modernize the Noise Ordinance within one year of adoption of the Noise Element and periodically review and update the Ordinance at three-year intervals thereafter.	Revise Implementation Measure 9 on page 7 of the Policy Report as follows: The City will review and update the Noise Restrictions Ordinance <u>at least every five years</u> (Chapter 9.36 of the Pasadena Municipal Code) to ensure effectiveness in controlling noise sources. [Policies 6b, 6c, 7b, 7c] Staff proposes that this revision is more feasible and provides adequate time to allocate resources to the update effort.	No Change
8. Policy 3a - Insert the clause "and mitigation" after the term noise-compatible land uses".	Revise Policy 3a as follows: "Policy 3a – The City will encourage noise-compatible land uses <u>and mitigation</u> near the Los Angeles to Pasadena Metro Line rail system."	No Change

Staff proposes to include the following additional changes based on input from the City Council, other public comments received at the Planning Commission hearing, and other input since the Planning Commission hearing. Items having changed since June 10 are indicated with highlight.

1. Revise the Existing and Future Conditions Report [i.e., Section 3 and Noise Measurement Data tables (pages 36 and 37)] to reflect the following additional noise measurements:

Site No. 39 (across from 620-628 Pasadena Ave.), **May 14, 2002, 8:20 A.M.**
 Leq = 67.3; Lmax = 83.0; L(10) = 70.9; L(90) = 52.7

Site No. 40 (across from 602 South Saint John Ave.), **May 14, 2002, 8:41 A.M.**
 Leq = 67.3; Lmax = 86.5; L(10) = 70.9; L(90) = 54.1

2. Insert the following language after the first sentence in Section 2.1 on page 3 of the Existing and Future Conditions report:¹

Zero dB is equivalent to a pressure level of 2×10^{-4} microbars, or about 4.2×10^{-7} pounds per square foot. Note that one microbar is equivalent to 1/1000 millibar and one dyne per centimeter squared.

¹ The language below has been modified slightly based on the consultant's suggestion.

3. Revise Implementation Measure 2 on page 7 of the Objectives, Policies, and Implementation report as follows:

Measure 2 An acoustical study showing the ability to meet state noise insulation standards may be required for any development proposed in an area where the noise level, as indicated on Figures 2 and 3, exceeds the “clearly acceptable level” as determined by the City and shown on Figure 1.

4. As appropriate, revise the Existing and Future Conditions report and the Objectives, Policies, and Implementation report to specify “streets affecting residential neighborhoods,” instead of arterial roadways, Mobility Corridors, or other streets.
5. Revise the Existing and Future Conditions report to reflect the seven-day noise measurements taken in September 2002 (see Attachment 10). For example, include the new data in Section 3, and include new Noise Measurement Data tables following pages 36 and 37.
6. Insert the following sentence prior to the last sentence in the second full paragraph on page 15 of the Existing and Future Conditions report:

This conclusion may be valid throughout the City; therefore, light rail horn noise should not cause a problem to residents or businesses within an audible range of the Gold Line throughout the City, including in East Pasadena.

**HEARING SCRIPT
FOR THE
PUBLIC HEARING
OF THE
CITY COUNCIL**

DATE: ~~-June, -10, 2002-~~ October 14, 2002

SUBJECT: PUBLIC HEARING: UPDATED GENERAL PLAN NOISE
ELEMENT

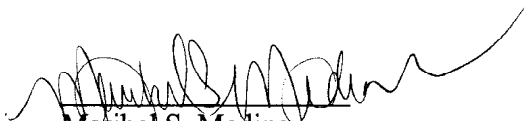
MAYOR BOGAARD: "This is the time and place for the public hearing on the Updated
General Plan Noise Element."

1. City Clerk reports on publication of public hearing notice and any correspondence.
2. Hear staff representation.
3. Hear from members of the public.
4. Close the hearing.
5. After the public hearing has been closed, the City Council may:
 - A. Approve Staff Recommendations and (1) adopt the Initial Environmental Study and Final Negative Declaration and make the appropriate findings; (2) receive the Existing and Future Conditions report, as amended, as the basis of the updated Noise Element; (3) approve a Resolution adopting the updated Noise Element, as amended; and (4) Direct the City Clerk to file a Notice of Determination and a Certificate of Fee Exemption for the California Department of Fish and Game with the Los Angeles County Recorder

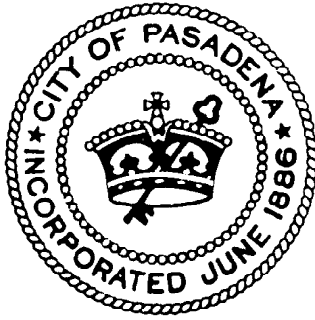
Hearing Script
June 10, 2002
Page 2

- B. Reject the Staff recommendation and deny the Initial Environmental Study and Final Negative Declaration, with the appropriate findings, based on information received at this hearing.

Approved as to Form:



Maribel S. Medina
Assistant City Attorney



Agenda Report

TO: CITY COUNCIL

DATE: JUNE 10, 2002

FROM: CITY MANAGER

SUBJECT: UPDATED GENERAL PLAN NOISE ELEMENT

RECOMMENDATION

It is recommended that after the public hearing the City Council:

1. Adopt the Initial Environmental Study and Final Negative Declaration and make the appropriate findings (Attachment 5); and
2. Receive the *Existing and Future Conditions* report (Attachment 1), as amended (see Attachment 3), as the basis of the updated *Noise Element*; and
3. Approve a Resolution (Attachment 4) adopting the updated *Noise Element* (i.e., the *Objectives, Policies, and Implementation* report - Attachment 2), as amended (see Attachment 3); and
4. Direct the City Clerk to file a Notice of Determination and a Certificate of Fee Exemption for the California Department of Fish and Game (Attachment 6) with the Los Angeles County Recorder.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission considered the proposed amendments at its regular meeting of April 24, 2002, and unanimously voted to recommend approval of the updated *Noise Element* with the following changes:

1. Revise policies regarding traffic noise to recognize the City's limitations on controlling such noise;
2. Clarify the City's commitment to working to reduce traffic noise on residential streets;
3. Include a cross-reference to Implementation Measure 13 in Policy 3b.
4. Revise policies regarding aircraft noise to recognize the City's limitations on controlling such noise;
5. Add an additional policy regarding the Rose Bowl to minimize noise when the *Noise Restrictions Ordinance* (P.M.C Chapter 9.36 – see Attachment 8) is suspended;
6. Add an additional policy regarding the Rose Bowl to require annual reporting on noise complaints;

7. Commit the City to updating the *Noise Restrictions Ordinance* (P.M.C Chapter 9.36 – see Attachment 8) within one year and revise it every three years thereafter; and
8. Commit the City to requiring mitigation from light rail noise.

Staff proposes to incorporate Recommendation Nos. 1, 2, 3, 4, and 8, and to modify Recommendation No. 7 (see Attachment 3).

EXECUTIVE SUMMARY

The *General Plan Noise Element* is required by State law. Pasadena's *Noise Element*, which was last adopted in 1985, is being updated to reflect changes in the built environment, such as increased traffic volumes, mixed-use development, and light rail, over the last 15 years. The updated *Noise Element* is based on technical analysis, extensive public outreach and input, current land uses, and projected future land uses and traffic volumes. Primary issues identified by the community during the outreach effort include traffic noise, aircraft noise, noise from activities in the Central Arroyo, and nuisance noise (i.e., barking dogs, loud parties, etc.). Policies, objectives, and implementation measures are identified to minimize these noise sources. Overall, the updated Noise Element will protect Pasadena's unique neighborhoods, its residents, and visitors from extensive noise.

BACKGROUND

The *Noise Element* provides policy-level direction to limit people's exposure to noise. The City's existing *Noise Element* (see Attachment 7) was last revised in 1985. Enforcement of the noise levels in the City is contained in the *Noise Restrictions Ordinance* (*Pasadena Municipal Code*, Chapter 9.36 – see Attachment 8), and other local, State, and federal regulations.

The *Noise Element*, which is required by State law (*California Government Code*, Chapter 3, Article 5, Section 65302), should analyze and quantify, to the extent practicable, current and projected noise levels for (1) highways and freeways; (2) major streets; (3) passenger, freight, and rapid-transit rail (4) aircraft, heliport, and airport operations; (5) local industrial plants, and; (6) other stationary noise sources. The *Noise Element* also should include implementation measures and possible solutions for existing and foreseeable noise problems, and should serve as a guideline for compliance with the State's noise insulation standards.

The *Noise Element* update is proceeding within the larger context of the *Land Use and Mobility Elements* updates, the *Zoning Code* revision, the *City-wide Design Guidelines*, the *Central District Specific Plan*, and the *Safety Element* update. The *Noise Element* will complement these efforts by providing data, formulating policies that take into account noise, and minimizing potential noise impacts.

Staff notified individuals and organizations that have participated in previous discussions about this hearing. Staff has worked extensively with the Police Department, the Environmental Health Department, and the Rose Bowl Operating Company (RBOC) throughout the update effort. On March 13, 2001, a community workshop was held to solicit input about the *Noise Element*. Background information was presented to the Planning Commission on November 14, 2001. Staff also met with several neighborhood associations and RBOC representatives in January, February, and March to discuss the update effort and solicit additional input. Primary issues identified during the outreach effort include traffic noise, aircraft noise, noise from activities in the Central Arroyo, and nuisance noise. Issues raised by the community tended to be specific to geographic area.

ANALYSIS

The *Existing and Future Conditions* report (Attachment 1) summarizes the community noise study, identifies primary sources of existing noise issues, and projects future transportation-related noise levels. The *Objectives, Policies, and Implementation* report (Attachment 2) describes how the City will approach noise at the *General Plan* level. Upon City Council approval, the latter document will be reformatted to become the updated *Noise Element*.

Below is a brief summary of the primary noise factors identified in Attachment 1 and the implementation measures outlined in Attachment 2 that are intended to address these issues:

Vehicular Traffic

Noise from vehicular traffic is the most common type of urban noise. Existing and future traffic noise contours, or lines corresponding with particular noise levels, were developed using information on existing and projected traffic volumes developed for the *Mobility Element* update. Based on the consultant's estimates, freeway noise currently exceeds 75 dBA Ldn¹ (i.e., similar to a passenger car traveling 65 miles per hour from 25 feet away). In areas where the freeways are depressed, elevated, or otherwise shielded from nearby development, the extent of high noise areas is less pronounced. High noise levels in close proximity to freeways are projected to increase slightly in the future. The increase will be most pronounced along Interstate 210 north of the Ventura Freeway.

Freeway noise exceeding 65 dBA Ldn (i.e., similar to the noise from an electric typewriter from 10 feet away) currently can be found within about a half mile of most freeways. Again, areas within the 65 dBA Ldn contour are expected to grow slightly in the future, with a greater increase projected adjacent to Interstate 210 north of the Ventura Freeway.

The *Objectives, Policies, and Implementation* report identifies means to minimize the effects of traffic noise. Corresponding with Objectives 2 and 3, Implementation Measures 4, 5, 6, and 7 specifically address traffic noise. For example, Measure 4 specifies that the City will consider using alternative paving materials to reduce traffic noise. Measure 5 reaffirms the City's commitment to implementing traffic calming when feasible. Measure 6 requires the City to coordinate with Caltrans to install sound walls along freeways.

Land Use Decisions

Noise compatibility issues are a potential source of noise conflicts. The 1994 *Land Use Element* encourages mixed-use development in the Central District and other Specific Plan areas, a policy the current *Land Use Element* update continues. Mixed-use development may result in conflicts between more noise-sensitive uses, such as residences, and less sensitive uses, such as commercial development. Commercial activities may also affect sensitive receptors nearby.

The *Guidelines for Noise Compatible Land Use* provide a tool to address noise compatibility issues. These *Guidelines* will be used by the City when identifying potential noise/land use issues for proposed projects. The *Guidelines* provide a range of noise levels that may be appropriate for sensitive land uses, such as residences, to account for different settings throughout the City. In all cases, interior noise levels at noise-sensitive uses must meet standards required by the State and in the Building Code.

For existing development, Objectives 6 and 7 will limit commercial and nuisance noise on sensitive receptors. Other implementation measures will limit noise in existing and future residential development from adjacent industrial, commercial, and recreational land uses. Implementation Measures 21, 23, and 26 in particular address these types of potential noise conflicts.

Central Arroyo

Recreation activities, Rose Bowl events, the Aquatics Center, and other special events in the Central Arroyo Seco and Brookside Park periodically result in high noise levels. Elevated noise levels also may result from activities at the future Kids Space Museum. Therefore, the objectives, policies, and implementation measures work to minimize noise from these activities by committing the City to monitoring noise in the Central Arroyo and coordinating events to limit noise. For example, Policy 5a requires the City to take into account noise reduction for facilities in the Central Arroyo.

Light Rail

The Gold Line light rail will result in a new noise source in the City. Although light rail in general is quieter than the former AT&SF train operations on the same right-of-way, noise from horns can affect nearby sensitive receptors. Objective 3 addresses light rail noise and commits the City to working with regional transit agencies to address that noise. Accordingly, Implementation Measures 12 and 13 stipulate that the City will continue monitoring light rail noise to ensure that mitigation measures for the Gold Line are implemented.

Aircraft

Noise from aircraft overflights may be an irritant to City residents. Commercial and public airplanes and helicopters are the primary sources of aircraft noise. Aircraft flight patterns and noise standards are primarily regulated by the State and federal governments. However, the implementation measures in the *Objectives, Policies, and Implementation Report* commit the City to working with regulatory agencies to reduce aircraft noise and limit disturbances in noise-sensitive areas. In particular, Measure 14 indicates that the City will work with the Federal Aviation Administration to identify appropriate altitude standards for helicopters, and Measure 25 commits the City to continue working to limit aircraft overflights in the vicinity of the Rose Bowl.

Environmental

Pursuant to the *California Environmental Quality Act* (CEQA – Public Resources Code, Section 21000 et seq.), a draft Negative Declaration and Initial Study for the *Noise Element* was prepared and circulated for public review. No written comments were received. The final Negative Declaration (see Attachment 5) concludes that adoption of the *Noise Element* will not result in significant impacts on the physical environment. No adverse impact on fish and/or wildlife is anticipated (see Attachment 5).

FISCAL IMPACT

Implementation of the proposed Noise Element is expected to require additional staff to perform monitoring of mitigation measures, revise ordinances and policies, and perform analysis of potential additional mitigation measures. These positions are not being requested at this time and will be brought before City Council in the future when needed. Implementation of the Noise Element may also incur hard costs for materials and equipment, however, these costs cannot be quantified as this time.

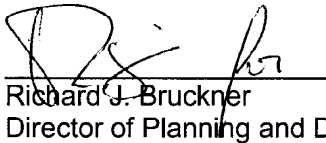
Respectfully submitted,


CYNTHIA J. KURTZ
CITY MANAGER

Prepared by:


Joshua Hart
Associate Planner

Reviewed by:


Richard J. Bruckner
Director of Planning and Development

¹ Sound usually is measured by its sound pressure in a unit called a decibel (dB). To account for human perception of sound that varies at different frequencies, the dB measurement may be A-weighted, which is denoted as dBA. Since sound may be more noticeable the longer it lasts, additional scales are widely used to average sound energy over time. The two most common scales are the Day/Night Noise Level (Ldn) and the Community Noise Equivalent Level (CNEL). These scales include a penalty for noise during the evening and nighttime hours, and for all practical purposes are equivalent.

Attachments:

1. *Existing and Future Conditions Report*
2. *Objectives, Policies and Implementation Report*
3. *Proposed Amendments to Noise Element Documents*
4. *Resolution Adopting Updated Noise Element*
5. *CEQA Findings, Final Negative Declaration, and Initial Study*
6. *Notice of Determination, Certificate of Fee Exemption*
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