



CITY OF LONG BEACH

LONG BEACH AIRPORT

R-27

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October 6, 2009

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive and file the status update regarding the Long Beach Airport QuieterHome[®] Program and adopt the 2008 65 dB CNEL Airport noise contour for purposes of the Long Beach Airport QuieterHome[®] Program. (Districts 4 and 5)

DISCUSSION

Background

The Long Beach Airport Terminal Area Improvement Project EIR No. 37-03, which was certified by the City Council on June 20, 2006, provides under Mitigation Measure 3.6-2 that a Residential Sound Attenuation Program shall be available to all residential units within the 65 dB CNEL contour "based on the contours published for the Long Beach Airport for the previous calendar year (Quarterly Report for 12 month Period Ending December 31)." In a separate action on April 24, 2007, the City Council directed the City Manager to implement a Residential Sound Attenuation Program as a part of the Neighborhood Protection Program.

On September 16, 2008, the City Council authorized the City Manager to enter into a contract with C&S Companies (C&S) for program design, management and construction management services for the Residential Sound Attenuation Program, now titled the "Long Beach Airport QuieterHome[®] Program or Quieter Home Program (Program)." C&S has experience in treating over 14,000 homes and is the firm responsible for managing the Residential Sound Attenuation Program for San Diego Lindbergh Airport. Staff has worked with C&S over the past several months to develop the Program, formulate the Policies and Procedures Manual, develop a community outreach program and set up a local Program Office.

Program Eligibility

The Federal Aviation Administration (FAA) guideline for determining a residential noise-sensitive area is consistent with State guidelines outlined in Title 21, Section 5012, which states, "the standard for the acceptable level of aircraft noise for persons living in the vicinity of airports is a CNEL of 65 decibels (dB)." The residential area located within the 65 dB is defined as the noise impact area or noise-sensitive area. In order for the Airport to monitor its noise impact, quarterly and annual noise reports are submitted

to the State and to Los Angeles County. According to the State, an airport with an impact area must take steps to mitigate the noise impacts.

Following the City Council's direction provided under Mitigation Measure 3.6-2, the 2008 Annual 65 dB CNEL contour (attached) was utilized for the Program. The 2008 contour identified twenty-seven (27) homes within the 65 dB contour. The twenty-seven (27) homes are located off the southern, or arrival end, of the Airport's main Runway 12-30. Mitigation of these homes will be addressed in the initial phase of the Program. The Program's northern, or departure contour, boundary is located east of Cherry Avenue and south of Carson Street and does not include any homes at this time.

The Program contours will be updated every year, and treatment areas will be adjusted as appropriate under state and federal guidelines. Future phases of the Program will address "end of block" and "contour rounding" protocols, and treatment areas will be adjusted accordingly.

Following adoption of the 2008 Annual 65 dB CNEL contour, staff will submit a request for approval to the FAA to utilize Passenger Facility Charges (PFC) to fund the Program's initial phase. This phase is projected to be completed by the end of 2011 at a cost of \$2.8 million.

Fundamental Program Goals

The Long Beach Airport QuieterHome Program must comply with Title 21 of the California State Code, and be consistent with guidelines stated in FAA Order 5100.38C, Airport Improvement Program Handbook and Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations (Report No. DOT/FAA/PP-92-5). The Program's acoustic goals, which are consistent with state and federal guidelines, are twofold:

- Target noise-sensitive homes within the 65 decibels (dB) or greater Community Noise Equivalent Level (CNEL).
- Target interior noise levels at 45dB and achieve at least a five (5) dB improvement in the Noise Level Reduction (NLR) in each noise-sensitive home. A five (5) dB change would be perceived by the average person and any residential noise insulation project should be designed to provide at least that improvement in NLR as a marginal minimum.

Additionally, the goal for each home is to replace eligible building elements with those that have the acoustic performance properties required to achieve the Program's minimum NLR goal and interior CNEL goal, and that are as visually similar as possible to that of the existing materials. These guidelines must be adhered to in order for the Program to be eligible for PFC funding.

Program Structure

The Program is completely voluntary and will be offered at no out-of-pocket cost to the eligible homeowner. Eligible homes will be retrofitted with sound insulating treatments

that may include acoustic windows, new exterior doors, caulking and sealing of gaps, attic insulation, mechanical ventilation, upgrades to existing air conditioning systems or the installation of a new air conditioning system. Participating homeowners will be required to sign a Participant Authorization Agreement. In accordance with FAA policy, and guidance provided in the Mitigation Measure 3.6-2, "in exchange for the property improvements provided under the Program, each participating homeowner will be required to sign an Avigation Easement." Priority for the Program and treatment within the Program is based on noise exposure levels, length of time the homeowner has owned the home, application submission date and owner-occupied homes.

The Program will be implemented in phases. Phase 1 includes program development and management, pre- and post-acoustical testing and design, in addition to construction for a Pilot Program consisting of 10 homes. Phase 1 is projected to be completed in fall 2010.

Phase 2, which includes Program management, pre- and post-acoustical testing, design and construction of the remaining 17 homes located within the 65 dB, is projected to be completed by the end of 2011. As prescribed in Mitigation Measure 3.6-2, future phases shall be based on CNEL noise contours published for the Airport for the previous calendar year.

Program Timeline

In October 2009, eligible homeowners will be sent a letter notifying them that their homes are located within a noise-sensitive area. The homeowners will also be provided a Program Application for inclusion in the Program and information on the Eligible Homeowner Workshop. The Workshop will be held in October 2009. Following the Workshop, C&S and the City's Project Coordinator will work directly with eligible homeowners throughout the design and construction phases.

Each of the twenty-seven (27) homeowners will be encouraged to submit a Program Application; however, since this is a voluntary program, some homeowners may elect not to participate. Selection of the Pilot Program homes will be consistent with the published priority guidelines.

The assessment, design, review and product delivery of the customized windows and doors is expected to last approximately nine months, and actual in-home construction time is estimated at 15 - 20 working days.

Community Outreach

As mentioned above, eligible homeowners will be notified and an Eligible Homeowner Workshop is planned for October 2009.

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To facilitate communications, C&S has established a toll-free information line at (888) 739-4090, and new page has been added to the Airport's website at www.lgb.org. Airport staff will also be available to respond to questions at (562) 570-2678. A Program Office and product showroom staffed by C&S will open on October 7, 2009, and will remain open throughout the Program.

This matter was reviewed by Assistant City Attorney Michael J. Mais on August 4, 2009, and by Budget and Performance Management Manager David Wodynski on August 3, 2009.

TIMING CONSIDERATIONS

City Council action on this item is requested on October 6, 2009, to expedite implementation of the Program.

FISCAL IMPACT

The total cost estimate for initial phases of the Long Beach Airport Quieter Home Program is \$2,800,000.

Existing appropriations in the Capital Improvement Project Fund (CP) in the Airport Enterprise Fund (EF 320) of the Airport Department (AP) will initially be used to fund the Program, and will be reimbursed by PFC, upon FAA approval.

SUGGESTED ACTION:

Approve recommendation.

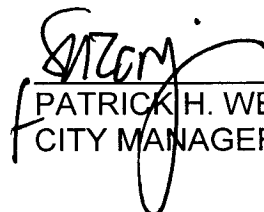
Respectfully submitted,


MARIO RODRÍGUEZ
DIRECTOR, LONG BEACH AIRPORT

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Attachment

APPROVED:


PATRICK H. WEST
CITY MANAGER

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