

June 6, 2023

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Recommendation to receive supporting documentation into the record and conclude the public hearing;

Adopt a Resolution approving and certifying the Environmental Impact Report EIR 03-20, State Clearinghouse No. 2019050009 and associated findings;

Adopt a Resolution replacing the current Noise Element with the updated Noise Element of the Long Beach General Plan; and,

Adopt an Ordinance implementing associated amendments to the Noise Ordinance, Long Beach Municipal Code Chapter 8.80. (Citywide)

DISCUSSION

Overview and Background

On March 2, 2023, the Planning Commission (Commission) held a duly noticed public hearing on the Noise Element and Noise Ordinance Update. The Commission unanimously voted to recommend the Noise Element and Noise Ordinance Update to the City Council for approval. However, the Commission took action to modify City of Long Beach (City) staff's recommendation by splitting the motion into two separate parts. The reason for the split vote was because the Commission felt that separate consideration of the Noise Ordinance Update was warranted based on public feedback regarding the desire for it to further address noise generated from special events. After much discussion, and in recognition of the fact that special events noise is regulated through a different title of the Long Beach Municipal Code (LBMC) than that which was before the Commission, the Commission ultimately voted to recommend both the updated Noise Element and the Ordinance amendments to implement the updated Noise Element to the City Council.

The City has been working to update the Noise Element of the General Plan since 2017. The Noise Element is one of the nine state-mandated General Plan Elements required for every city in California. In 1971, the California legislature mandated that a Noise Element be included as part of the General Plan due to potential impacts associated with elevated noise and vibration and the effects on community members within its cities. An update to the City's original 1975 Noise Element is proposed as well as the corresponding LBMC amendment to the City's Noise Ordinance to bring it into conformance with the updated Noise Element and the 2019 General Plan Land Use Element (LUE) and improve the enforceability of the Ordinance.

The Long Beach General Plan Noise Element was first adopted in 1975, and the Noise Ordinance was last comprehensively updated in 1977 based on the Noise Element. Since then, the City's physical makeup, population and regional context and the regulatory guidance around noise have changed significantly. Long Beach has grown and evolved a great deal since the 1970s. The City has a substantially larger population and has seen a significant increase in throughput from the Port of Long Beach and along goods movement corridors. The City's downtown has evolved as a convention and tourist destination, and the transportation network has had significant expansion with the development of the Metro A-line (formerly Blue Line) and investments in multimodal transportation facilities. Long Beach is now the 7th largest city in California and one of the top 50 largest cities in the United States. As Long Beach transitioned from a Los Angeles suburb to a vibrant, metropolitan community, the soundscape has also inevitably changed. Today, Long Beach is home to a thriving port, airport, major freeways, transit lines, and tourist attractions. It is appropriate to update the City's policy framework to reflect these changes in the City's urban fabric and its soundscape, while identifying new strategies and policies to maintain healthy, livable neighborhoods for all residents.

The proposed Noise Element update will replace the existing 1975 document and provide a tailored approach to noise policies and land use, recognizing the unique characteristics of the City's mixed-use, urban environment and major transportation corridors. Following a robust community engagement process from 2017-2019, a draft plan was released for public review in 2019. An Environmental Impact Report (EIR) was circulated for public review in early 2021. On October 21, 2021, City staff presented the Noise Element Update to the Commission for consideration of a recommendation for adoption. At this meeting, the Commission motioned to continue the item and directed City staff to return with a study session on the proposed plan.

Additional research, cross-departmental coordination and plan refinement took place in 2022, and a revised plan was made available for public comment from October 14, 2022, through December 1, 2022. The latest public review draft reflects edits to the plan and Ordinance including enhancements to LBMC section 8.80.030 regarding Administration and Enforcement of the Noise Ordinance. Two study sessions took place with the Planning Commission during the public review period for the revised draft plan, on October 20, 2022, and December 1, 2022. The study sessions featured a presentation of the draft Noise Element Update, Noise Ordinance Amendments and additional information related to noise generated by special events. The study sessions provided further opportunities for the public to provide public input on the Noise Element Update. No formal action was taken by the Commission at these study session meetings.

Noise Element Plan Overview

The proposed Noise Element Update aims to replace the existing 1975 Noise Element (Attachment A) of the Long Beach General Plan, respectively. The purpose of the Noise Element Update (Attachment B) is to provide a tailored approach to noise policy across neighborhoods, recognizing the unique characteristics of urban mixed-use environments and major transportation infrastructure. The Noise Element establishes updated strategies and policies that will guide noise and land use throughout the City. Four general goals of the Noise Element include:

- A healthy, livable community;
- Equitable distribution of noise;
- Minimizing exposures to excessive noise; and,
- Allowing for elements necessary for a dynamic, growing City.

The Development Services Department's (Department) Planning Bureau (Bureau) has prepared the General Plan Noise Element update and associated amendments to the Noise Ordinance (Attachment C) to implement the Noise Element. As part of the Noise Element update, 16 strategies related to noise are proposed, which would aid in the review of future development projects and their associated impacts. The 16 strategies are supported by numerous policies that work together to achieve the goals of creating a healthy, livable community that aims generally to minimize exposure to excessive noise while allowing for the elements and activity that are necessary for a dynamic, growing city and ensuring the equitable distribution of noise.

The Noise Element consists of six chapters: 1) Vision: A City That Thrives; 2) Introduction: What is a Noise Element? 3) Context: Understanding the Noise Environment; 4) Noise Fundamentals: Characteristics of Sound; 5) Noise Plan: Creating Livable Environments; and, 6) Administration and Implementation: Maintaining the Noise Element. As State law mandates that the Noise Element, be consistent with all other General Plan Elements, the proposed project brings the Noise Element and Noise Ordinance into consistency with the 2019 LUE update. The Draft Noise Element plan and associated proposed amendments to Title 8 of the LBMC (Noise Ordinance) have been available since 2019, with revised drafts released in March 2021 and October 2022. The March 2021 draft underwent a public review period when the draft EIR was in its public comment period from March 23, 2021, to June 14, 2021. The most recent version, the October 2022 draft, was made available for public comment from October 14, 2022, through December 1, 2022. The latest public review draft reflects edits to the plan and Noise Ordinance including enhancements to LBMC Section 8.80.030 regarding Administration and Enforcement of the Noise Ordinance.

Public Outreach and Engagement

To inform the proposed Noise Element and identify potential issues, a variety of community engagement strategies were employed from 2017-2019. Early in the process, a digital mapping tool was used to crowdsource data from residents and the community on local noise issues and observations through their smart phone or other devices. Special events emerged as an area of significant community interest. As such, City staff held a focus group and community meetings that focused on special events. Multiple stakeholder meetings and focus groups were conducted. Input received from the numerous outreach efforts were recorded, studied, and used to inform an Existing Conditions Report (first released to the public in March 2018 - Attachment D), which has informed the proposed Noise Element. Feedback from this early outreach also helped inform development of the Special Events Noise Study described below in more detail. Major outreach and engagement activities and events for the Noise Element Update included:

- In 2017-2018, a variety of community engagement strategies were employed including a significant online outreach component, “Listen Up Long Beach,” a crowdsourced digital mapping tool for the community to report on local noise issues and multiple stakeholder meetings and focus groups.
- On October 17, 2018, City staff held a focus group on Special Events and Outdoor Noise.
- On September 26, 2019, City staff supported the City Manager’s Office Special Events and Filming Bureau (Special Events and Filming Bureau) at their Special Events Sound Study community meeting.
- On May 30, 2019, City staff held a Noise Element Open House, just after the Draft Noise Element was released for public review on May 28, 2019.
- City staff attended multiple Ocean Residents Community Association meetings throughout the multi-year process.
- Two Commission study sessions with community input were held on October 20, 2022, and December 1, 2022.

Throughout the outreach and engagement process, City staff gathered feedback about noise concerns, opportunities, and priorities from community members. The proposed Noise Element incorporated comments received from community members throughout the outreach and engagement process. A common concern was the frequency and sound levels of special events in the waterfront area and categorization of special events as a temporary rather than stationary noise source. Commenters noted that excessive noise is a hazard to public health. Other concerns included general questions and comments about how the City can address noise sources such as freeways, ground vehicles and aircraft, leaf blowers, and nuisance neighborhood noises such as barking dogs. Other comments recognized Long Beach as a growing metropolitan City, where sound associated with entertainment and other common urban activities is an unavoidable part of the environment. While every comment did not lead to a specific change, changes were made specifically to address special events and other common topics. In addition, while not every request or comment could be fully accommodated, each was reviewed and considered by the consultant team, City staff and Departmental senior management.

General Plan Noise Element Requirements and Element Consistency

The Governor’s Office of Planning and Research (OPR) General Plan Guidelines provide guidance to cities on what must be addressed in each General Plan element. The Noise Element must: identify and appraise noise problems in the community; analyze and quantify, to the extent practicable, current and projected noise levels from a number of identified stationary sources (highways and freeways; primary arterials and major local streets; passenger and freight rail and ground rapid transit; aviation, military, and other facilities related to airport operations; industrial plants; and other stationary sources identified by local agencies that contribute to the noise environment); provide noise contours that shall be used as a guide for establishing a pattern of land uses; include implementation measures and

possible solutions that address existing and foreseeable noise problems; and serve as guidelines for compliance with the state's noise insulation standards.

State law mandates that the Noise Element be consistent with all other General Plan Elements. Policies and strategies in the Noise Element are intended to provide protection for land uses, as identified in the LUE, from excessive noise. The proposed Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. The Noise Element is related to other mandated elements, including Land Use, Housing, Circulation, and Open Space. In addition, the Noise Element is related to policies in the recently adopted Urban Design Element, a companion element to the updated LUE. The relationship between noise and these elements is briefly discussed in the section below and further detailed in the findings (Attachment E).

- **Land Use** – A key objective of the proposed Noise Element is to provide noise exposure information for implementation of the LUE. When integrated with the proposed Noise Element, the LUE will show acceptable new land uses in relation to existing and projected noise contours.
- **Housing** – Since residential land use is among the most noise sensitive, the noise exposure information provided in the proposed Noise Element must be considered when planning the location of and designing new housing.
- **Mobility** – The circulation system must be correlated with the LUE and is one of the major sources of noise. Thus, identifying ways to minimize noise exposure in the location and design of new transportation facilities is an important consideration, and planned land uses should incorporate project design features to minimize exposure to noise from existing transportation facilities.
- **Open Space** – Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space. Thus, noise exposure levels should be considered when planning for open space use. Conversely, open space can be used to buffer sensitive land uses from noise sources by using setbacks and landscaping.
- **Urban Design** – Urban design techniques can be employed to mitigate noise impacts. The Urban Design Element therefore complements the Noise Element. The Urban Design Element builds off the LUE PlaceTypes approach to allowing a greater mix of compatible uses within Long Beach neighborhoods in a harmonious manner supported by urban design strategies and policies.

Per Government Code Section 65300.5, all General Plan elements must be consistent with each other. As the LUE was updated in 2019, the proposed Noise Element update and proposed amendments to the Noise Ordinance to implement the updated Noise Element help ensure consistency between the Noise Element and the LUE. The Noise Element update, and noise limits, that inform implementation of the various General Plan Elements. Additionally, the Noise Element establishes new strategies and policies that help minimize noise impacts.

The Noise Plan

This Noise Element identifies strategies and policies to implement the vision of a healthy, livable noise environment in Long Beach. The strategies and policies outlined in Chapter 5: Noise Plan identify specific ways the City is working toward that vision. Long Beach is continuously pursuing innovative policies to lead the way in planning for noise in an evolving urban environment. Chapter 5: of the Noise Plan provides strategies and policies organized into six areas: 1) PlaceType Characteristics and Land Use Compatibility; 2) Mobility; 3) Construction; 4) Special Events; 5) Environmental Justice and Social Equity; and 6) Noise Management. There are a total of 16 strategies and 108 policies found in the plan. A summary of the strategies and example policies for each area is included below:

1. **PlaceType Characteristics and Land Use Compatibility** strategies and policies recognize that land use decisions must consider ambient noise levels and that measures should be applied to minimize noise impacts, to the degree practical and as appropriate for surrounding land uses. The LUE uses PlaceTypes to establish areas that have harmonious land uses, common development patterns and characteristics in order to ensure greater compatibility among land uses. A particular aim of the LUE PlaceTypes is to promote complete neighborhoods that provide for all the functional needs of residents and encourage more sustainable development patterns and generally allow greater flexibility and a mix of uses within these areas. The Noise Element PlaceType Characteristics and Land Use Compatibility strategies and policies help ensure that development of buildings, neighborhoods, streets, and outdoor spaces within any PlaceType are designed to identify and reduce or eliminate unnecessary noise near noise sensitive areas. As an example, PlaceType Characteristics and Land Use Compatibility strategy, Strategy No. 1 applies site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods (FCN), Multifamily Residential—Low and Moderate (MFR-L and MFR-M, respectively), and Neighborhood Serving Centers and Corridors – Low and Moderate (NSC-L and NSC-M, respectively) PlaceTypes. For example, policies under Strategy No. 1 encourage project site planning and the location of the various functional spaces within developments to minimize the potential adverse impacts of noise (Policy N 1-6) and the use of urban design strategies such as the use courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses (Policy N 1-5).
2. **Mobility** strategies and policies recognize that transportation is a major noise source and seek to minimize noise impacts from the multitude of vehicle-related noise including automobiles, trucks, motorcycles, and buses. As an example, Mobility strategy, Strategy No. 6 minimizes vehicular traffic noise in residential areas and near noise-sensitive land uses. An example policy under this strategy, Policy N 6-5, seeks to establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.
3. **Construction** strategy and policies recognize that construction activities are necessary and on-going source of noise throughout all parts of the City and seek to minimize the impacts of construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible. As an example, Construction policy,

Policy N 12-2, would limit the allowable hours for construction activities and maintenance operations near sensitive uses.

4. **Special Events** strategy and policies recognize the desire to continue making Long Beach a desirable setting for special events of many forms, while ensuring managed frequency and intensity of the noise for residents living in close proximity to these events. Special Events strategies and policies aim to provide a balanced approach to managing the needs of special events while prioritizing the well-being of residents. As an example, Special Events Policy N 13-3 provides guidance for implementing and enforcing procedures related to noise level requirements for large special events through the permitting process. The enforcement procedures are to be reviewed on an annual basis.
5. **Environmental Justice and Social Equity** strategies and policies recognize that environmental justice and social equity, as they relate to sound, are important aspects of planning for a healthy noise environment for all residents of Long Beach. As an example, Environmental Justice and Social Equity strategy, Strategy No. 15 seeks to reduce the disproportionate environmental noise burdens affecting low-income and minority populations. An example, Environmental Justice and Social Equity policy is Policy 15-2 which requires that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping or other measures as necessary to minimize noise impacts, particularly in areas of the City that are disproportionately impacted by noise.
6. **Noise Management** strategies and policies recognize the continual effort needed to regulate noise and create buffers from sources of noise to surrounding sensitive receptors and land uses. Noise Management strategies and policies aim to continue to actively enhance the regulation and management of noise, to improve procedures and minimize noise impacts. As an example, Noise Management Policy N 16-3 calls for developing a framework for improved inter-agency coordination with agencies such as the Federal Rail Administration, Federal Highway Administration, Federal Aviation Administration, and California Department of Motor Vehicles.

The strategies and policies in the proposed Noise Element provide a comprehensive framework for minimizing noise impacts in Long Beach. The strategies and policies established by the updated Noise Element would reduce potential impacts related to incompatible land uses and would help promote a healthy noise environment in the City. Changes to the Noise Ordinance are needed to implement the Proposed Noise Element. Proposed changes to the Noise Ordinance are detailed in the following section.

Proposed Noise Ordinance Amendments

The Noise Ordinance is contained in LBMC Title 8, Health and Safety, Chapter 8.80, Noise. Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise. Proposed amendments to LBMC 8.80 are shown in Attachment C and are outlined below. The amendments are designed to implement the Noise Element update and facilitate consistency with the LUE.

Update Noise District Map for Consistency with Land Use Element PlaceTypes

The 2019 LUE update established a number of mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential and other compatible land uses will be integrated. Proposed amendments to the Noise Ordinance include updates to the boundaries of Noise District Two (District Two) of the Noise District Map to better reflect and be consistent with the recently adopted LUE PlaceTypes. Attachment C includes the map with the proposed District Two updates. Attachments F and G show the existing and proposed Noise District Maps in large format for direct comparison and greater legibility.

Currently, District Two consists of areas that contain predominantly commercial uses with other land use types also present (Attachment F). The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed use development or are planned for mixed-uses and commercial uses in the future through the LUE (Attachment G). The areas included in the District Two boundaries were determined based on geography, PlaceType, and existing and anticipated activity centers and development patterns.

Geographically, the proposed District Two boundaries expand upon the existing area to include additional portions of Downtown, Midtown, Central Long Beach and key Waterfront areas, as well as portions of Belmont Shore. Based on LUE PlaceType, the proposed area of District Two expansion generally includes areas found in the Downtown, Waterfront (WF), Transit-Oriented Development Moderate Density, Transit-Oriented Development Low Density PlaceTypes and a select area in the NSC-L PlaceType. The proposed changes to the Noise District Map are overlaid with the corresponding PlaceTypes of the proposed expansion areas in Attachment H.

In general, these areas tend to be high intensity, mixed-use areas that are served by transit, function as regional destinations, and incorporate visitor-serving uses. For example, the areas with the WF PlaceType included in District Two encompass uses such as the Queen Mary, the Aquarium of the Pacific and Shoreline Village. Second Street in Belmont Shore, between Livingston Drive and Bay Shore Avenue, are included within proposed District Two as a major pedestrian commercial area within the City. The past and future Belmont Plaza Pool Complex and nearby major retail center are also included within proposed District Two. As proposed, District Two would not include any areas designated primarily or solely residential uses (such as FCN, MFR-L and MFR-M). The proposed expansion of District Two is intended to include existing and planned areas designated for mixed-use and major activity centers in the city to align noise districts with the relevant LUE PlaceTypes. The expanded area of District Two consists of an increase in 3.7 percent (from 2 percent to 5.7 percent), or 1.96 square miles, of the City's total area.

Update the Noise Limits Tables to Include Mixed-Use

The proposed amendments to the Noise Ordinance also include updating the Interior and Exterior Noise Limits Tables in the LBMC 8.80 to add mixed use as a land use type, including the corresponding maximum allowable daytime and nighttime decibel levels. For the exterior

noise limits table, District Two, which previously consisted of predominantly commercial uses with other land uses present, would be updated to include mixed uses. For the interior noise limits table, a new mixed-use receiving land use type is proposed. The proposed corresponding noise limits were developed based on technical analysis, best practices and are in-line with other similar and nearby jurisdictions. There are no proposed increases to the noise level maximums allowed in the code. These proposed amendments to noise limits align and are consistent with the proposed updates to the Noise District Map. These proposed amendments incorporate limited mixed-use areas in the higher commercial noise district (District Two) while maintaining the existing standards for indoor and outdoor noise limits for all other districts including residential and other noise-sensitive land uses such as schools.

Update Administration and Enforcement Procedures

Additional text changes are proposed for LBMC Section 8.80.030, Administration and Enforcement, to permit designated City staff of all departments with noise regulation responsibilities to coordinate with and carry out the duties of the Noise Control Officer as necessary to ensure responsiveness to various kinds of noise complaints. This small but critical change will reduce delays in enforcing noise complaints, move away from a silo approach where different City staff enforce different types of noise complaints and move forward with a noise-team approach across multiple departments. Additional text was included requiring the City to annually review the provisions of the Noise Ordinance to evaluate their effectiveness and consider potential process improvements. After meeting with various internal departments that have noise regulation responsibilities as well as receiving feedback from community members, these modifications are proposed to update administrative processes in a manner that will improve responsiveness to complaints and address community concerns. Enforcement was a topic of interest throughout the multi-year development process for the Noise Element, with much public interest in increasing the effectiveness and frequency of enforcement and with much internal discussion among City Departments regarding improving coordination and empowering a broader range of City staff to enforce the Noise Ordinance.

Special Events

During development of the Noise Element update, much of the community feedback focused on concerns about noise generated by special events that take place in the City as well as from those interested in maintaining or expanding the City's many special events. OPR's General Plan Guidelines state that the noise element should address stationary noise sources including noise from sources such as highways and freeways, major arterials and local streets, passenger and freight rail and ground rapid transit; aviation, military, and other facilities related to airport operations; industrial plants; and other stationary sources identified by local agencies that contribute to the noise environment. The City does not identify short-term, temporary, and seasonal special events as stationary noise sources that consist of typical noise patterns and contribute to the existing ambient noise setting. However, based on input from the community, the proposed Noise Element does establish general strategies and policies designed to help minimize noise impacts, including those that occur on a periodic basis, such as those from special events.

In April 2018, at the request of the City Council, the Special Events and Filming Bureau prepared a [Special Events Noise Study](#), which was a concurrent but separate effort from the Noise Element update. The Noise Element is a vision document that will inform Long Beach's long-term, holistic approach to ambient noise and provides a framework for general policies relating to special events, while the Special Events Noise Study more specifically focused on evaluating and identifying strategies for managing special events noise. The City's Special Events and Filming Bureau hosted a community meeting on September 26, 2019, to present the findings of the Special Events Noise Study and the additional practices that would be instituted as part of the special events permitting process. The Special Events Noise Study sought to evaluate the existing regulations and procedures in place that relate to noise from special events; conduct case studies and identify best practices from select cities with comparable vibrancy and range of special events (Pasadena, California; Nashville, Tennessee; Austin, Texas; and, Seattle, Washington); and synthesize key findings and options, including standards, methods, strategies, technologies, for special events noise mitigation consideration.

As a result of this process, the Special Events and Filming Bureau implemented a number of measures to improve special events permitting processes and noise mitigation strategies. These include special events applications being made available online, circulated through various City departments for review, and approved with conditions (e.g., limited hours, sound mitigation measures, sound monitoring methods, and community notifications); regular sound monitoring and reporting by the Health and Human Services Department and the Special Events and Filming Bureau; and availability of an after-hours hotline for concerns relating to special events. Noise conditions and mitigations may include amplified speaker conditions and additional sound mitigations such as the use of acoustical sound barriers. The Special Events and Filming Bureau continues to consider potential future special events mitigation measures, such as the implementation of sound reading available in real time and visible to the public. Other potential future mitigation measures being considered include the use of sound monitoring boxes in downtown event parks during summer months, implementation of penalty fees, and website improvements.

Although the Noise Element is designed to address the long-term, ongoing impacts of noise due to stationary (permanent) sources such as land uses and transportation, as a policy document it still provides a framework for general policies about noise generated by special events. The Special Events Noise Study led to several policies that are included in the proposed Noise Element. For example, Strategy 13 in the plan, which calls for balancing the needs of special events while prioritizing the well-being of residents and is supported by six policies to increase access to information, provide efficient and standardized processes for special events permitting, implement and enforce procedures related to noise level requirements for special events, and to stay up to date with noise monitoring technology and noise assessment methods for special events. The Special Events Noise Study also informed the associated Noise Ordinance amendments, namely the update to LBMC Section 8.80.030 to clarify departmental responsibilities and administrative processes related to noise regulation.

Special Events in the Zoning Code and Coastal Zone

The City of Long Beach Temporary Uses Ordinance is contained in LBMC Title 21, Zoning, Chapter 21.53, Temporary Uses. Chapter 21.53, Temporary Uses, addresses the occurrence

of special events, such as carnivals, fiestas, other outdoor exhibition or celebration in certain zoning districts. These regulations limit the types of temporary uses, including special events, that can occur in various locations, the length of time and frequency such events or temporary uses can occur.

Much of the public feedback related to the proposed Noise Element has been centered around concerns regarding special events that take place in the City's Coastal Zone. In the Coastal Zone of Long Beach in which the City shares jurisdiction with the California Coastal Commission (CCC), coastal permitting may be required depending on the location of the special event and timing of the event to ensure the maintenance and preservation of coastal access in accordance with the California Coastal Act (Coastal Act) and the City's Local Coastal Program (LCP). The City's LCP is a separate document from the Noise Element update and an update to the LCP will have additional opportunities for outreach and public hearings.

City staff, Special Events and Filming Bureau and the CCC are working together on a Local Coastal Program Amendment to amend language in the LCP regarding public events at Alamitos Beach located at 780 Shoreline Drive. This Local Coastal Development Plan (LCDP) is a separate document from the Noise Element Update. The LCDP is designed to ensure that public events are in accordance with the provisions and permitting requirements within the CCC's General Strand Policies. This LCPA would introduce policies related to the occurrence of special events and best management practices to ensure policies of the Coastal Act are adhered to.

The Coastal Zone is divided into three jurisdictions areas: 1) Coastal Commission Original Permit Jurisdiction; 2) Appealable Area; and 3) City Coastal Zone. Areas in red of the City of Long Beach Coastal Zone Map (Attachment I), are under the permitting authority of the CCC, which typically includes the sandy beach areas of the City's coastline. Special events in these areas are required to demonstrate compliance with proposed amendments to LBMC Chapter 21.53 Temporary Uses and the CCC's general strand policies for temporary events.

Taken together, Coastal regulations, the Noise Element, the temporary uses Ordinance, and City procedures seek to strike a balance between the benefits of special events, which provide social and cultural enrichment to city residents and visitors, economic activity and introduce many visitors to the City who later return again due to their positive experience at a special event; and any negative externalities from special events including noise, traffic and other closures, inconvenience or displeasure. While many residents have expressed concerns regarding special events during Planning Commission study sessions, there were also residents that expressed support of special events throughout the public process.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, the city, as Lead Agency, prepared a Draft and Final Environmental Impact Report, EIR 03-20, State Clearinghouse No. 2019050009 (Attachment J). The Draft EIR was first released on March 23, 2021, and the public comment period ended June 14, 2021. City Staff received 21 comments during the comment period and responded to the comments in the Final EIR. During the EIR process, a common concern raised was the frequency and sound levels of special

events in the waterfront area and categorization of special events as a temporary rather than stationary noise source. Several comments consisted of requests for noise limits to be added to the proposed Noise Element in addition to the LBMC. There was also concern expressed about changing the noise limits based on PlaceType. Several comments cited excessive noise as a hazard to public health. Some comments were provided regarding the City's noise insulation standards in habitable rooms with doors and windows closed. EIR Chapter 2.0 Common Letters and Responses groups these common comments and provides responses.

The Noise Element update, and associated Noise Ordinance amendments do not result in any physical improvements but rather are planning actions, which are consistent with the adopted LUE, intended to comply with State law, better reflect the Long Beach noise environment today, and minimize exposure to excessive noise. No significant impacts were identified in the EIR analysis. The EIR found less than significant impacts related to land use and planning, noise, and transportation and further found that no mitigation is required for these less than significant impacts. However, the project is required to adhere to a project design feature related to land use and planning. The project design feature requires that a program be implemented to amend the LBMC to implement and ensure consistency between the proposed Noise Element and the LBMC, and that all inconsistencies between the proposed Noise Element and LBMC be resolved through text amendments within 36 months following project approval. The proposed amendments to the Noise Ordinance are consistent with and implement this project design feature.

After the EIR was circulated, minor text changes have been made to the draft plan and associated ordinance amendments. The October 2022 draft is the most recent version of the Noise Element update. Given the minor text edits made to the document, the EIR was not required to be recirculated for public comment. Per Section 15088.5, Recirculation of an EIR prior to certification of the CEQA Guidelines, the criteria for recirculation of an EIR is whether new significant information has come to light that would deprive the public of a meaningful review of a significant adverse project impact. The Noise Element's minor text edits are not considered new significant information and would not result in a new, or significant impacts.

This matter was reviewed by Deputy City Attorney Erin Weesner-McKinley on May 23, 2023, and by Revenue Management Officer Geraldine Alejo on May 10, 2023.

PUBLIC HEARING NOTICE

The required public hearing notice was provided in accordance with LBMC. A public hearing notice was published in the Long Beach Press-Telegram and the Grunion Gazette on May 23, 2023. Notices were provided to all City libraries, posted at three City parks, and posted at City Hall. The public hearing notice was posted on the Department's website and distributed through the City's LinkLB email blast system. As of the date of preparation of this report, no comments have been received.

TIMING CONSIDERATIONS

City Council action is requested on June 6, 2023. Pursuant to Section 21.25.103 of the Zoning Regulations, this request is to be presented to the City Council within 60 days of the Planning

Commission hearing, which took place on the March 2, 2023. The June 6, 2023, public hearing date was the first available opportunity for the item to be reviewed by the City Council.

FISCAL IMPACT

The proposed Noise Element includes updated strategies and policies that will guide noise and land use throughout the City including implementing administration and enforcement efforts. These efforts include an annual review of the Noise Ordinance and its effectiveness, as well as coordination across various City departments for enforcement efforts and increased responsiveness to community noise complaints. While it is anticipated that the adoption of the updated Noise Element will not have a staffing or fiscal impact in the current fiscal year, additional resources may be required in subsequent fiscal years to support these efforts as implementation moves forward. If needed, the Department will return to City Council with a request for appropriation once the associated cost impact and funding is identified to support these efforts. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with City Council priorities. There is no local job impact associated with this recommendation.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



CHRISTOPHER KOONTZ
DIRECTOR OF DEVELOPMENT SERVICES

APPROVED:



THOMAS B. MODICA
CITY MANAGER

- ATTACHMENTS: ORDINANCE
RESOLUTIONS
A - ORIGINAL 1975 NOISE ELEMENT
B - PROPOSED NOISE ELEMENT
C - PROPOSED NOISE ORDINANCE REDLINE
D - NOISE EXISTING CONDITIONS REPORT
E - FINDINGS
F - EXISTING NOISE DISTRICT MAP
G - PROPOSED NOISE DISTRICT MAP
H - PROPOSED DISTRICT MAP WITH PLACETYPE
I - CITY OF LONG BEACH COASTAL ZONE MAP
J - DRAFT AND FINAL ENVIRONMENTAL IMPACT REPORT

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ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING LONG BEACH
MUNICIPAL CODE CHAPTER 8.80 TO IMPLEMENT
AMENDMENTS TO THE NOISE ORDINANCE

WHEREAS, Chapter 8.80 of the Long Beach Municipal Code establishes exterior and interior noise limits for the generation of sound within the City; and

WHEREAS, an update to the City’s original 1975 Noise Element is proposed as well as the corresponding Long Beach Municipal Code amendment to the City’s Noise Ordinance to bring the City’s Noise Ordinance into conformance with the updated Noise Element and the 2019 General Plan Land Use Element;

WHEREAS, the City desires to amend Chapter 8.80 to implement the Noise Element update and facilitate consistency with the Land Use Element;

NOW, THEREFORE, the City Council of the City of Long Beach ordains as follows:

Section 1. The Long Beach Municipal Code is amended by amending Subsection 8.80.030 to read as follows:

8.80.030 Administration and enforcement

The noise program established by this Chapter shall be administered by the noise control office as designated by the City Manager. An official within the noise control office shall be appointed as the Noise Control Officer and shall be a person with sufficient knowledge of environmental acoustics to enforce noise regulations. All departments with noise regulation responsibilities may, based on circumstance and need, carry out the duties of the Noise Control Officer to help ensure that noise complaints from the public are timely and adequately addressed. This includes but is not limited to taking noise measurements and acting as a case manager, upon receiving a noise complaint;

1 coordinating with the Noise Control Officer and relevant departments as appropriate
 2 based on the circumstance; and conducting other actions necessary to facilitate
 3 resolution of the noise complaint. Further, the City is committed to annually reviewing the
 4 provisions of this ordinance.

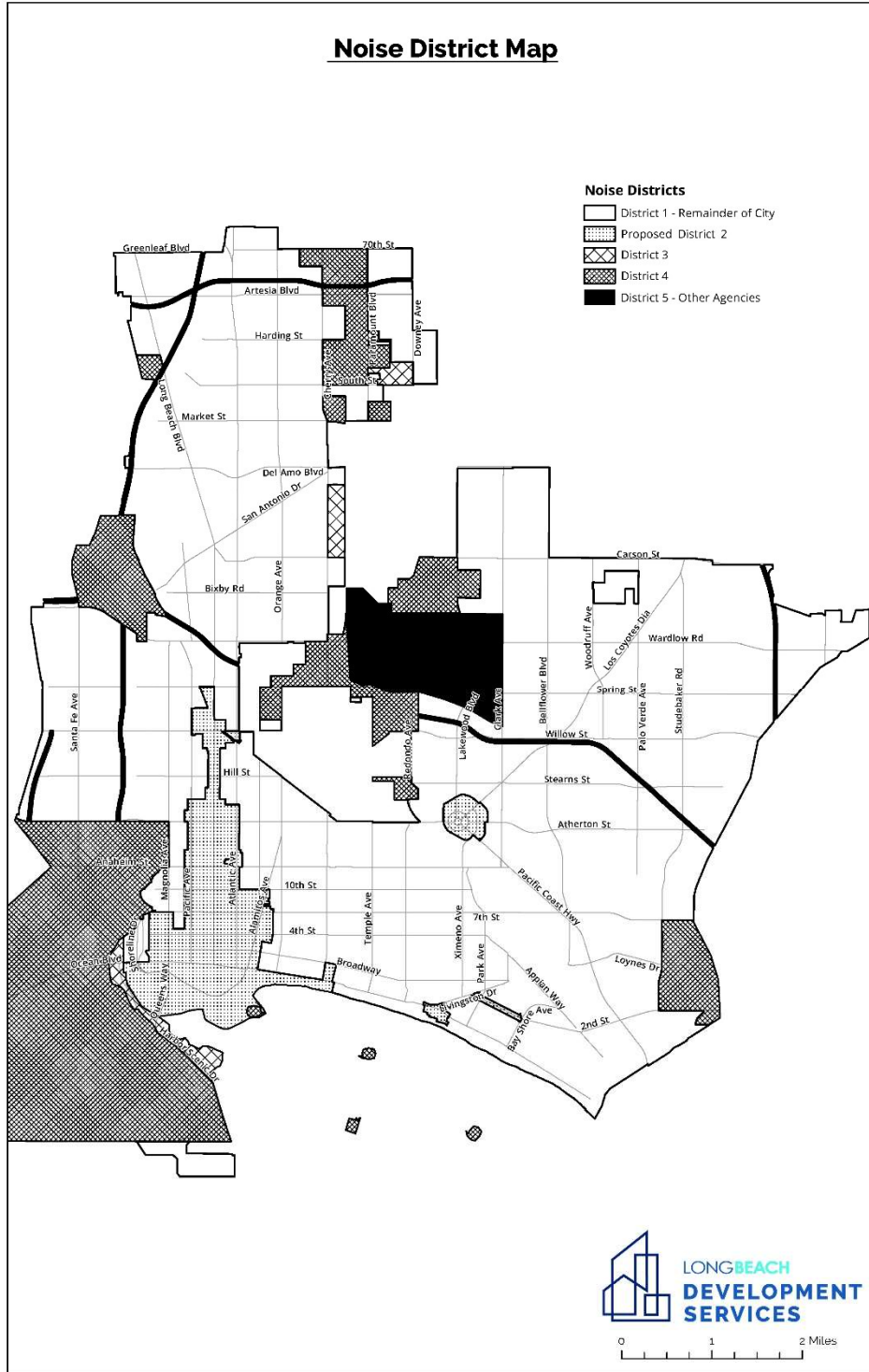
5
 6 Section 2. The Long Beach Municipal Code is amended by amending
 7 Table A to Subsection 8.80.160 as follows:

8 **Table A**
 9 **EXTERIOR NOISE LIMITS**

Receiving Land Use District*	Time Period	Noise Level** (dBA)
District One	Night:	
	10:00 p.m.—7:00 a.m.	45
	Day:	
	7:00 a.m.—10:00 p.m.	50
District Two	Night:	
	10:00 p.m.—7:00 a.m.	55
	Day:	
	7:00 a.m.—10:00 p.m.	60
District Three	Any time	65
District Four	Any time	70
District Five	Regulated by other agencies and laws	
*District One:	Predominantly residential with other land use types also present	
District Two:	Mixed-use or predominantly commercial with other land use types also present	
Districts Three and Four:	Predominantly industrial with other land types use also present	
District Five:	Airport, freeways and waterways regulated by other agencies	

26 ** Districts Three and Four limits are intended primarily for use at their boundaries rather than for
 27 noise control within those districts.
 28

1 Section 3. The Long Beach Municipal Code is amended by amending
 2 Table B to Subsection 8.80.160 by removing the existing Noise District Map and inserting
 3 the following Noise District Map:



OFFICE OF THE CITY ATTORNEY
 DAWN MCINTOSH, City Attorney
 411 W. Ocean Boulevard, 9th Floor
 Long Beach, CA 90802

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Section 4. The Long Beach Municipal Code is amended by amending
Subsection 8.80.170.A to read as follows:

8.80.170 Interior noise limits - Sound levels

A. The interior noise standards for various land use districts as
presented in Table C shall apply, unless otherwise specifically indicated,
within the structures located in designated zones with windows in their
normal seasonal configuration.

TABLE C

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	35 45
All	Mixed-use	10:00 p.m. -7:00 a.m. 7:00 a.m.-10:00 p.m.	45 50
All	School	7:00 a.m.—10:00 p.m. (While school is in session)	45
Hospital, designated noise sensitive zones		Any time	40

OFFICE OF THE CITY ATTORNEY
DAWN MCINTOSH, City Attorney
411 W. Ocean Boulevard, 9th Floor
Long Beach, CA 90802

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Section 5. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 2023, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

Recusal(s): Councilmembers: _____

City Clerk

Approved: _____
(Date)

_____ Mayor

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RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH CERTIFYING THAT THE FINAL ENVIRONMENTAL IMPACT REPORT (“EIR 03-20”) FOR THE GENERAL PLAN NOISE ELEMENT PROJECT IN THE CITY OF LONG BEACH (STATE CLEARINGHOUSE NO. 2019050009), HAS BEEN COMPLETED IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND STATE AND LOCAL GUIDELINES; AND MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATIVE THERETO

WHEREAS, the City of Long Beach has proposed to update the Noise Element of the General Plan (“Project”) involving an update to the City’s original 1975 Noise Element as well as the corresponding Long Beach Municipal Code amendment to the City’s Noise Ordinance to bring it into conformance with the updated Noise Element and the 2019 General Plan Land Use Element, respectively. The Long Beach General Plan Noise Element was first adopted in 1975, and the Noise Ordinance was last updated in 1977. Since then, the City’s physical makeup, population, and regional context, and the regulatory guidance around noise has changed significantly. The proposed Noise Element update will replace the existing 1975 document and provide a tailored approach to noise policies and land use, recognizing characteristics of the City’s mixed-use, urban environment and major transportation corridors; and

Said Project is more fully described in the Final Environmental Impact Report (“FEIR”) for the General Plan Noise Element (State Clearinghouse No. 2019050009), a copy of which FEIR, including the complete proposed Project description, is incorporated herein by this reference as though set forth in full, word for

1 word; and

2 WHEREAS, Project implementation will require certification of the Final
3 FEIR; and

4 WHEREAS, an Initial Study was prepared in accordance with CEQA which
5 concluded that an Environmental Impact Report would be the appropriate level of review
6 in accordance with the California Environmental Quality Act (CEQA) and CEQA
7 Guidelines section 15161; and

8 WHEREAS, the City began an evaluation of the proposed project by issuing
9 a Notice of Preparation (NOP) for a FEIR, which report was circulated from May 17, 2019
10 to June 17, 2019. A Notice of Completion was prepared and filed with the State Office of
11 Planning and Research initially on March 23, 2021; and

12 WHEREAS, implementation of the Project constitutes a “project” as defined
13 by CEQA, Public Resources Code Sections 21000 et seq., and the City of Long Beach is
14 the Lead Agency for the Project under CEQA; and

15 WHEREAS, it was determined during the initial processing of the Project
16 that it could have potentially significant effects on the environment, requiring preparation
17 of an FEIR; and

18 WHEREAS, the City prepared full and complete responses to the
19 comments received on the FEIR, and distributed the responses in accordance with Public
20 Resources Code section 21092.5; and

21 WHEREAS, the City Council has reviewed and considered the information
22 in, and the comments to, the DEIR and responses thereto, and the FEIR at a duly noticed
23 City Council meeting held on June 6, 2023, at which time evidence, both written and oral,
24 was presented to and considered by the City Council; and

25 WHEREAS, the City Council has read and considered all environmental
26 documentation comprising the FEIR, including the DEIR, comments and the responses to
27 comments, and errata (if any) included in the FEIR, and has determined that the FEIR
28 considers all potentially significant environmental impacts of the Project and is complete

1 and adequate, and fully complies with all requirements of CEQA and the State CEQA
2 Guidelines; and

3 WHEREAS, the City Council evaluated and considered all significant
4 impacts, mitigation measures, and project alternatives identified in the FEIR;

5 NOW, THEREFORE, the City Council of the City of Long Beach does
6 hereby find, determine and resolve that:

7 Section 1. All the above recitals are true and correct and are
8 incorporated herein as though fully set forth.

9 Section 2. The FEIR is adequate and provides good faith disclosure of
10 available information on the Project, and all reasonable and feasible alternatives thereto,
11 and has been completed in compliance with CEQA and the State CEQA Guidelines.

12 Section 3. The FEIR, which reflects the City Council's independent
13 judgment and analysis, is hereby adopted, approved, and certified as complete and
14 adequate under CEQA.

15 Section 4. Pursuant to Public Resources Code Section 21081 and State
16 CEQA Guidelines section 15091, the City Council has reviewed and hereby adopts the
17 CEQA Findings of Fact regarding the Final Environmental Impacts for the General Plan
18 Noise Element as shown on the attached Exhibit "A", which document is incorporated
19 herein by reference as though set forth in full, word for word.

20 Section 5. Pursuant to State CEQA Guidelines section 15091(e), the
21 record of proceedings relating to this matter has been made available to the public at,
22 among other places, City Hall, Department of Development Services, 3rd Floor, 333 W.
23 Ocean Boulevard, Long Beach, California, and at the new City Hall, Department of
24 Development Services, 411 W. Ocean Boulevard, 3rd Floor, Long Beach, California, and
25 is, and has been, available for review during normal business hours.

26 Section 6. The information provided in the various staff reports submitted
27 in connection with the Project, the corrections and modifications to the DEIR, and the
28 FEIR made in response to comments and any errata which were not previously re-

1 circulated, and the evidence presented in written and oral testimony at the public hearing,
2 do not represent significant new information so as to require further re-circulation of the
3 FEIR pursuant to Public Resources Code Section 15088.5.

4 Section 7. This resolution shall take effect immediately upon its adoption
5 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

6 I hereby certify that the foregoing resolution was adopted by the City
7 Council of the City of Long Beach at its meeting of _____, 2023,
8 by the following vote:

9
10 Ayes: Councilmembers: _____
11 _____
12 _____
13 _____

14 Noes: Councilmembers: _____
15 _____

16 Absent: Councilmembers: _____
17 _____

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City Clerk

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**FINDINGS OF FACT IN SUPPORT OF FINDINGS FOR THE
FINAL ENVIRONMENTAL IMPACT REPORT**

**FOR THE
CITY OF LONG BEACH NOISE ELEMENT AND NOISE ORDINANCE
(CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT,
MUNICIPAL CODE AMENDMENT AND GENERAL PLAN AMENDMENT)
STATE CLEARINGHOUSE NO. 2019050009**

I. BACKGROUND

Public Resources Code (PRC) Section 21002 states that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” Section 21002 further states that the procedures required by the California Environmental Quality Act (CEQA) “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.”

Agencies demonstrate compliance with Section 21002’s mandate by adopting findings before approving projects for which Environmental Impact Reports (EIRs) are required. (See PRC § 21081, subd. (a); *State CEQA Guidelines*, § 15091, subd. (a).) The approving agency must make written findings for each significant environmental effect identified in an EIR for a proposed project and must reach at least one of three permissible conclusions. The first possible finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (*State CEQA Guidelines*, § 15091, subd. (a)(1).) The second permissible finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding” and that “[s]uch changes have been adopted by such other agency or can and should be adopted by such other agency.” (*State CEQA Guidelines*, § 15091, subd. (a)(2).) The third potential conclusion is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (*State CEQA Guidelines*, § 15091, subd. (a)(3).)

Agencies must not adopt a project with significant environmental impacts if feasible alternatives or mitigation measures would substantially lessen the significant impacts. PRC Section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” *State CEQA Guidelines* Section 15364 adds “legal” considerations as another indicia of feasibility. (See also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565.) Project objectives also inform the determination of “feasibility.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417.) Further, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.” (*Id.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) An agency need not, however, adopt *infeasible* mitigation measures or alternatives. (*State CEQA Guidelines*, § 15091,

subds. (a), (b).) Further, environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

Notably, Section 21002 requires an agency to “substantially lessen or avoid” significant adverse environmental impacts. Thus, mitigation measures that “substantially lessen” significant environmental impacts, even if not completely avoided, satisfy section 21002’s mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 (“CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level”); *Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal.App.3d 300, 309 (“[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible”).)

CEQA requires that the Lead Agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (*State CEQA Guidelines*, § 15091, subds. (a), (b).) The California Supreme Court has stated, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” (*Citizens of Goleta Valley v. Board of Supervisors*, *supra*, 52 Cal.3d at p. 576.)

The City of Long Beach (City) City Council, as the decision-making body of the CEQA Lead Agency, has determined that based on all the evidence presented, including, but not limited to, the Final EIR, written and oral testimony given at meetings and hearings on the project, and submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the project are: (1) less than significant and do not require mitigation. The City Council has further determined that the project would not result in any significant unavoidable adverse impacts.

A. PROJECT SUMMARY

The proposed project is the adoption of a new General Plan Noise Element, which would replace the City’s existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City’s General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the Land Use Element (LUE), from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

The topics of noise and vibration are introduced with a discussion of the function of a Noise Element and its role within other planning and regulatory frameworks, the community engagement involved in shaping the element, and concepts for implementing the vision of the element. The Noise Element also includes information related to noise fundamentals, such as the characteristics of sound, measurement of sound and definitions of acoustical terms, physiological effects of exposure to noise, and common sound levels and their noise sources.

As part of the Noise Element, the City has established 16 strategies related to noise, which would aid review of future projects and their associated environmental impacts. In addition to the 16 strategies, the proposed Noise Element contains numerous policies that work together to achieve the goals of creating a healthy, livable community with the equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city. These citywide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

Chapter 5 of the proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

Chapter 6.0 of the proposed Noise Element includes implementation measures (comprised of tools and strategies), which are intended to be used to effectively implement the goals and policies contained in the Noise Plan. Implementation tools consist of the City's regulatory processes, such as zoning regulations, the Noise Ordinance which is being updated as part of this project, development review, building and housing codes, CEQA compliance, City noise procedures and management, interagency coordination, and enforcement. The implementation strategies summarize goals and policies from the Noise Plan and identify the responsible City departments and general timeframes for completion. Periodic progress reports will be prepared every two to three years to ensure that the City is adhering to implementation strategies outlined in the Noise Element.

The City of Long Beach Noise Ordinance is contained in Title 8, Health and Safety, Chapter 8.80, Noise, of the City's Municipal Code. Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise.

Several amendments to the Noise Ordinance would be included as part of the proposed project. A Project Design Feature (PDF) is a specific component of the proposed project that has been incorporated in the project design to reduce potential environmental effects. This PDF is a part of the proposed project and does not constitute a mitigation measure. It is, however, included in this Draft EIR because it is intended to reduce potential project impacts. If applicable, PDFs are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for each environmental topic.

B. ENVIRONMENTAL REVIEW PROCESS

In conformance with CEQA, the *State CEQA Guidelines*, and the City of Long Beach policies regarding the implementation of CEQA, the City conducted an extensive environmental review of the proposed project.

- The City determined that an EIR would be required for the proposed project and issued a Notice of Preparation (NOP) on May 17, 2019. The City also conducted a public scoping meeting on May 30, 2019, to present the proposed project and to solicit input from interested parties regarding environmental issues that should be addressed in the EIR. Section 2.2 of the Draft EIR describes the issues identified for analysis in the Draft EIR through the NOP and the public scoping process. Section

2.4, Effects Found Not to Be Significant, identifies environmental issues that were considered, but for which no adverse impacts were identified during scoping. As such, these environmental issues were not discussed in the Draft EIR.

The City prepared a Draft EIR, which was made available for a 45-day public review period, from March 23, 2021 to May 6, 2021. Due to a noticing oversight, and in order to ensure that all interested parties had sufficient time to review, the public review period was extended from May 6, 2021 to June 14, 2021. On April 30, 2021, a notice of extension of the public review period was sent to the project distribution list and updated on the City's website. The City prepared a Final EIR, including the Responses to Comments to the Draft EIR and this Findings of Fact. The Final EIR/Response to Comments contains comments on the Draft EIR, responses to those comments, text errata to the Draft EIR, and appended documents. The Responses to Comments were distributed to commenting parties at least 10 days prior to the first public hearing held on the project at the March 2, 2023 Planning Commission meeting.

C. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The NOP and all other public notices issued by the City in conjunction with the proposed project;
- All written comments submitted by agencies or members of the public during the public review comment period on the NOP;
- The Final EIR for the proposed project;
- The Draft EIR;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- The Mitigation Monitoring and Reporting Program (MMRP) (Project Design Features);
- The reports and technical memoranda included or referenced in the Response to Comments;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR;
- The Resolutions adopted by the City in connection with the proposed project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto;
- Matters of common knowledge to the City, including but not limited to federal, State, and local laws and regulations;
- Any documents expressly cited in these Findings; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code (PRC) Section 21167.6(e).

D. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the project are located at the City of Long Beach City Hall, 411 West Ocean Boulevard, 3rd Floor, Long Beach, California 90802. The City's Development Services Department is the custodian of the administrative record for the proposed project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the City's Development Services Department. This information is provided in compliance with PRC Section 21081.6(a)(2) and *State CEQA Guidelines* Section 15091(e).

II. FINDINGS OF FACT

This section provides a summary of the proposed project's impacts, as identified in the Final EIR, that would have no impact or less than significant impact without mitigation. The project would not require any mitigation. The proposed project does not have any significant and unavoidable impacts.

A. ENVIRONMENTAL EFFECTS THAT WERE DETERMINED NOT TO BE POTENTIALLY AFFECTED BY THE PROPOSED PROJECT

As a result of the IS that was circulated with the NOP by the City on May 17, 2019, the City determined, based upon the threshold criteria for significance, that the proposed project would not result in significant potential environmental impacts in several areas; therefore, the City determined that these potential environmental effects would not be evaluated further in the EIR. Based upon the environmental analysis documented in Chapter 2.0 of the Final EIR, no substantial evidence has been submitted to or identified by the City that indicates that the proposed project would have an impact on the following environmental areas:

Aesthetics: The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or developments that would result in impacts to scenic vistas. The project would not result in changes to height or density of land uses, and consequently, the project would not impact views of scenic resources in the planning area. As a result of implementation of the proposed project, the existing scenic quality of the planning area would remain unchanged and sources of light and glare in the planning area would remain the same as existing conditions. Each future discretionary project within the City would be evaluated individually and project-specific mitigation would be proposed as needed. For these reasons, approval of the proposed project would not result in substantial adverse impacts to aesthetics. Therefore, this issue was not evaluated further in the Draft EIR.

Agriculture/Forestry Resources: The planning area is almost entirely developed and is not used for agricultural or forestry purposes. No properties within the planning area are designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor are there areas zoned for agricultural or forestry uses. Further, there are no areas protected by a Williamson Act contract. As such, implementation of the proposed project would not result in environmental changes that could result in the conversion of farmland to nonagricultural use or the conversion of forest land to non-forest use. Furthermore, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not

include or facilitate any physical improvements or development that would result in impacts to agricultural and forestry resources. Therefore, this issue was not evaluated further in the Draft EIR.

Air Quality: The planning area includes the entirety of the City of Long Beach, which is part of the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) adopted the *2016 Air Quality Management Plan (2016 AQMP)* in March 2017. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would conflict with the 2016 Air Quality Management Plan (AQMP), result in an exceedance of SCAQMD criteria pollutant emission thresholds, result in increased short- or long-term emissions, or generate odors within the planning area. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Biological Resources: In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. These urban areas do not contain mapped habitat for any sensitive biological species as identified on local/regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Although the majority of the planning area is urban in nature, the City contains a number of open space areas (e.g., El Dorado Regional Park, the Los Angeles and San Gabriel Rivers, Los Cerritos Wetlands, beaches along the Pacific Ocean shoreline, rights-of-way, marinas, bays, riparian habitat, and wetlands) that have the potential to support sensitive biological resources. However, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources. Existing habitat and species would not be affected as a result of implementation of the proposed project.

According to the National Wetlands Inventory managed by the USFWS, although the majority of the planning area is urban in nature, the planning area does contain riparian habitat that has the potential to support sensitive biological resources; however, the planning area does contain State and federally protected wetlands that have the potential to support sensitive biological resources. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

The Migratory Bird Treaty Act (MBTA) and California Fish and Game Code 3503 protect most native bird species from destruction or harm. This protection extends to individuals, as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list. Implementation of the proposed project would not result in impacts related to interference with the movement of species within wildlife corridors. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

The City of Long Beach Municipal Code (Ordinance C-7642) regulates the care and removal of trees on public property and is intended to preserve and protect the community's urban forest and to promote the health and safety of City trees. The City's Municipal Code requires that a municipal permit from the City of Long Beach Director of Public Works be obtained prior to the removal of trees on City-owned property. The City's Tree Maintenance Policy also requires a 1:1 replacement ratio and payment of a fee that is equivalent to a City-approved 15-gallon tree. Implementation of the proposed project would not conflict with the City's tree preservation policies. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

There are no adopted Habitat Conservation Plans (HCP), Natural Communities Conservation Plans (NCCP), or other similar plans within the City.

For the reasons stated above, the proposed project would not result in significant impacts to biological resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Cultural and Tribal Cultural Resources: Implementation of the proposed project would not cause a substantial change in the significance of a historical, archaeological, or tribal cultural resource. CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]). The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to historical resources.

The City's General Plan Land Use Element aims to minimize potential impacts to unknown archaeological resources through compliance with applicable federal, State, and local guidelines. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to archaeological resources. Similarly, the proposed project would not disturb any human remains.

For the reasons stated above, the proposed project would not result in significant impacts to cultural resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Energy: The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require energy consumption. As such, the proposed project would not result in an environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources because the project would not require energy consumption, nor would it conflict with state or local plans for renewable energy or energy efficiency. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Geology and Soils: Given the City's location in the seismically active area of Southern California, portions of the planning area are located within a Fault Zone, as designated by the California Department of Conservation (DOC) and United States Geological Survey (USGS). According to the City's General Plan Seismic Safety Element (1988), the most prominent fault zone in the City is the Newport-Inglewood Fault Zone, which transverses the City from the northwest to the southeast. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. Future individual projects subject to discretionary approval would be required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current applicable building codes. As such, implementation of the proposed project would not expose people or structures to substantial adverse effects related to the risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic ground shaking, or seismic related failure (e.g., liquefaction or landslides).

As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts related to substantial soil erosion, unstable soils, expansive soils, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Compliance with applicable building codes in effect at the time future projects are proposed and preparation of site-specific geology and soils engineering studies would ensure that future projects would not result in impacts related to substantial soil erosion, unstable soils, expansive soils, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would impact paleontological resources. As a result of implementation of the proposed project, the existing paleontological setting would remain unchanged.

For the reasons stated above, the proposed project would not result in significant impacts to geology and soils. Any future discretionary project within the City would be evaluated individually, and project specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Greenhouse Gas Emissions: The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would directly or indirectly generate GHG emissions or conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Hazards and Hazardous Materials: Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and an irritant or strong sensitizer. Hazardous substances include all chemicals regulated under the United States Department of Transportation "hazardous materials" regulations and the United States Environmental Protection Agency (EPA) "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would involve the transport, use, or disposal of hazardous materials; create a hazard to the public or the environment through the release of hazardous materials; emit hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of any school; result in a significant impact related to a known hazardous materials site pursuant to Government Code Section 65965.5, and therefore, would not create a significant hazard to the public or the environment; interfere with air traffic patterns, conflict with established Federal Aviation Administration (FAA) flight protection zones, or conflict with building height standards established by the FAA for structures on and adjacent to the Long Beach Airport; interfere with an adopted emergency response plan or emergency evacuation plan; nor expose people or structures to a significant risk of loss, injury, or death from wildland fires. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Further, future individual projects subject to discretionary approval would be required to comply with all policies set forth in the City's Emergency Operations Plan and the General Plan Public Safety Element (1978). Therefore, this issue was not evaluated further in the Draft EIR.

Hydrology and Water Quality: The City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order No. R4-2014-0024, NPDES No. CAS004003. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the violation of water quality standards or waste discharge requirements. Further, future projects would be designed to implement Storm Water Prevention Plans, Construction Best Management Practices (BMPs), Low Impact Development (LID) Plans, and other mitigation, where necessary, to mitigate adverse impacts related to water quality standards or waste discharge requirements.

The City is highly urbanized, with infrastructure in place to accommodate future development projects. Approximately 60 percent of the City's existing water supply consists of groundwater extracted

from the local Central Basin of the Los Angeles groundwater basin, with the remaining 40 percent consisting of imported water purchased from the Metropolitan Water District of Southern California.

As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the depletion of groundwater supplies or interference with groundwater recharge. Additionally, implementation of the proposed project would not result in the alteration of existing drainage patterns or alterations to the course of a stream or river. The proposed project does not include or facilitate physical improvements that would be at risk of inundation in the event of flood, tsunami, or seiche events. Lastly, the proposed project addresses the noise environment in the City and does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

For the reasons stated above, the proposed project would not result in significant impacts to hydrology and water quality. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Land Use Planning: Physically divide an established community. The approval of the proposed project is considered a policy/ planning action and does not include or facilitate any physical improvements that would result in the division of any established communities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Mineral Resources: According to the City's General Plan Conservation Element (1973), the mineral resources within the City have historically consisted of oil and natural gas. However, over the last century, oil and natural gas extractions have diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale as compared to past historic levels. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the loss of availability of a known mineral resource of value. As a result of project implementation, availability of existing mineral resources and locally important mineral resource recovery sites would remain unchanged. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Population and Housing: In its existing condition, the City is urbanized and includes a range of housing types and land uses that provide housing and employment opportunities to its residents. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development and would not directly or indirectly induce substantial unplanned population growth. No physical improvements are proposed as part of the project, and therefore, no new homes, businesses, roads, or other infrastructure would be constructed within the City as a result of project implementation. As a result of project implementation, no existing people or housing would be displaced, and the construction of replacement housing would not be necessary. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Public Services: The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that may require fire protection services, police protection services, or school services. Additionally, implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks, recreational facilities, or other public facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not necessitate the need for new fire, police, school, parks and recreation, or other public facilities. Therefore, this issue was not evaluated further in the Draft EIR.

Recreation: The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to recreational facilities. Additionally, implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks or recreational facilities. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not result in impacts to park and recreation. Therefore, this issue was not evaluated further in the Draft EIR.

Transportation: Conflicts with *State CEQA Guidelines* Section 15064.3 subdivision (b); Changes in the exposure to hazards due to a design feature; and inadequate emergency access: The proposed project is considered a policy/planning action and does not include or facilitate any physical improvements or development. Additionally, the proposed project is not considered a land use or transportation project as defined by *State CEQA Guidelines* Section 15064.3 subdivision (b). As such, the implementation of the proposed project would result in less than significant impacts related to conflicts with *State CEQA Guidelines* Section 15064.3 subdivision (b), changes in the exposure to hazards due to a design feature, and inadequate emergency access. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Tribal Cultural Resources: As discussed in Section 2.4.5, Cultural Resources, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k) because the project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance. As a planning/policy action, the proposed project does not include or facilitate any physical improvements or development that would result in impacts to historical resources.

The proposed project would be required to comply with Assembly Bill (AB) 52 and Senate Bill (SB) 18 regarding tribal consultation. In compliance with AB 52 and SB 18, letters were distributed to the following local Native American tribal representatives on April 1, 2020:

- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales

- Gabrieleno Tongva Indians of California Tribal Council, Robert Dorame
- Gabrieleno/Tongva Nation, Sandonne Goad
- Gabrieleno-Tongva Tribe, Charles Alvarez
- Soboba Band of Luiseno Indians, Joseph Ontiveros
- Torres Martinez Desert Cahuilla Indians, Michael Mirelez
- Gabrielino-Tongva Tribe, Linda Candelaria

The letters are included as Appendix C of this Draft EIR. The letters provide each tribe the opportunity to request consultation with the City regarding the project. In compliance with AB 52, tribes have 30 days from the date of receipt of notification to request consultation on the project. SB 18 mandates that tribes receive 45 days from the date of receipt of notification to request consultation on the project. No responses from tribal representatives were received during the consultation period. As such, the tribal consultation process is considered closed.

As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements that would result in impacts to tribal cultural resources.

For the reasons stated above, the proposed project would not result in significant impacts to tribal cultural resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

Utilities/Service Systems: The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Implementation of the project would not require water usage or wastewater generation, and does not include any utility improvements related to water or wastewater. Similarly, as a policy/planning action, the project does not include or facilitate any physical improvements or development that would generate solid waste. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. As such, impacts to utilities and service systems would be less than significant. Therefore, this issue was not evaluated further in the Draft EIR.

Wildfire: In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. California Department of Forestry and Fire Protection (CAL FIRE) publishes maps that predict the threat of fire in individual counties in the State. Local responsibility areas and State or federal responsibility areas are classified as either very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The planning area is not located in or near a State Responsibility Area and does not include land classified as VHFHSZ as defined by CAL FIRE.¹ The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions

and do not include or facilitate any physical improvements or development that would result in exacerbated wildfire risk. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue was not evaluated further in the Draft EIR.

B. ENVIRONMENTAL EFFECTS WHICH WERE DETERMINED TO BE LESS THAN SIGNIFICANT

The Draft EIR included a discussion of impacts that were not scoped out during the Initial Study. As such, the Draft EIR analyzed potential environmental impacts related to three topical categories: Land Use and Planning, Noise, and Transportation. The Draft EIR identified certain less than significant effects that could result from implementation of the proposed project. No mitigation is required to reduce or avoid such impacts because those impacts would not exceed relevant thresholds of significance.

LAND USE AND PLANNING

Impact. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The main documents guiding development and regulating land uses in the City are the City's General Plan and Zoning Ordinance. The City recently updated its Land Use Element with an entirely new LUE that guides future development in the City through the year 2040. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. The City's new LUE establishes land uses by PlaceTypes throughout the planning area, and the proposed Noise Element presents information related to existing and projected noise contours that could impact land uses. Therefore, a consistency analysis was included in the EIR to demonstrate the project's consistency with the new LUE. Additionally, analysis will be provided showing the proposed project's consistency with the City's Zoning Ordinance. Land use impacts associated with the consistency between the project and City's General Plan and Zoning Ordinance have been addressed in the EIR and no mitigation is required.

The proposed Noise Element includes policies and strategies to protect sensitive receptors from stationary noise sources and encourage land use compatibility. Strategy No. 1 applies site planning and other design standards to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes. Policies N 1-1 through N 1-9 integrates noise considerations into the land use planning process to prevent new noise conflicts, requires noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptors, and ensures that project site design and function minimize noise. In addition, any new noise-generating sources would be subject to compliance with Chapter 8.80, Noise (including the amendments proposed as part of the project), which sets exterior and interior noise standards for the various land uses within the City. The proposed project includes amendments to the Noise Ordinance to update the boundaries of the Noise Districts and add Mixed Use as a land use type in existing Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code; these amendments would establish exterior and interior noise standards for this land use type and better reflect and be consistent with the recently adopted LUE PlaceTypes.

For the reasons cited above and as detailed in Table 4.1.3 of the Draft EIR, the proposed project would be consistent with the applicable goals and policies outlined in the City's General Plan. Furthermore, the proposed project would be consistent with applicable airport land use plans because development under the proposed Noise Element would be required to evaluate potential noise impacts associated with discretionary development and ensures compatibility with the noise environment under the airport land use plans. Upon approval of the proposed project, these amendments would result in project consistency with the City's Municipal Code. Additionally, the proposed amendments would ensure consistency between the proposed Noise Element and the City's Municipal Code. To ensure that the proposed project complies with and would not conflict with or impede the City's Municipal Code, including the Noise Ordinance, the proposed project includes Project Design Feature 4.1.1, which requires the implementation of a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. All inconsistencies between the Noise Element and Municipal Code are required to be resolved through text amendments within 36 months following project approval. Therefore, with incorporation of Project Design Feature PDF 4.1.1, the proposed project would be consistent with the City's General Plan, airport land use plans, and Municipal Code. No mitigation is required.

Impact: Cumulative Land Use and Planning Impacts. As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative impact area for land use for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would be less than significant.

Implementation of the proposed project would not conflict with applicable land use documents and would achieve consistency with PlaceTypes established by the recently adopted LUE. The proposed project includes amendments to the Noise Ordinance, including updates to the boundaries of the noise districts and amendments to Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code, to better reflect and be consistent with PlaceTypes established by the LUE. As such, project implementation would reduce cumulative project impacts related to any inconsistencies with the City's General Plan. The project would also address potential inconsistencies with the City's Noise Ordinance (as outlined in Project Design Feature PDF No. 4.1.1), which would reduce cumulative project impacts related to potential Municipal Code inconsistencies to a less than significant level. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered a policy/ planning actions and do not include or facilitate any physical improvements that would potentially result in cumulatively considerable impacts. Therefore, land use impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

NOISE

Impact: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The proposed project involves the adoption of the

General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. The proposed project does not result in any changes to the maximum construction noise criteria or the allowable hours of construction. Construction activities considered under the proposed Noise Element would occur throughout the planning period to the horizon year of 2040. While construction activities associated with future development could result in substantial temporary or periodic increases in ambient noise levels at development sites throughout the City, activities as part of future projects would be subject to compliance with the Noise Ordinance to ensure that noise impacts from construction sources are reduced.

The proposed Noise Element and amendments to the Noise Ordinance also include strategies and policies that are intended to protect sensitive receptors from stationary noise sources and encourage land use compatibility. Additionally, the proposed project includes amendments to the Noise Ordinance to better reflect and be consistent with the recently adopted LUE PlaceTypes. Finally, although the proposed project does not change the exterior and interior noise standards for the various land uses, the boundaries of the Noise District have been updated to better align with higher intensity, mixed-use PlaceTypes in the LUE and to add Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170. Therefore, implementation of the proposed project, which includes no physical development, would not expose persons to noise levels in excess of applicable standards, and impacts would be less than significant.

Future development projects may include the installation or creation of new stationary sources of noise or could include the development of new sensitive land uses in the vicinity of existing noise sources. The proposed Noise Element includes policies and strategies to protect sensitive receptors from stationary noise sources and encourage land use compatibility. In addition, any new noise-generating sources would be subject to compliance with Chapter 8.80, Noise (including the amendments proposed as part of the project), which sets exterior and interior noise standards for the various land uses within the City. The proposed project includes amendments to the Noise Ordinance to update the boundaries of the Noise Districts and add Mixed Use as a land use type in existing Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code; these amendments would establish exterior and interior noise standards for this land use type and better reflect and be consistent with the recently adopted LUE PlaceTypes.

Implementation of the proposed project is not anticipated to result in increased railroad operations within the City. However, the TOD PlaceType included in the LUE allows future multi-family developments to be located along the Metro Blue Line fixed rail route. Locating multi-family developments near the light-rail corridor could expose sensitive land uses to operational rail noise. The proposed Noise Element includes policies that would reduce the potential for developments near the light rail corridor to expose sensitive land uses to operational rail noise. The proposed Noise Element includes policies and strategies that would ensure future development projects incorporate site planning and project design strategies to protect sensitive receptors from stationary noise sources in excess of acceptable levels. Therefore, implementation of the proposed project, which includes no physical development, would not expose persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.

Finally, potential sources causing a permanent increase in ambient noise include noise resulting from increased traffic on roadways in the planning area. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. The significance criteria define a significant impact to occur if the project would result in a substantial (3 dBA or greater) permanent increase in ambient noise levels in the project vicinity above levels existing without the project. For traffic noise to increase by 3 dBA, traffic volumes would have to double. As noted in Section 4.2.4, Existing Environmental Setting, noise increases of 3 dBA or more are generally considered to be the smallest increases in noise levels readily perceptible in suburban or urban outdoor environments. The Noise and Vibration Impact Analysis (LSA 2019) prepared for the LUE and UDE General Plan Amendment EIR determined that the traffic noise increase under the recently adopted LUE would be up to 2.1 dBA, which is considered less than the threshold of perceptibility for humans (i.e., 3 dBA). Therefore, traffic noise regulated under the proposed project would not be readily perceptible in suburban or urban outdoor environments.

The Draft EIR included detailed future traffic noise contours included in the proposed Noise Element. The noise contours would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element would include allowable interior and exterior noise exposure levels from transportation sources for various land uses proposed by the Noise Element. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. Adherence to allowable interior and exterior noise exposure levels from transportation sources identified in Table 3.1 of the Draft EIR would ensure that noise impacts resulting from transportation sources would be less than significant.

This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. However, the analysis for the LUE and UDE General Plan Amendment EIR determined that traffic noise regulated under the proposed project would not be readily perceptible in suburban or urban outdoor environments. Additionally, Strategy Nos. 6 through 8, included in the proposed Noise Element, are aimed at managing traffic-related noise. Therefore, implementation of the proposed project would not allow the exposure of persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.

Impact: Generation of excessive groundborne vibration or groundborne noise levels. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. However, future construction activities considered by the proposed Noise Element could result in the generation of ground-borne vibration. As such, vibration impacts are described below.

As previously described, common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Typically, the main effect of ground-borne vibration and noise is to cause annoyances for occupants of nearby buildings. Future construction activities could result in the generation of ground-borne vibration.

However, Chapter 8.80 of the City's Noise Ordinance would continue to limit the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any future construction activities would be required to comply with the Noise Ordinance requirements. Therefore, future construction activities would not result in the exposure of sensitive receptors to excessive ground-borne vibration or noise levels.

The proposed Noise Element also includes policies and strategies that protect sensitive receptors from vibration in excess of acceptable levels including Strategy No. 12, which minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Therefore, implementation of the proposed project would not expose persons to excessive ground-borne vibration and/or ground-borne noise levels, and impacts would be considered less than significant. No mitigation would be required.

Impact: Expose people residing or working in the project area to excessive noise levels within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted.

As previously described, aircraft noise in the City of Long Beach is primarily related to aircraft operations at Long Beach Airport, Los Angeles International Airport, and John Wayne Airport. Long Beach Airport is located centrally within the City, approximately 3 miles northeast of downtown.

As stated in Section 16.43.050 of the Municipal Code, it is the goal of the City that Incompatible Property in the vicinity of the Airport shall not be exposed to noise above 65 dBA CNEL. The proposed Noise Element includes Strategy No. 10, which requires measures to minimize the adverse effects of aircraft-related noise. The proposed Noise Element also includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would have the potential to expose people residing or working in the project area to excessive noise levels. Therefore, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. No mitigation measures are required.

Impact: Cumulative Noise Impacts. As defined in the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. A cumulative noise or vibration impact would occur if multiple sources of noise and vibration combine to create impacts in close proximity to a sensitive receptor. Therefore, the cumulative area for noise impacts is the planning area and any sensitive receptors within the planning area. However, as noted above, the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development that would result in noise or vibration. Cumulative growth within the City could result in temporary or periodic increases in ambient noise levels at development sites throughout the City. However, construction-related noise would be temporary and would no longer occur once construction of individual future projects is completed. In addition, future construction activities would be subject to compliance with the City's Noise Ordinance and proposed amendments to the City's Noise Ordinance to ensure that noise impacts from construction sources are reduced. In addition, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in

residential areas and other locations near noise-sensitive uses where possible. Policies N 12-1 through N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise. Because implementation of the proposed project does not result in any physical construction activities that would produce noise, the proposed project would not be considered to have a cumulatively considerable contribution to the total noise environment in the City.

The proposed project would not create a cumulatively considerable contribution to regional noise conditions as it does not include any physical improvements or development. For traffic noise to increase by 3 dBA, traffic volumes would have to double. Implementation of the proposed project would not impact traffic volumes and would not generate a significant impact under cumulative noise conditions. Additionally, implementation of the proposed Noise Element strategies and policies would require the City to consider noise and land use compatibility issues when evaluating individual future development proposals. Additionally, the future noise contours and allowable interior and exterior noise exposure levels from transportation sources for various land uses included in the proposed Noise Element as described above are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise.

For the reasons stated above, implementation of the proposed project would not result in a substantial cumulative increase in noise. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, noise impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

TRANSPORTATION

Impact: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to traffic. The City of Long Beach General Plan Mobility Element and the Los Angeles County Congestion Management Program (CMP) are applicable to the proposed project.

General Plan Mobility Element. The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents and visitors through transportation and mobility planning. Proposed Noise Element Strategy Nos. 6 through 11 are aimed at managing mobility-related noise. Strategies include minimizing vehicular traffic noise in residential areas and near noise-sensitive land uses; promoting multimodal mobility to reduce noise generated from vehicular traffic; implementing street design and maintenance practices to minimize vehicular noise impacts; minimizing train noise in residential areas and near noise-sensitive land uses; minimizing the adverse effects of aircraft-related noise; and minimizing watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible. These strategies and their associated policies further the goals of the Mobility Element.

Therefore, the proposed Noise Element would be consistent with the overall intent of the City's General Plan Mobility Element.

The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance. Proposed amendments to the City's Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with the Mobility Element because they are consistent with the intent of the proposed Noise Element.

It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions. The noise contours would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element includes allowable interior and exterior noise levels from transportation sources for various land uses. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. Overall, the proposed Noise Element is consistent with assumptions made in, and the intent of, the Mobility Element.

Congestion Management Program. As stated previously, the CMP is the program by which Los Angeles County agencies have agreed to monitor and report on the status of regional roadways. The latest CMP (Metro 2010) states that a significant impact would occur if intersection LOS with the project is LOS F and the proposed project causes a 0.02 or greater increase in volume-to-capacity ratio. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in an increase in traffic or LOS conditions. Since implementation of the project would not result in increases in volume-to-capacity ratio, the proposed project would not result in significant impacts with respect to the CMP. Therefore, implementation of the proposed project would not conflict with the Los Angeles County CMP.

Therefore, implementation of the proposed project would not conflict with the General Plan Mobility Element or Los Angeles County CMP. As a result, the proposed project would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

Impact: Cumulative Transportation Impacts. As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for transportation. The cumulative impact area for transportation for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own transportation consistency analysis and would be reviewed for consistency with adopted programs, plans, ordinances or policies addressing the circulation system. For this reason, cumulative impacts associated

with inconsistency of future development with adopted programs, plans, ordinances, or policies addressing the circulation system would be less than significant. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered a policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, transportation impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

C. ENVIRONMENTAL EFFECTS WHICH WERE DETERMINED TO BE LESS THAN SIGNIFICANT WITH MITIGATION

The Final EIR determined that all potential impacts were considered less than significant, and no mitigation is required.

D. ENVIRONMENTAL EFFECTS WHICH WERE DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE

The Final EIR determined that all potential impacts were considered less than significant, and no mitigation is required. As a result, there would be no significant and unavoidable impacts with implementation of the proposed project.

III. IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the *State CEQA Guidelines* requires that an EIR discuss "any significant irreversible environmental changes which would be involved in the proposed action should it be implemented." Generally, a project would result in significant irreversible environmental changes if one of the following scenarios is involved:

- The project would involve a large commitment of nonrenewable resources.
- Irreversible damage can result from environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

EIR Section 6.4, in Chapter 6.0, Other CEQA Considerations, evaluates the potential for implementation of the proposed project to result in significant irreversible changes in the environment. The proposed General Plan Noise Element and amendments to the City's Noise Ordinance are considered planning/policy actions and do not include or facilitate any physical improvements or development. The commitment of limited, slowly renewable, and nonrenewable resources required for construction and operation of future development would limit the availability of these resources for future generations or for other uses during the life of the project. However, the proposed project would not result in an irreversible commitment of these resources, as the proposed project would not, in itself, result in any direct physical improvements or development. Therefore, the proposed project would not result in a commitment of limited, slowly renewable, and nonrenewable resources, and thus, would not result in significant irreversible changes.

IV. GROWTH-INDUCING IMPACTS AND COMMITMENT OF RESOURCES

Sections 15126(d) and 15126.2(e) of the *State CEQA Guidelines* require that an EIR analyze growth inducing impacts and state that an EIR should discuss the ways in which the proposed project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. *State CEQA Guidelines* Section 15126.2(d) also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. A project that meets any of these criteria may be considered growth-inducing. The potential growth-inducing impacts associated with the proposed project are evaluated below. It should be noted that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment (*State CEQA Guidelines*, Section 15126.2(d)). This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment beyond the direct consequences of implementing the proposed project as described in earlier sections of this Draft EIR.

Approval of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance is considered a planning/policy action and does not include or facilitate any physical improvements or development. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City. The Noise Ordinance regulates the noise environment in the City and implements the policies of the proposed Noise Element. The proposed project would not, in itself, facilitate or allow any physical improvements or development that would induce population, housing, or employment growth. Implementation of the proposed project would not remove obstacles to growth or foster growth because the Noise Element and Noise Ordinance do not facilitate or allow physical development. Additionally, the proposed project does not include any policies or regulations which would directly foster economic growth and would not involve any characteristics that could encourage and facilitate other activities that could significantly affect the environment. For the reasons stated above, the proposed project is not considered to be growth-inducing, and therefore, the proposed project would not result in any growth-inducing impacts.

V. ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires that an EIR describe a reasonable range of alternatives to the proposed project or to its location that could feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects, and that it evaluate the comparative merits of each of the alternatives. Section 15126.6(b) of the *State CEQA Guidelines* states that the "discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." The following section discusses the project alternatives that were considered and analyzed in the EIR and summarizes the consistency of these alternatives with the objectives of the proposed project.

The Final EIR identified one alternative as follows:

1. Alternative 1: No Project Alternative

1. No Project Alternative

Description: This alternative would involve no amendments to the City of Long Beach's (City) General Plan or the Long Beach Municipal Code Noise Ordinance. The existing General Plan Noise Element (1975) and the current Noise Ordinance would continue to guide and regulate the City's noise environment.

Environmental Effects: The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance.

The No Project Alternative would not include updates to the Noise Element or Noise Ordinance as proposed under the project. As such, the No Project Alternative would result in an inconsistency between the existing Noise Element, adopted in 1975, and the Land Use Element, updated and adopted in 2019, which is the guiding land use document for development within the City. Therefore, the No Project Alternative would be inconsistent with an existing land use plan for the planning area. Land use and planning impacts would be greater under the No Project Alternative as compared to the proposed project. Land use impacts associated with the proposed project were determined to be less than significant. Under the No Project Alternative, impacts related to land use would be greater than those identified for the proposed project.

The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance. Sources of noise within the planning area would remain substantially similar to existing conditions or incrementally increase as growth occurs, with the primary source remaining vehicle roadway noise. Under the No Project Alternative, short-term and long-term noise impacts would remain unchanged as analyzed under the proposed project. Since development of future projects is not controlled by the proposed project or the No Project Alternative, construction noise would continue to be produced as new projects are developed. Construction activities as part of future projects would continue to have the potential to adversely affect nearby noise-sensitive land uses, including residences, schools, hospitals, churches, and similar uses that are sensitive to noise. However, strategies and policies aimed at reducing construction noise impacts, protecting sensitive receptors from stationary noise sources, managing traffic-related noise, protecting sensitive receptors from vibration in excess of acceptable levels, and minimizing the adverse effects of aircraft-related noise as proposed under the project, would not exist under the No Project Alternative. Noise impacts associated with the proposed project were determined to be less than significant. Under the No Project Alternative, impacts related to noise would be similar to, although slightly greater than, those identified for the proposed project because new strategies and policies aimed at minimizing noise impacts would not be adopted.

The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently adopted LUE. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions, similar to the proposed project. Transportation impacts associated with the proposed project were determined to be less than significant. Under the No Project Alternative, impacts related to transportation would be similar to those identified for the proposed project.

Ability to Achieve Project Objectives: Under the No Project Alternative, the No Project Alternative would not achieve any of the eight Project Objectives. Because the No Project Alternative

would not include the various strategies and policies proposed by the Noise Element, this alternative would not achieve any of the following Project Objectives: help the City achieve its goal of creating a healthy noise environment in Long Beach (Project Objective 1); balance business practices within dynamic, active, and engaging areas to promote activity, including special events, while respecting adjacent sensitive uses (Project Objective 2); create allowances associated with noise so that Long Beach can thrive as a dynamic, growing city (Project Objective 3); limit the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day (Project Objective 4); strive for a more equitable distribution of noise (Project Objective 5); apply site planning, building design, street design, and other design strategies to reduce noise impacts (Project Objective 6); actively enhance the regulation and management of noise to improve procedures and minimize noise impacts (Project Objective 7); nor would it generally maintain the current allowable interior and exterior noise thresholds as identified in the City Municipal Code Chapter 8.80, while better accommodating mixed land uses as contemplated by the recently updated General Plan LUE (Project Objective 8). Therefore, as compared to the proposed project, the No Project Alternative would not meet any of the project objectives.

Findings: The City Council finds, pursuant to PRC Section 21081(a)(3), that specific legal, economic, social, technical, or other considerations make the No Project Alternative identified in the Final EIR infeasible.

Facts in Support of the Finding: As described in this section and in Section 5.3.4, of the Draft EIR, the No Project Alternative has greater land use impacts than the proposed project because, without amendments to the Noise Ordinance proposed as part of this project, the existing Noise Ordinance would be inconsistent with land use regulation envisioned under the LUE and would conflict with State recommendations provided by the State Office of the Attorney General related to the update of General Plans. Additionally, the No Project Alternative has slightly greater noise impacts than the proposed project because new strategies and policies aimed at minimizing noise impacts would not be adopted. Overall, the No Project Alternative would have slightly greater impacts as compared to the proposed project.

Additionally, the No Project Alternative would not achieve any of the eight Project Objectives. With the exception of the No Project Alternative, the Environmentally Superior Alternative would be the proposed project, which results in fewer impacts than the No Project Alternative and meets all eight of the project objectives. As a result, the No Project Alternative is less desirable to the City than the proposed project and is considered to be infeasible.

VI. GENERAL FINDINGS

1. The plans for the project have been prepared and analyzed so as to provide for public involvement in the planning and CEQA processes.
2. To the degree that any impacts described in the Final EIR are perceived to have a less than significant effect on the environment or that such impacts appear ambiguous as to their effect on the environment as discussed in the Final EIR, the City has responded to key environmental issues to reduce or minimize potential environmental effects of the proposed project to the maximum extent feasible.

3. Comments regarding the Draft EIR received during the public review period have been adequately responded to in written Responses to Comments attached to the Final EIR. There are no significant effects described in the Final EIR. No mitigation measures are required.
4. The analysis of the environmental effects contained in the Final EIR represents the independent judgment and analysis of the City.

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RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF LONG BEACH REPLACING THE CURRENT NOISE
ELEMENT WITH THE UPDATED NOISE ELEMENT OF THE
LONG BEACH GENERAL PLAN

The City Council of the City of Long Beach resolves as follows:

Section 1. The City Council does hereby find, determine and declare:

A. In 1971, the California legislature mandated that a Noise Element be included as part of the General Plan for every City and County in the State due to potential impacts associated with elevated noise and vibration and the effects on citizens within its cities.

B. The Long Beach General Plan Noise Element was first adopted in 1975, and the Noise Ordinance was last comprehensively updated in 1977 based on the Noise Element. Since then, the City’s physical makeup, population and regional context and the regulatory guidance around noise have changed significantly. The city has grown and evolved a great deal since the 1970’s.

C. The City Council desires to adopt the updated Noise Element of the Long Beach General Plan dated October 2022 which is included as Attachment B to the June 6, 2023 staff report to the City Council which is incorporated herein by this reference as though set forth herein in full.

D. The Planning Commission held a public hearing on March 2, 2023, on the proposed updated Noise Element of the Long Beach General Plan. At that hearing, the Planning Commission gave full consideration to all pertinent facts, information, proposals, environmental documentation and recommendations respecting the proposed updated Noise Element of the Long Beach General Plan, and to the views

1 expressed at the public hearing, and afforded full opportunity for public input and
2 participation.

3 E. Following receipt and consideration of all appropriate environmental
4 documentation, full hearings and deliberation, the Planning Commission voted on March
5 2, 2023, to recommend approval of the updated Noise Element and Ordinance of the
6 Long Beach General Plan and further directed that said recommendation be forwarded
7 to the City Council for its consideration.

8 F. That on June 6, 2023, the City Council conducted a duly noticed
9 public hearing at which time full consideration was given to all pertinent facts,
10 information, proposals, environmental documentation and recommendations respecting
11 the proposed updated Noise Element of the General Plan, and to the views expressed at
12 the public hearing, and afforded full opportunity for public input and participation.

13 G. Following receipt and consideration of all appropriate environmental
14 documentation, full hearings and deliberation, the City Council concurs with the
15 recommendations of the Planning Commission. The City Council hereby approves,
16 adopts and certifies the environmental documentation, adopts the new Noise Element of
17 the General Plan together with the Findings for the Noise Element General Plan
18 Amendment dated March 2, 2023 (included as Attachment E to the June 6, 2023 staff
19 report to the City Council) which is incorporated herein by this reference as though set
20 forth herein in full.

21 Section 2. This resolution shall take effect immediately upon its adoption
22 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

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OFFICE OF THE CITY ATTORNEY
DAWN MCINTOSH, City Attorney
411 West Ocean Boulevard, 9th Floor
Long Beach, CA 90802-4664

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I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of _____, 2023, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

NOISE ELEMENT

**LONG BEACH GENERAL PLAN
CITY OF LONG BEACH
PLANNING DEPARTMENT**

March 25, 1975

City Council

Edwin W. Wade, Mayor
Bert Bond, Mayor Pro Tempore
Dr. Thomas J. Clark
E. F. (Ted) Cruchley
Donald W. Phillips
Russell Rubley
Eunice N. Sato
Renee B. Simon
James H. Wilson
John R. Mansell, City Manager

City Planning Commission

W. Robert Pierce, Chairman
Weckford Morgan, Vice Chairman
Shirley Blumberg
Walter J. Desmond
John Grindle
Travis A. Montgomery
Dr. Richard Sugiyama

City Planning Department

Ernest Mayer, Jr., Director

This document is one of many which together comprise the new comprehensive General Plan for the City of Long Beach, California. It not only complies with California legislation regulating the preparation of official planning documents, but also is expanded beyond the legislation to meet the special needs of Long Beach.

The General Plan is subdivided into a number of different subjects, entitled "elements." Some elements are mandated by State law, while others are optional. The Long Beach General Plan will contain the following elements:

Open Space*	Circulation*
Conservation*	Population
Seismic Safety*	Environmental Management
Noise*	Coastline
Scenic Highways*	Urban Design
Public Safety*	Others, as determined
Housing*	during the course of
Land Use*	the program

Elements identified by a star (*) are mandated by State law.

All of the elements are intimately interrelated and, therefore, none should be viewed entirely alone without reference to other elements.

The elements will be prepared and issued sequentially, on a schedule determined by mandated deadlines, manpower availability, informational needs, and other variables.

Inquiries regarding information contained in this document or related to the General Plan program should be directed to the

City Planning Department
Room 401 City Hall
205 West Broadway
Long Beach, California 90802
(213) 436-9041
Ernest Mayer, Jr., Director

FOREWORD

Urban noise is a phenomenon closely associated with human activity. Noise has many aspects ranging from a neighbor's party which has gone later than one might have liked, to a jet aircraft flying overhead. These being relatively common occurrences, city dwellers have become accustomed to a certain level of noise during the day and night. In most cases, this background noise (the "ambient") is generated by cars, trucks, buses, motorcycles, and aircraft. It is the absence of this noise that separates most distinctly the tranquility of the country from the rumble of the city. Current and future technology will probably not make it possible to significantly reduce the city's rumble. This is a fact which must be acknowledged at the outset of a study such as this.

Urban noise results from human activity. We who dwell in cities have acknowledged that we are trading country-like tranquility for some of the advantages of urban life, for example, better transportation opportunities. This is not to say that nothing can be done to improve the current situation: *the thrust of this report is that many things can be done to control noise.*

Enforcement measures suggested herein as possible methods for controlling noise must be viewed in the context of their dependence on citizen cooperation. Just as it is impossible to apprehend all speeders on all streets and freeways, so it is and will continue to be impossible to stop all adverse noise conditions. Objectionable noise intrusions will occur as long as there are individuals who, out of lack

of concern for their neighbors or for the environment, will disregard present and future ordinances.

As the reader will see, large scale and repetitious noise intrusions (such as from freeways, aircraft, and industry) are subject to control and are easier to monitor than individual occurrences. It is toward control of these former noise sources that this document is directed.

The underlying philosophy of this element is that no significant increase in the ambient noise levels existing in Long Beach should be permitted; and that efforts should be continued to effect measures which will reduce or minimize existing noise levels. This, we believe, is the line of defense which must be held if we are to be spared the cacophony too often associated with modern technology and with our increasingly liberated and sensate lifestyle.

We recognize that the adoption of this element is only the beginning of an effort to control noise in Long Beach; constant attention must be directed to the problem to assure the level of control necessary for maintenance of a peaceful environment.

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I. INTRODUCTION

The Noise Element is part of the new General Plan for the City of Long Beach. The Element is comprehensive, generalized, and long range. Where State guidelines require it to be so and technical data were available or developed, it is detailed and site specific. It is closely related to other Elements of the General Plan, particularly Circulation, Land Use and Housing. It is, therefore, subject to amendment upon completion of these and other elements.

The preparation and adoption of the Noise Element is mandated by State law, and it has been completed in response to that mandate. The law (see Appendix A) requires that the Noise Element include analysis of noise generated by highways and freeways, rapid transit systems, airport ground facilities and air operations. This document has been expanded to include other obtrusive noise sources in Long Beach.

The Noise Element serves as a comprehensive program for noise control and abatement in Long Beach and includes an action program consisting of various measures which the City may implement in pursuing its noise control plan. It establishes noise control goals and policies, inventories existing noise sources and levels, identifies potential problem areas, and suggests the outlines of an ordinance for the control and abatement of noise. The element is intended to be an official guide to City agencies and concerned citizens in their efforts to achieve a more amiable environment for both residents of, and visitors to, Long Beach. The element also serves as a guide for the

assessment of environmental impact reports (EIR's) prepared in association with proposed new projects. In order to understand the problems created by noise in the City, a categorization of primary noise sources was designed. Actions necessary in each case to control, abate and reduce noise were developed. The narrative discusses in depth each of four main categories: transportation, industrial, construction, and population noise.

Transportation noise is difficult to abate locally due to pre-emption of regulatory powers by higher levels of government. However, identification of major circulation patterns and their spatial inter-relationships will enable some re-arrangement of existing traffic flow and thus a reduction of noise.

Other control measures are also discussed. In the area of industry, Federal studies are being conducted to produce general regulations concerning noise.

Future regulations should consider the implications of technological advancement and development of equipment that will emit less noise. Although some industrial enclaves in the City are established, it is hoped that future site selection will result in realignment of land uses to help mitigate the problem of adjacent incompatible uses where industries exist individually rather than in enclaves.

Within the construction industry it will be necessary to balance the positive aspects of development against the noise resulting from its activities. Timetables can be developed to mitigate the effects of concentrated construction activity over a long period of time. The most modern equipment and sound barrier technology ought to be employed to reduce noise levels.

Population noise is a result of a variety of human activities. The high level of urbanization within the City and the lack of natural barriers (hills, etc.) to serve as buffers between incompatible land uses magnifies the problem. Affluence results in an accelerated ownership and use of noise appliances and recreational vehicles, perhaps the major sources of noise within this category. In this area, strict measures will be the most effective means for the reduction of noise.

The effectiveness of a noise control program is to a large extent based on the adoption and enforcement of a comprehensive noise ordinance and on citizen cooperation. In recognizing that fact, a model noise ordinance is included as Appendix E; likewise the effectiveness of a Noise Ordinance depends upon the work of a specialized team of technicians equipped with modern instruments and enforcement authority.

The Noise Element recommends a series of actions and policies for the control and reduction of noise. The narrative relating to each of these contains proposals for the abatement of noise and for the enhancement of the environment. These proposals are described in detail in the implementation strategies chapter of this element.

The City of Long Beach has a vital stake in preserving and improving conditions where possible. The goals and objectives related to noise control which currently reflect City policy and the citizen's desires indicate a strong thrust toward the preservation of quiet neighborhoods and the abatement and control of noise throughout the remainder of Long Beach.

It is recommended, therefore, that the Long Beach Planning Commission and the Long Beach City Council utilize the planning principles set forth in the Noise Element as

II. GOALS PROGRAM

Citizen Participation Program

Introduction

Coinciding with the development of the Noise Element, a multi-phase citizen participation program was undertaken. Initial contact was made with City departments and public and private institutions considered to be noise generators or receivers of unwanted noise. A brief explanation of the element was mailed and a series of questions were asked of the participants in an attempt to determine their level of involvement in noise-related matters. The answers supplied showed a wide range of relevancy and involvement. They also helped to identify major problem areas and opportunities within the jurisdiction of the participant's organization. These opportunities and problem areas might not have otherwise been so readily identified.

Goals Program

A categorized draft of tentative goals and objectives was then mailed to the participants to obtain their responses and reactions in the form of additional goals. This step made the program more comprehensive, and afforded an added opportunity for a wide range of participation. Over 82 agencies and organizations were brought into the goals program in this manner.

Field Survey

The Long Beach City Planning Department conducted a survey of residents adjacent to a sound barrier wall erected

by the California Department of Transportation between the Long Beach Freeway and White Avenue in Long Beach. The primary purpose of the field investigation was to determine noise conditions before and after the erection of the wall. A stamped, self-addressed questionnaire was mailed to a group of randomly selected residents (see Appendix B), and the results were computed and are shown in Tables 13, 14, and 15. The most significant result of the inquiry was that 87 per cent of the respondents noticed a significant reduction in freeway noise after the erection of the sound barrier wall.

Public Opinion Survey

A public opinion survey was made as a part of the General Plan Program and information was gathered from 602 "in home" interviews with a representative cross-section of adults residing in the City (See Goals Element of the General Plan). The interviewing was completed during the period January 12 to January 20, 1974.

The interviews were conducted by 35 OPINION RESEARCH OF CALIFORNIA Interviewers. The questionnaire administered included several noise-related questions (see Appendix C for details and results). The general subject of this survey was the attitudes of Long Beach residents toward the City's future development.

After analyzing and integrating most of the suggestions made during all the phases of the program, a copy of relevant sections of the first draft of the Noise Element was mailed to all previous participants; this gave every contributor the opportunity to preview the element and to suggest final changes. The conclusive step is public meetings where the general public at large has an opportunity to voice their reactions to the content of the element.

The Nature of Noise Goals

Ideally, public noise control policy should reflect the high regard that the citizenry has for quietness. This is difficult in practice because noise monitoring in Long Beach is done primarily in answer to specific complaints and because there is no comprehensive noise ordinance. City-wide noise problems are not easily recognized because what is noise to one person may very well be an acceptable sound to another. Further, acoustics is a highly technical subject which is difficult to describe to the layman and oftentimes subjective in nature. Basically, reactions to noise are physically, culturally, and emotionally generated group responses related to modes of behavior and life-styles. These group responses differentiate between what is considered acceptable sound and intolerable noise. The difference between these group responses evolves for each of the groups from actions relevant to their mores and sensitivities.

In addition, there are many competing institutions trying to achieve different goals in the context of the same environment. The community of older retired people is striving for a quiet, subdued lifestyle; the younger, active population seeks the excitement of boat racing, parties and indoor-outdoor socializing; yet another group, namely the industrialist, merchant, and developer, searches for an environment that facilitates production, trade, and growth. Noise control goals have, therefore, developed from a complex cross-section of the City and are often found to be in conflict with each other.

It seems rational, then, that a unifying, all inclusive set of goals should be developed that will be acceptable to the greater number of people and that would achieve improvement of the living environment and continued economic progress.

Noise Goals and Public Policy

One significant utility of a comprehensive set of goals is that it serves to structure public policy. The sets of goals contained in this document have been developed through the citizen participation program and reflect the desires and aspirations of a broad sampling of the population. Here, the goals have been categorized to obtain a more concrete dimension of the problem of noise pollution. These categorized sets of goals serve to narrow down the scope of recommendations and conclusions reached during the composition of this document. It should be noted that some of the noise control goals included represent extremely high levels of aspirations, in practice probably unattainable because population density and urbanization as they exist in Long Beach will deter their attainment.

Goals are frequently expressed here in terms of a desired direction ("*to improve the quietness of the indoor noise level of homes and apartments*") instead of a particular result ("*to soundproof every dwelling in Long Beach*").

The next step is the achievement strategy which defines classifications of actions the City can take to progress toward the goals. In this element, the strategy is presented in a set of recommendations. Finally, there is the objective which selects a specific area of accomplishable City actions, such as the reduction of noise emanating from City-owned equipment.

Noise reduction actions designed to provide progress towards one goal often result in progress toward others: for example, enforcement of state vehicular noise limits laws can reduce the outdoor ambient noise level and in turn improve or preserve the indoor quietness of homes.

Unfortunately, other goals are negatively interrelated, so that movement towards one goal could delay, prevent or

even reverse progress towards others: for instance, to reduce automobile generated noise, more intensive and extensive routes of buses may be introduced to encourage ridership and this in turn may have both a positive and a negative effect: positive because the overall number of vehicles would be reduced and thus the level of ambient noise; negative because each individual bus (unless electrically powered) will generate higher noise level peaks than a car, resulting in intermittent louder events separated by somewhat quieter periods. For these reasons, compromises in the achievement of all goals must often be made, and a careful weighting of priorities must be undertaken. A conflictive form of negative relationships is that between noise goals whose achievement require the expenditure of public funds, and goals that strive for lower taxes. A similar goal conflict has already been referred to above: the public's demand for a quiet environment and the need to continue economic development through noise-generating activities.

Source of Goals

A wide range of sources were used to develop the noise goals included in this document. The Citizen Participation Program section of this element explains in detail the chronology of noise goals development. These sources included Planning Department direct mail contacts; surveys related to the construction of sound barrier walls; a public opinion survey of the citizenry at large; other expressions of public noise goals; other adopted elements of the new General Plan (Open Space and Conservation); the Introduction to the New General Plan; the 1961 General Plan; the 1972 Mayor's Conference on Community Affairs; City Planning Task Force Report; the Long Beach Municipal Code; and comments

received from citizens during the preparation of this element and during several public meetings held throughout Long Beach in 1974-1975.

General Noise Goals for Long Beach

These goals can be summarized in one statement: *the City desires to attain a healthier and quieter environment for all its citizens while maintaining a reasonable level of economic progress and development.* Other goals are:

1. To improve and preserve the unique and fine qualities of Long Beach and eliminate undesirable or harmful elements [General Plan, 1961].
2. To develop a well balanced community offering planned and protected residential districts . . . , well distributed commercial districts, planned and restricted industrial districts, and a coordinated circulation system for fast, safe, and efficient movement of people and commodities. [General Plan, 1961].
3. To improve the urban environment in order to make Long Beach a more pleasant place to live, work, play and raise a family. [Civic Beautification Program Application, 1967].
4. To establish noise policy guidelines and promote noise abatement action programs.
5. To develop specific neighborhood noise plans with the participation of resident citizen groups.

Goals Related to Land Use Planning

The broad goals which express the aspirations of the City under the above heading are *to protect and preserve*

both the property rights of owners and the right to quietness of the citizenry at large. Some strategies to achieve this goal include:

1. Provide the City with limited maximum noise levels by judicious land use planning policies.
2. Develop standards for local fixed point¹ noise sources.
3. Set measurable goals for the reduction of noise in problem areas.
4. Propose land uses or activities that would act as buffer zones between incompatible land uses.
5. Consider existing ambient noise levels before establishing specific permitted levels of sound.
6. Locate and mitigate noise impacts from highways and freeways on residential land uses and institutional, recreational and school facilities.
7. Identify and anticipate existing or proposed land uses that cause (directly or indirectly) noise-generating activities.
8. Promote the health and well being of the people of Long Beach by adopting standards for the proper balance, relationship, and distribution of the various types of land uses . . . [General Plan, 1961].
9. Protect business and industrial areas against intrusions of non-business or non-industrial land uses which are highly sensitive to noise.

¹Stationary.

Goals Related to the Noise Environment

These can be summarized in one statement: *to make the City a quieter, more pleasant place in which to live.* The following are possible strategies for goal achievement:

1. To prevent the loss of relatively quiet areas of Long Beach by regulating potential noise sources.
2. To encourage citizen participation in the identification of noise sources and in the maintenance and preservation of relatively quiet areas of the City.
3. To foster and promote the cooperation of private organizations and public agencies to upgrade the level of community serenity.
4. To apply zoning, noise ordinance and other legislation to prevent an increase of noise levels and occurrences.
5. To enact a strong anti-noise ordinance [1972 Mayor's Conference Goal #13], including limits on transportation, industrial, construction and population noise.
6. To describe the noise problems areas which are within local control [1972 Mayor's Conference, p. 55].
7. To continue to take restorative measures to remedy and reduce high noise areas within the City.

Goals Related to Transportation Noise

The City's transportation noise reduction goal is to *diminish the transportation roar that impacts on the population.* Because of State and Federal pre-emption, no one

single action that the City may take can accomplish this, but in moving toward that goal some improvements will occur by:

1. Recommending a plan for compatible land uses for those portions of Long Beach within transportation noise zones.
2. Discouraging within transportation noise zones the development of noise sensitive uses that cannot be sufficiently insulated against externally generated noise at reasonable cost.
3. Developing a long range re-allocation of noise sensitive land uses away from transportation noise impact areas.
4. Providing standards and criteria for noise emissions from transportation facilities.
5. Cooperating with the State and the Long Beach Unified School District in the reduction of traffic noise around school grounds.
6. Reducing the level of noise exposure to the population caused by railroad operations within the City and in problem areas not pre-empted by State and Federal law.
7. Reducing the level of noise exposure from boating activities to shoreline residents in problem areas not pre-empted by State or Federal law.
8. Reducing the level of noise exposure from surface transportation in problem areas not pre-empted by State or Federal law.

9. Reducing the level of noise exposure from air operations and aircraft ground maintenance in problem areas not pre-empted by State and Federal law.

Goals Related to Construction and Industrial Noise

These goals can be explained by stating what is already adopted City policy in the area of construction and industrial noise. The overall goal of the City is to *respond to demands for a reasonably quiet environment which is compatible with both existing ambient noise levels and continuing building and industrial development.* More categorized goals are:

1. To reduce the level of noise exposure to the population caused by demolition and construction activities.
2. To reduce the level of outdoor noise exposure to the population generated by industries.

Goals Related to Population and Housing Noise

The population noise goals of Long Beach can be summarized in one statement that delineates two problem areas. That statement is that the *City desires to reduce both noise exposure to the population and noise level outputs generated by the population.* Strategic proposals are:

1. To reduce the level of outdoor noise exposure the population is subjected to.
2. To achieve greater indoor quietness in multiple dwelling residential buildings.
3. To reduce the level of noise generated by the population into the environment of the City.

4. To reduce the level of noise generated by household appliances by advising the citizenry of reasonable appliance noise level outputs.
5. To stimulate the redevelopment or refurbishment of blighted housing to create quieter neighborhoods and better soundproofed dwellings.
6. To require better sound deadening design on new housing units where acoustical problems could develop.
7. To reduce the level of incoming and outgoing noise into and from residential dwellings within the City.
8. To provide criteria and standards for building construction materials intended to reduce noise levels inside homes.
9. To facilitate wherever feasible, noise standards that shall be employed in a manner consistent with proposed land uses, population densities and building types.

Goals Related to Public Health and Safety

An overall statement that expresses the City's concern with health can only be approximated. It is the *attainment of the lowest possible level of harmful effects of noise on the people by the implementation of information, monitoring and advisory programs.* More specific concerns are:

1. To inform citizens of real and potential noise hazards, both physical (to the hearing system) and psychological, (to the nervous system).

2. To regulate and control noise which is injurious to health or psychological well-being.
3. To continue to reduce excessive traffic noise in problem areas by the construction of sound barriers, further synchronization of traffic lights, and posting of "Quiet Zone" signs around hospitals and other highly noise sensitive land uses.
4. To establish special control areas to protect noise sensitive land uses such as hospitals, schools, recreational and institutional facilities from encroachment by noise-producing land uses.
5. To continue to adhere to the principles and policies of the Federal Occupational Safety and Health Act and the California - OSHA Act.
6. To monitor and answer complaints in noise-related problem area.
7. To advise citizens on noise-related problems, complaints and to suggest solutions on an individual basis.

Goals Related to Other General Plan Elements

The elements of the Long Beach General Plan are all, to some degree, related and interdependent, since together they provide the policy framework to direct development needed to serve the citizens and their activities within the City. The Noise Element is related most closely to the Circulation, Land Use and Housing Elements.

Because of the special nature of noise, it is important that the Noise Element be viewed in conjunction with other elements of the General Plan.

Noise is propagated at different intensities throughout the entire City. Noise is generated from certain land uses and can impact all other adjacent land uses. Noise can prohibit or blight certain land uses. Therefore, coordinating the goals of the Noise Element with goals from other elements of the General Plan is rational in order to develop a consistent plan which will provide guidelines and criteria for an environmentally sound and economically progressive future.

Elements which may impact on the Noise Element goals and programs are cited below, together with an example of the type of noise-related information which could result from each:

Seismic Safety Element. To recognize that *areas designated most suitable to remain open owing to some geologic hazard offer noise-attenuating potential.*

Public Safety Element. *To shield residential land uses from industries and transportation routes which may pose a safety or noise hazard.*

Scenic Highways Element. To consider *open areas designated to preserve vistas as linear open spaces that may potentially separate incompatible land uses.*

Conservation Element. The protection and conservation of natural resources as stated in that element afford an opportunity to mitigate noise at the macro scale. *The preservation of the Los Angeles and San Gabriel Rivers flood control channels will continue to provide east and west buffer zones against noise generated in and out of the City.*

Circulation Element. Achievement of the goals contained in the Circulation Element will no doubt have an

impact of traffic-generated noise and on the achievement of Noise Element goals. *The potential for noise reduction of alternate transportation modes and circulation routes will be most complementary to the goals stated in this document.*

Open Space Element. Achievement of many goals of the Open Space Element may be significant to the Noise Element goals because *large open areas act as noise attenuators.*

Population Element. Some of the goals contained in the Population Element run parallel to Noise Element goals concerning population noise. More specifically, that *an unchecked population growth policy will have a detrimental effect on the noise environment simply because: "More people generate more noise."*

Environmental Management Element. The goals of this element will be very closely knitted to the Noise Element. The primary purpose of the Environmental Management Element is to serve as basis for the *conservation and management of the environment*, thus the goals outlined therein are in complete accord with the goals of this Noise Element.

Recreation Element. *The preservation of noise-sensitive recreational land uses* is a common goal of the two elements: Recreation and Noise.

Shoreline Element. An important goal within the Shoreline Element is to *de-emphasize the use of motor vehicles along the coastline.* The accomplishment of this goal will undoubtedly complement the transportation noise reduction goals stated in the Noise Element.

Housing Element. Focusing on the housing status of the City will explore *potential rehabilitative areas and better dwelling sound transmission control.*

Land Use Element. To develop a conciliatory model of incompatible land utilizations.

III. THE NATURE OF SOUND¹

Introduction

This technical section summarizes the data collected during the course of conducting the research, analytical studies based on these data, and the resulting interpretations and recommendations.

Demands for an environment which is compatible with both acceptable living standards and for the assessment and control of noise in Long Beach continue to increase. A systematic method for evaluating the community noise environment is included in this discussion. The following items are the major components of this noise analysis:

- ° Categorization of major noise sources in Long Beach and description of the noise environment from noise measurement data.
- ° Verification of noise levels through measurements at selected locations.
- ° Assessment of the effect of Federal and State noise legislation on noise abatement and control in Long Beach.
- ° Provision of guidelines for noise criteria for various land uses and human activities in Long Beach.
- ° Development of noise legislation guidelines for the City.

¹Prepared by J. H. Wiggins Company. Edited and supplemented by City Planning Department Staff.

The traditional approach to community noise analysis relies most heavily on noise survey data. Some field measurement data is essential in any community noise evaluation. However, in order to arrive at useful planning procedures, it is not sufficient to only measure noise levels at representative stations throughout the community and assume that these levels represent limits for future legislation. A more analytical approach is required to establish factors such as statistical distribution through the day, long-term variability, potential for control through technological innovation, etc. This report summarizes the basic analytical approach.

The organization of methodology for deriving a technical basis for the Noise Element is described in the following sections. These items represent the salient issues which appear to be most directly related to effective planning in Long Beach. In the course of this presentation, descriptive terms related to the measurement and analysis of noise levels in the City will be employed. These terms are defined in the glossary section with references to appropriate technical documentation.

Policy Guidelines

The City wishes to limit the intrusion of noise into human activities in the community. Protecting the health and welfare of residents, workers and visitors with respect to high level noise exposure is, of course, a high priority issue.

Beyond this, the amenities of maintaining relatively quiet neighborhoods within the City have a wide appeal. Unfortunately, many communities have, in the past, subverted rational objectives of some vested interests in an attempt to achieve a maximum degree of noise control. This has

brought about conflict between legitimate noise producing interests and those advocating immediate adoption of restrictive noise criteria. As a result, some form of transitional policy should be articulated as a bridge to longer range noise control regulations. (See Appendix D).

The concept of such transitional noise control policies embodies a phased reduction of noise sources characteristics within the limits of available technology and rational economic constraints. Virtually all noise producing activities in the City represent examples of the need for a transitional program for noise control. Roadways, industry and commercial activities have developed and expanded in Long Beach to the point that excessive land areas are currently subjected to undesirable noise exposures. Adoption of strict guidelines for noise environments applicable to new construction and redevelopment would produce an immediate and clear conflict in this area. Accordingly, it is recommended that the City adopt noise control legislation which attempts to reconcile the requirements for a noise environment acceptable to the general population and the need to maintain economic stability.

The Nature of Sound

Sound is a rapid, small-scale fluctuation of the instantaneous air pressure usually following a repetitive pattern. This disturbance may be initiated by a vibrating solid object, such as a loudspeaker diaphragm, or by turbulent airflow, such as that from a whistle or the wake of a jet engine. In every case, the sound wave radiates away from the source with a constant speed that depends mostly on the air temperature. Sound travels approximately 740 mph at sea level, in air having a temperature of 32°F.²

²Encyclopedia Americana: New York, New York, Americana Corporation, 1974, Volume 25, p. 240.

Sound Level

The physical measure of sound corresponding to the subjective loudness heard by a listener is the sound level, measured in decibels (dB). It depends on the strength of the pressure fluctuations around the static pressure. It is measured with a sound-level meter, including a microphone, to convert the sound pressure into an electrical voltage, amplifiers and a meter to display the magnitude of the voltage. This device is calibrated so that a given voltage read on the meter always corresponds to the same sound level. The meter is marked to read the sound level directly in decibels.

Frequency

The physical measure corresponding to the subjective aspect of pitch is the frequency of the sound, that is, the rapidity of the repetitive pressure fluctuations, as expressed in the number of cycles completed per second. The recently adopted international standard unit of frequency, corresponding to cycles per second (cps), is the hertz, abbreviated Hz. A frequency of about 260 Hz corresponds to middle C on the piano keyboard. A healthy young ear can hear sounds with a range of frequencies from about 16 to 20,000 Hz. As people get older, however, the acuity, of hearing for higher frequencies gradually diminishes, so that it is not uncommon for a 50 year-old man to be unable to hear sound with frequencies above 8000 Hz.

Frequency Analysis

Most noises are made up of a mixture of components having different frequencies: the sound of a diesel tractor/trailer at high speed on the freeway combines the high-pitched whine of the tires and the low-pitched roar of the engine.

and exhaust, both of which the ear readily distinguishes. A landing jet aircraft has a clearly distinguishable whine from the compressor mixed with the roar of the engine exhaust. Depending on how the components of a noise are distributed in frequency, a subjective judgement of quality is obtained. Consequently, it is important to have an objective measure of the frequency distribution.

Such a frequency analysis is obtained by means of a set of filters, tuned to different parts of the frequency range; these are electrical circuits, each of which eliminates all the noise components except those in a more-or-less narrow band of frequencies, so that a meter reading of the sound level in only that one band can be made. Subsequently, readings are made for all the other frequency bands. The end result is that the frequency distribution of the noise is described in terms of a set of "partial" sound-levels in contiguous frequency-bands covering the entire audible range. Usually this set of numbers is plotted on a graph to show an analysis of the noise depending on the bandwidth of the filters.

In order to evaluate the response of human observers to noise, a specific method of frequency-intensity analysis is widely used. This is the so-called A-weighted Sound Pressure Level specified in A-weighted decibels (dBA). This is a single number direct measurement of sound pressure which is weighted or filtered to approximate the response of the human ear. These dBA values have been used extensively in the measurement of intrusive noise and in assessing noise acceptability criteria for a variety of human activities. It is this measure which is recommended to be used in noise elements by the Government Code of the State of California.

Public Health Significance of Noise³

This section contains basic data inputs contributed by the staff of the Environmental Health Division of the Long Beach City Health Department.

A multitude of adverse effects are caused by noise. There are however, only three categories of adverse relationships in which the cause/effect correlation are adequately known and can be justifiably used to identify maximum tolerable noise levels to protect the public's health and welfare. These are: 1) the effect of noise on hearing; 2) the effect of noise on the general mental state as evidenced by annoyance; and 3) the interference of noise with specific activities.⁴

Since a causal link between City noise and extra auditory disease has not been established, related Noise Element objectives are based on the assumption that protection against noise-induced hearing loss is sufficient for defense against extra-auditory effects.

The physiological changes in hearing acuity from excessive noise exposure are well known.⁵ By an insidious process, the hair cells in the Organ of Corti⁶ are damaged.

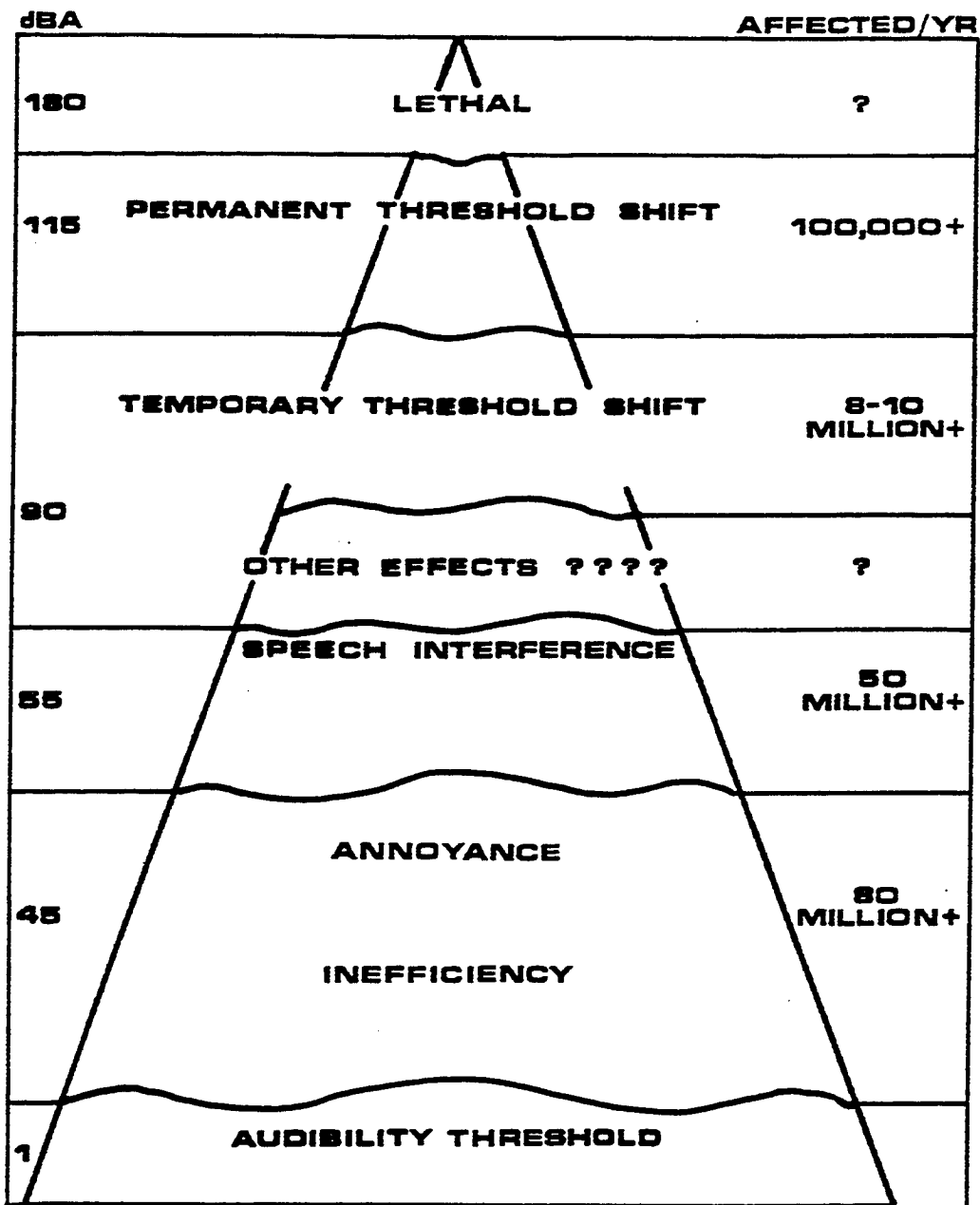
³Health, defined by the United Nations, is not merely the absence of disease but also a measure of physical, emotional and social well-being. The First Ten Years of the World Health Organization, (Geneva, World Health Organization, 1958).

⁴U.S. Office of Noise Abatement and Control. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. Arlington, Virginia, U.S. Environmental Protection Agency, March, 1974, pp. 3, 29.

⁵(See figure 1), "Noise Levels and the Number of Americans Affected Per Year."

⁶See Glossary of Terms for a complete definition of all medical terms.

FIGURE 1
NOISE LEVELS¹
AND NUMBER OF AMERICANS AFFECTED PER YEAR



1 A-WEIGHTED DECIBELS

Source: Sound and Vibration Magazine,
 May 1973, p. 10.

Note: Approximately 20,000,000 of us have a
 measurable hearing impairment.

Loud noises "shock" these hair cells causing temporary threshold shifts. Continued exposure can permanently damage these structures resulting in permanent hearing loss.

Noise-induced hearing loss is found mainly in the occupational environment.⁷ The government has established allowable exposure limits, ranging from an 8-hour exposure to 90 dBA over a working lifetime, to 115 dBA for one-quarter of an hour exposure, to protect the American worker. The dBA weighting is specified because it is this setting on a sound level meter that most closely approximates the human ear's response to noise.

Recent research has revealed astounding neural-hormonal changes when people are exposed to sudden bursts of sound. In controlled experiments, sound levels from 75 dBA and above caused "stress reactions" among the patients, such as increases in epinephrine levels, vasoconstriction of arterioles, alteration in salivation, increased heart rate and blood pressure, etc.⁸ These physiological changes returned to "normal" pre-noise parameters when the subjects were moved from the noise source. The public health significance is that repetitive exposure to sudden, startling noises may lead to organic disease, such as cardiovascular and gastrointestinal disorders. The list of sound sources capable of triggering such "shock" reactions at a sound pressure level of 75 dBA is alarming; automobile horns; household and gardening appliances; ambulance sirens and many more.⁹

⁷Glorig, Aram. Non-Auditory Health Effects, "Proceedings of the Sixth Congress on Environmental Health, Chicago (American Medical Association), April 1969, p. 4.

⁸See Figure 2, "How Noise Affects the Human Pulse Rate."

⁹See Table 1, "Automotive, Train and Aircraft Noise Levels."

HOW NOISE AFFECTS THE HUMAN PULSE AMPLITUDE

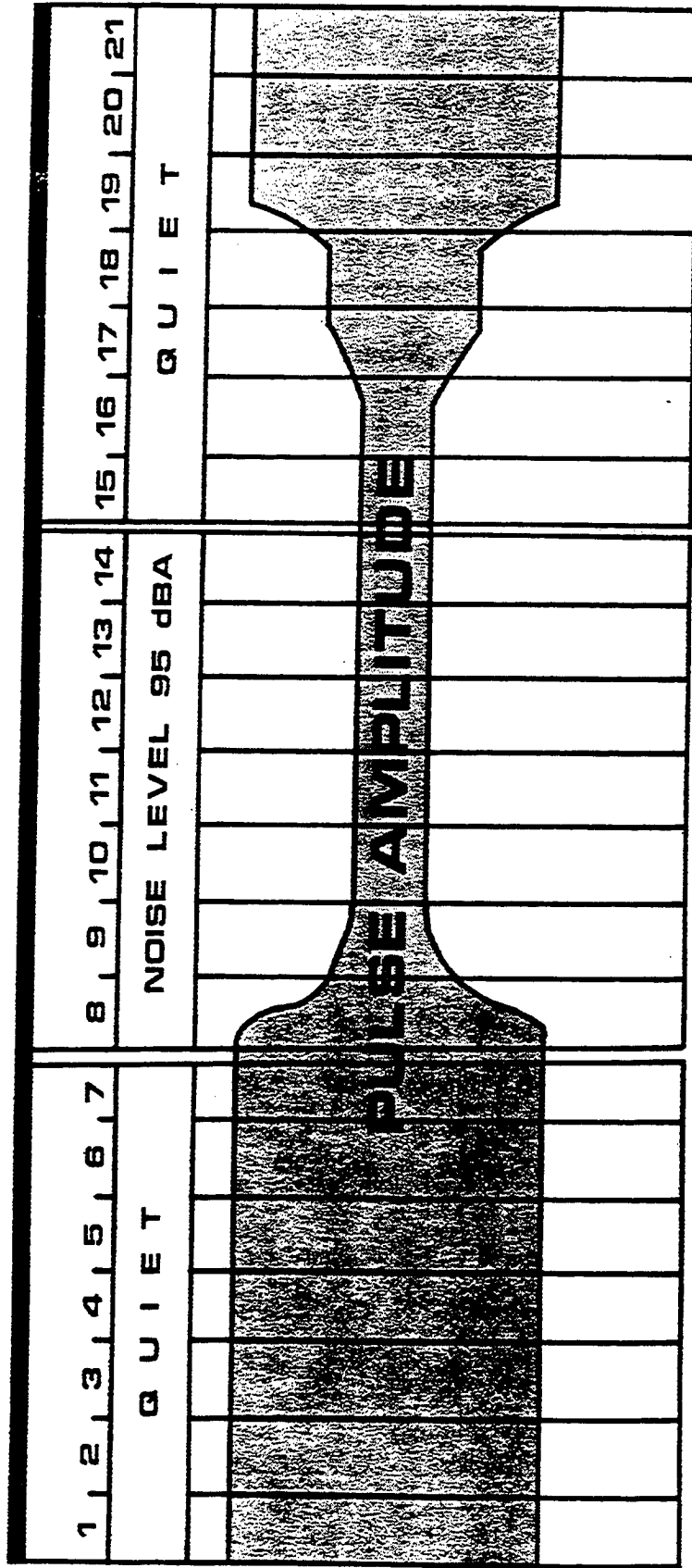


FIGURE 2

Pulse Amplitude - is a display of the strength of the human pulse. This chart shows the steadiness of the amplitude during the quiet period (1-7). Shortly after meaningless noise is introduced (8-10), the amplitude falls rapidly (10-14) illustrating constriction of small blood vessels and arterioles. After the noise ceases, there is a delay in the recovery of the pulse. Then stabilization of the amplitude returns to pre-noise levels (19-21).

Source: Jensen G. Noise Effects During Physical Work. C. Angew. International Journal of Physiology, Number 20, pp. 233-239, 1964.

TABLE 1
REPRESENTATIVE AUTOMOTIVE, TRAIN, AND
AIRCRAFT NOISE LEVELS

Source	dBA
Light Automobile Traffic	55
Auto Horn (3 feet)	115
Heavy City Traffic	100
Freeway Traffic (50 feet)	70
Freight Train (50 feet)	90
Train Whistle (500 feet)	90
Jet Take-off (200 feet)	155
Jet Take-off (2000 feet)	120

Note: It is important to notice that these are representative levels. Varying conditions and type of equipment may cause deviations from these levels.

Source: Sperry Technology Magazine, Sperry Rand Corporation, Volume 1, Number 4, December 1973.

In addition to the physiological effects, there are psychological effects of noise on humans. Noise has been cited as contributing to familial conflicts, neighborhood feuds, sleepless nights, speech interference, and decreased work productivity and quality.¹⁰ Because not all people respond the same to one type of noise, psychological effects depend largely on how sensitive people are. For example, it is documented that more than 45 dBA at night disturbs a significant proportion of the population (33%), either by interfering with dream patterns or altering the brainwave patterns. This figure represents a norm, because some individuals are adversely affected at lower sound levels. Noise, especially of a screeching nature such as a descending jetliner, may create a fear syndrome.¹² The sound of the jet engines projects into the minds of some people that the plane may crash. Noise interferes with rest and relaxation, either indoors or outdoors.

Noise poses a serious public health concern, and steps should be initiated to modify existing ambient noise levels for the health and welfare of all concerned.¹³

¹⁰Ward, W. Dixon; Fricks, James E. (Editors), Noise As A Public Health Hazard, Proceedings of the Conference, June 13-14, 1968, Washington (American Speech and Hearing Association), February 1969.

¹¹Lukas, Jerome S., The Effects of Simulated Sonic Booms and Jet Flyover Noise on Human Sleep, Proceedings of the Sixth Congress on Environmental Health, Chicago (American Medical Association), April 1969.

¹²Kryter, Karl D., Psychological Reactions to Aircraft Noise, Science, Vol. 151, 18 March 1966, pp. 1346-1356.

¹³Staff recommendation of the Long Beach City Health Department.

IV. EXISTING NOISE ENVIRONMENT IN LONG BEACH

Categories of Major Sources of Noise

The initial step in the community noise analysis is to identify major noise source categories and graphically display the mechanism of sound propagation away from these sources relative to land uses throughout the community. A systematic division of noise sources may then be used as a starting point for incorporating community planning data in the noise analysis procedure.

Transportation Noise. This category includes all land, sea, and air transportation systems. This is a particularly difficult noise source to control because of Federal and State pre-emption of regulatory powers. Also because existing roadway network represent the most extensive source of noise in Long Beach. See Table 2.

The most useful approach to control on a local level is to identify major transportation routes, compute noise exposure characteristics for current and projected conditions and introduce technical and legislative controls where indicated.

Aircraft noise may be specified in terms of both composite and single event values. The former is often required by Federal or State regulation and may utilize any one of several composite rating schemes. These composite ratings are an attempt to sum the effects of multiple flights during the day to obtain a value representing community response to the exposures. These composite descriptions provide general guidelines as to the extent of noise exposure from aircraft operations. The single event values are average noise exposure levels for specific aircraft types on an individual

TABLE 2
ROADWAY OWNERSHIP IN LONG BEACH

City	Local Streets	551.30
	Arterial Streets	187.60
	Other Roadways	<u>59.40</u>
	Total City Owned Roadways	798.30 Miles
State	Norwalk Boulevard	0.50
	Carson Street (East of Lakewood Boulevard)	3.00
	Lakewood Boulevard	6.50
	7th Street (East of Pacific Coast Highway)	1.50
	Pacific Coast Highway	<u>9.00</u>
	Total State Owned Highways	20.50 Miles
State Freeways	Long Beach Freeway (7)	8.75
	Artesia Freeway (91)	3.50
	Terminal Island Freeway	<u>1.25</u>
	Total State Owned Freeways	13.50 Miles
Inter State Freeways	San Diego Freeway (405)	9.00
	San Gabriel Freeway (605)	<u>1.75</u>
	Total Inter State Freeways	10.75 Miles
Total State Roadway Miles in Long Beach		44.75
Total City-Owned Roadway Miles		<u>798.30</u>
Total Roadway Miles in Long Beach (State and City)		843.05

Source: Long Beach City Traffic Engineering Department

takeoff or landing. Single event values are useful in assessing the potential for speech interference or sleep arousal at specific locations.

Surface vehicle (automobile, truck, train or rapid transit system) noise levels are predicted from computer simulation models and verified through on-site measurement. A-weighted Sound Pressure Levels are employed as descriptive units with dBA values computed and evaluated with respect to land uses in Long Beach. Deviations from predicted noise levels attributable to local terrain or structure shielding can be incorporated in simulation models where such barriers have been identified. This also provides a method for estimating noise reduction which might be achieved through the introduction of barriers adjacent to surface transportation routes or through alternative route selection. This report does not make use of such a variation to these simulation models since projected noise levels were based on generalized roadway conditions and assumed no barriers to sound propagation. These models are more appropriately used in situations where specific localized, conditions are defined, i.e., noise exposures for a specific site.

Industrial Noise. Established industrial sites in Long Beach may represent significant sources of intrusive noise. In addition, selection of locations for new industry must realistically incorporate noise characteristics among the factors relating to operation of the facility. Noise measurements were conducted to establish the prevailing ambient noise levels and to identify, where possible, the sources of noise intrusion into the community. Recommendations for the control of noise from future industrial sources have been proposed as part of the guidelines for recommended noise legislation.

Construction Noise. Construction activity in Long Beach associated with redevelopment or new construction may bring significant noise intrusion into the community. While construction projects are relatively short-lived, the quantity and phasing of this type of activity could well establish a near continuous noise source. Consequently, some realistic controls must be established which will limit the incursion of noise into the community, but at the same time will allow rational progress in the construction industry.

Planning for the control of construction noise may be included in regulatory legislation. Appropriate criteria for daily time limitations and consideration of the effects of concentrated construction activity on residential and commercial land use have been proposed.

Population Noise. This category represents the noises characteristic of human activity in the community. Noise sources associated with residences, e.g., air conditioners lawn mowers, radio/television, etc. and those related to commercial and entertainment activities would fall into this classification. This type of noise in the community is most amenable to control through rational legislation. This report develops guidelines establishing realistic and enforceable limits for noise associated with a variety of land uses and human activities. The abundance of recreational activities is of particular interest as a part of this noise category.

TRANSPORTATION NOISE



Transportation Noise

Surface motor vehicle traffic is the foremost noise pollutant throughout the City. Traffic noise levels were developed from simulation models and verified through on-site measurements. A-weighted Sound Pressure Levels were employed as descriptive units. The noise emanating from roadways or railways is modified as a result of natural terrain or structural barriers obstructing the propagation path. For this reason, it is not practical to depict roadway noise exposures as propagating uniformly from the source. An accurate description of all roadway noise exposures would require documentation on barrier conditions along every section of freeways, surface streets and railways in the City. Since this is clearly impractical, a more rational approach is to provide the methodology for analyzing noise exposures at specific problem locations. This approach to the description of surface vehicle noise is outlined in this section and should provide the basic analytical methods for use by City officials.

Automobile and truck noise is generated by vehicles operating on the Long Beach, Terminal Island, San Diego Artesia and San Gabriel River Freeways and the principal surface streets in Long Beach. Of these roadways, the San Diego Freeway carries the highest traffic volume, between 160,000 and 175,000 vehicles per day. Estimates of traffic volumes for the major roadways in Long Beach used in this study are shown in Tables 3 and 4.

TABLE 3
 AVERAGE DAILY TRAFFIC (ADT) FOR FREEWAYS

Freeway	Two-Way Average Daily Traffic (ADT)	Posted Vehicle Speed (MPH)
San Diego Freeway (West of Lakewood)	174,000	55
San Diego Freeway (East of Lakewood)	178,000	55
San Gabriel River Freeway (North of San Diego Freeway)	91,000	55
Long Beach Freeway (South of San Diego Freeway)	88,000	55
Long Beach Freeway (North of San Diego Freeway)	128,000	55
Artesia Freeway (Cherry to Paramount)	130,000	55
Terminal Island Freeway (At Anaheim Street)	22,032	55

Source: 1972 State of California Division of Highways
 Annual Report.

TABLE 4

AVERAGE DAILY TRAFFIC (ADT) FOR PRINCIPAL ROADWAYS

Roadway	Two-Way Annual Average Daily Traffic (ADT)	Posted Vehicle Speed (MPH)
Artesia at Orange	18,383	35
South at Atlantic	11,153	30
Wardlow at Clark	6,360	35
Atlantic at Pacific Cst. Hwy.	18,576	30
Willow at Woodruff	17,430	35
Anaheim at Atlantic	25,664	30
Santa Fe at Willow	16,173	35
Cherry at Carson	23,194	40-45
Redondo at Anaheim	19,340	30-35
Clark at Spring	17,947	40
Bellflower at Stearns	26,294	35
Studebaker at Anaheim	14,580	35
Pacific Cst. Hwy. - West of Lakewood	32,000	35
Pacific Cst. Hwy - East of Lakewood	28,000	35
Ocean at Cherry	26,000	35
Ocean at Molino	24,000	35
Seventh - West of Pacific Cst. Hwy.	35,000	35
Seventh - East of Bellflower	40,000	45
Carson at Cherry	20,000	35
Carson at Clark	39,000	40
Long Beach at Willow	26,000	30-35
Lakewood - No. & So. of San Diego Freeway	38,000	40-45
Del Amo at Long Beach Freeway	26,000	40
Spring St. at Cherry to San Gabriel River Freeway	20,000	40

Source: Long Beach City Traffic Counts, 1974.

These ADT figures cover a wide range of traffic volumes between 6,000 and 179,000 vehicles per day. Many of the remaining roadways in Long Beach will vary between 10,000 and 20,000 vehicles per day. Noise exposures for ADT volumes of 10,000 and 15,000 vehicles are shown in Figures 3 and 4 to provide a more complete representative analysis.

Noise generated by vehicles operating on the roadways in Long Beach may be specified either in terms of the noise emission from a single vehicle or as a time-averaged noise level expressed as a composite value. This latter method is also used to determine the noise levels exceeded 90%, 50% and 10% of time, i.e., L_{90} , L_{50} , and L_{10} . Both methods have been used to define surface vehicle noise in Long Beach. The single event noise levels are, of course, reasonably constant from one roadway to another with any variability in noise produced by speed changes or condition of the road surface. In order to show an example of freeway noise exposure, the ADT on the freeway systems is broken down into day-hour and night-hour estimates utilizing 8% and 2%, respectively, of the ADT. Typically, 6-7 day-hours, 8 night-hours and 2-4 peak hours are considered. For the day-hour exposures, the volume in vehicles per hour is reduced to an equivalent traffic density assuming an average speed of 60 miles per hour.¹ This produces time averaged L_{50} noise exposures at a distance of 100 feet from the near traffic lane. The L_{50} value is the level exceeded 50% of the time. The night-hour volume is also estimated. Under these conditions (still assuming a 60 miles per hour speed) the time averaged L_{50} is reduced as a function of the decreased traffic volumes.

¹This analysis was prepared before reduction in the speed limit to 55 mph was made.

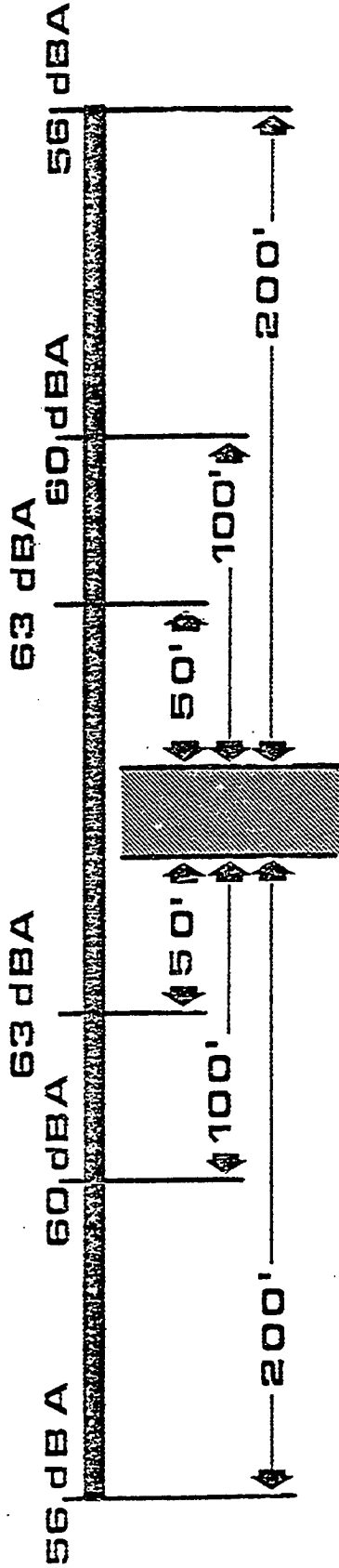


FIGURE 3

Composite Noise Exposure for Streets in Long Beach Carrying an Average Traffic Volume of 1,000 Vehicles During Peak Hours (ADT of 10,000 Vehicles). Noise Levels are Mean Levels Expected for Multiple Vehicle Flow

Source: J. H. Wiggins Company

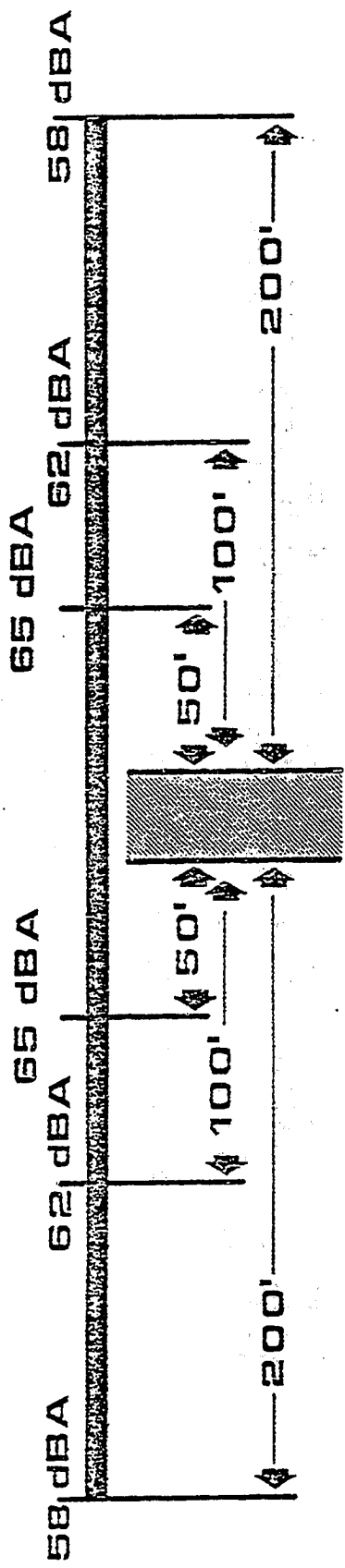


FIGURE 4

Composite Noise Exposure for Streets in Long Beach Carrying an Average Traffic Volume of 1500 Vehicles During Peak Hours (ADT of 15,000 Vehicles). Noise Levels are Mean Levels Expected for Multiple Vehicle Flow

Source: J. H. Wiggins Company

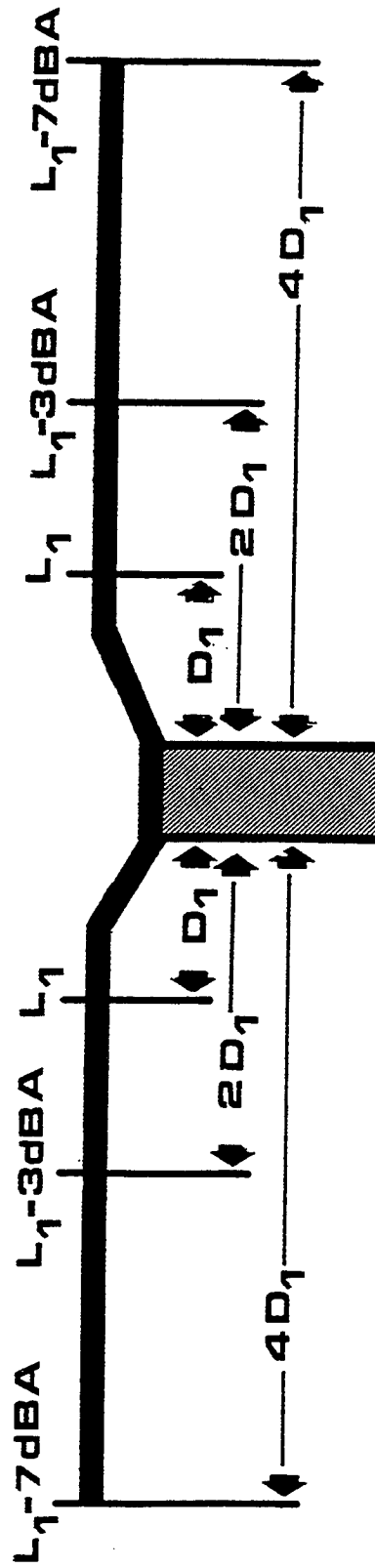


FIGURE 5

Noise Exposure as a Function of Distance from the Roadway. Distances (D) Are in Feet and Levels (L) in dBA. These Relationships are Representative for Values of D between 25 and 100 Feet and Traffic Volumes Above 2500 ADT.

Source: J. H. Wiggins Company

Under these assumptions, the noise exposure as a function of distance from the highway is shown in Figure 5. This exposure assumes a grade level roadway along the freeway routes with no significant barriers to sound propagation out to the distances shown. Since local topographic conditions present effective barriers which are continuously varying along the roadway, it is not practical to develop accurate noise exposure isoline contours for the entire length of the roadways in the area. Deviations from parallel isoline noise contours occur continuously with changes in the relative elevations of the roadway and the adjacent terrain. Consequently, it is only practical to illustrate the noise exposure for a general condition.

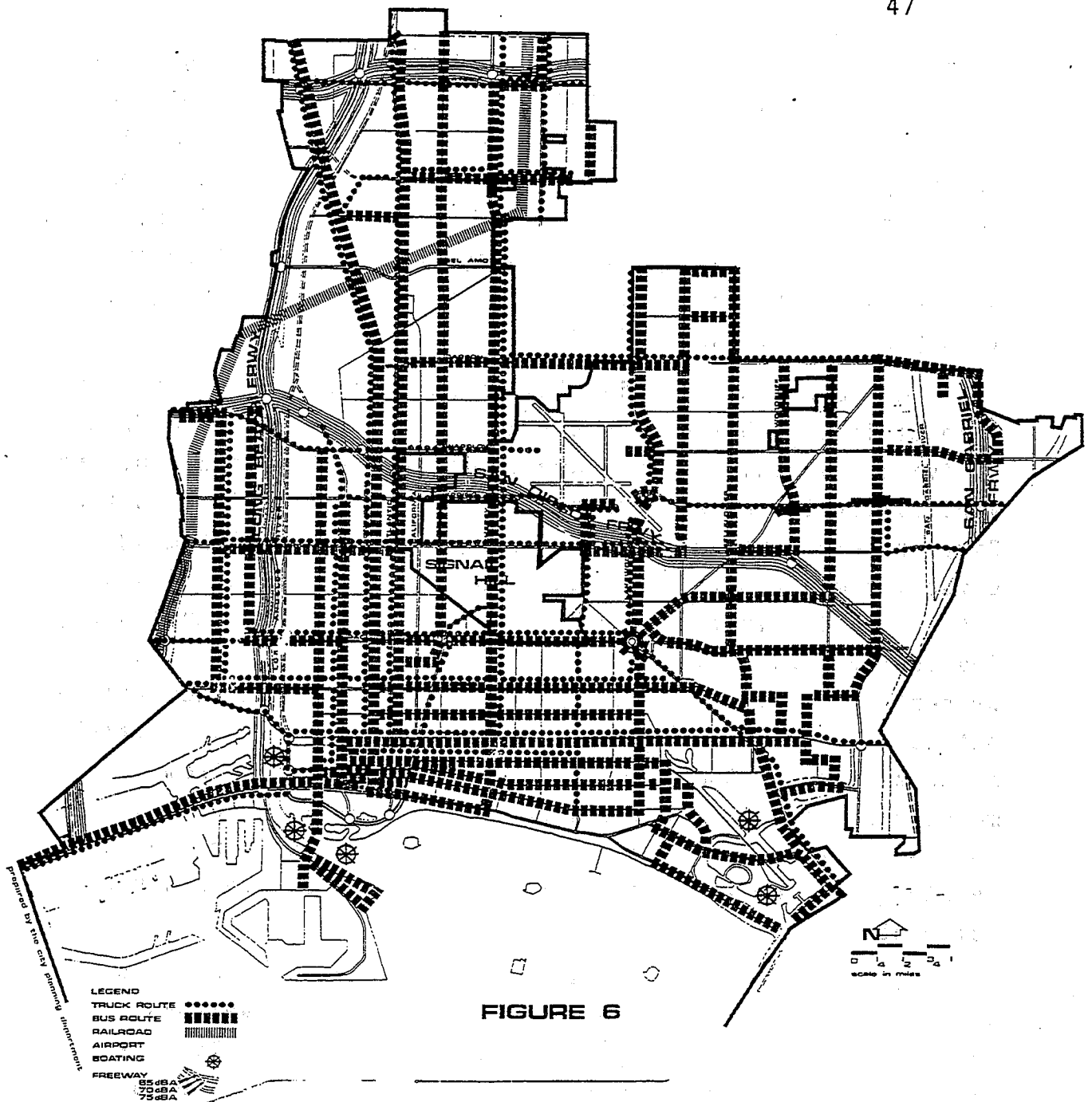
It is recognized that there is a requirement under the State Code to display the noise exposure from roadways for certain land uses (hospitals and convalescent homes). Without an extensive sound survey of each site, this can be done only if the assumption is made that an unimpeded propagation path exists. This was done, and figure 6 shows the noise contours around the freeways in Long Beach. In addition, a better approach to complying with this regulation is to display the noise levels around roadways assuming a completely flat, grade level terrain. This was done for a general street condition (10,000 to 15,000 ADT) in Long Beach in Figures 3 and 4. A general method for computing noise exposures from roadways with varying vehicle volumes, speeds and distances is shown in Figures 7 through 9. These data may be used to compute noise exposures at various distances from the roadway for a specific set of traffic conditions. This appears to be the only rational method for complying with the State Guidelines.

Additional information may be added to this general noise exposure computation by including the noise reduction

from a general barrier condition. The conceptual basis for this procedure is illustrated in Figure 9 with a simplified graphic method for arriving at the dBA reduction for a given set of geometric parameters. This particular illustration represents the barrier as a wall or structure. It is also possible to apply this same methodology to a natural terrain barrier as in the case of an elevated or depressed roadway. This procedure is shown in Figure 10.

Measurements of noise levels were conducted along City streets in Long Beach. As noted previously, the noise from individual vehicles is uniform in different locations and any variability in noise exposure among various locations in the City is determined by local barrier conditions. Assuming effective exhaust muffling and consistent road conditions, data shown in Figure 5 may be used to assess noise exposure levels for various vehicle speeds. A subsequent section will present the ambient noise level measurements conducted throughout Long Beach. These data were obtained without identifiable noise sources (automobiles, trucks, etc.) visible from the measurement locations, i.e., while these vehicles were the sources of the ambient noise, they were shielded from view by structures or terrain and no individual vehicle was predominant in the ambient noise.

The intent in presenting the noise exposure data as individual components, i.e., contributions from various sources, is to allow City officials to realistically construct the noise environment for a specific site based on the prevailing conditions unique to that location. As discussed in an earlier section, it is not practical to generalize the noise exposure from transportation routes and make decisions on the compatibility of land uses without a specific definition of conditions at the land parcel.



TRANSPORTATION NOISE EXPOSURE

Source: J. H. Wiggins Company and City Planning Department Staff.

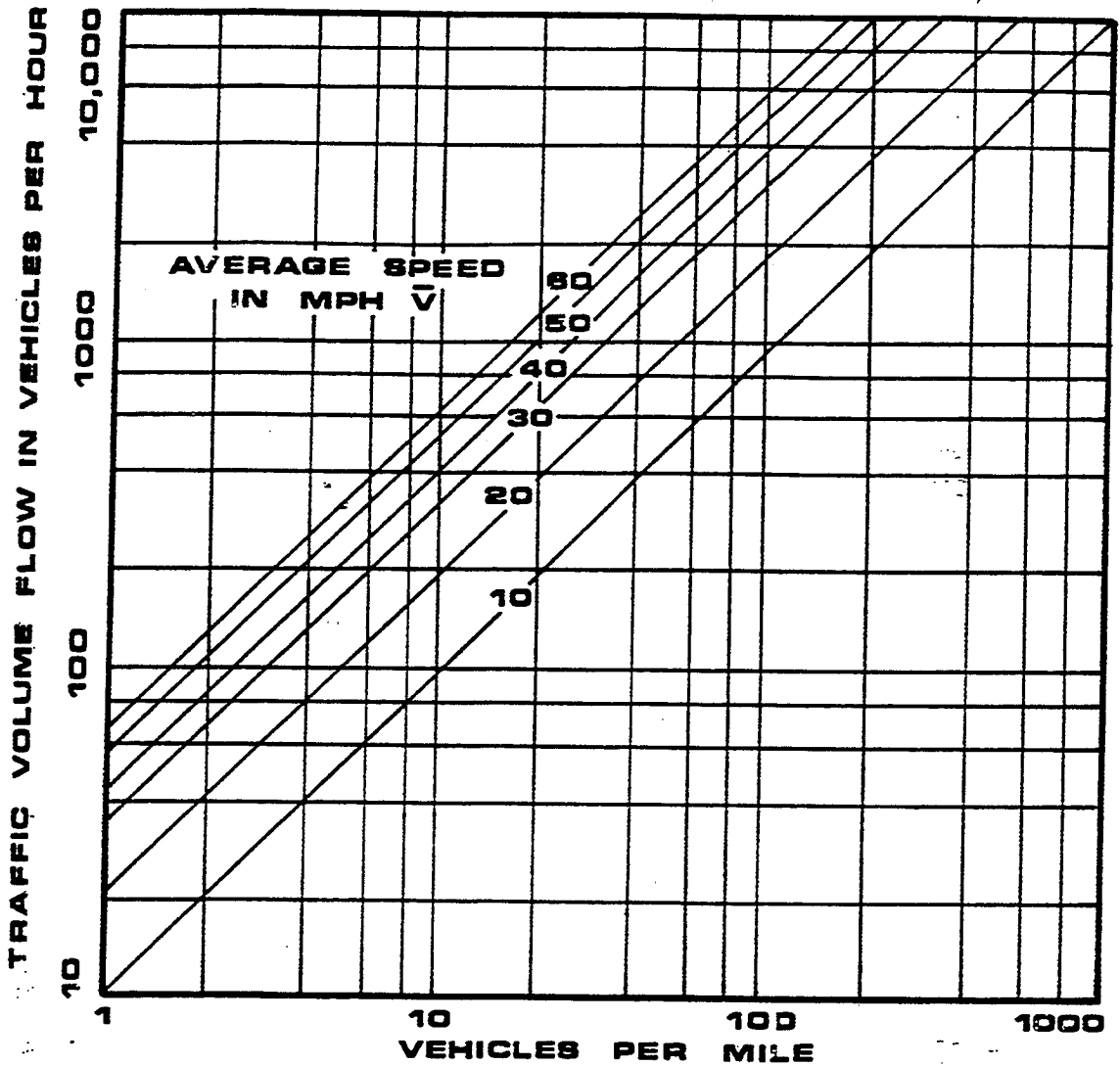


FIGURE 7

Relation between vehicle density, average speed, and traffic flow

Source: Highway Research Board Report No. 78.

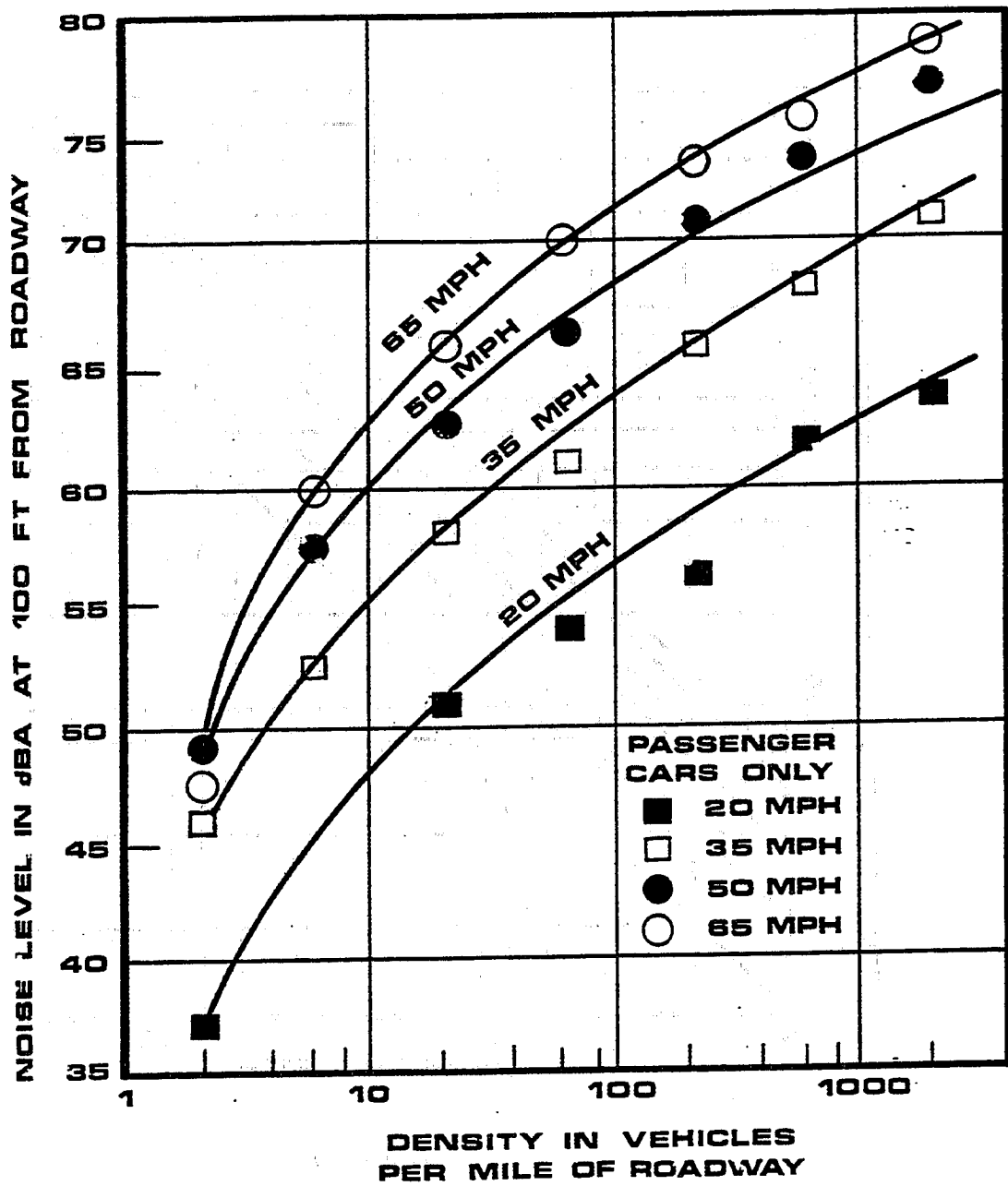


FIGURE 8

Curves for estimation of mean noise level in dBA at 100-ft distance from a lane (or single-lane-equivalent) of passenger car traffic, for four speeds.

Source: Highway Research Board Report No. 78

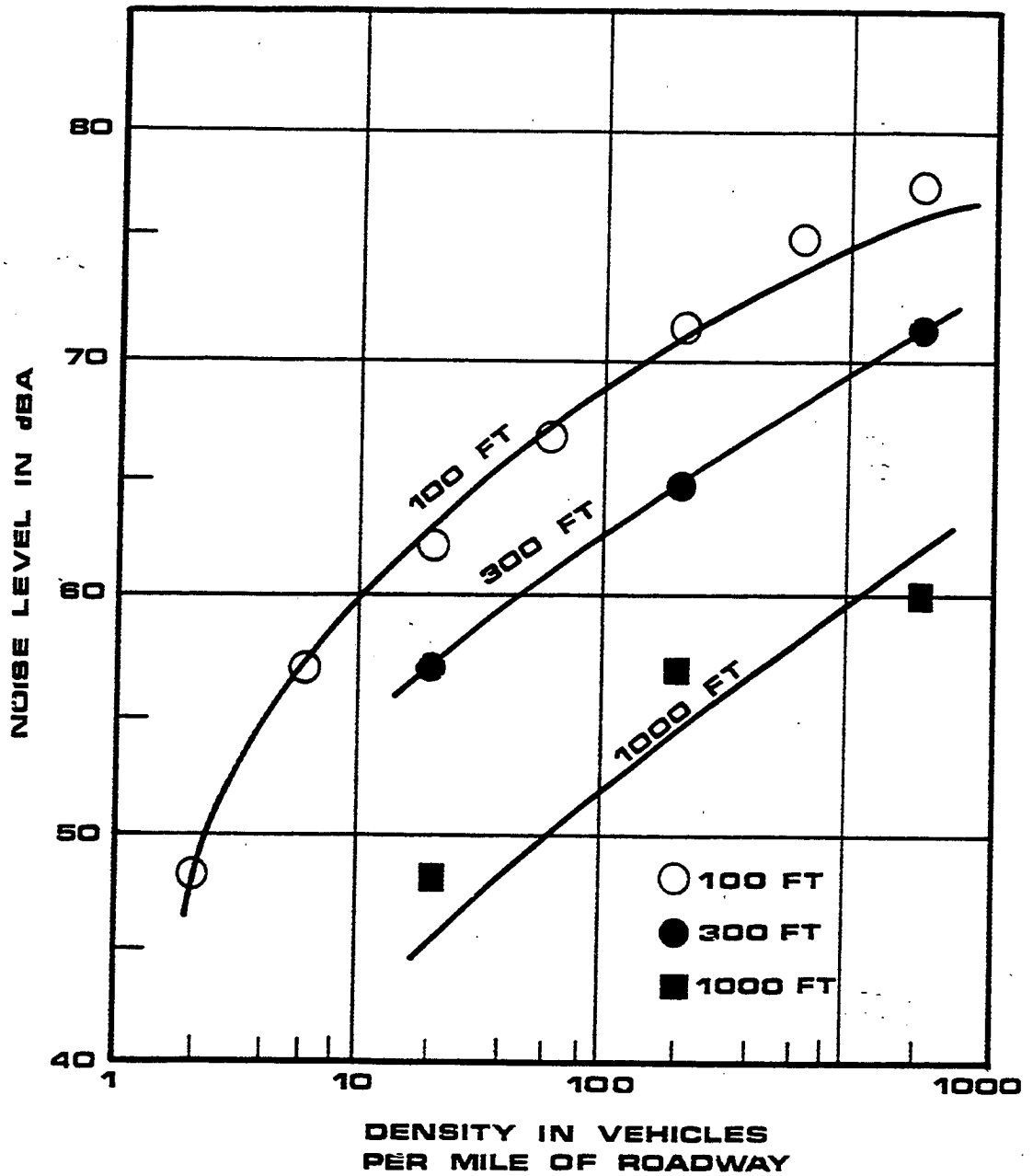


FIGURE 9

Curves for estimation of mean noise level in dBA at three distances from a near lane of passenger car traffic at 50 mph.

Source: Highway Research Board Report No. 78

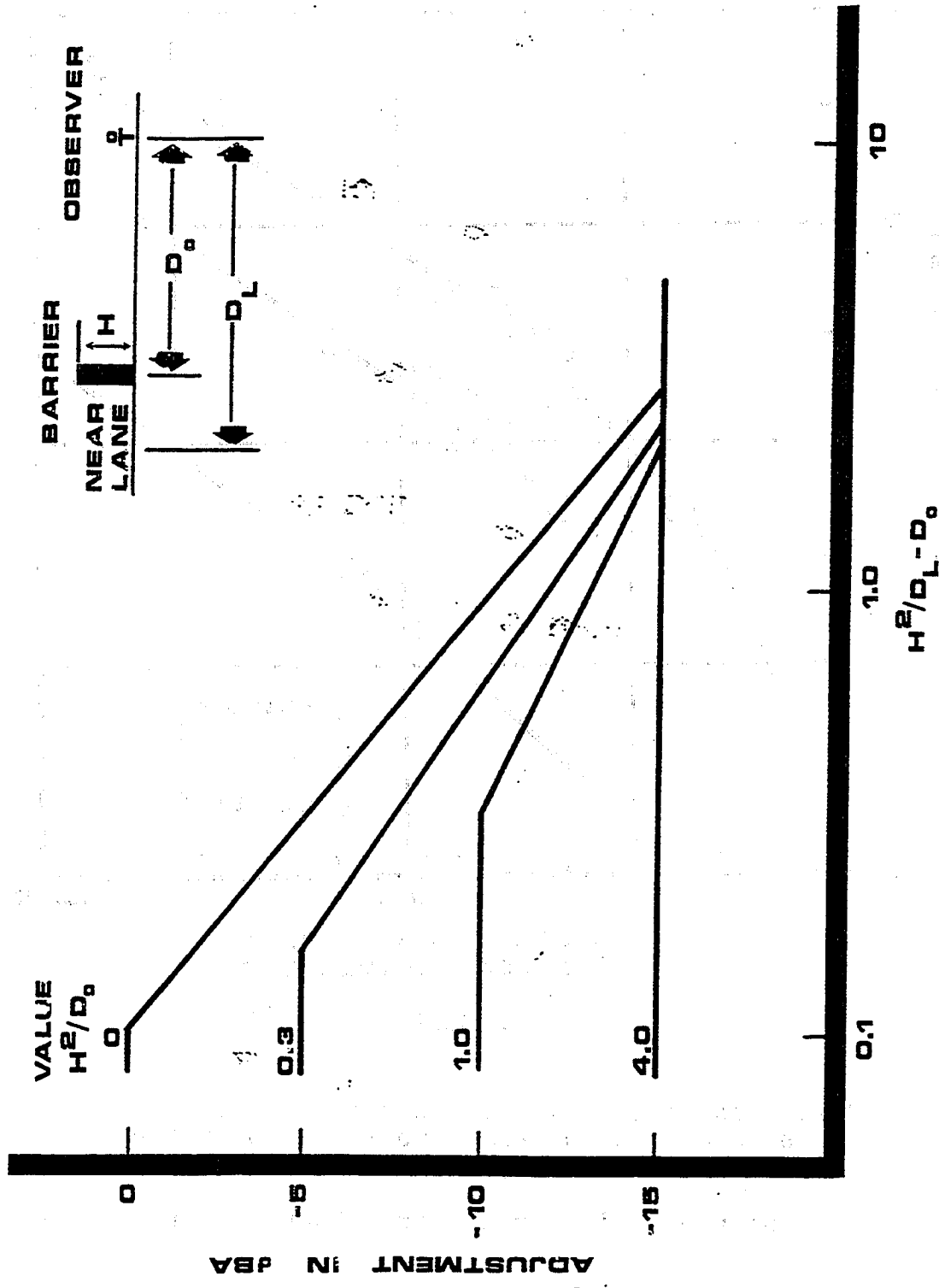


FIGURE 10

Effect of Roadside Barrier on Noise from Roadways. Appropriate Values for Barrier Height (H), Distance from Observer to Near Lane (D_2) and Distance from Observer to Barrier (D_0) are Used in the Two Expressions, H^2/D_0 and $H^2/D_L - D_0$. The H^2/D_0 Value is Interpolated Among the Four Curves and Followed Out to the $H^2/D_L - D_0$ Value. The Corresponding Value on the Ordinate Gives the Noise Level Adjustment in dBA.

Source: J. H. Wiggins Company

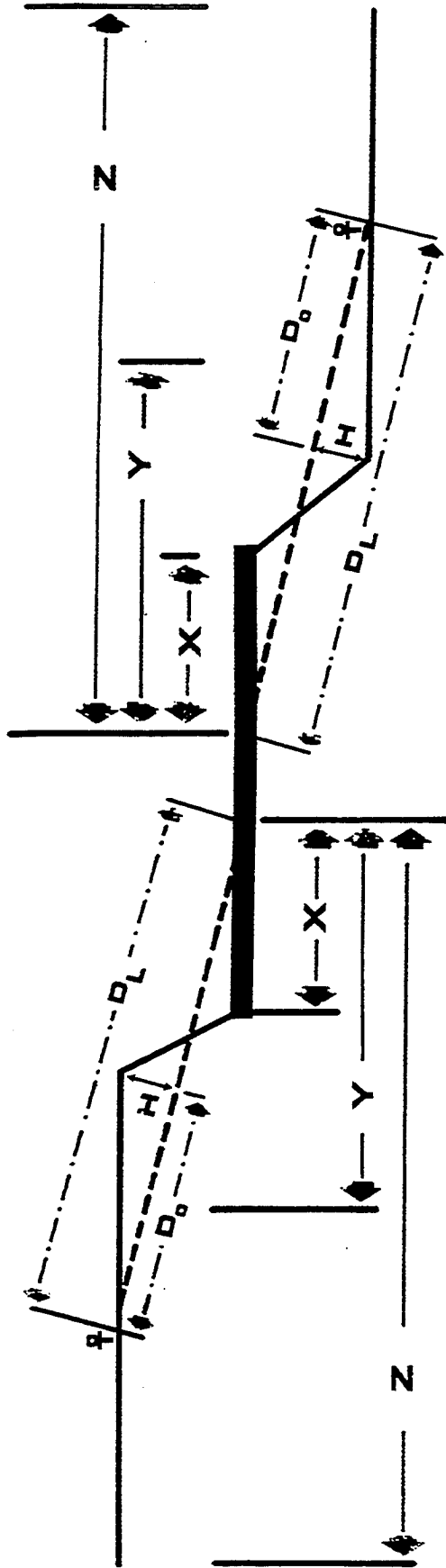


FIGURE 11

Barrier Effect Applied to Elevated or Depressed Roadway
Calculations are Conducted as in Figure 7.

Note: X equals uncorrected noise exposure value Y and Z
equals corrected noise exposure value based on effective
barrier height and distance.

Source: J. H. Wiggins Company

Any analysis of land use compatibility is conducted most effectively on a specific problem basis. In addition to normal growth and expansion in the City, any radical modification of city streets may introduce significant new noise exposures.

A discussion of the noise characteristics of single vehicles is included below to assist in the definition of roadway noise exposures. These observations relate, for the most part, to traffic moving at highway speeds. Noise exposures for streets in the City may be inferred from the data in Figure 12.

On most roadway systems, truck noise is the predominant noise source. In general, trucks generate noise levels 10 to 15 dBA greater than normal passenger traffic. Single trucks on a freeway produce an average level of about 82 dBA at a distance of 100 feet from the edge of the freeway. A substantial number of readings are in the 90 dBA range and maximum readings of approximately 95 dBA are not uncommon. For a freeway at a 100-foot measuring distance, passenger cars produce an average level of about 68 to 70 dBA with a maximum of about 72 dBA. These figures are for single vehicles. For heavy traffic flow at high speeds, this would be increased by 3-4 dBA.

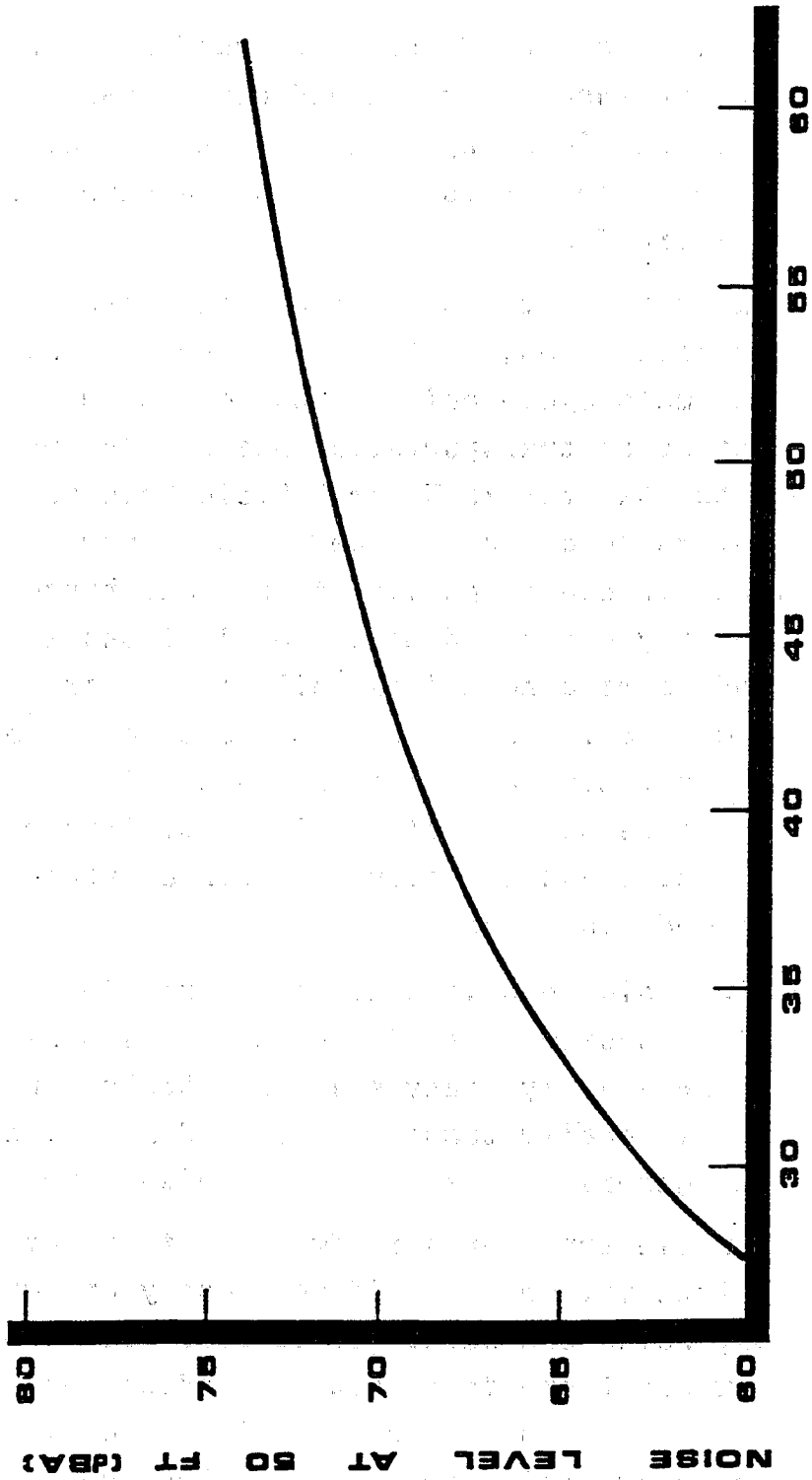
Actual noise levels produced by roadway vehicles depend on a complicated array of factors such as road and tire conditions, speed and the type of muffler used on the vehicles. Some generalizations may be made. For passenger cars, tire noise is predominate over engine noise above about 50 miles per hour. Average noise levels measured for passenger cars at high speeds are greater than those for low speed traffic. Even at very high speeds, existing truck noise is still predominant by a considerable margin. The noise produced by truck traffic shows little dependence on the speed of the

vehicle. Truck noise also depends on other road and traffic factors such as the presence of grades and curves and whether or not the vehicle is accelerating. Each of these factors may serve to increase noise levels over those measured in freely flowing level traffic.

Motorcycles also present a problem although they are not as frequent, in most cases, as trucks on the freeways. But on City streets, motorcycle noise is one of the most annoying manifestations of transportation noise. As previously mentioned, the California Motor Vehicle Code regulates the maximum level of noise output allowed to be generated by all motor vehicles in use in public streets and highways. The Long Beach authority can and does issue citations to violators of the code during normal patrolling. Enforcement of the code is somewhat difficult because loud motorcycles must be cited while operating on public streets. Police Department officers do respond to citizen's complaints regarding noisy motorcycles and actually dispatch a patrol car to the scene of alleged violations.

New motorcycles sold in California are certified by the State and the muffling system is sealed by the California Highway Patrol. Unfortunately, many seals are broken and muffling systems are illegally tampered with and modified, the result being the generation of excessive noise levels.

The mix of vehicle types on a roadway, in terms of both percentage and absolute volumes, should be closely analyzed in assessing roadway noise exposure. It is also recommended that, in any cases where there is reason to predict that trucks will comprise over 5 to 10 per cent of the total traffic flow on a roadway, noise produced by these vehicles should be used in the establishment of noise acceptability criteria for location and design of adjacent land uses.



VEHICLE SPEED (MPH)

FIGURE 12

Noise Exposure from Automobiles on City Streets Operated at Various Speeds. Values May be Adjusted to 100 Feet by Subtracting 3 dBA

Source: U. S. Department of Transportation

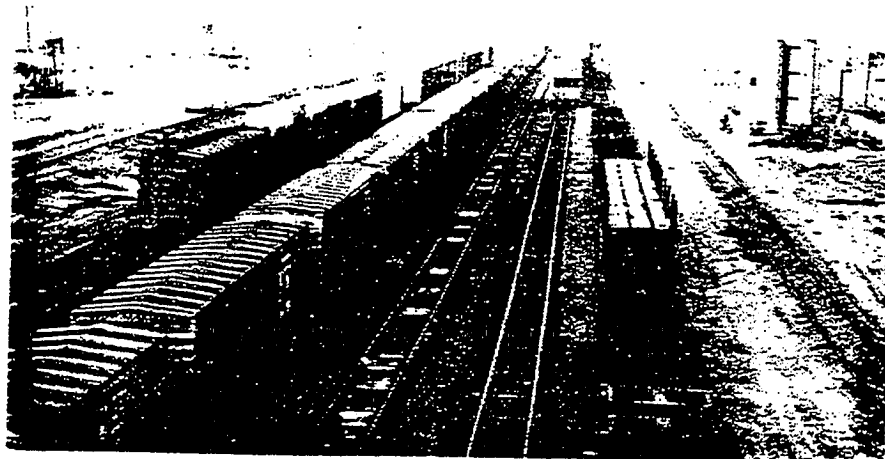
An assessment of the time-averaged noise exposures from freeways may be readily obtained from computer simulation models. These models require data on the operating characteristics of the vehicles, the roadway geometry and the observer locations. From these data, the program computes noise exposures on several measurement scales including L_{10} , L_{50} , and L_{90} as well as defining discrete octave band sound pressure levels for use in design of structures for noise control.

Sirens and Alarms on Motor Vehicles

One of the most intensive sources of noise in Long Beach is that of sirens, bells, and alarms mounted on motor vehicles. The control, certification and regulation of this type of equipment is pre-empted by State law.²

²California Motor Vehicle Code Sections 27000-27003.

RAILROAD NOISE



Railroad Noise

Railways in Long Beach serve the industrial sites located in the northwest and southwest sectors of the community. This section will outline the principal noise sources in a rail system and present characteristic noise levels for trains operating at 20-30 mph.

The major source of noise in trains operating in Long Beach is the diesel locomotive. The propulsion system includes a diesel engine driving an electrical generator which in turn provides power to the wheels. The water cooling system for the engine requires auxiliary equipment such as cooling fans which are an additional source of noise. The separate sources of noise are:

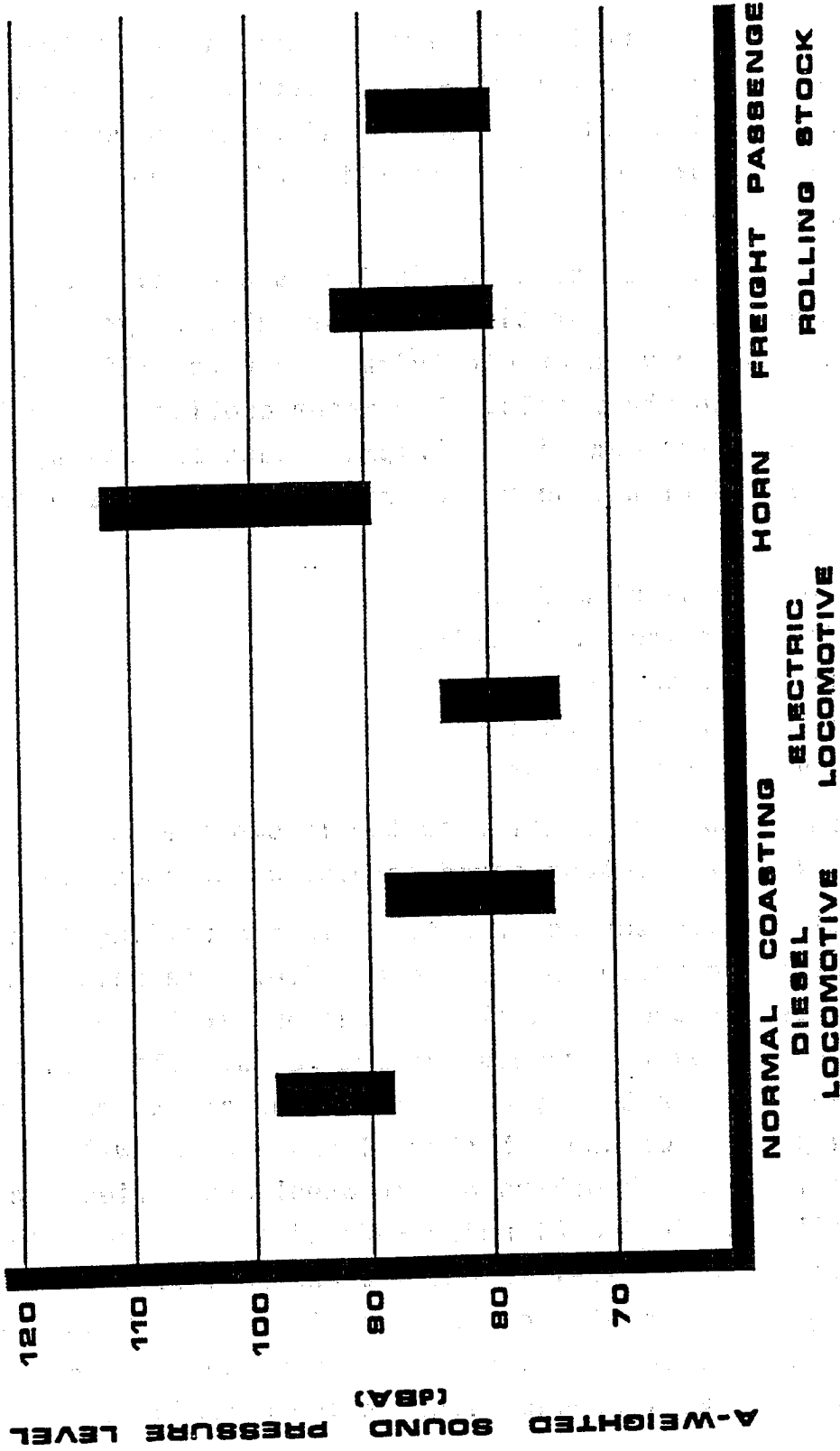
- ° diesel exhaust muffler
- ° diesel engine and housing
- ° cooling fans
- ° wheel-rail interaction
- ° electrical generator

A unique source of noise in the locomotive is the horn which produces the highest sound levels, up to about 115 dBA.

Another noise source in a train is the rolling stock or vehicles being pulled by the locomotive. The noise exposures produced by these vehicles is due primarily to the interaction between the wheels and the rails. This noise will be dependent on the type and condition of the railway and the suspension of the vehicle. Items such as welded track and hydraulic shock absorbers on the wheel assemblies can produce significant (5-10 dBA) noise reductions. Noise exposures representative of a diesel locomotive and rail cars passing at a distance of 50 feet are shown in Figure 13. Other types of surface tracked vehicles, such as those used for rapid transit systems, will produce lower noise emissions.

FIGURE 13

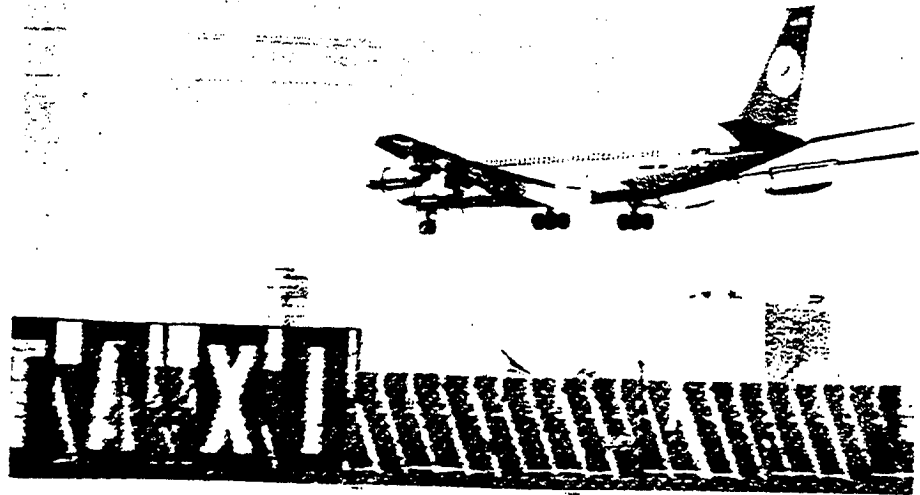
RAILROAD EQUIPMENT NOISE



Noise Exposure Levels in dBA for Train Operating at 20 - 30 MPH and Passing at a Distance of 50 Feet.

Source: Environmental Protection Agency Report PB 208-660

AIRCRAFT NOISE



Aircraft Noise

The City is subject to noise exposure from aircraft operations from Long Beach Airport located in the central section of the community. Both landing and takeoff operations overfly the City, producing noise exposures principally on a southeast to northwest track. Flights operating to and from the airport are under the jurisdiction of the Federal Aviation Administration while ground maintenance activity may be regulated by the City as the airport proprietor.

As discussed at the outset of this report, the Guidelines Document for State Code Section 65302(g) requires noise exposure contours for ground maintenance facilities associated with the airport. Such activities are, for the most part, associated with the McDonnell Douglas plant and various other lease-hold facilities at the airport. The principal noise sources encountered in ground maintenance are run-ups of jet engines for short time periods, McDonnell Douglas ground operations consist of final operational checks on DC9 and DC10 production aircraft. These ground run-ups are conducted in front of blast shields located at the west end of the production facilities. All ground testing is conducted between 6:30 a.m. and 10:00 p.m.³ No testing is conducted on Sundays or Holidays. Other operators make pre-take-off and maintenance checks on general aviation aircraft engines, and the normal pre-flight engine checks are made by air carriers.

³Some departures from this schedule have occasionally occurred owing to international trade and time constraint considerations.

Annual operations at Long Beach Airport are at a level of approximately 560,000. The majority of operations are general aviation aircraft with business jets and large jet operations constituting the remainder. These large jet operations are divided between commuter jets operated by PSA (Western Airlines initiated a three year suspension of operations in 1973) and test and delivery flights of McDonnell Douglas aircraft. The latter group includes mostly DC10 and DC9 aircraft.

There are a small number of itinerant military operations (less than 2%) including some jet aircraft. In addition to the fixed wing aircraft there are approximately 65,000 annual helicopter operations from the airport.

Of the commercial operations, there are currently 5 landings and 5 takeoffs daily of jet aircraft, all Boeing 727's. The remainder of the commercial operations are twin engine propellor aircraft operating to Catalina Island. There are five runways in operation at Long Beach Airport, with most general aviation operations on Runways 25L and 25R and virtually all jet activity on Runway 30. These operations are summarized in Table 5.

The operations and runway use shown in Table 5 are totals for the entire year. These vary with seasonal wind conditions and traffic demand so that certain runways or certain aircraft types may be used more intensively during different time periods. An example of this is the use of Runways 16L and R during afternoon periods in the summer.

Jet aircraft operations are the principal sources for noise exposures in the community surrounding the airport. As seen in Table 5, essentially all large jet operations are conducted on Runway 30. These aircraft execute a straight-in approach over the Alamitos Steam Plant location. On departure, the jets climb as rapidly as possible to an altitude of 1,500 feet prior to executing any turns over the community. This

TABLE 5
OPERATIONS AT LONG BEACH AIRPORT

Approximate Annual Operations: 560,000				
	General Aviation	Commercial Operations	Business Jets	McDonnell-Douglas Operations
	544,000	11,500	2,500	3,000
<u>Runway</u>				
25L	326,400			
25R	136,000			
30	27,200	1,500	2,500	3,000
12		(No data was given for this runway)		
16L	8,160			
16R	8,160			
34L	8,160			
34R	8,160			
7L	8,160			
7R	8,160			
Helicopter Operations: 65,000 Annual				

Source: Federal Aviation Administration Air Traffic Control Office, Long Beach Airport.

climb to 1,500 feet on departure is accomplished at a different rate by different aircraft. Consequently, the left turn to a heading of 250⁰ is accomplished above different points on the ground. Virtually all jet aircraft departing in Runway 30 leave the area on this 250⁰ heading, as the Los Angeles control zone boundary lies immediately to the north.

Aircraft noise exposures from flight operations may be specified either in terms of single events, i.e., the noise generated by a specific aircraft during a landing and takeoff, or as a composite measure of multiple operations. Since the advent of jet aircraft flight in the late 1950's, several composite methods have been devised for ostensibly assessing the impact of noise from multiple flight operations.

Composite Noise Rating (CNR), Noise Exposure Forecast (NEF) and Community Noise Equivalent Level (CNEL) are all methods used in this country for expressing weighted cumulative aircraft noise exposures. Each method incorporates a summation of a series of noises from aircraft flyovers using a frequency weighted sound pressure level as a physical index of the noise. These energy summations are then further weighted by adding penalties for night events. The original methods, CNR and NEF, utilize maximum Perceived Noise Level (PNL) and Effective Perceived Noise Level (EPNL), respectively, as the basic aircraft noise scale. Each method separates flyovers into day (7:00 a.m. to 10:00 p.m.) and night (10:00 p.m. to 7:00 a.m.) events.

Adopted Noise Regulations for California Airports

California Assembly Bill 645, passed in 1969, directed the Department of Aeronautics to develop and adopt noise standards for California airports. These standards would control aircraft engine noise at all airports operating under

the aegis of the State Division of Aeronautics. A proposed noise standard was developed and subsequently adopted in November 1970 by the California Aeronautics Board.

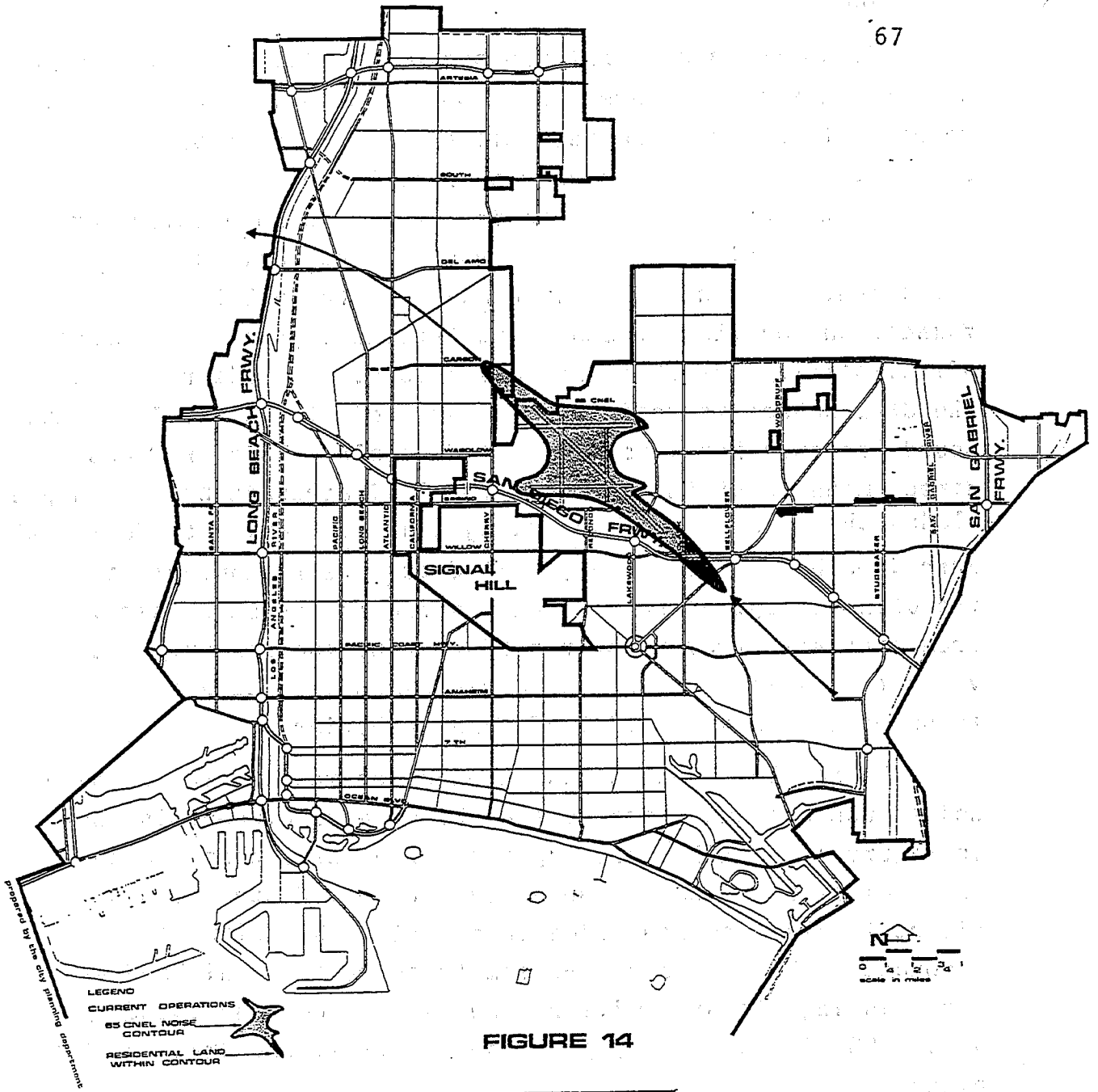
This proposed noise standard developed for California airports incorporates a new concept for assessing community noise exposure, the Community Noise Equivalent Level (CNEL). This scheme utilizes a time-averaged A-weighted Sound Pressure Level as an index of cumulative noise exposure in the community. In effect, the total acoustic energy from all aircraft flyovers is summed and averaged over a 24-hour period, then added to the noise existing in the community (exclusive of aircraft noise) to give an equivalent or effective value for ambient noise in the area. Also inherent in this procedure is a weighting factor of 10 : 3 : 1 for daytime, evening and nighttime operations, respectively.

Given this procedure for measuring noise levels, the standard also specifies acceptability criteria. The principal component of these criteria for new airports dictates that residential land use shall be prohibited within areas exposed to aircraft noise exceeding CNEL=65 dB. This criterion was to become effective in 1985, but was postponed to 1987. Existing airports shall be subject to an interim criterion of CNEL=70 dB. In addition, there are provisions for yearly variances for existing airports. These variances are to be granted if the airport proprietor can demonstrate reasonable efforts toward achieving compliance with the standard as administered by the State Division of Aeronautics. Airports in California with 65 CNEL contours that impact 1,000 residential parcels or more are required to plan and implement a program of full-time noise monitoring and abatement. Fortunately, that is not the case at Long Beach Airport where approximately 188 parcels fall under the 65 CNEL impact zone. (See page 67).

It would appear that the prime objective in any composite noise rating scheme should be validity in terms of human response to aircraft noise. All of the existing procedures provide, at best, an approximation of human response. Estimates of the effect of increasing numbers of operations or the relative effect of night versus day operations are largely intuitive. Lacking any proven model of human behavior as a foundation for these factors, it becomes important to trade off simplicity for these approximations. In this respect, the CNEL scheme is desirable in terms of its use of A-weighted Sound Pressure Level as a magnitude scale. This provides a direct measure of the loudness level of aircraft noise and precludes the procedure of analyzing and calculating to derive the Perceived Noise Level (PNL). It does appear, however, that the CNEL concept of summing and averaging acoustic energy from aircraft flyovers over a 24-hour period has only face validity. Again, there are no experimental data available to support this as a model of human behavior.

Using the composite noise exposure method, the combined noise from current operations at Long Beach Airport is shown in Figure 14. CNEL noise exposure areas were computed on the basis of average annual operations, runway distributions and flight tracks. As specified in the State Division of Aeronautics Regulations, the limits on residential land use for existing airports will be the CNEL 70 contour boundary until 1985 (subsequently postponed to 1987) and CNEL 65 thereafter.

The CNEL 70 (and subsequently, CNEL 65) represent the recommended limits for residential land use around airports. Since the CNEL 65 will ultimately control these uses, this contour was chosen as shown in Figure 14. It is clear that some residential sites in Long Beach are, and will continue to be, included in these restricted areas. It is apparent from this that there will continue to be some significant conflicts between prevailing land uses and the State Regulations. This is occurring because no assessment



RESIDENTIAL LAND USES WITHIN THE 65 CNEL NOISE CONTOUR

Source: Noise Analysis City of Long Beach, J. H. Wiggins Company, October 29, 1973, p. 36.

of the extent of the impact of the Regulations or any transitional policies were included in development of the CNEL evaluation method.

A more direct method for evaluating the impact of aircraft noise is to assess the single event exposure levels. Operations at Long Beach Airport produce single event levels over residential areas of approximately 70-88 dBA. The higher values are in those areas lying closest to the airport. Strong objections to aircraft noise tend to appear in residential areas when the noise levels exceed about 77 dBA. This is an approximate criterion based on community surveys around airports in metropolitan locations. In referring to these single event levels, the dBA value represents the average maximum or peak level of the flyover noise. This maximum level persists only for a short time and drops in level before and after the maximum. One measure of intrusion is the speech interference caused by the noise. This may be inferred from Figure 15, noting at the same time that an individual flyover at the nearest residential sites may exceed 70 dBA for 15-20 seconds. With a total of about 12-15 jet operations each day, this amounts to approximately 3 minutes per day above 65 dBA.

Long Beach Airport Land Use Compatibility

The Long Beach Airport is surrounded with various land use types. These have been evaluated under the following headings: (See Figure 16).

- ° Residential
- ° Institutional
- ° Industrial
- ° Recreational
- ° Commercial
- ° Mixed Industrial-Commercial

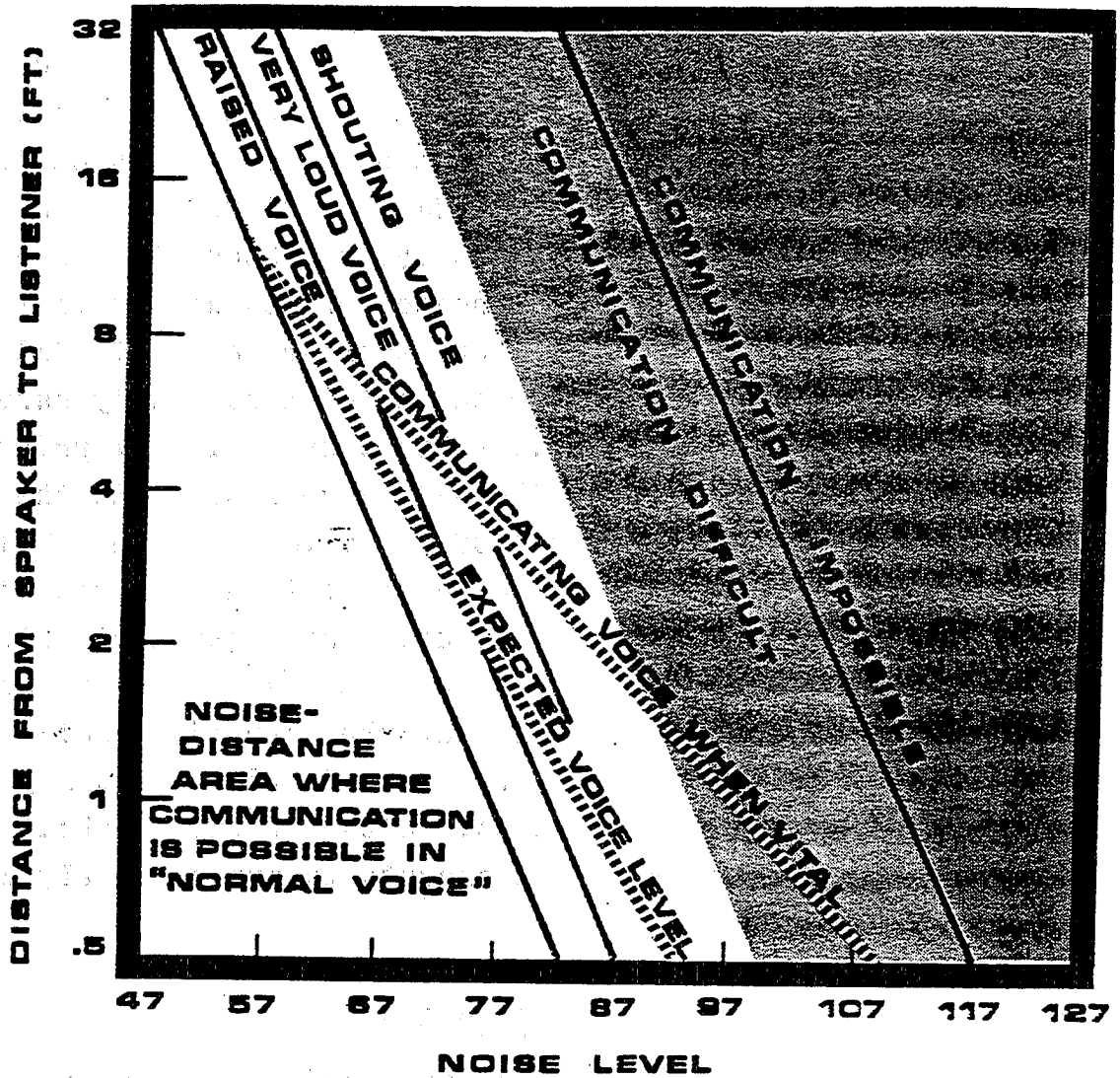


FIGURE 15

Distances for Effective Speech Communication for Various Noise Levels.

Source: J. C. Webster in Transportation Noises J. Chalupnik, ed. Washington University Press, 1970.

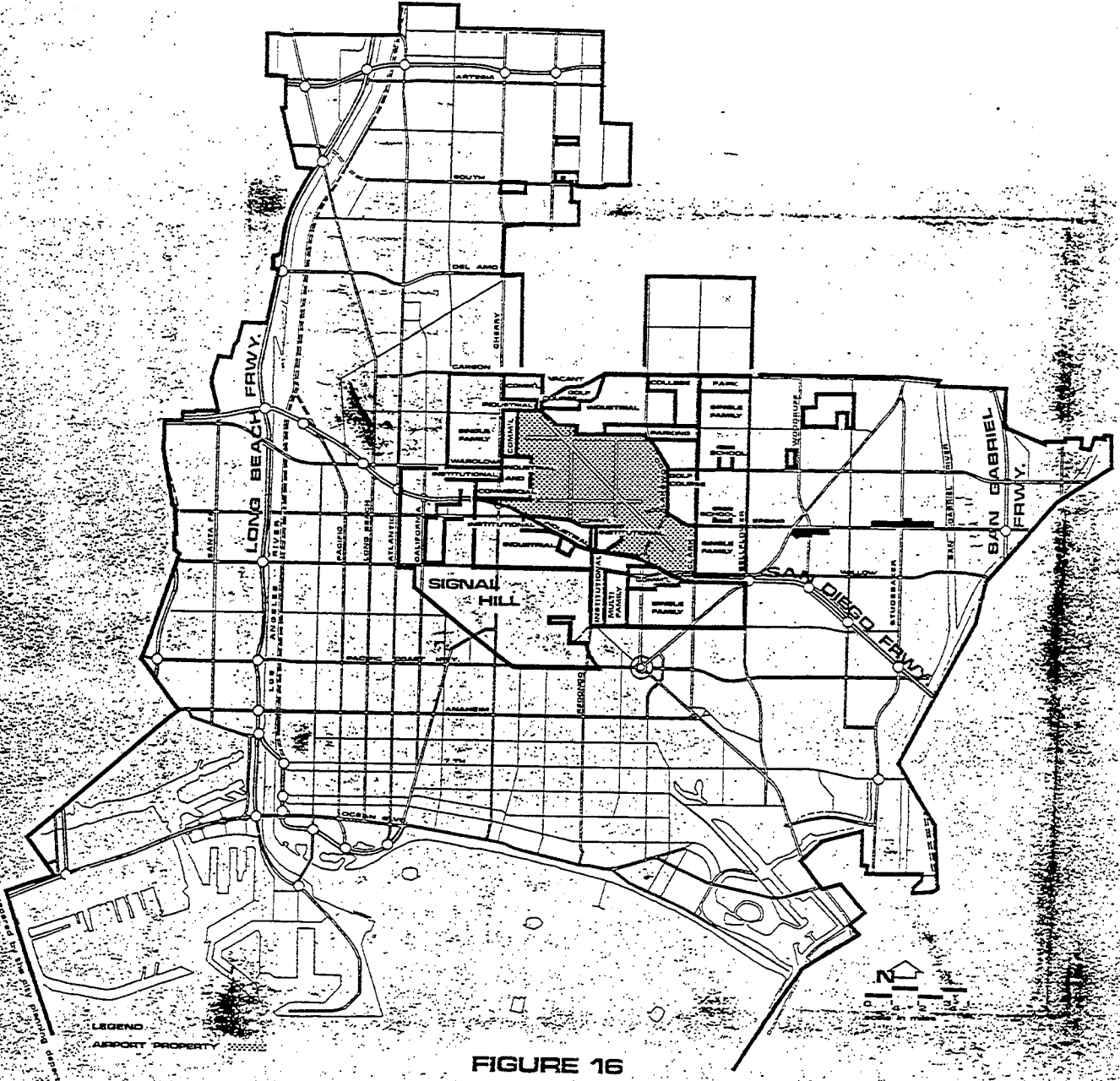


FIGURE 16

LONG BEACH AIRPORT ADJACENT LAND USE

The airport property includes various land use types. They have been analyzed under the following major headings: FAA, sales, services, manufacturing, industrial, commercial, military, and recreational.

All parcels leased or rented by the Department of Aeronautics are in land uses compatible with each other and with airport operations. The noise emanating from the Long Beach airport is generated by several activities, all related to air operations and aircraft ground maintenance and industries. The following are the main sources of noise:

1. Aircraft take-offs and landings, and operations in the traffic patterns;
2. Aircraft undergoing engine maintenance run-ups;
3. Engine test stands (for major overhaul);
4. Various ground power units, machinery, and people; and
5. Miscellaneous noise sources connected directly or indirectly with the operation of the airport.

Noise impact of air and ground operations at the Long Beach Airport is felt in residential land uses. Approximately 188 residential parcels fall under the 65 CNEL noise contour. (See Figure 14). The total residential land area affected is approximately forty-two acres.

For indoor noise abatement, housing can be made acceptable in most cases through adequate soundproofing. Outdoor living, however, engenders a critical noise problem because of the climate-determined outdoor living orientation of Long Beach.

There is a need for continued city-wide land use planning including the Long Beach Airport. Coordination of city-wide

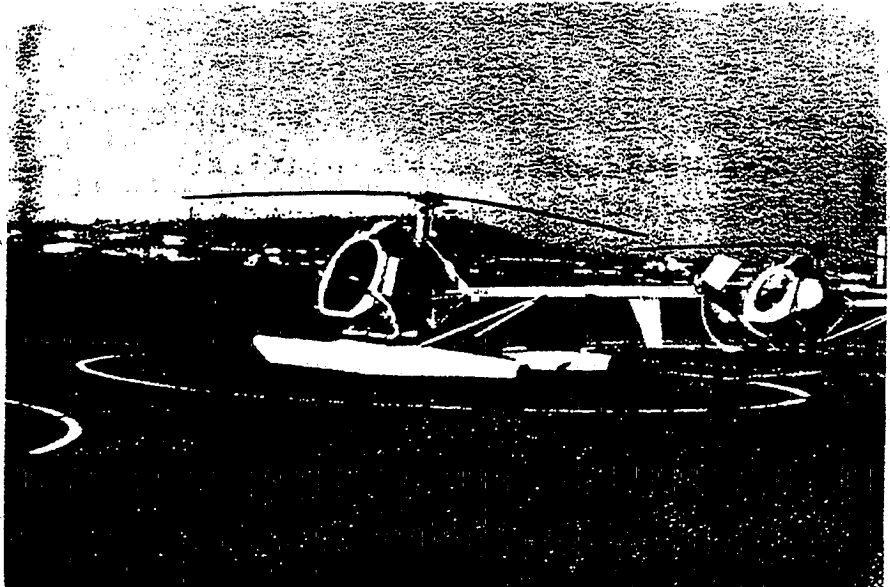
airport land use planning can be mutually advantageous to airport tenants and airport-area residents. Land in and around the Long Beach Airport can be used to satisfy community requirements, and at the same time land uses can be regulated so that they are compatible with airport activities.

The land area surrounding the City's airport falls under the jurisdiction of several municipalities (the cities of Signal Hill and Lakewood) and the County of Los Angeles. It will be in the best interest of all concerned jurisdictions to plan and work together in all future development in and around the Long Beach Airport.

There is a need for the development of model housing and building codes that specify noise construction standards for structures around the Long Beach Airport. Such codes could be made part of the City zoning ordinance.

The regulation of land uses around the Long Beach Airport can be achieved with the least cost to the Community through zoning, and the use of housing and building codes. When it is not possible to use the above procedures, more compatible land uses should be considered, such as open spaces and recreational facilities. No additional housing units should be recommended in areas impacted by the CNEL - 65 contour. The possibility of technological advances in the form of quieter aircraft engines such as are being developed now will significantly affect airport noise problems. When it is not possible to use the above procedures, the City could consider the purchase of easements, or the conversion or redevelopment of property to compatible land uses. No additional housing units should be approved in areas impacted by the CNEL - 65 contour.

HELICOPTER NOISE

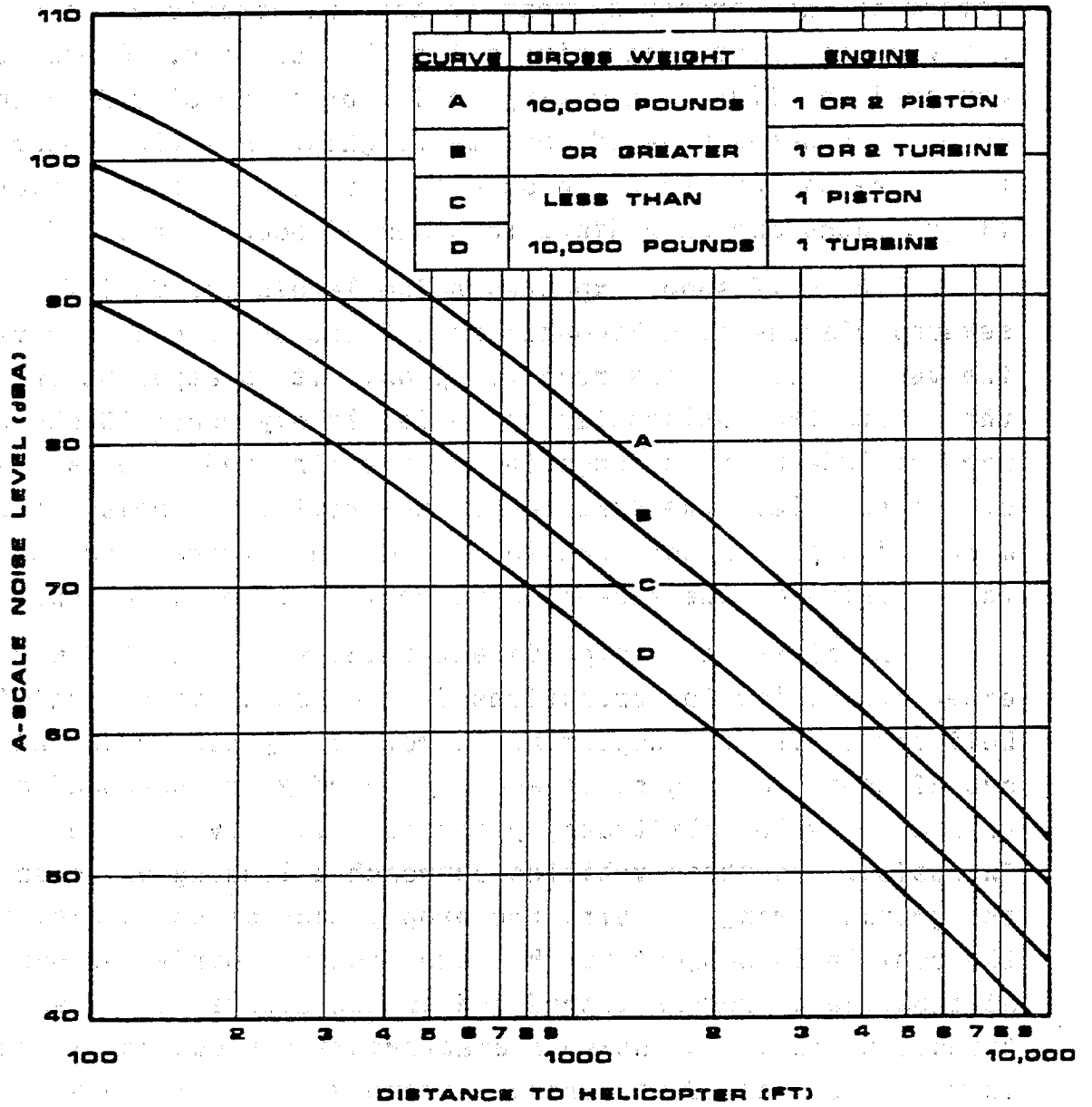


Helicopter Noise

The noise source in this category with a potential for affecting the largest segment of the inhabitants of Long Beach may well be rotary-wing aircraft or helicopters. Operations can include flights involving police or other City Departments as well as non-scheduled private flights. All these operations are not discussed in detail because of the irregular flight paths and unpredictable times of occurrence.

Figure 17 shows expected noise levels (in dBA) for several classes of helicopter as a function of distance from the vehicle to the observer location. It is apparent from these data that helicopter noise levels may reach 90 dBA or more at 100-500 feet depending on the size and power system of the vehicle. The duration of the helicopter noise is a more odious phenomenon than for fixed wing aircraft due to the capacity of the former to hover in a fixed location.

One of the most significant problems associated with extensive helicopter operations is the judicious siting of heliports. The helicopter moves relatively slowly in and out of these landing sites and may overfly the surrounding area at very low altitudes, producing high level noise intrusion. As these vehicles approach a landing or leave the ground during takeoff, the propagation of sound away from the vehicle is subject to the same excess ground-to-ground attenuation phenomena introduced in the discussion of surface transportation. The noise characteristics shown in Figure 18 may be corrected for these extremely low altitude noise exposures by adding the reductions plotted in Figure 18. Corrections for ground to ground propagation of helicopter noise mitigation of helicopter noise impact in Long Beach will depend most heavily on operational controls, e.g., controlling the number of daily flights along a particular route or the altitude of the overflights. These controls



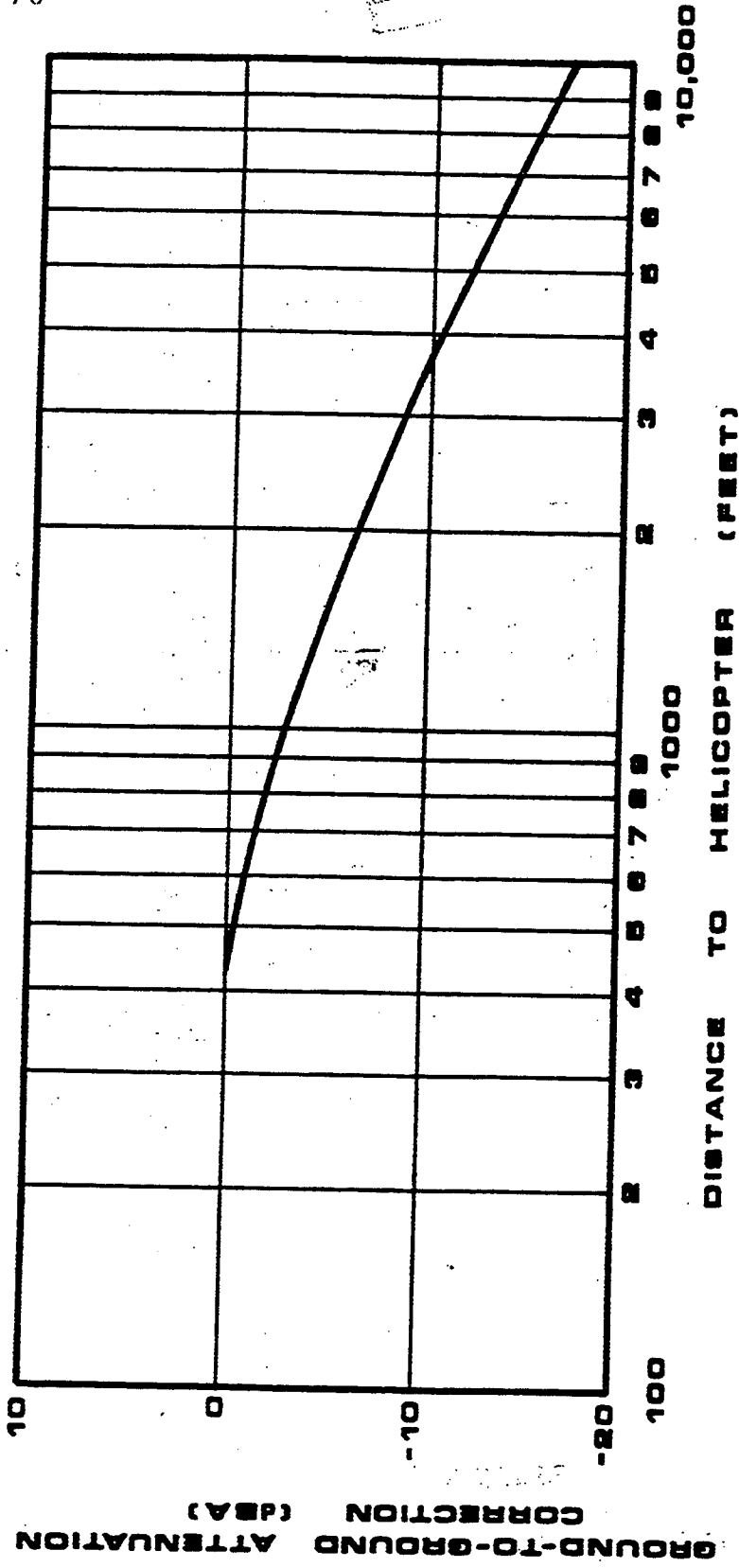


FIGURE 18

Corrections for Ground-to-Ground Propagation of Helicopter Noise.

Source: Federal Housing Administration Report "Literature Survey on Urban Noise," FH-954, Jan. 1967.

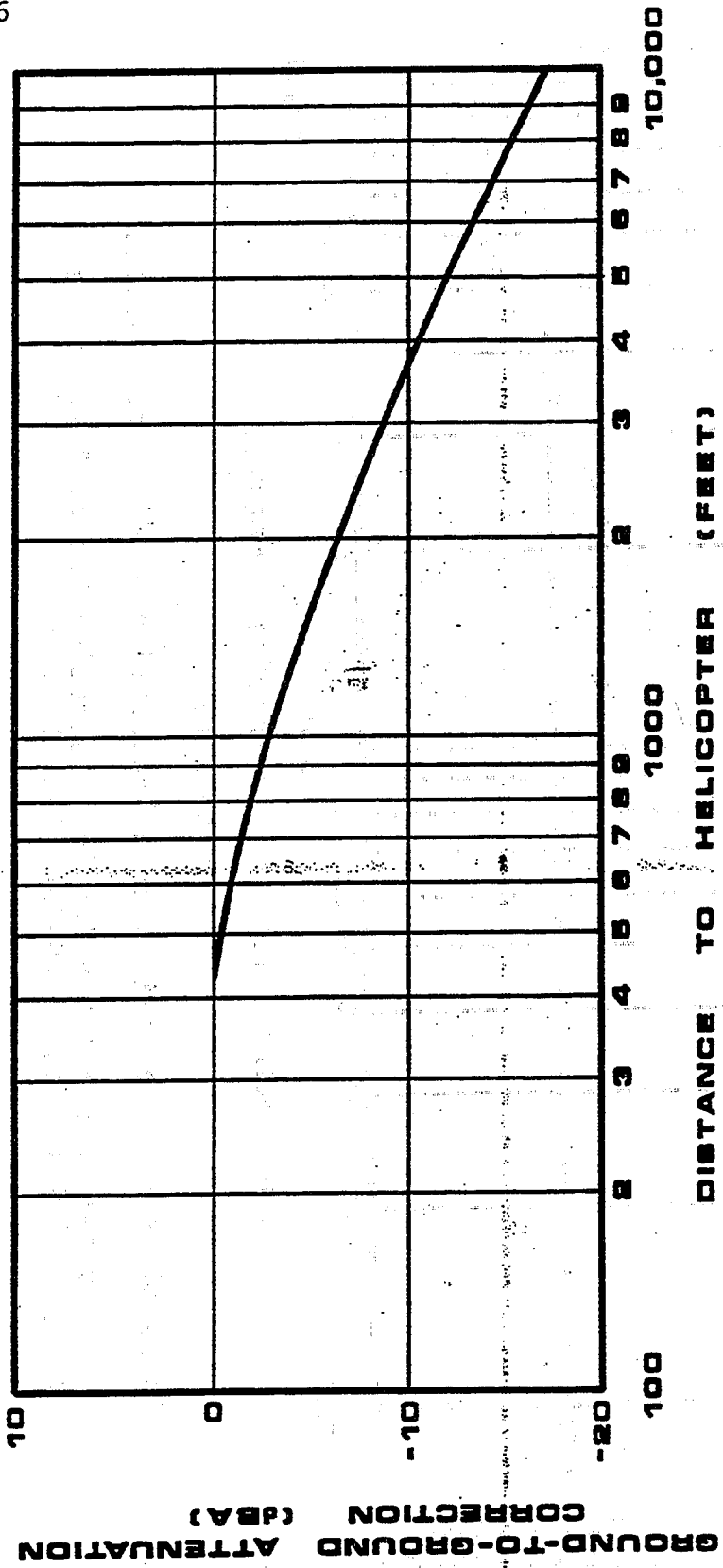


FIGURE 18
Corrections for Ground-to-Ground Propagation of Helicopter Noise.
Source: Federal Housing Administration Report "Literature Survey on Urban Noise," FH-954, Jan, 1967.

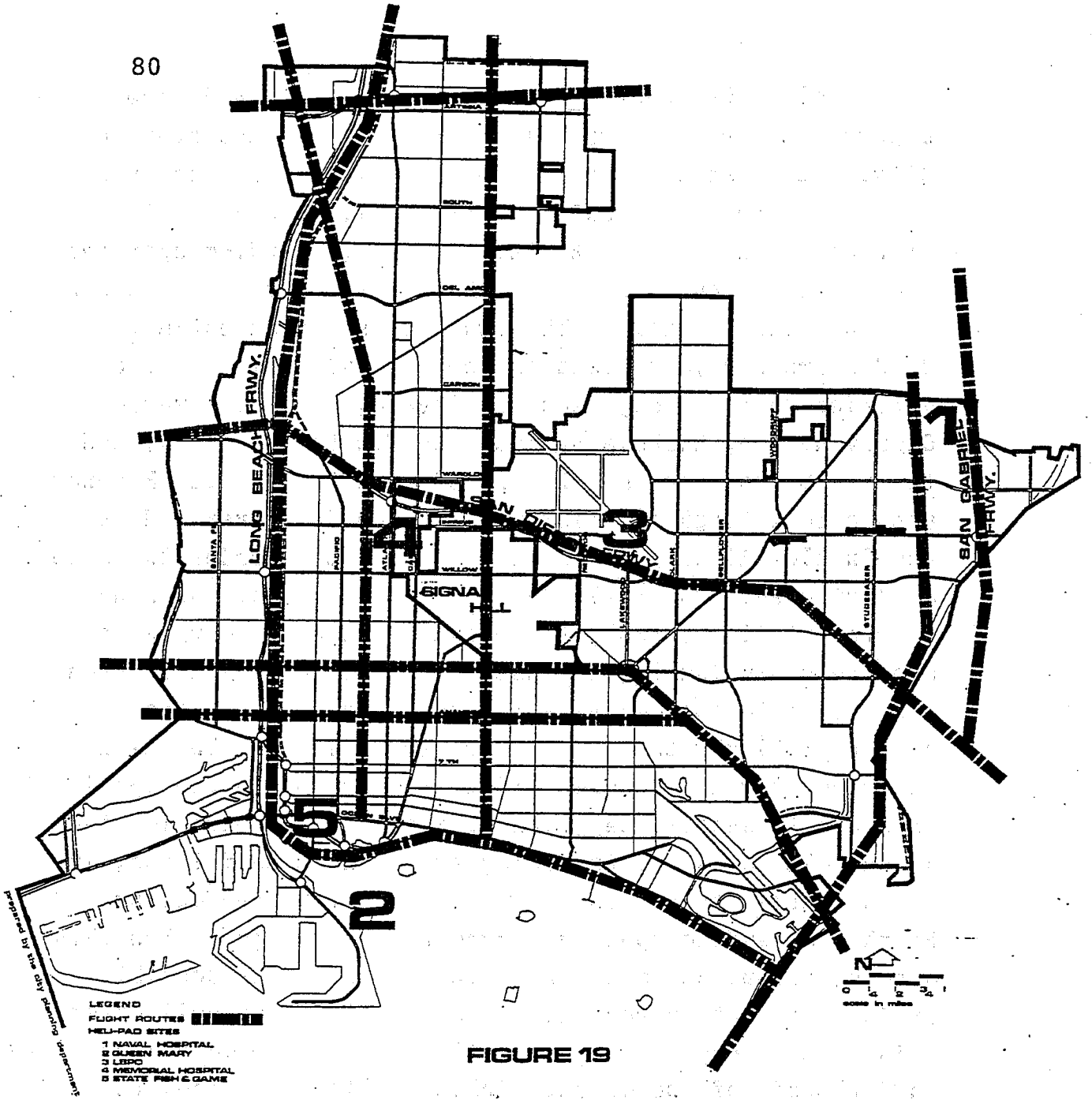
may be further enhanced through careful analyses of potential heliports relative to flight destinations, approach and departure routes and time of operation.

POLICE HELICOPTER NOISE



Police Helicopter Noise. The Long Beach Police Department operates two Bell 47G5-A helicopters over the City. It is an established police helicopter procedure to fly no lower than 500 feet unless it is a case of emergency, and, during the night time (depending upon the area), to fly no lower than 750 feet to reduce the possibility of sleep arousal. The two crafts fly an estimated 3600 hours per year along the beach, over main traffic arteries such as Long Beach Boulevard, Atlantic Avenue, Cherry Avenue, Anaheim Street, Pacific Coast Highway and the San Diego, Long Beach, Artesia and San Gabriel Freeways. Less often, flights follow the San Gabriel River and the Los Angeles River Flood Control Channels in order to cause as little noise pollution as possible. During the hours of preventative patrol, there are times when they do not use these previously designated channels of flight. When responding to emergency calls from ground units, the helicopters will fly the shortest route from their location to where they are needed. If they have to use the spotlight in order to assist the ground units in the identification of vehicles or suspects during the night time flights, it may be necessary for them to fly lower than the authorized height, depending upon the surrounding terrain. When this occurs, the pilots make the flight as short as possible. It is important to recognize that the level of helicopter noise output depends to a great extent on the maneuverability and attitude of the craft. Orbiting, for instance, causes much more noise than level flights at cruising speeds. Likewise, routine City-wide patrolling is less noisy than the pursuit of a suspect or spot surveillance missions.

The Long Beach Police Department heli-pad is located near Spring Street and Redondo Avenue in the Emergency Operating Center area (see Figure 19). This area is ideal for landings and takeoffs because there are neither businesses



LONG BEACH POLICE HELICOPTER FLIGHT ROUTES

Source: Long Beach Police Department.

nor homes nearby. The aircraft are several hundred feet high before they are over a residential district.

The Police Department is well aware of the problem of noise pollution which might be attributed to the use of police helicopters and all helicopter pilots are continually advised not to fly low over residential areas of the City for extended periods of time because it might disturb people in the area.

The Police Department permits no personnel to perform any training exercises over residential areas. All of their practice is done over non-populated portions of the City.

In order to keep the noise pollution to a minimum, the City recently purchased two new mufflers for their helicopters which are the latest in the state-of-the-art for this type of equipment. They have been installed at the cost of \$2,600.

The helicopter has proven itself as being very effective assistance to ground units in apprehending criminals and in the prevention of crime. There are instances when it may be necessary to cause noise pollution. It then becomes necessary to decide whether it is more important to accomplish the police mission or pollute the air with noise for a short period of time.

Table 6 shows measured noise emission levels from Bell 47G5-A helicopters in use by the Long Beach Police Department before and after muffler system modifications.

TABLE 6

NOISE EMISSION LEVELS FROM LONG BEACH
POLICE HELICOPTERS
(Before and After Muffler Modification)

Altitude Above Ground	Indicated Speed (MPH)	Maneuver or Attitude	Noise Levels in dBA			Perceived ⁽²⁾ Loudness
			Before Modification	After	Net Reduction	
00 ft.	0 ⁽¹⁾	Hover	80	76	4	(24%)
00 ft.	0 ⁽¹⁾	Orbit	72	71	1	(6%)
600 ft.	60	Flyover	70	68	2	(14%)
700 ft.	60	Flyover	66	63	3	(19%)

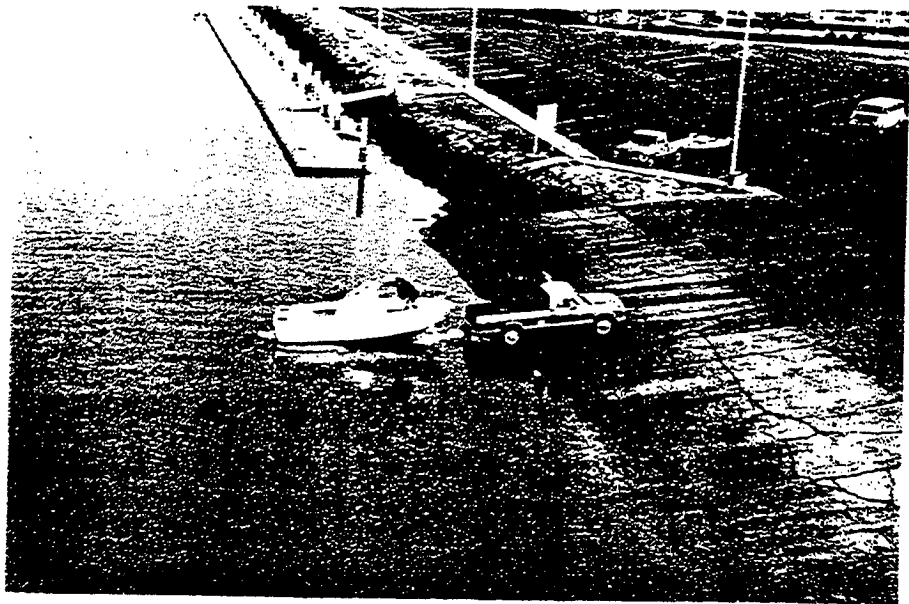
Note: Ambient level: 49-52 dBA. Wind direction and velocity: S.E., gusty 15-20 knots. Air temperature: 64° F.

(1) Orbit around and hover directly over the microphone.

(2) The noise output of two different aircrafts is unequal, therefore the reduction in perceived loudness cannot be assumed to be precise but rather an approximation.

Sources: Long Beach Transportation Division, Long Beach Building and Safety Department. J. H. Wiggins Company, Acoustical Consultants.

WATERCRAFT NOISE



Watercraft Noise:

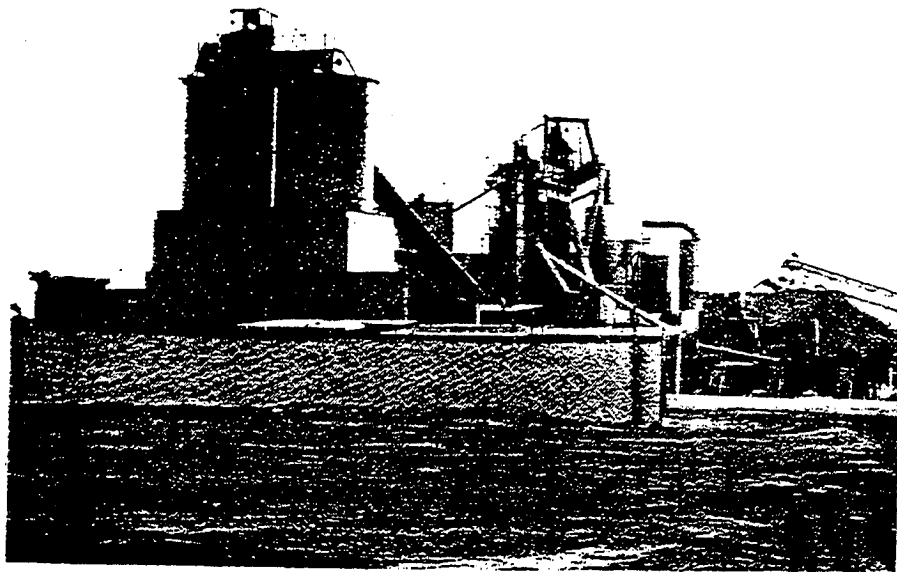
Watercraft noise is also a concern. The highest levels of noise in this category are produced by inboard-powered ski boats, with unmuffled exhausts. Lower levels are generated by small crafts (with 6 to 10 horsepower engines).

The Long Beach Marine Department has the responsibility of enforcing Section 654.05 of the California Harbors and Navigation Code. The Code regulates the maximum allowable noise level generated by motor boats operating in or upon the inland waters of the State. Boat-generated noise complaints are received occasionally by the Marine Department from waterfront homeowners along Los Cerritos Channel and the Golden Avenue launching ramp area. Watercraft noise is also annoying to those who want to enjoy the water in quiet ways such as sailing, canoeing or swimming. Most habitual infractions are by inboard motor and water-skiing boats. The most common cause of excessive boat noise in Long Beach is lack of proper muffling.

Motor boat-generated noise is not a widespread problem. The maximum boat speed limit allowed along highly developed waterfront lots is 15 mph. The length of existing water channels is too short to allow for sustained high speeds or long distance runs.

The problem of boat noise in Marine Stadium is the subject of a separate report prepared by the City Planning Department.

INDUSTRIAL NOISE



Industrial Noise

Industrial operations in the City cover a wide variety of noise producing functions. The principal noise sources in industry are impact, reciprocation or vibration, friction, and turbulence in air or gas streams. These sources appear in a variety of industries in Long Beach including oil production, metal forming, shipping and others. For the most part, the older industrial installations will prove to be the most significant noise producers. This derives from both the lack of technology for machine and building noise control at the time of installation and the absence of restrictive criteria for city planning. More recent industrial installations incorporate suitable noise control in the facility and modern planning criteria allow for rational site locations. The approach to the analysis and control of industrial noise in Long Beach will be to provide recommended methods which may be utilized for specific sites. Some examples of particular industrial noise areas in the City are cited at the end of this sub-section.

Two approaches to industrial noise problems are available. The City may implement a systematic sound survey of all industrial sites in the community to identify problem areas. (See Figure 20). This is a substantial undertaking and probably would not be justified in terms of expenditures. The second, and more pragmatic approach, is to assess each site on the basis of complaints. As the community becomes aware of the efforts on the part of the City Planning Department to identify and control noise problems, existing industrial noise intrusions in residential areas will be reported.

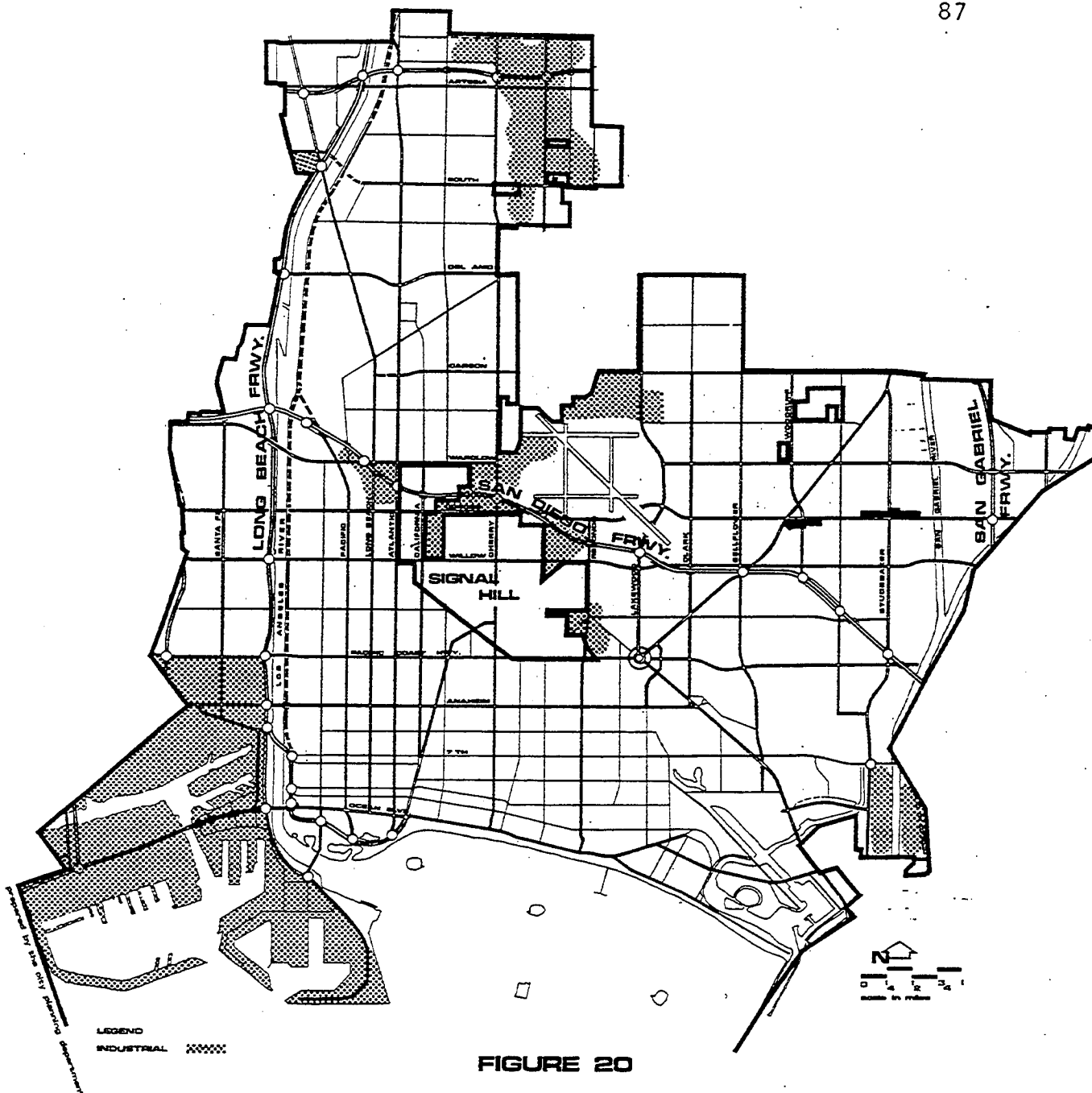


FIGURE 20

INDUSTRIAL LAND USE

Source: Long Beach Community Analysis Program, Gruen Associates. p. 1:8. Long Beach, 1972.

Annoyance from industrial noise is a subjective phenomenon affected by many factors such as background noise levels in the area. Also, whether the noise is continuous or only exists during a portion of the day. Other factors such as the presence of impulsive or irregular noises and the spectrum shape or frequency distribution of the noise enter into people's responses. Assessment of the physical attributes of the noise may be carried out through a straightforward series of measurements of the A-Weighted Sound Pressure Level conducted by City Personnel. These measurements should be conducted around the periphery of the facility and along adjacent residential property lines. Characterization of the time duration and subjective quality of the noise will be equally important. These data may then be evaluated against City noise regulations and prevailing Federal and State criteria.

One of the sources of noise in this category are the oil pumping stations located within the City. These installations are powered by either diesel or electric motors with the latter producing a quieter operation. A sampling of noise levels for these pumping stations (measured at 100') showed values ranging between 62 dBA for the electric motors with enclosures to 83 dBA for some older diesel units.

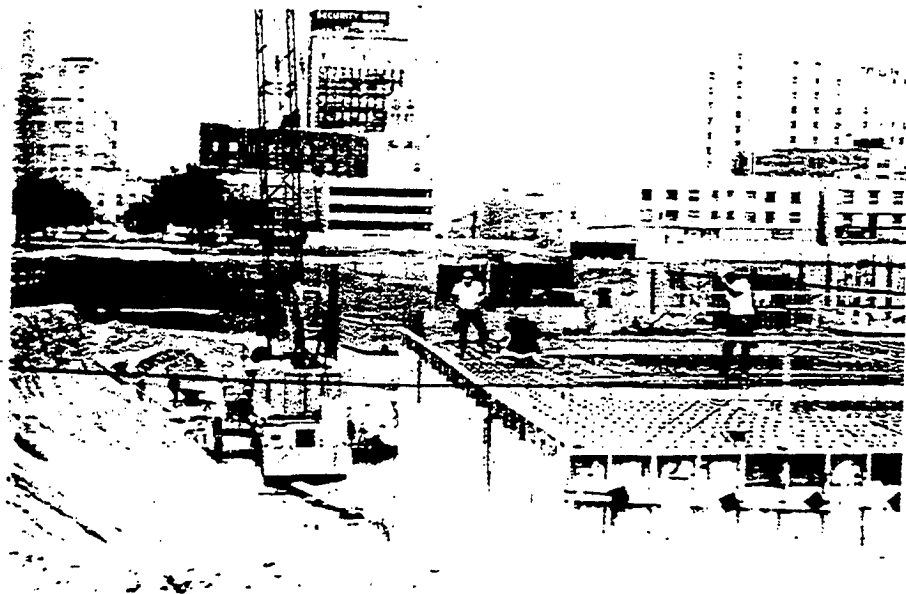
Other industrial areas in the City produced the following noise levels:

1. East of Henry Ford Avenue, 1 mile south of Pacific Coast Highway. Site adjacent to oil refinery showed levels between 56 and 58 dBA.
2. Oil well locations approximately 1/4 mile south of Colorado and west of Pacific Coast Highway. Levels in this area measured between 57 and 60 dBA.

3. Near the intersection of Desmond Bridge and Ocean, noise from oil wells ranged between 65 and 68 dBA.
4. East of intersection of Cherry Avenue and Hungerford. Traffic is principal noise source with levels between 54 and 59 dBA.
5. Near intersection of Paramount and Coolidge. Noise levels ranged between 52 and 60 dBA.
6. Near the intersection of Cherry Avenue and 65th Street, Industrial and oil operation, noise measured 48-56 dBA.
7. 60th Street and Walnut Avenue, a residential area one-fourth mile from Cherry Industrial Area 52-54 dBA. 46-49 dBA.
8. Near the intersection of 56th Street and Walnut Avenue, one-quarter mile from Cherry Industrial Area 55-56 dBA.
9. Atlantic Avenue and Wardlow Road north of warehousing and trucking area. Noise range 48-51 dBA.
10. Near intersection of 12th Street and Caspian Avenue. Noise level close to railroad storage yard 52-59 dBA.
11. Water Street and Ontario Avenue oil refinery, warehousing and trucking area noise level 56-66 dBA.
12. Panorama Drive and Pier A Avenue. Oil refinery, warehousing and trucking area. Noise level 50-54 dBA.
13. Intersection of Harbor Scenic Drive and Queen's Highway on fringe of port operations, noise level 50-54 dBA.

14. Wardlow Road and Rose Avenue residential area near to industrial and airport areas, noise level 54-56 dBA.
15. Intersection of Redondo Avenue and Stearns Street near to oil properties. Noise level 48-53 dBA.
16. Studebaker Road and 7th Street near Edison power generation facilities. Noise levels 45-49 dBA.
17. Near intersection of Hanbury Road and Greenbrier Street, Single family residential, one-half mile east of McDonald Douglas Aircraft. Noise level 49-52 dBA.

CONSTRUCTION NOISE



Construction Noise

As noted in a previous section, construction noise is an increasing by-product of new construction and urban redevelopment. This produces special problems of noise control compared with other industrial types. Work is conducted in unenclosed areas and is of a temporary nature. The frequency and intensity of the noise may vary greatly during different phases of the work. Finally, the noise cannot be controlled through land use restrictions as with industrial sites.

Most noise from construction and demolition sites is produced by machinery. The most prominent noise source is equipment fitted with diesel engines. Many of these, but not all, have exhaust silencers or mufflers. With unmuffled diesel equipment producing noise levels of 90 dBA at 100 feet, the introduction of silencers can result in significant noise reductions of the order of 15-18 dBA.

This will apply to graders, scrapers, other excavation equipment, motor generators and diesel trucks. If electrical power is available on a site, the use of electric motors rather than diesels is desirable whenever possible.

Air compressors and other machinery powered by internal combustion engines may be subject to the same muffling requirements and may further be controlled by ensuring that the manufacturer's enclosure is intact and by using enclosed housing where possible.

An overview of the range of noise levels produced by representative construction equipment is shown in Figure 21.

Some numerical criteria should be available by which local authorities and, perhaps, courts could judge whether noise from construction and demolition sites is reasonable or not.

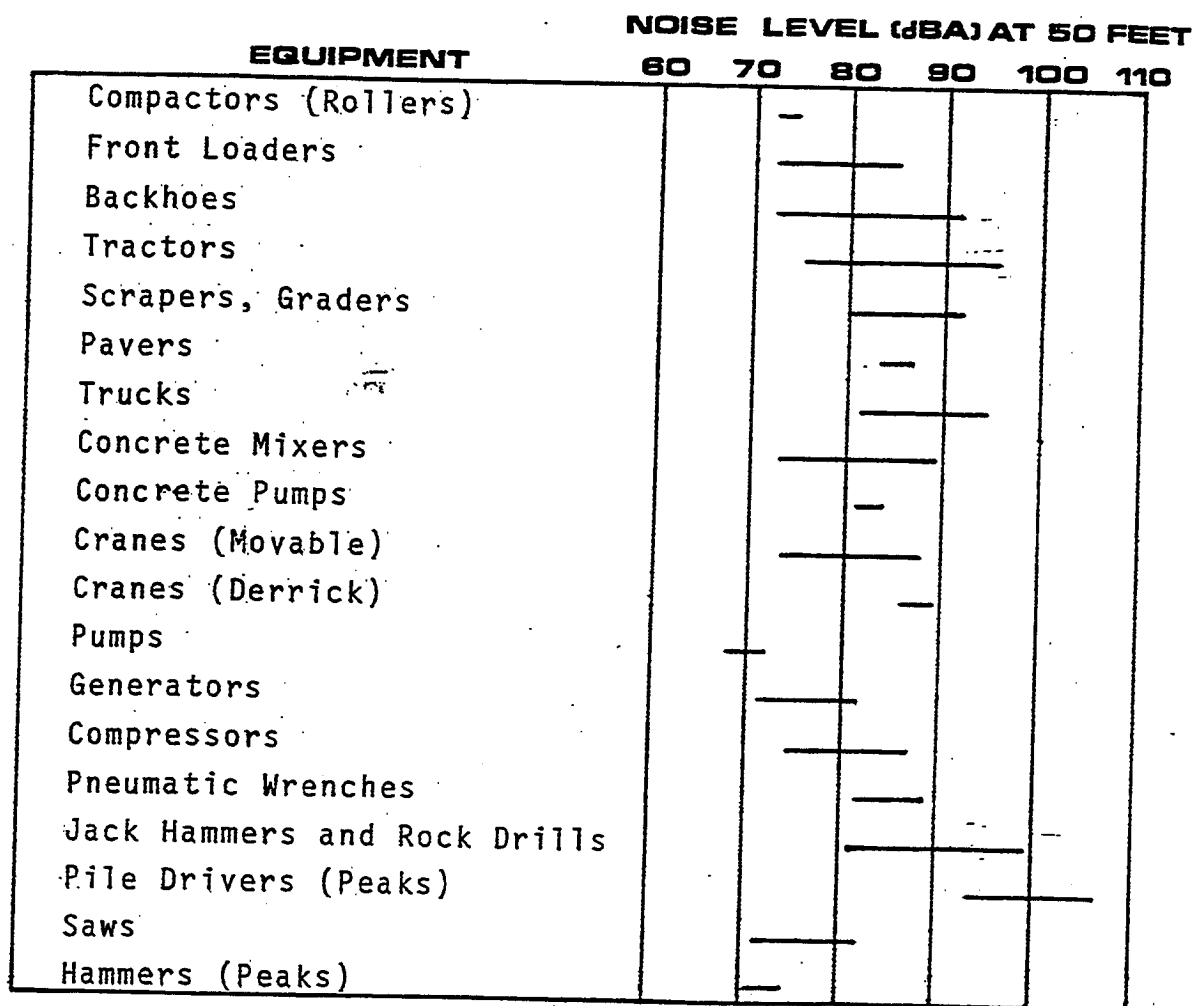


FIGURE 21

Noise Levels for Construction Equipment.

Source: "Engineering and Zoning Regulation of Outdoor Industrial Noise," NOISE Control, 3, 32-38, May 1959.
 "City Noise-Los Angeles," NOISE Control, 2, 14-19, July 1958.

In considering what criteria would be appropriate in the daytime, most weight is given to the following factors:

1. The noise should not interfere unduly with lives and the work of people in nearby buildings.
2. The work on most construction and demolition sites does not last very long, usually for some weeks or months at most.
3. A great deal of building is done in urban areas where there is noise from other sources, such as traffic.
4. The efficiency of the building industry depends upon the use of machines.
5. Any criterion must be economically and operationally practicable for contractors.

It is concluded that the simplest and most objective criterion is that the noise between 7 a.m. and 7 p.m. should not exceed the level at which conversation to the nearest building would be difficult with the windows shut. Most buildings have single windows which, if new and well fitting, can reduce outside noise levels by 15 dBA. The exterior walls of many existing buildings have ill-fitting windows and provide only about 5 dBA reduction. Moreover, the reduction at low frequencies is less than at high frequencies, thus emphasizing the low frequency components of the intruding noise and tending to make conditions for speech less acceptable. In these circumstances, with a noise level of about 50-55 dBA inside a building, a telephone could be used with some difficulty, and normal conversation carried out at a distance of several feet. This inside level corresponds to a level outside the building, with closed conventional single windows, of 65-70 dBA. To achieve this level of noise, would require the construction industry to restrict noise to a level which is below the

level already produced at times by traffic alone, busy roadways of Long Beach, and below the level existing in some heavy industrial areas. These levels must be practicable and fair to the construction and demolition industries as well as to their neighbors. It is suggested that, at present, average maximum noise levels outside the nearest building at the window of the occupied room closest to the site boundary, should not exceed:

- ° 70 dBA in areas away from main roads and sources of industrial noise.
- ° 75 dBA in areas near main roads and heavy industries.

POPULATION NOISE



Population Noise

This category will encompass the most diverse noise sources in the City ranging from the noise of typical residential activities to such intrusive sounds as recreational vehicle activities. Many of these sounds are predictable, occur regularly and the source may be readily identified with the potential for mitigating the intrusive noise at a stationary location. (See Figure 22). Conversely, other noise sources tend to appear at random times and locations such that an alternative approach to noise control, i.e. reduction of the sound power levels at the source or limiting operations, is required. Since these population noise sources are so diverse (see Tables 7 and 8) this discussion will cite specific examples of noise sources, present typical sound levels associated with these sources and suggest methods for implementing some rational program of noise reduction.

Equipment Using Gasoline Engines. Another significant source of intrusive noise throughout the City is recreational and residential power equipment. The sounds of power lawnmowers, motorcycles and power boats in some areas of the City are sufficiently common to warrant continuous monitoring and control. Activities associated with these sources may occur virtually any time during the day and, in the case of recreation vehicles, may move past a relatively large number of people. Some typical noise levels associated with devices powered by gasoline engines are shown in Table 8.

These data have been supplied by manufacturers of the devices and probably reflect performance of units in good repair. Data for units operated at varying engine speeds are not available. The levels in Table 8 show improvements in noise levels over the past few years with projections for future noise reduction associated with each item. Average

noise levels from household appliances are shown in Table 7. Mitigation procedures for the equipment described in this section are best carried out within the context of the nature of activities associated with each item. Motorcycles produce the greatest noise exposures when mufflers have been removed or are in poor condition. Most other power equipment cited also require exhaust mufflers in good condition to achieve the lowest possible noise emissions. Beyond this requirement, the best available noise control procedure is to limit the allowable hours of operation to those deemed rational by City officials in response to the interests of the general population. Also, some limit on continuous operation at a specific site might be considered. In this latter context, some particular attention might be directed to certain recreational activities such as model airplane or boat operations. These devices produce noise levels in the 70-90 dBA range depending on the distance from the observer. The model airplanes are operated at various heights above the ground, up to several hundred feet. At a distance of 100 feet, measurements showed levels of 80-85 dBA for these devices. The most practical mitigation procedure is to limit these activities to specified locations and hours of the day.

Categorization of Major Impact and Noise and Vibration Sources Introduction and Concepts

Because impact noise, and vibration are so closely related and because the phenomena are manifest in Long Beach, it is relevant to discuss impact noise and vibration within the scope of this Element.

Intensive impact noise, (or vibration) can be as annoying or more annoying than noise. It is, in some cases, a more unmanageable phenomenon to control than noise, but in Long Beach, it occurs less frequently. Four primary categories

TABLE 7
AVERAGE NOISE LEVELS FOR HOME APPLIANCES

Appliances	Levels in dBA at 3 feet									
	30	40	50	60	70	80	90	100		
Freezer		●								
Refrigerator		●								
Heater, Electric			●							
Hair Clipper			●							
Toothbrush, Electric			●							
Humidifier			●							
Fan				●						
Dehumidifier				●						
Clothes Dryer				●						
Air Conditioner				●						
Shaver, Electric					●					
Water Faucet					●					
Hair Dryer					●					
Clothes Washer					●					
Toilets					●					
Dishwasher						●				
Can Opener, Electric						●				
Food Mixer						●				
Knife, Electric							●			
Knife Sharpener, Electric							●			
Sewing Machine							●			
Oral Lavage							●			
Vacuum Cleaner							●			
Food Blender								●		
Coffee Mill								●		
Food Waste Disposer									●	
Edger and Trimmer										●
Home Shop Tools										●
Hedge Clippers										●
Lawn Mower, Electric										●

Source: Sound and Vibration Magazine, May 1973, p. 36.

TABLE 8
NOISE LEVELS IN DECIBELS FROM RESIDENTIAL AND
RECREATIONAL POWER EQUIPMENT

Noise Source	Measurement Location	Feasible Goals* (Model Year)			
		1970	1973	1978	1983
Pleasure Boats Outboard	8' directly forward of engine center line	95	95	90	88
	50' from boat	80	78	74	70
Motorcycles Less than 240 cc	At user's ear	105	103	99	95
	50' from vehicle	89	87	83	76
More than 240 cc	At user's ear	112	110	105	100
	50' from vehicle	92	90	86	77
All Terrain Vehicles	At user's ear	105	100	95	90
	50' from vehicle	85	80	75	70
Rotary Power Mowers	At user's ear	92	88	85	82
	50' from mower	68	68	65	62
Riding Mowers	At user's ear	95	90	85	82
	50' from mower	78	73	68	65
Chain Saws	At user's ear	115	115	110	105
	50' from saw	86	86	84	76
Edgers	At user's ear	95	90	85	82
	50' from edger	78	72	68	65
Leaf Blowers	At user's ear	85	85	84	80
	50' from blower	76	76	72	68

* Industry Estimates

Source: National Industrial Pollution Control Council
Sub-Council Report and Leisure Time Product
Noise, May 1971.

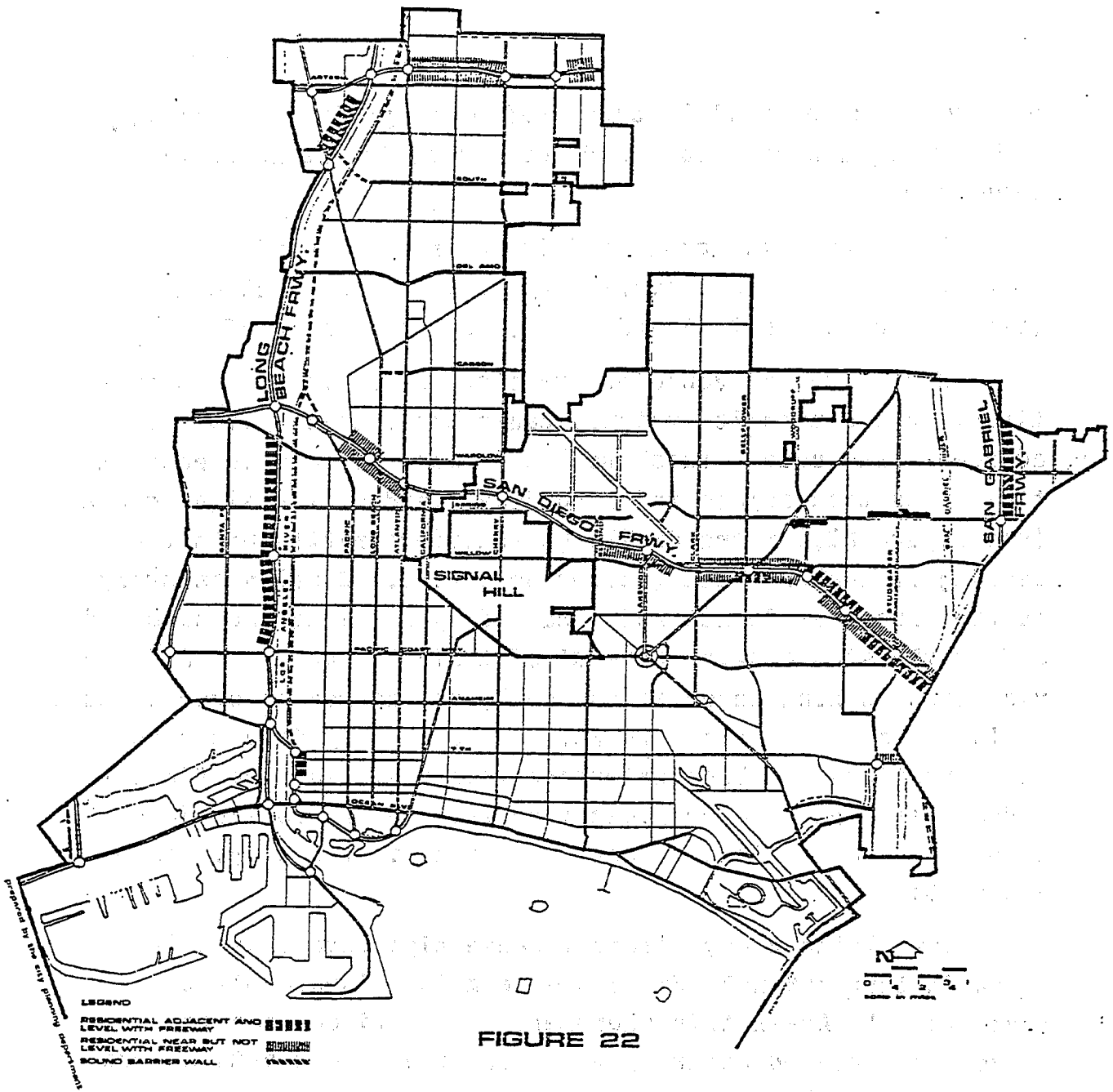
of major sources will be discussed briefly; Transportation, industrial, construction, and population impact noise and vibration.

Transportation-generated impact noise and vibration in Long Beach is caused primarily by heavy surface vehicles (trucks, buses, trains) and low-flying heavy aircraft.

Heavy surface vehicles (trucks, buses, trains, locomotives, rapid transit systems) cause considerable vibration on adjacent land uses. This problem is most serious in residential areas that adjoin major roadways (and railways) at grade (see Figure 22), where dwellings sometimes rattle with the passing of tanker trucks, buses or trains. Equally annoying is the inter-car impact noise caused by coupling and uncoupling and by the stop-and-go movement of train components. Railway vibration in Long Beach is caused by trains moving over jointed rails and overpass bridgeworks. These railway impact noises and vibrations are less extensive than vehicular traffic because trains run slower, less frequent and are confined to some half a dozen interconnecting tracks in the City. (See Figure 6).

Low-flying heavy aircraft cause high levels of noise which in turn can make dwellings seem to "vibrate off the foundation." Again this phenomenon is confined to a few structures located under or very near the flight path of runway 30 at Long Beach Airport.

Impact noise and vibration caused by transportation systems are difficult to control and mitigate both technically and legally. It is difficult technically, because impact noise and vibration reduction measures sometimes require drastic steps to achieve results. Vibration is the most difficult of the two phenomena to mitigate because vibration waves radiate in all directions through ground surface and sub-surface. Furthermore, the noise barrier approach to reduce impact noise is not effective in controlling vibration.



RESIDENTIAL LAND USES IMPACTED BY FREEWAYS

Legally, it is difficult to control impact noise and vibration because the operation of motor vehicles, railroads, and airports is regulated by Federal or State laws.

Industrial impact noises and vibrations are more serious phenomena because of their intensity. They include a wide range of machinery used in the extracting, manufacturing, and construction industries. Extracting-industry impact noises and vibrations in Long Beach are caused primarily by a large number of oil pumps and derricks located throughout the City.⁴ Manufacturing activities that utilize heavy equipment, i.e. metal forming presses, sometimes cause "vibration waves" that radiate for several blocks affecting surrounding land uses. This problem is more likely to affect residential areas located adjacent to industrial zones. (See Figure 20). Some of the most intensive vibration and impact noise in the community is caused by heavy construction equipment.

Population Impact Noise and Vibration

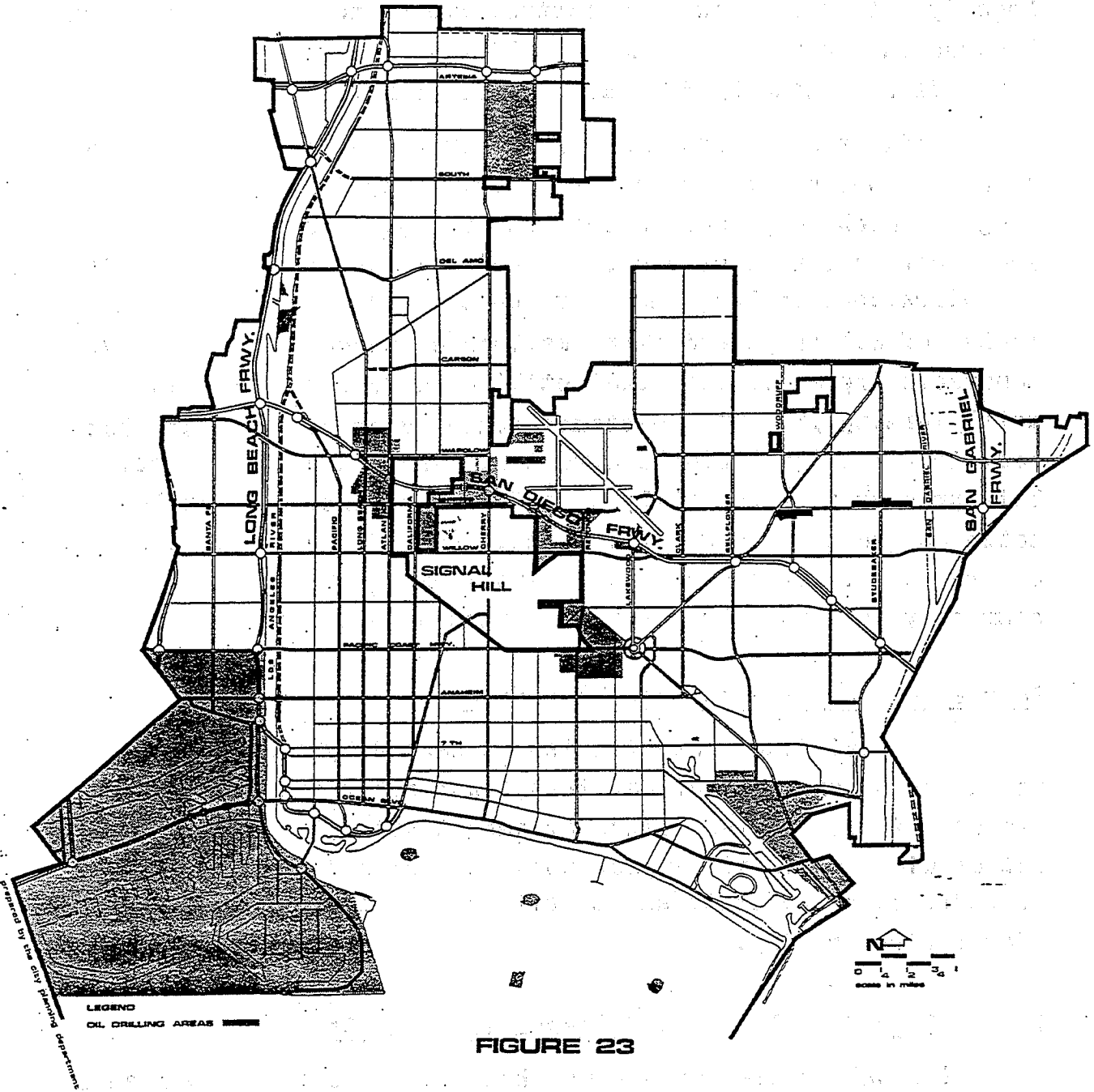
In a building, impact noise is caused by footsteps, moving furniture, use of bathtubs,⁵ and other similar sources. Because of the complex nature of impact noise, there is no nation-wide "official" impact noise criteria in this country. Practically every state adopts arbitrarily its sound transmission control rating.

Impact Sound Insulation and Transmission Control

The California Legislature has recognized the importance of impact sound insulation and transmission control in multiple dwelling units and has passed Title 25, Article 4, Section 1092 of the State Administrative Code (Noise

⁴See Figure 23.

⁵See Figure 24.



LONG BEACH OIL FIELDS

Source: Long Beach Department of Oil Properties.

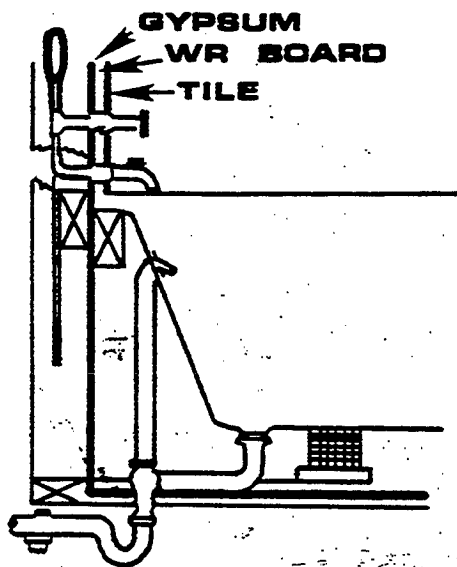


FIGURE 24

Soundproofing of Bathtubs. A source of noise in multi-apartment complexes is the bathtub. This sketch suggests some soundproofing measures to reduce noise transmission that may be applied, preferably during construction. Gypsum boards should be installed over all wall surfaces behind ends and sides of tubs, when on party walls. This is especially vital if tubs are back-to-back.

Source: Walter Pruter, "Sound Control to Increase Builders Cost," Western Building Design, November 1972, page 15.

Insulation Standards) which requires all new construction of hotels, motels, apartment houses and residential dwellings other than detached single family dwellings to have: 1) sound transmission control; 2) impact insulation control; 3) exterior intrusive noise control; 4) limited interior noise levels; and 5) acoustical analysis made if located within airports, free-ways, highways, or industrial noise sources where the exterior exposure exceeds annual community noise equivalent level (CNEL) of 60 dBA. (See Appendix F for a more detailed summary of the law).

Population Vibration (including appliance vibration)

These vibrations are more acute in multi-story and apartment buildings than in single-family homes. Figure 25 shows the wide diversity of noise and vibration-generating equipment found in some multi-story buildings. In addition, apartment building residents have a concentration of noisy vibrating equipment and appliances that are used in the home daily. (See Table 9). Some of the worst apartment noise-generators are food waste disposers (78);⁶ food blenders (75);⁶ vacuum cleaners (72),⁶ and can opener (65).⁶ There is little that can be done to mitigate impact noise and vibration from manufactured appliances already in use in homes and apartments. The consumer has an opportunity, when purchasing a new appliance, to let manufacturers know of the increasing preference for lower noise level outputs by selecting quieter appliances.

This discussion of impact noise and vibration as manifested in Long Beach has been a brief attempt to identify the problem. Recommendations to mitigate impact noise and

⁶Typical sound levels in dBA. Different output levels are generated by other types and makes of appliances.

**CROSS-SECTION OF A TYPICAL MULTISTORY STRUCTURE
SHOWING BUILDING UTILITY EQUIPMENT**

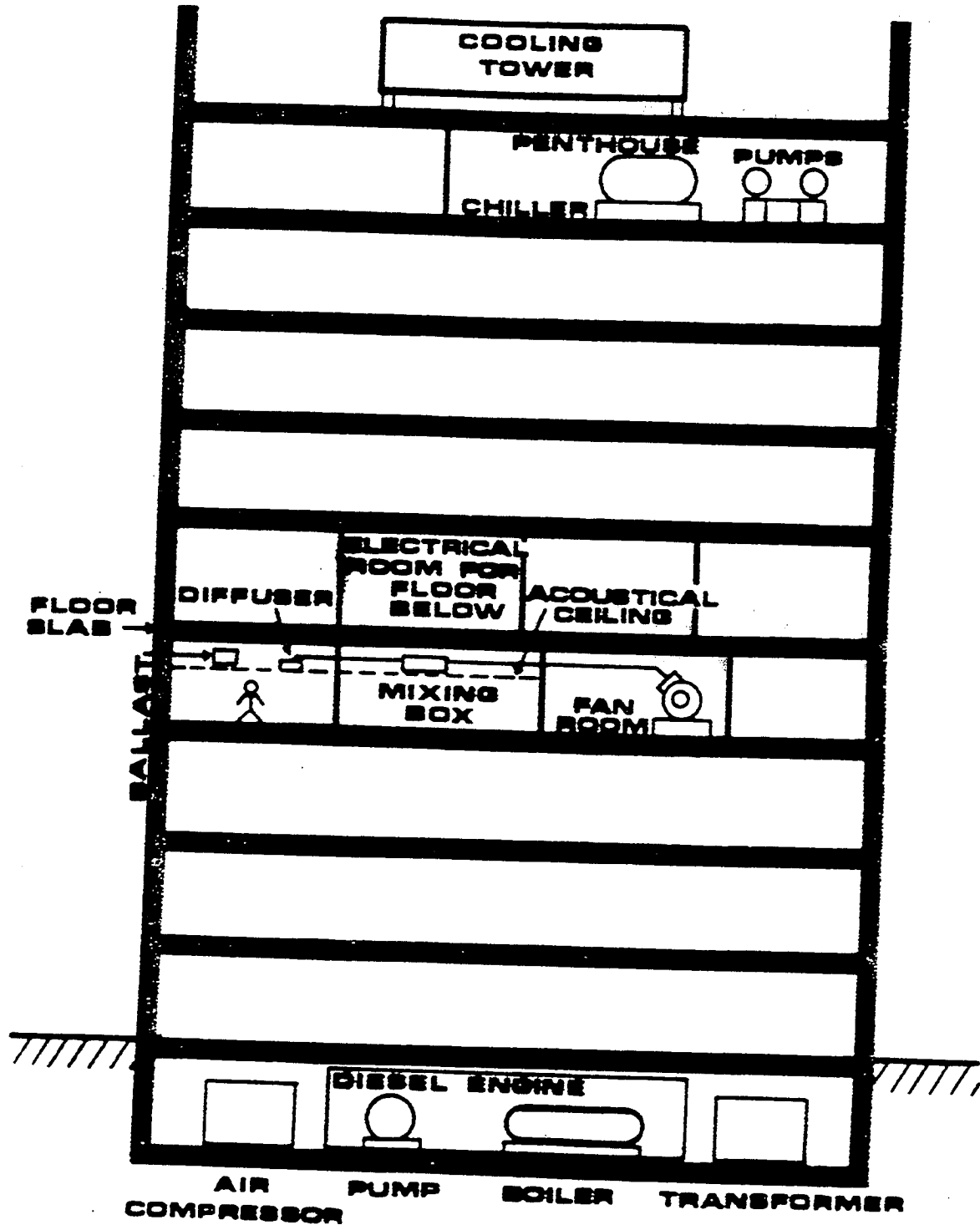


FIGURE 25

Source: Sound and Vibration Magazine,
May 1973, p. 38.

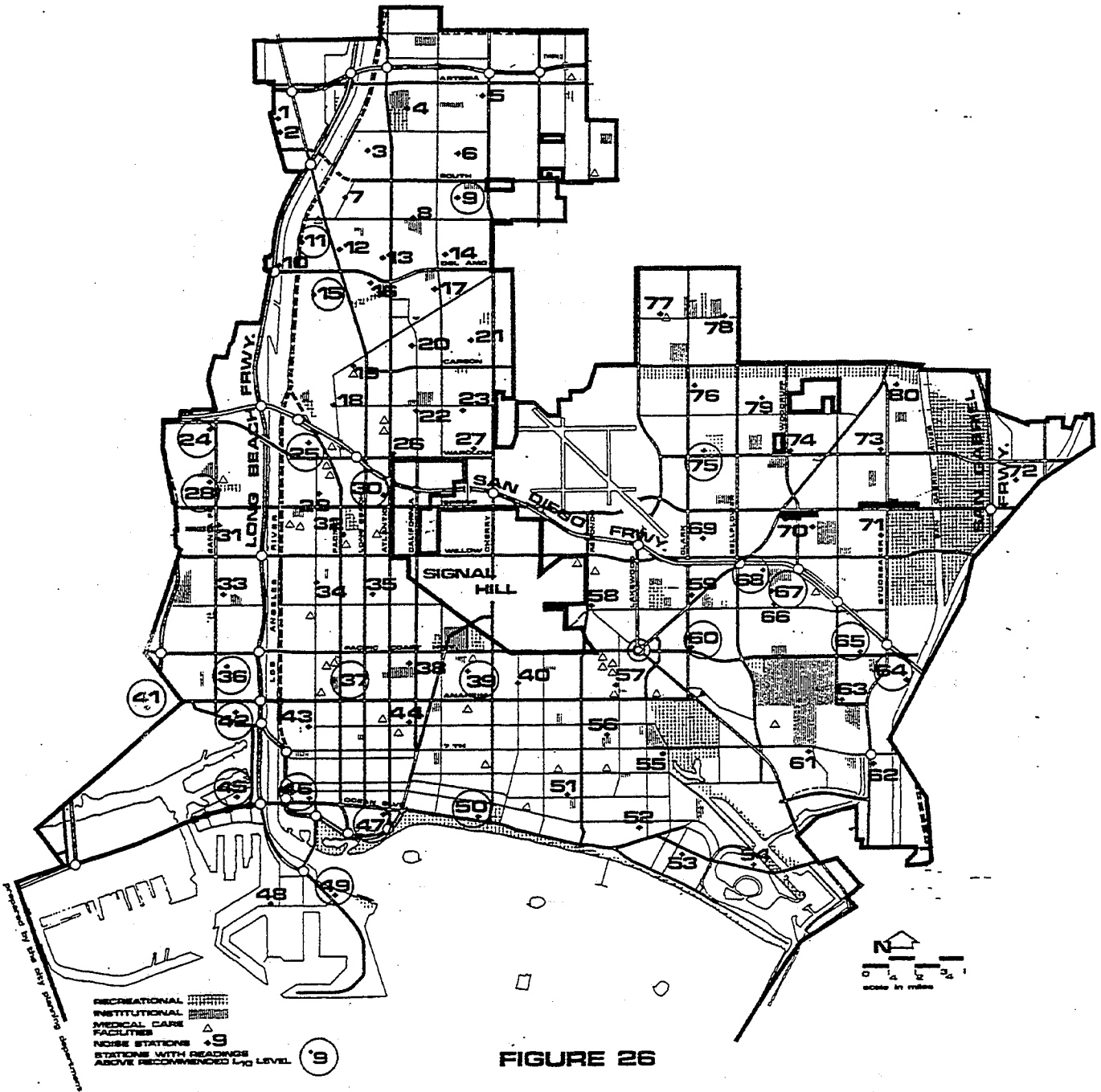


FIGURE 26

LOCATION OF NOISE MEASUREMENT STATIONS

Source: J. H. Wiggins Company.

vibration are much more difficult to draw than recommendations to mitigate noise. Furthermore, a comprehensive treatment of impact and vibration problems is beyond the scope of this element. To date, there are no nationally or internationally accepted standards adopted and enforced in any known municipality regarding impact and vibration in party walls and ceiling-floors in existing multiple dwelling units. Nevertheless, the problem of impact and vibration continues to adversely affect those who are closest to the source. Further research is needed in this area.

Field Measurements of Noise Levels in Long Beach

A series of sound measurements were carried out at selected locations in the City to provide a survey of the relative noise exposures existing through Long Beach. The measurement locations are shown in Figure 26 and described in this Section. All measurements were recorded as A-weighted Sound Pressure Levels. Each measurement location represents between 3 and 7 individual readings obtained within the surrounding few blocks. The range of maximum ambient noise levels for these locations are included with the descriptions of each site.

It is most important to recognize that these measurement data represent the sound levels existing at a specific location on a particular day. This is emphasized to convey the fact that readings obtained 50 feet apart may differ by 5 dBA or more, depending on the nature of the source and the propagation path. There was an attempt to exclude any unusual shielding conditions at each location.

The sound levels described in this section were obtained during daytime hours (9:00 a.m. to 4:00 p.m.), and during nighttime hours (8:00 p.m. to 12:00 a.m.). A check of several of the locations showed reductions of 4-10 dBA during night

hours. This was attributable to the decrease in traffic volumes and, in some instances, to reduced commercial activity. Any attempt to characterize the noise at a particular location should incorporate 24-hour sound monitoring at a sufficient number of stations to accurately describe the noise environment.

TABLE 9
 AVERAGE RANGE OF NOISE LEVELS FOR HOME APPLIANCES

Appliances	Level in dBA
Food Blender	68-85
Vacuum Cleaner	69-85
Electric Knife	65-75
Air Conditioner	50-68
Electric Fan	38-68
Food Mixer	48-78
Can Opener	54-75
Clothes Dryer	55-65
Hair Dryer	61-65
Electric Shaver	52-68
Electric Toothbrush	48-53
Hair Clipper	48-50
Refrigerator	38-52

Source: City Planning Department Staff Research

TABLE 10
FIELD MEASUREMENTS OF NOISE LEVELS

Map Location Number	Street Location	A-Weighted Sound Level Ranges in Decibels (dBA)	
		Day	Night
1	Las Hermanas St. & Susana Rd.	52-56	48-50
2	Susana Rd. & Harcourt St.	49-53	50-52
3	Elm Ave. & Adair St.	52-57	49-52
4	64th St. & Myrtle Ave.	51-53	47-51
5	Cherry Ave. & 65th St.	48-56	49-52
6	60th St. & Walnut Ave.	52-54	46-49
7	56th St. & Daisy Ave.	53-56	50-52
8	Market St. & California Ave.	44-46	41-43
9	56th St. & Walnut Ave.	55-56	49-50
10	Del Amo Blvd. & Susana Rd.	46-49	47-48
11	52nd St. & De Forest Ave.	56-59	51-55
12	Cedar Ave. & Morningside St.	49-55	46-50
13	51st St. & Linden Ave.	44-48	42-47
14	Hardwick St. & Boyar Ave.	52-56	47-50
15	48th St. & Pacific Ave.	56-58	51-53
16	Elm Ave. & Arbor St.	46-48	44-47
17	Orange Ave. & 45th Way	51-54	47-49
18	Bixby Rd. & Pacific Ave.	46-48	44-45
19	Virginia Rd. & Claiborne Pl.	44-46	42-43
20	California Ave. & Tehachapi Dr.	43-48	41-44
21	Tehachapi Dr. & Keever Ave.	52-55	47-49
22	California Ave. & Bixby Rd.	46-50	43-47
23	Bixby Rd. & Walnut Ave.	53-57	49-51
24	Wardlow Rd. & Santa Fe Ave.	54-58	51-54

TABLE 10--Continued

Map Location Number	Street Location	A-Weighted Sound Level Ranges in Decibels (dBA)	
		Day	Night
25	36th St. & Magnolia Ave.	57-60	55-59
26	Atlantic Ave. & Wardlow Rd.	48-51	46-49
27	Wardlow Rd. & Rose Ave.	54-56	50-52
28	Santa Fe Ave. & 32nd St.	55-57	53-56
29	31st St. & Eucalyptus Ave.	49-55	47-50
30	31st St. & Linden Ave.	56-60	52-54
31	Santa Fe Ave. & Columbia St.	49-56	46-50
32	28th St. & Pacific Ave.	48-53	45-49
33	23rd St. & Adriatic Ave.	46-49	44-46
34	Burnett St. & Magnolia Ave.	47-51	46-46
35	23rd St. & Elm Ave.	47-50	44-45
36	17th St. & Canal Ave.	54-59	51-53
37	15th St. & Cedar Ave.	53-59	50-52
38	17th St. & California	53-57	49-54
39	16th St. & Walnut Ave.	55-57	50-52
40	Spaulding & Junipero	48-53	46-49
41	Anaheim St. & Terminal Is. Fwy.	53-58	50-52
42	12th St. & Caspian Ave.	52-59	48-56
43	10th St. & Daisy Ave.	48-53	46-50
44	10th St. & California Ave.	50-54	47-51
45	Water St. & Broadway	56-66	55-59
46	1st St. & Daisy Ave.	53-59	50-54
47	Ocean Blvd. & Atlantic Ave.	55-62	51-56
48	Panorama Dr. & Pier A Ave.	50-54	50-53
49	Harbor Scenic Dr. & Queen's Hwy.	55-62	53-60
50	Ocean Blvd. & Hermosa Ave.	54-59	52-54
51	3rd St. & Obispo Ave.	47-53	46-47
52	Shaw St. & Bennett Ave.	49-55	46-50
53	2nd St. & Corona Ave.	51-54	47-49

TABLE 10--Continued

Map Location Number	Street Location	A-Weighted Sound Level Ranges in Decibels (dBA)	
		Day	Night
54	2nd St. & Attica Dr.	49-53	44-46
55	7th St. & Roycroft Ave.	50-54	47-49
56	8th St. & Grand Ave.	47-51	44-48
57	14th St. & Termino Ave.	49-51	45-47
58	Redondo Ave. & Stearns St.	48-53	46-50
59	Clark Ave. & Los Coyotes Diagonal	52-55	50-53
60	Clark Ave. & Pac. Cst. Hwy.	52-59	50-54
61	7th St. & Margo Ave.	50-56	46-48
62	Studebaker Rd. & 7th St.	45-49	44-47
63	Anaheim Rd. & Hackett Ave.	48-53	44-46
64	Studebaker Rd. & Goldcrest St.	55-62	53-58
65	Atherton St. & Knoxville Ave.	56-60	53-56
66	Stearns St. & Radnor Ave.	49-54	47-49
67	Los Arcos Ave. & Albury St.	53-60	50-54
68	Ocana Ave. & Vernon St.	64-66	59-63
69	28th St. & Heather Rd.	51-54	49-52
70	Benmore St. & Vuelta Grande Ave.	47-50	43-47
71	Barrios St. & Petaluma	47-52	44-46
72	Lowe St. & Julian Ave.	46-49	44-45
73	Wardlow Rd. & Studebaker Rd.	46-48	42-45
74	Wardlow Rd. & Woodruff Ave.	45-49	43-45
75	Wardlow Rd. & Charlemagne	54-57	52-54
76	Hanbury Rd. & Greenbrier St.	49-52	47-48
77	Centralia St. & Graywood Ave.	48-53	46-47
78	Centralia St. & Stanbridge	47-51	45-47
79	Harco St. & San Anseline Ave.	46-48	45-47
80	Parkcrest St. & Karen Ave.	47-51	44-56

Summary of Field Measurements⁷ of Noise Levels
in Long Beach

The following detailed description is intended to explain the existing land use and major determinants of the noise environment at each measured station.

1. Las Hermanas Street and Susana Street - one-half mile west of the Long Beach Freeway. Industrial and manufacturing area. Heavy trucking and medium density traffic, 52-56 dBA. [48-50 dBA].
2. Las Hermanas Street and Trafford Street - one-half mile west of Long Beach Freeway. Industrial area with medium low traffic density, 49-53 dBA. [50-52 dBA].
3. Elm Avenue and Adair Street - one-half mile east of Long Beach Freeway. Older single family residential with low density traffic, 52-57 dBA. [49-52 dBA].
4. Myrtle Avenue and 64th Street - one-half mile east of Long Beach Freeway. Multi-family residential near Jordan High School and Houghton Park, 51-53 dBA. [47-51 dBA].
5. Cherry Avenue and 65th Street - oil extraction and industrial area. Heavy traffic on Cherry Avenue, 48-56 dBA. [49-52 dBA].
6. Walnut Avenue and 60th Street - Single family residential area, one-quarter mile west of Cherry Industrial area, 52-54 dBA. [46-49 dBA].

⁷ Nighttime measurements are shown in brackets.

7. Daisy Avenue and 56th Street - single family residential neighborhood, one-half mile east of Long Beach Freeway and Long Beach Boulevard, 53-56 dBA. [50-52 dBA].
8. Market Street and California Avenue - single and multiple family residential adjacent to Lindberg School and near to Carmelitos Housing Project, medium traffic, 44-46 dBA. [41-43 dBA].
9. Walnut Avenue and 56th Street - single family residential with light population density and light traffic, 55-56 dBA. [49-50 dBA].
10. Del Amo Boulevard and Susana Road - industrial area, near freeway on-ramp with heavy truck traffic, 46-49 dBA. [47-48 dBA].
11. De Forest Avenue and 52nd Street - single family residential near Los Angeles River Channel and one-quarter mile east of Long Beach Freeway, medium traffic, 56-59 dBA. [51-55 dBA].
12. Cedar Avenue and Morningside Avenue - single family residential, one block east of Long Beach Boulevard, light traffic, light density, 49-55 dBA. [46-50 dBA].
13. Linden Avenue and 51st Street - single family and multifamily residential with medium population density, adjacent to motorcycle shop, medium traffic, medium density, 44-48 dBA. [42-47 dBA].
14. Hardwick Street and Boyar Street - single family residential near to railroad tracks and Barton School, 52-56 dBA. [47-50 dBA].

15. Pacific Avenue and 48th Street - single family residential near Virginia Country Club and Long Beach Freeway, light density, light traffic, 56-58 dBA. [51-53 dBA].
16. Elm Avenue and Arbor Street - trailer home park near railroad tracks and Scherer Park. Medium population density, light traffic density, 46-48 dBA. [44-47 dBA].
17. Orange Avenue and 45th Street - single family residential with light population density, traffic medium to heavy on Orange Avenue, 43-48 dBA. [47-49 dBA].
18. Bixby Road and Pacific Avenue--single family residential, one-quarter mile north of San Diego Freeway, 46-48 dBA. [44-45 dBA].
19. Virginia Road and Claiborne Avenue - low density single family, one block west of Long Beach Boulevard, light traffic density, 44-46 dBA. [42-43 dBA].
20. California Avenue and Tehachapi Drive - single family residential with light traffic, 43-48 dBA. [41-44].
21. Tehachapi Drive and Keever Avenue - single family residential, one and one-quarter mile from end of Long Beach Airport runway, medium to light traffic, 52-55 dBA. [47-49 dBA].
22. California Avenue and Bixby Road - single family residential, near Hughes and Longfellow schools with light traffic, 46-50 dBA. [43-47].

23. Bixby Road and Walnut Avenue - single family residential, one mile west of Long Beach Airport runway, medium density, medium traffic, 53-57 dBA. [49-51 dBA].
24. Wardlow and Santa Fe Avenue - mixed commercial uses (gas station, construction equipment yard, drive-in theater) adjacent to San Diego Freeway. Heavy truck and auto traffic. Three-quarters mile west of intersection of Long Beach Freeway and San Diego Freeway near Wardlow on-ramp, 54-58 dBA. [51-54 dBA].
25. Magnolia Avenue and 36th Street - single family residential with low density population. Heavy background noise from San Diego Freeway, light traffic, 48-51 dBA. [46-49 dBA].
26. Atlantic Avenue and Wardlow Road - commercial use surrounded by single family residential 10-15 years old, medium to heavy density traffic, 48-51 dBA. [46-51 dBA].
27. Wardlow Avenue and Rose Avenue - multi-family residential, near Long Beach Water Department, medium to heavy background noise due to nearby Long Beach Airport and heavy traffic on Cherry Avenue, 54-56 dBA. [50-52 dBA].
28. Santa Fe Avenue and 32nd Street - strip commercial, single and multi-family residential, adjacent to Silverado Park and school. Medium traffic density, 55-57 dBA. [53-56 dBA].
29. Eucalyptus Avenue and 31st Street - single family and multi-family residential area with some residential use. Light to medium traffic, 49-55 dBA. [47-50 dBA].

30. Linden Avenue and 31st Street - single family and multi-family residential with some nearby commercial, light to medium traffic, 56-60 dBA. [52-54 dBA].
31. Santa Fe Street and Columbia Street - mixed residential and commercial uses near to Stephen School. Traffic medium density, 49-56 dBA. [46-50 dBA].
32. Pacific Avenue and 28th Street - single family and multi-family residential use, near Veteran's Memorial Park and Long Beach School District Maintenance Yard. Medium density, medium traffic.
33. 23rd Street and Adriatic Avenue - single family and multi-family residential use near Garfield and Elizabeth Hudson Schools. One-half mile west of Long Beach Freeway and one-half mile east of Terminal Island Freeway. Medium to heavy traffic, 46-49 dBA. [44-46 dBA].
34. Magnolia Avenue and Burnett Avenue - single family and multi-family residential with some commercial uses. Light traffic density, 47-51 dBA. [46-46 dBA].
35. Elm Avenue and 23rd Street - single family residential, near fire station and one block east of heavy traffic on Long Beach Boulevard, 47-50 dBA. [44-45 dBA].
36. 17th Street and Canal Avenue - residential use one-half mile west of Long Beach Freeway, light traffic, 51-53 dBA. [48-50 dBA].

37. 15th Street and Cedar Avenue - multi-family and single family use near to Washington School, medium density traffic, 53-59 dBA. [50-52 dBA].
38. 17th Street and California Avenue - Poly High School, residential area, medium density, medium traffic, 53-57 dBA. [49-54 dBA].
39. 16th Street and Walnut Avenue - multi-family and single family residential near Whittier School, 55-57 dBA. [50-52 dBA].
40. Spaulding Street and Junipero Avenue - single and multi-family residential, medium to heavy traffic, medium density, 48-53 dBA, [46-49 dBA].
41. Anaheim Street and Terminal Island Freeway - oil, industrial, warehouse area, truck traffic, 53-58 dBA. [50-52 dBA].
42. 12th Street and Caspian Avenue - residential area one-eighth mile from railroad storage yard, 52-59 dBA. [48-56 dBA].
43. Daisy Avenue and 10th Street - strip commercial, single family, and multi-family near Drake Park, light traffic, light density, 48-53 dBA. [46-50 dBA].
44. 10th Street and California Avenue - single family residential, one-quarter mile east of St. Mary's Hospital, 50-54 dBA. [47-57 dBA].
45. Water Street and Ontario Avenue - oil refinery area, truck traffic area, 56-66 dBA. [55-59 dBA].
46. 1st Street and Daisy Avenue - multi-family and commercial uses, 53-59 dBA. [50-54 dBA].

47. Ocean Boulevard and Atlantic Avenue commercial and highrise residential - heavy traffic, 55-62 dBA. [51-56 dBA].
48. Panorama Drive and Pier A Avenue - industrial area and oil equipment, truck traffic, 50-54 dBA. [50-53 dBA].
49. Harbor Scenic Drive and Queen's Highway - commercial area near site of Queen Mary, 55-62 dBA. [53-60 dBA].
50. Ocean Boulevard and Hermosa Avenue - multi-family residential, medium traffic, 54-59 dBA. [52-54 dBA].
51. 3rd Street and Obispo Avenue, multi-family and single family dwellings near Harvey Mann School, light traffic, 47-53 dBA. [46-47 dBA].
52. Shaw Street and Bennett Avenue - single family and multi-family uses, medium traffic 49-55 dBA. [46-50 dBA].
53. 2nd Street and Corona Avenue - commercial use with single family and multi-family dwellings adjacent, 51-54 dBA. [47-49 dBA].
54. 2nd and Attica Drive - commercial with adjacent single family uses, 49-53 dBA. [44-46 dBA].
55. 7th Street and Roycroft Avenue - strip commercial and single family and multi-family residential, near to Wilson High School and Recreation Park, medium to heavy traffic, 50-54 dBA. [47-49 dBA].
56. 8th Street and Grand Avenue - single family residential across from Jefferson School, light traffic, 47-51 dBA. [44-48 dBA].

57. 14th Street and Termino Avenue - single family and multi-family use, medium traffic 49-51 dBA. [45-47 dba].
58. Redondo Avenue and Stearns Street - Industrial use and oil property, near Army Reserve Station, 48-53 dBA. [46-50 dBA].
59. Clark Avenue and Los Coyotes Diagonal - residential use near Stearns Park. Fire Department training facilities 52-54 dBA. [50-53 dBA].
60. Clark and Pacific Coast Highway - strip commercial and multi-family residential use, heavy traffic on Pacific Coast Highway, moderate traffic on Clark Avenue, 52-59 dBA. [50-54 dBA].
61. 7th Street and Margo Avenue - institutional use, Veterans Hospital and California State University at Long Beach, heavy traffic on 7th Street, 50-56 dBA. [46-48 dBA].
62. Studebaker Road and 7th Street near Edison Power Plant and Los Cerritos Channel, some single family residential, heavy traffic on Studebaker and 7th Street, one-half mile from San Diego and San Gabriel freeways, 45-49 dBA. [44-47 dBA].
63. Anaheim Road and Hackett Avenue - single family residential near Walter Hill School. Medium traffic, 48-53 dBA. [44-46 dBA].
64. Studebaker Road and Goldcrest Street - single family residential across from California State University at Long Beach, medium traffic, 55-62. dBA. [53-58 dBA].

65. Atherton Street and Knoxville Avenue - single family residential near Eugene Tincher School, one-half mile from intersection of San Diego and San Gabriel freeways, 56-60 dBA. [53-56 dBA].
66. Stearns Street and Radnor Avenue - single family residential, with medium density population, medium to heavy traffic density, 49-54 dBA. [47-49 dBA].
67. Los Arcos Avenue and Albury Street near Stanford and Prisk Schools, one-quarter mile south of San Diego Freeway, 53-60 dBA. [53-58 dBA].
68. Ocana Avenue and Vernon Street - single family residential adjacent to Stanford School and San Diego Freeway 64-66 dBA. [59-63 dBA].
69. 28th Street and Heather Road - single family residential, one-quarter mile north of San Diego Freeway, 51-54 dBA. [49-52 dBA].
70. Benmore Street and Vuelta Grande - residential, across from Millikan High School, medium traffic, 47-50 dBA. [43-47 dBA].
71. Barrios Street and Petaluma - single family residential, across from Eldorado Park, 47-52 dBA. [44-46 dBA].
72. Lowe Street and Julian Avenue - single family residential, near Newcomb School, and one-quarter mile east of San Gabriel Freeway 46-49 dBA. [44-45 dBA].
73. Wardlow Road and Studebaker Road - residential and some commercial use, 46-48 dBA. [42-45 dBA].

74. Wardlow Road and Woodruff Avenue - single family residential, light population density. Heavy automobile traffic, 45-49 dBA. [43-45 dBA].
75. Wardlow Road and Charlemagne - single family residential, near Wardlow Park, one-half mile east of Long Beach Airport, 54-57 dBA. [52-54 dBA].
76. Hanbury Road and Greenbrier Street - single family residential, near Heartwell Park and Veteran's Memorial Stadium, 49-52 dBA. [47-48 dBA].
77. Centralia Street and Graywood Avenue - single family residential, near Long Beach City College, 48-43 dBA. [46-47 dBA].
78. Centralia Street and Stanbridge Avenue - single family residential, near Bancroft School, light traffic, 47-51 dBA. [45-47 dBA].
79. Harco Street and San Anselme Avenue - single family residential, low density population. Low traffic, low density, 46-48 dBA. [45-47 dBA].
80. Parkcrest Street and Karen Avenue - single family residential, adjacent to school. Light traffic density, 47-51 dBA. [44-46 dBA].

Display of Relation Between Noise Exposure and Land Use

The analysis of noise sources in Long Beach and the resultant noise intrusion into the community are presented in graphic display. (See Figures 6, 14, 20). The California State Code requires that noise exposure be displayed in a series of contours decreasing in level from the noise source down to certain criterion levels, e.g., 65 or 45 dBA depending on the land use in question. This has been done in response

to these requirements.⁸ This approach presumes a more predictable propagation of noise away from the source than is actually encountered in a typical environment. The propagation of noise from a source such as a roadway is usually affected by intervening terrain or structural barriers, atmospheric conditions or other factors influencing sound pathways. For this reason, it is mandatory to qualify any noise contour with this caveat and to rely on specific site analyses utilizing field measurement data to establish a realistic noise exposure environment.

This documentation and display of noise exposure was employed as the procedure for establishing the nature and extent of existing and potential noise problems in Long Beach. It is most important to note that only general inferences may be drawn from any community-wide evaluation of noise exposure conditions. Regions of possible incompatible land use may be identified, but caution should always be exercised in making judgements concerning specific land parcels with respect to compatibility with the noise environment. Experience with analyses of community noise exposure has consistently shown that specific sites must be evaluated in terms of a variety of relevant factors in addition to the basic exposure level. The type of land use, the condition of the structure, noise acceptability criteria as a function of time of day and relative priorities for the land use and the noise source are examples of the contingencies which must be considered for a particular location.

It is concluded, therefore, that any determination of land use incompatibility resulting from noise exposure must be made on a site-by-site basis rather than being presented

⁸Noise contours around major traffic routes were not carried down to 45 dBA owing to the fact that the ambient noise levels for the City as a whole are higher than this at most measurement stations.

as a conclusion of this report. On many occasions, community agencies have been advised that certain land uses within the City are unacceptable as a result of adverse noise conditions. Such conclusions and ensuing recommendations may then be judged untenable by City officials because of overriding considerations such as vested economic or social interests, future development plans or available resources within the community. The point to be made is that the range of factors affecting land use are known only by City officials responsible for this function and they are unique for each site.

Given these considerations, the intent of this document, with respect to existing noise exposure conditions, is to present:

- ° General noise exposure patterns from established transportation routes.
- ° Examples of specific noise level measurements within the City.
- ° Methodology, information sources and interpretations which will allow the City to assess noise impact conditions for specific sites.

Current Actions to Control Noise

Monitoring

The City presently operates two separate systems for monitoring the noise environment. One system is conducted by the Long Beach Building and Safety Department and consists of two staff members working part-time on noise problems. Their effectiveness is somewhat lessened by the absence of a noise ordinance. The only noise regulation that authorizes enforcement at the present time is Section 3300.78 of the Oil Regulations of the Long Beach Municipal Code. (See Appendix F).

On occasions, the Department receives complaints regarding noise from machinery and equipment used in connection with an oil well. These complaints are investigated and noise level readings are taken by the Building Inspector assigned the responsibility of enforcement of the Oil Regulations to determine compliance with the above section. The equipment used by the Department to take these readings consists of two meters--a noise level meter and an impact noise analyzer.

Procedures

The Department only becomes involved when a complaint is received. These inspections generally require two site visits to establish the ambient noise level which in many cases must be at night; and day monitoring during the peak hours. Due to the lack of an ordinance and limited personnel, the Department's activities are very restricted. Upon completion of the inspection those persons found to be responsible are generally contacted to seek their cooperation. The Department has monitored noise of City vehicles for other City departments: trucks operated by Public Service; siren noise of the Fire Department; and Police Department monitoring of noise from aircraft for the Planning Department; helicopter noise for the Budget and Research Division of the Department of Administrative Management, etc.

The second monitoring system is conducted by the Environmental Health Division of the Long Beach Health and Sanitation Department and consists of two Occupational Health Sanitarians equipped with a General Radio, type 1565-A, Sound Level Meter with A, B, and C sound level weightings.

The General Sanitarians enforce Municipal Code Section 5620.5,⁹ Crowing Fowl Prohibited. Other than this noise source, the Sanitarians investigate citizen's complaints and make suggestions where appropriate on a consultative level of techniques to alleviate problems.

Current activities deal mainly in occupational health noise problems. Under Cal-OSHA, the City Health Department may provide consultative and technical assistance upon request by the State Division of Industrial Safety. Both systems monitor noise levels and sources which have resulted in citizen complaints.

Enforcement

Statutes currently in effect which may be invoked to help solve a noise problem that causes complaints or causes the noise standards to be exceeded are as follows:

Truck Route Ordinance. Section 3410.125 of the Long Beach Municipal Code specifies which routes trucks must use within the City.

City Equipment Specifications. Wherever possible purchase of equipment for City use will contain specifications for the maximum allowable noise emissions. Acceptance testing and periodic testing is used to assure compliance with these specifications.

Conditional Use Permits. Where appropriate and warranted, conditional use permits granted by the City contain noise restrictions.

⁹Section 5620.5-Crowing Fowl Prohibited. No person shall keep or maintain, or cause to be kept or maintained, any crowing fowl. Long Beach Municipal Code, Article V, Section 5620.5, June 23, 1961.

Motor Vehicle Code. The California Motor Vehicle Code specifies the maximum noise that may be created by vehicles on the highway. These Codes are enforced by the Long Beach Police Department to the extent of their authority.

The two noise monitoring systems and other current City actions are inadequate to control and reduce noise. The lack of a comprehensive noise ordinance and a team of specialized technical monitors to implement it makes it virtually impossible to carry out a rational, effective noise control program.

Noise Control through Purchasing

The Long Beach City Department of Finance through its Purchasing Division has long since recognized the fact that noise pollution is a vital and important factor affecting the health and environmental quality of the City. The Division has been actively involved on a national, state and local level for the last three years in the improvement of safety, health and general quality of living. Through membership of the Purchasing Agent in the President's Advisory Panel, Long Beach has been able to implement through the Federal Supply Services and General Services Administration specifications to reduce the environmental impact of a wide variety of products and equipment. It has been nationally recognized that through procurement officers of governmental agencies, there exists a tremendous force to improve the ecology and environment of our cities. As a result of these and other similar involvements, Long Beach has been regarded a leader in the equipment procurement area. All the City specifications for equipment make provisions for compliance with the Occupational Safety and Health Act (OSHA) of 1970 and the Cal-OSHA Act. The City Purchasing Agent recognizes procurement as a forceful tool to achieve new equipment noise output

reduction, as well as a vehicle to improve environmental quality by stimulating manufacturers to develop new, quieter products which contribute thereto.

Environmental Impact Studies

Pursuant to Section 21151 of the California Public Resources Code, the City has adopted a policy of requiring Environmental Impact Studies to be conducted for all City projects. The policy also includes private projects for which a building permit or other entitlement for use is required. Public hearings are held wherever a project may have a significant effect on the environment.

Advocacy

As discussed in other sections, much of the authority to control Long Beach's noise environment is pre-empted by higher level government. Therefore, the City maintains a program of advocacy briefly described below:

Local and Regional. Through the Los Angeles Division of the League of California Cities and through the Southern California Association of Governments (SCAG), Long Beach works with other agencies in the region to develop solutions to mutual noise problems.

Statewide. Through its elected representative to the California State Government the City works to improve or add new laws to help reduce noise pollution. The City staff maintains liason with State agencies which have the power to affect Long Beach's noise environment.

National. Long Beach fully uses a multitude of avenues to affect Federal legislation, regulations, and policies. Some of these are: elected representatives, the National League of Cities, and direct staff contact with Federal agencies.

V. PROPOSED NOISE ENVIRONMENT IN LONG BEACH

Recommended Criteria for Maximum Acceptable Noise Levels by Major Land Use Categories

Introduction and Concepts

The noise criteria recommended below was developed to reach three basic objectives. These objectives are prioritized as follows: 1) where the existing level of noise threatens the health and or welfare of the public, the objective of the criteria is to recommend the reduction of noise to a harmless level; 2) where the existing noise degrades the environment, the criteria's objective is to recommend the elimination (or at least the reduction) of that environmental degradation; and 3) where the existing ambient level is low, the objective of the criteria is to serve as a guideline in preserving the quietness of the environment.

Acceptable noise limits are dictated by human tolerance,¹ preference levels, and economic pressures. The quasi-random development of land use patterns prior to the adoption of strong planning policies has created established economic interests throughout Long Beach. Some of these investments represent significant noise sources, e.g., transportation corridors, industry and commercial sites. It is essential to recognize the urgent necessity of reaching

¹Any outdoor level exceeding 65-70 dBA is likely to generate vigorous public complaints. Peterson, Arnold P.G. and Gross, Ervin E. Jr., Handbook of Noise Measurement, Seventh Edition, Concord Mass., General Radio Company, 1972, p. 47.

a compromise for the co-existence of noise-sensitive land uses with noise generators. In addition to creating an acceptable noise environment that all vested interests can live with, some decision is required as to the relative priorities to be set for future development in the City. The extent to which an acceptable noise environment is sought MUST be balanced against the optimum economic development in Long Beach. The recommended noise criteria can be instrumental in the decision making process and in reaching a more rational balance.

Parameters of the Recommended Criteria

The criteria are based on three different parameters as follows:

Existing Ambient Levels. As indicated in a previous section, a City-wide survey of noise levels was made in Long Beach and measurements were taken at eighty different locations both during daytime and nighttime hours. The readings taken ranged from a low of 41 dBA to a high of 66 dBA. This is not, however, to be construed as absolute minimum and maximum levels in Long Beach. There may be small sections not surveyed with levels lower or higher than the ones monitored during the study. In addition, noise limits recommended may be lower or higher than those recorded during the field test for the land use type in question.

Existing Land Use Patterns. Industrial, Commercial, and residential land uses in Long Beach are oftentimes mixed and widespread. In developing compromising noise limits that could be recommended rationally, the standards and ratios of the United States Environmental Protection Agency were

used.² This was done to allow reasonable limits to noise-generating economic activities adjacent to noise sensitive land uses, while protecting the citizenry from harmful noise exposure with an adequate margin of safety.

Existing Health, Communication, and Physical Setting

Needs. As mentioned in the "Public Health Significance of Noise" section, the health-related considerations within this document are based on the assumption that protection against the direct effect of noise-induced hearing loss is sufficient for defense against extra-auditory effects.³ This direct effect of noise has been one major consideration in the identification of recommended maximum noise limits.

In addition, interference by noise with various human activities, (sleep, speech, and thought) can lead to annoyance and indirect effects on well-being. This indirect effect has been a secondary consideration. Finally, there is the consideration that deals with the physical setting in which noise exposure takes place. The Long Beach climate determines much of the City's lifestyle. The population here is more outdoor oriented than in communities with severe climates. Air conditioners in summer and heaters in winter are minimally used. Open windows prevail in houses as well as in apartments throughout the City. Consequently, the exposure to outdoor noise is longer in duration and

²U.S. Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety, Arlington, Va., U.S. Environmental Protection Agency, March 1974, pp. 3, 29.

³At this time there is insufficient scientific evidence that non-auditory diseases are caused by noise levels lower than those that cause noise-induced hearing loss. In the event that future research proves otherwise, this Element must be revised accordingly.

significant reduction of indoor noise is more difficult in Long Beach than in other cities. Although small amounts of outdoor speech interference is not detrimental to public health and welfare, the same is not true for most indoor environments. For these reasons, the difference between the recommended maximums for prolonged indoor and outdoor noise limits has to be less in Long Beach because the noise reduction afforded by structures is less effective due to the tendency of residents to keep windows open. Based on this reasoning, adequate recommendations to protect the citizenry against involuntary exposure to environmental noise required the special considerations cited above.

Explanation of Table 11

The table on page 137 classifies three major land use types in Long Beach according to the primary activity most likely to occur in each. The following is a brief description of each classification:

Residential Land Uses. (Day and night). These are areas of human habitation. They include single and multiple family homes, apartments, seasonal residences, hotels and mobile homes. The lowest recommended noise limits are within this category. They are necessarily low in order to prevent sleep arousal, activity interference, annoyance, and to permit the hearing mechanism to recuperate if it is exposed to higher levels of noise at anytime elsewhere. The noise levels recommended are restrictive enough to protect every type of noise-sensitive land use, such as schools, hospitals, libraries, etc., which are also included in this category.

Commercial Land Uses. Included in the commercial categories are shopping centers and shopping areas, Downtown Long Beach, and all strip commercial zones of the City.

TABLE 11

RECOMMENDED CRITERIA FOR MAXIMUM ACCEPTABLE NOISE LEVELS¹ IN A-WEIGHTED DECIBELS (dba)
 (decibels levels for noise monitoring purposes only,
 for frequency and band restrictions see Section 100.02
 (c) of Proposed Model Noise Ordinance, Appendix E)

Major Land Use Type	Outdoor			Indoor
	Maximum Single Hourly Peak	L ₁₀ (2)	L ₅₀ (3)	L _{dn} (4)
Residential ⁵ 7 a.m.-10 p.m.	70	55	45	45
Residential ⁵ 10 p.m.-7 a.m.	60	45	35	35
Commercial (anytime)	75	65	55	(6)
Industrial (anytime)	85	70	60	(6)

(1) Based on existing ambient level ranges in Long Beach and recommended U.S. Environmental Protection Agency ratios and standards for interference and annoyance.

(2) Noise levels exceeded ten per cent of the time.

(3) Noise levels exceeded fifty-per cent of the time.

(4) Day-night average sound level. The 24-hour A-weighted equivalent sound level with a 10 decibel penalty applied to nighttime levels.

(5) Includes all residential categories and all noise sensitive land uses such as hospitals, schools, etc.

(6) Since different types of commercial and industrial activities appear to be associated with different noise levels, identification of a maximum indoor level for activity interference is unfeasible.

Source: U.S. Office of Noise Abatement and Control; Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, Arlington, Virginia; U.S. Environmental Protection Agency, March, 1974, pp. 3, 29.

Excluded are commercial living accommodations such as hotels, inns, etc. These facilities are included in the residential category since they are places where people sleep and sometimes spend long periods of time. New hotels in Long Beach are now required by State Law to comply with very strict indoor noise reduction and sound transmission control standards.

Industrial Land Uses. Include such facilities as factories, warehouses, storage and distribution areas, oil fields and rigs, the Long Beach Harbor, the Long Beach Airport, the West Side Industrial Park, the South-East Industrial lands, and other smaller but similar areas.

Recommended Indoor-Outdoor Levels. The decibel noise levels (L_{10} , L_{50} , L_{dn}) were chosen to statistically describe the noise environment. L_{10} is the recommended noise level to be exceeded only ten per cent of the time, L_{50} is the limit recommended to be exceeded no more than fifty per cent of the time, and L_{dn} is the recommended day-night average sound level not to be exceeded in a 24-hour period. Using these three parameters as well as an absolute maximum limit for noise peaks, it is possible to control the background noise, extended duration of noise, frequency of repetition of peaks and exceptionally high noise peaks. Different standards for the different land use types, for daytime and nighttime, in residential areas and for indoor and outdoor environments, account for the variation in sensitivity of people with type of activity and time of day.

Uses of the Recommended Noise Criteria. A major purpose of this criteria is to recommend a numerical basis to protect public health and well-being. It is also intended to reconcile the continuation of economic activity with the desire to maintain an acceptable noise environment. The information and

maximum limits recommended in the criteria MUST be utilized along with other relevant data. These data include knowledge of the balance between costs and benefits associated with chosen noise limits, the existing ambient level, the neighborhood aspirations, and current state-of-the-art means available to control and abate noise. The levels recommended were identified irrespective of the nature of any one individual noise source. The utility of this criteria is to provide a basis by which noise regulations, exposure levels, land use planning, and zoning and building codes may be assessed. These criteria and the explanations that complement them attempt to avoid misinterpretations regarding the meaning of "desired maximum noise levels by land use categories" called for by the State guidelines. The City Planning Department Staff interpreted this subsection of the guidelines to be a requirement for a scientific recitation of available knowledge, rather than a compulsory prescription of recommended levels for noise exposure limitations. Likewise, an attempt is hereby made to avoid the misunderstanding that this document would be prescriptive of maximum levels of noise that could not be exceeded on a legal basis, but rather that it would state, as called for in the guidelines, data as to the kind and extent of all identifiable effects on the public health and welfare, which might be expected from different quantities and qualities of noise. Likewise, it is extremely important to point out that the limits recommended are not designed to deal with land use incompatibility. Finally, the City should evaluate the recommended limits more extensively prior to using them as a basis for the development of a noise ordinance. Due to the dynamic nature of the noise environment, the recommended maximum limits should be reviewed on a regular basis to determine their validity.

Implementation Strategies

The ultimate intent of the Noise Element is the implementation of the recommendations set forth in the document. Even the most innovative and comprehensive plan cannot succeed unless appropriate actions are taken to reduce or at least prevent the increase of noise in the community. Additionally, it is paramount that flexible and enforceable methods of noise control and monitoring be employed. The latter is especially true in an urbanized area such as Long Beach where the population continues to grow and large tracts of unoccupied land are almost non-existent.

If achieving a quieter environment were based upon a Noise Control Ordinance or other regulations passed by our governing bodies, or if it were determined by the number of public pronouncements, public hearings and associated rhetoric, then the ultimate objective of a quieter environment would be at hand. Unfortunately it is not, for a variety of reasons, including the difficulties associated with implementation and enforcement of noise programs and noise control laws. One of the most disabling factors in effective local noise control is the pre-empting of City regulations by State and Federal laws. The California Motor Vehicle Noise Standards and the Federal Aviation Agency Noise Standards are typical examples.

Identification and Ranking of Priorities

The noise problem areas identified in the Noise Element have been defined as the sectors that are of principal significance in Long Beach. These major areas are:

- ° Transportation noise (including all land, water, and air transportation).

- Industrial Noise
- Construction Noise
- Population Noise
- Impact Noise and Vibration

The recommendations contained in this Noise Element are concerned primarily with preventing increases in the level of noise, reducing noise where possible, and outlining the opportunities and problems in so doing. However, because State laws and Federal regulations pre-empt local ordinances in airports, freeways, and motor vehicles operation, immediate implementation of each of the recommendations in these areas is readily acknowledged to be unfeasible. Furthermore, the enforcement of the proposed noise ordinance depends entirely on its being approved and officially adopted by the Long Beach City Planning Commission and City Council. Therefore, primary consideration must be given to preventing further increases in noise and recommending control measures that can be readily taken to alleviate the situation in the most critical problem areas.

The Action Plan

To achieve the goals and objectives of the General Plan Noise Element the following implementation measures are proposed. They comprise a comprehensive program of noise control and abatement procedures embodying the following principles:

Noise Criteria. The recommended noise criteria given in the preceding section cover the entire spectrum of problems areas and noise sources. These noise criteria should be established and maintained for all areas of the City. They are set at those levels required to adequately protect the public's health and welfare, and to preserve and enhance the lifestyles of Long Beach.

Monitoring. Monitoring of the Noise environment is being conducted in Long Beach by several City departments. With the advent of this element, increased coordination will be achieved and additional monitoring will take place to assure that progress is made toward meeting the noise criteria.

Code Enforcement and Revision. Where monitoring shows that the noise criteria are being exceeded or where complaints indicate that a noise problem exists, enforcement action should be taken. City ordinance and regulations currently in effect as well as specific sections of the proposed Noise Ordinance should be invoked to assure that the objectives and noise standards contained herein are met.

Environmental Impact Studies. The City should continue to require environmental impact studies as dictated by State law, on all projects (private and public) which may have a significant effect on the environment.

Advocacy. Much of the noise impact on Long Beach results from action of agencies outside the control of City government. In particular, the regulation of aircraft noise is largely pre-empted by the Federal Government and the regulation of traffic noise is largely pre-empted by the State Government. Therefore, the City should use all of its influence to change the policies of other levels of government so as to improve the noise environment in Long Beach.

Legal Actions. The City should initiate legal proceedings wherever appropriate and necessary to protect and enhance the Noise Environment.

TABLE 12
ACTION PLAN SUMMARY TABLE

Problem Noise Area	Potential Solution(s)
Surface Transportation	Muffling, sound barrier walls, depressed roadways, speed limit and motor vehicle code enforcement.
Air Transportation	Routing, activity level, and time of day restrictions.
Water Transportation	Engine muffling, harbors and navigation code and speed limit enforcement.
Industrial Sites	Buffer zones, operating hours restrictions, soundproofing, barrier walls.
Construction Sites	Equipment noise limitations, operating hours restrictions, soundproofing, temporary barrier walls.
Commercial Sites	Buffer zones, operating hours restrictions, soundproofing.
Recreational Sites	Buffer zones, operating hours and date restrictions, soundproofing.
Residential Sites	Setbacks, soundproofing, building, sound transmission control, and municipal codes enforcement.
Multi-dwelling Sites	Setbacks, open space allocation, walls and floors soundproofing, sound transmission control.
Ambient Noise	All of the above.

Source: Long Beach Planning Department Staff.

Categorical Recommendations

Introduction to Recommendations. Adherence to the principles and guidelines contained in this category should assure that progress is made, within the limit of existing laws and economic capabilities of the City, toward achieving a quieter environment.

During the preparation of the Noise Element a set of goals and objectives was developed in an effort to categorize different problem areas and then better recommend corrective measures. The following categorical recommendations were made to achieve the goal and objectives previously set.

1. Recommendations Related to Overall Goals of the City

- 1.1. That the Long Beach Planning Commission and the Long Beach City Council continue to take affirmative action to preserve the City's quietness and to reduce and control noise.
- 1.2. That the Long Beach City Council adopt this Noise Element and the policies and action programs outlined herein.

2. Recommendations Related to Zoning Changes

- 2.1. Where appropriate, that zone changes be effected to create land uses compatible with the noise environment.

3. Recommendations Related to Redevelopment

- 3.1. Where appropriate, that the City redevelopment process be used to improve the noise environment in Long Beach.

4. Recommendations Related to Development Policies

That any development, present or future, be considered incompatible with its noise environment if any of the standards or criteria listed in this document are exceeded. The following policies shall guide development action:

- 4.1. Where incompatibility exists at present, action shall first be taken to change the noise environment.
- 4.2. Where incompatibility exists at present and future projections indicate that the noise environment cannot be reduced to create compatibility, every effort shall be made to change the development to achieve compatibility.
- 4.3. No future development shall be allowed which is incompatible with the existing or future noise environment unless the developer can show:
 - a. The development can reasonably be expected to be compatible at some time in the near future; and
 - b. Other factors favoring the development (social, environmental, for example) outweigh factors against the development.
- 4.4. No future development shall be allowed which causes other developments to become incompatible with their noise environments.

5. Recommendations Related to Noise Reduction and Control

That noise be controlled and reduced more effectively through the adoption of abatement policies by various City departments. And that City residents be encouraged to adopt "more serene" lifestyles through an informative campaign geared to expose the harmful effects of noise. The following noise control recommendations are also made:

- 5.1. Increase community awareness of ambient and noise level exposures throughout the City and their consequences for zoning, subdivision, environmental and land use planning decisions.
- 5.2. Provide a technical noise assessment manual and supplemental guidance on noise measurement.
- 5.3. Continue the present cooperation with Federal, State, and local regulatory agencies when adopting noise standards; and make all such standards consistent with Federal and State statutory requirements and pre-emptions as well as Municipal and County ordinances.
- 5.4. Urge the City to deny a building permit if the adverse environmental impact of noise to be generated by a proposed project or received from a noise source outweighs its anticipated benefits. (Long Beach Municipal Ordinance Number C-5119, "Denial of Building Permits on Environmental Grounds").

- 5.5. Adopt and enforce a comprehensive noise ordinance.
- 5.6. Urge the City to review the feasibility of developing a noise control team equipped with all the necessary instruments and entrusted with the responsibility of monitoring noise complaints, advising and recommending corrective measures, and enforcing all existing noise laws and regulations.
- 5.7. Urge the City to create a noise variance board to review cases involving non-compliance with the noise control ordinance.
- 5.8. Urge the City to enforce more strictly existing Motor Vehicle and Municipal Code sections related to noise.
- 5.9. Urge the City to encourage consumers to demand quieter and less vibrating appliances from manufacturers.

6. Recommendations Related to Transportation Noise

That the City Departments connected with transportation-related matters will make full use of the standards and criteria outlined in this element and that the City, as well as the Long Beach Unified School District, will continue to undertake noise studies and carry out corrective measures such as the Sound Barrier Wall Program.

That the Circulation and Transportation studies of the General Plan pay particular attention to the possibility of restructuring truck routes and diverting through traffic away from residential streets.

It is hoped that a combination of several actions and events will be taken to mitigate noise in Long Beach. The following enumeration outlines some specific solutions:

- 6.1. Encourage privately and federally funded research in progress which is intended to reduce jet aircraft engine noise emissions. (As previously mentioned, jet engine modifications are being carried out in an effort to quiet down several types of aircrafts already in use. The prospect of quieter engines to be built in the future is much more promising now than ever before.)
- 6.2. Support a permanent 55 m.p.h. speed limit on major travel routes. (Because lower speeds result in less noise impact on land-uses adjacent to freeways.)

The following set of recommendations is made to suggest new measures or in the case of existing policies to encourage their continuation.

- 6.3. It is urged that a number of on going studies and programs related to circulation, traffic and transportation (such as the Parking

- Management Plan) be completed since they will undoubtedly improve the vehicular flow throughout the City and thus reduce vehicular noise.
- 6.4. Keep the number of painted pedestrian crosswalks down to an essential minimum due to their tendency to increase stop-and-go traffic, and thereby increase noise.
 - 6.5. Continue to synchronize traffic lights to improve vehicular flow and reduce unnecessary stop-and-go traffic.
 - 6.6. Evaluate and analyze all bus and truck routes, their spatial relationships and proximity to noise sensitive land uses.
 - 6.7. Lower or raise existing speed limits to better fit neighborhood driving conditions and improve circulation and safety.
 - 6.8. Limit by ordinance the use of horns, bells, or sirens, used by private and city vehicles, to emergency situations to eliminate particularly annoying noises.
 - 6.9. Require that residential projects near freeways be built with adequate soundproofing considerations.
 - 6.10. Encourage the Long Beach Transportation Company to purchase quieter buses and thus gradually reduce the noise generated by that particular type of vehicle, when such equipment is available.

- 6.11. Encourage the City to enter into additional cooperative agreements with the California Transportation Department (CALTRANS) for the erection of sound barrier walls to protect freeway-adjacent residential land uses.
- 6.12. Urge the City to assess all new residential projects which could be impacted by freeway noise, taking under consideration the high noise potential of that environment.
- 6.13. Require that new residential construction adjacent to railroad tracks be soundproofed, with additional consideration being given to groundborne vibrations that are transmitted from railroad tracks to houses.
- 6.14. Urge the City in future purchases of police helicopters to take aircraft noise output level into consideration.
- 6.15. Urge that police helicopter training flight paths continue to be directed away from noise-sensitive areas. (To minimize disturbance over the City).
- 6.16. Urge that cruising helicopters operate without "blade slap"⁴ over noise-sensitive areas, even though this might result in decreased speed or operating efficiency (except in emergency situations).

⁴A major source of helicopter disturbance caused when rotor tips exceed the speed of sound and produce localized sonic booms.

- 6.17. Require that new buildings near the airport be made more adequately soundproofed by the use of noise absorbent materials, special construction techniques such as double windows, and air conditioning.
- 6.18. Reserve near-airport sites for warehouses, factories, light industries and other noise insensitive land uses that would confine and absorb aircraft noise.
- 6.19. Assess carefully all new residential projects within the Long Beach Airport Noise Impact Zone, taking under consideration the high noise potential of that environment.
- 6.20. Recommend that the Long Beach Police Department continue to strictly enforce Section 3410.125 "Designated Truck Routes" of the Long Beach Municipal Code to confine through-truck traffic noise to those designated routes.
- 6.21. Encourage residents to use alternate modes of transportation, such as bicycling and mass transit, which will reduce traffic generated noise throughout the City.

7. Recommendations Related to Industrial Noise

It is recommended that all industrial related activities in the City comply with existing sections of the Municipal Code and that recent studies be consulted before establishing standards for noise

regulation. In cases where noise cannot be effectively contained, muffled or directed away from schools, hospitals and housing, it is recommended that land use planning make a more advantageous use of existing sound barriers. It is recommended that new industrial equipment designed to emit less noise be chosen whenever possible. More detailed recommendations are:

- 7.1. Require that engines used in connection with the drilling of any oil well be equipped with an effective exhaust muffler. [Long Beach Municipal Code Section No. 3300.78] to suppress their noise level.
- 7.2. Confine the noise level output of automotive repairs to within buildings intended, constructed, or arranged for that purpose. [Long Beach Municipal Code Section No. 9120.10 (c-1)].
- 7.3. Determine appropriate schedule control for industrial operations whose noise level outputs are greater than those recommended herein (see table 11).
- 7.4. Require that industrial plants' walls be constructed of sound absorbent materials, providing a sound barrier for the community; and that all wall openings be either muffled or directed away from adjacent residents.⁵

⁵Long Beach Municipal Code Section 9120.10 (c-1) requires blank walls or stationary windows on commercial or manufacturing building sides that adjoin residential lots.

- 7.5. Require that industrial noise sources that cannot be kept indoors be placed so as to take advantage of existing sound barriers, or directed toward non-sensitive uses.
- 7.6. Establish local codes and pass zoning laws to prohibit the operation of excessively noise plants on sites that are adjacent to Long Beach schools, hospitals, and housing.
- 7.7. Require adequate exhaust and intake mufflers and soundproofed enclosures to restrict the noise level output and the duration of noise exposures generated by heavy construction equipment.
- 7.8. Recommend that vibration-driven piles be used where impact pile drivers may cause an unusual nuisance.
- 7.9. Require the erection of temporary sound barriers to reduce the level of noise exposure generated by small construction projects.
- 7.10. Establish noise codes setting forth permissible noise levels for construction equipment and insuring means for enforcing these codes.
- 7.11. Recommend the replacement of noise diesel powered oil pumps with quieter electric ones as the former become worn out.

- 7.12. Consider the establishment of buffer zones around industrial areas in order to minimize the noise impact on other adjacent land uses.
- 7.13. Grant variances in the form of time extensions on individual cases where existing industrial and construction operations exceed maximum recommended noise levels set forth in this element but where the excessive noise is justified.
- 7.14. Encourage the demolition of structures, and the excavation and channelization of projects by use of implosive techniques⁶ rather than by conventional heavy equipment.
- 7.15. Warn the City to use OSHA industrial noise standards with caution since the standards (indoor) may induce excessive outdoor noise levels.

8. Recommendations Related to Public Health

The section dealing with the significance of noise and the public's health has brought into focus the urgency of noise related matters to the physical

⁶The use of highly directional explosives applied to structural foundations or to ground areas which causes a building to collapse or the ground to be easily dug out without delay and with minimum-duration noise disturbance.

and psychological well-being of Long Beach residents. The Environmental Health Division of the Long Beach City Health Department is currently conducting a program of monitoring and corrective, advisory service. It is most urgently advised that the program be continued and/or be expanded to fully respond to the threat that noise poses to the public at large. It is further hoped that the information, standards and graphics included herein will serve to alert both citizens and City officials to this fact. More defined recommendations follow:

8.1. That the City continue to regulate and control noise which is injurious to the public's health or well-being through the Environmental Health Division of the Long Beach City Health Department.

8.2. That the City authorize the Environmental Health Division of the City's Health Department to issue citations in health related noise cases which are found to be in clear violation of existing ordinances, regulations and laws.

9. Recommendations Related to Population and Housing Noise

9.1. It is strongly recommended that a population growth policy be adopted by the City as suggested in the Population and Growth Policy document of the General Plan. (Any increase in population can potentially increase the

level of Noise). Table 7 and 9 show the average noise levels generated by a variety of equipment and appliances used in modern homes. It is hoped that this chart will further contribute to increase a public awareness regarding noise exposures in homes. Apartment home builders around the country are paying more attention and investing more money to control sound transmission in their projects. The Long Beach Building Code and the California Administrative Code⁷ had adopted legislation that affects multiple unit dwellings. The portion of the implementation strategies that deals with structural modifications already identifies the necessary alteration to floors, walls, ceilings, windows, and doors. In addition, a cost estimate is given to carry out such modifications. To control and reduce noise in housing, the Long Beach Community Development Department is urged to take advantage of urban renewal projects as said projects afford an excellent opportunity to develop and rehabilitate structures, thus creating better soundproofed dwellings. More specific recommendations are:

- 9.2. Require some form of damping treatment in quieting noise from multi-story apartment building equipment.

⁷Long Beach Municipal Code, Article 8, Section 8100.101, to 8100.4621, March 1973. California Administrative Code, Title 25, Article 4, Section 1092 (Noise Insulation Standards).

- 9.3. Require stationary noise generating equipment to be enclosed with sound-absorbing materials.
- 9.4. Place curfew rules on noisy airconditioning units and noisy mechanical appliances such as washing and drying machines when such measures will not constitute an infringement upon individual freedom.
- 9.5. Continue on-site supervision of party walls and floor-ceiling construction in multi-dwelling structures.
- 9.6. Encourage the utilization of noise control measures in residential projects such as resilient-structured walls, increased mass in walls and floors, and inclusion of damping materials, such as fiber glass, in partitions.
- 9.7. Help reduce the impact noise from "the apartment above" by encouraging the use of padding, carpeting, and suspended ceilings.
- 9.8. Amend the Long Beach Building Code to include standards for airborne and impact noise and vibration control.
- 9.9. Using the Noise Element as a guide, advise homeowners and apartment dwellers on reasonable ranges of noise level outputs generated by household appliances.

- 9.10. Through an information campaign, encourage the improvement of quietness of homes and apartments.
- 9.11. That the City adopt Chapter 35, "Sound Transmission Control" of the 1973 Uniform Building Code.
- 9.12. Identify physical soundproofing alterations to structures in order to reduce noise levels in problem areas.
- 9.13. Enforce soundproofing standards applicable to all apartment buildings.
- 9.14. Encourage consumers to choose and buy new appliances that make the least noise thus letting manufacturers know that this is an important factor in purchasing habits.
- 9.15. Urge residents, whenever possible, to avoid using noisy appliances during periods of sleep or television viewing.

10. Recommendations Related to Land Use

Vacant land use planning offers an opportunity for noise control. Unfortunately, because Long Beach is almost entirely built up, land use planning for noise control is feasible primarily when land is recycled through demolition and redevelopment.

The recommended noise criteria for the various land uses shown in Table 11 serve as ready

reference regarding noise exposure and land use questions. The following additional recommendations are also made:

- 10.1. Require that all new industrial buildings be constructed with outside wall materials that absorb rather than reflect noise.
- 10.2. Update the Zoning Ordinance to provide proper spacing of buildings and thus lessen the propagation of noise to adjacent properties.
- 10.3. Increase yard area requirements in certain zones and introduce yard area requirements in others with the intent of reducing the propagation of noise.
- 10.4. Establish ample yard area requirements in R-4 zones to provide adequate light, ventilation, emergency access and noise buffering between adjacent properties.
- 10.5. Require through the Zoning Ordinance the provision of essential open space per dwelling unit ratios in multiple residential developments.
- 10.6. Create mutually exclusive zones wherein only compatible land uses would be permitted.

- 10.7. Utilize redevelopment projects to realign the zoning and reduce land use incompatibility.
- 10.8. Study land owned by the City or other agencies which is considered surplus for its open space and buffering potential.

11. Recommendations Related to Other Elements of the General Plan

The development of other General Plan Elements afford an additional opportunity for the drafting of recommendations related to noise control and abatement. The following discussion suggests dual recommendations that ought to be considered within the context of the subject element.

- 11.1. Circulation Element. It is recommended that the transportation portion of this element analyze in detail existing truck routes and heavily travelled streets, and that it develop alternative routes away from noise-sensitive land uses. It is also suggested that the Transportation Element encourage the creation of alternate modes of travel, such as people movers, mass transit, and bicycle paths.
- 11.2. Land Use Element. It is strongly recommended that the Land Use Element recognize noise level/land use relationships as proposed in the land use acceptability criteria and the Long Beach Airport Land Use Compatibility sections of the Noise Element.

11.3. Housing Element. Since this element deals with the characteristics of the housing stock, it is recommended that the housing goals and recommendations stated in the Noise Element serve as inputs in such areas as soundproofing, and housing density and location. It is urged that the City of Long Beach recognize and take advantage of the opportunity for improving the noise environment that renewal and rehabilitation work have to offer.

11.4. Public and Seismic Safety Elements. Recognizing these two elements as key inputs to the Land Use and Transportation Elements because they define suitable areas for density and urbanization, it is recommended that the City adopt the Public Safety Element proposals regarding the physical separation of incompatible land uses. This separation oftentimes help in the attenuation of noise. It is also recommended that the City adhere to suitability indicators drafted in the Seismic Safety Element which identify potential areas to remain open owing to some geologic hazard. These areas, depending on their location, could act as noise attenuators.

11.5. Open Space Element. It is recommended that the areas proposed in the Open Space Element be recognized as having significant noise abatement potential and that implementation should reflect the beneficial duality of open areas.

- 11.6. Population Element. The City is urged to follow the recommendations made in the Population and Growth document regarding a moderate rate of growth.
- 11.7. Scenic Highways. The creation of scenic highways and the preservation and enhancement of the existing view corridors offers potential for creating a psychological effect of calmness and tranquility. It is, therefore, recommended that the City landscape and beautify as many areas as possible to create this positive psychological effect of serenity.
- 11.8. Recreation Element. It is recommended that recreational facilities and programs continue to afford a wider opportunity to all citizens for a pleasureable escape from noise environments.
- 11.9. Environmental Management Element. It is recommended that this element, to which noise is a basic input, emphasize noise reduction as an essential consideration in improving the environment.
- 11.10. Conservation Element. Some recommendations made in the Conservation Element are complementary to the proposals of the Noise Element. It is recommended that the proposal be implemented that urges the preservation of inland water areas will insure that those zones will continue to act as noise buffers in their locations.

Transportation Noise Reduction Measures

Introduction and Concepts. This section will examine briefly some major noise reduction measures. The emphasis is placed on problems and solutions as they relate primarily to surface transportation noise since it is from this source that most urban noise emanates.

Noise generated by vehicles travelling on major roadways in Long Beach has a considerable effect on adjacent land uses. The effect varies with the type and volume of vehicles, the distance from the highway to inhabited areas, the type of land use, and the amount of noise originating in the area⁸ as compared to that originating on the highway. Combinations of these factors can be quite disagreeable and often intolerable when noise sensitive land uses are located immediately adjacent to a heavily travelled roadway.

Noise Control Measures

The first and most rational step in noise control is the recognition and numerical identification of the problem. This can be done by comparing the measured noise levels with the acceptable or recommended levels, which often can be estimated by using one of the criteria given in Table 11. The next step is to find out how this reduction can be achieved most satisfactorily. A more comprehensive discussion of this problem is not feasible within this element, because: 1) the alternate methods are innumerable, and

⁸Existing ambient noise.

2) technological developments continually afford new methods. However, a few introductory statements on the subject are well justified and will be made herein.

Alternate Measures. Several alternative methods of surface transportation noise control are available, each of which by itself provides only a partial solution to the total problem. Consequently, a combination of several methods may be required to achieve effective noise control. The general approach to most noise control measures can be classified in three basic approaches: 1) Noise reduction at the source; 2) Noise reduction in the transmission path; and 3) noise reduction at the receiver.

Noise Reduction at the Source. The most effective noise reduction measure is one applied at the source. In surface transportation vehicles, a different type of motor or more efficient intake and exhaust mufflers afford great reductions. In other words when modification of a source is attempted, a decrease in the radiated power is usually the most important change that can be made. One of the most common complaints against highway-generated noise is caused by diesel trucks. In many cases, the complaints continue to flow even after the erection of a costly and otherwise effective ten-foot high sound barrier wall. This negative effect is sometimes caused by the design of the muffling system which in many trucks is located vertically to a height of eleven or more feet, with the tailpipe exhaust opening at that height. Obviously, these trucks can render a ten-foot high sound barrier wall ineffective. When streams of exhaust gases come out of the top of the vertical tailpipes, they radiate sound that may be highly directional at high frequencies. Changing the direction of flow (or in this case lowering the height of the muffling system) can shift this pattern.

It may be possible to direct the exhaust pipe in such a way that noise in certain directions (towards the median divider, for instance) is considerably reduced.

The most direct approach to minimizing road-generated noise is to reduce the legally allowable noise emission from motor vehicles. Enforcement of the 1973 California Motor Vehicle Code, Section 23130 shown in Appendix F is an example.

In addition to the statutory approach mentioned above, techniques can be applied in the location and design of highways to mitigate noise effects on surrounding areas. A previous section, ("Noise Control for Transportation Systems"), explores the acoustical potential of road design, suggests that highways may be depressed to alter the propagation of noise and outlines some of the avenues available to the City in reducing roadway noise.

Noise Reduction in the Transmission Path. The available means of controlling the transmission path of noise are innumerable. In addition to the discussion on sound reduction in previous sections, a more specific treatment will be made here of the sound barrier wall approach.

The sound attenuation due to a noise barrier depends on its distance from both the source of sound and the receiver, the height of the barrier above a straight line joining the sound source and the receiver, and on the frequency spectrum of the sound: the higher the frequency of the sound the greater the sound attenuation due to a barrier.⁹

⁹Milton D. Harmelink and Jerry J. Hajek; "Highway Noise Control." Traffic Engineering Magazine, September, 1973, Page 48.

For new freeway construction, the California Department of Transportation (Caltrans) has outlined its basic criteria and policies in site location of sound barrier walls in Circular Letter 72-33 as follows:

Initial Construction. "Except for separate criteria stated for outside widening on existing freeways, erection of noise attenuating appurtenances should be considered in situations where all of the following conditions usually exist:

1. New freeway construction.
2. Development existing at time of route adoption, (Examples: dwellings, churches, schools, libraries, and hospitals.)
3. Ambient noise level is 65 dBA or less.
4. Depressed section is not feasible.
5. Anticipated noise radiation would be a problem (based on maximum noise level source of 86 dBA at 50 feet) if corrective measures are not taken.

"Purchase of additional right-of-way to provide a buffer zone may be considered when it is the most economical solution to a particular noise problem. Joint use of a buffer zone by compatible noise tolerant developments should be investigated."¹⁰

For existing roads, "Caltrans" is constructing sound barrier walls between freeways and adjacent schools as mandated by Section 216 of the California Highway Code.¹¹ Such a project has been undertaken at the Newcomb School

¹⁰State of California Department of Transportation, Project Development Design No. 173, Circular Letter 72-33, May 31, 1972, p.2.

¹¹Section 216 stipulates that if the noise level, after the freeway is completed, exceeds 51 dBA, the State is required to accomplish a reduction down to that level.

on the San Gabriel Freeway (605) at Wardlow Road. The sound barrier wall is scheduled to be completed in early 1975.

"Caltrans" has completed a sound barrier wall between the Long Beach Freeway and White Avenue in Long Beach, north of Long Beach Boulevard, the project resulted from the widening of the Freeway at that location. The reduction in distance between the roadway and adjacent homes in the west end caused the noise to increase to the level of 78 dBA. After the erection of the wall the noise decreased to 66 dBA, a total reduction of 12 dBA.

Prompted by the construction of the sound barrier wall between Long Beach Freeway and White Avenue, the City Planning Department conducted a field survey early in 1974. The project was included in the Citizen Participation Program of this element and was explained therein. The field survey and the numerical noise reduction clearly indicate the effectiveness of the sound barrier wall at that location.

Noise Reduction Measures at the Receiver

Of the three noise reduction approaches outlined above, sound reduction measures applied at the receiver are the least desirable. In cases where structural modifications are being applied, the actual noise reduction achieved is conditioned to having windows and doors closed. These acoustical modifications are less effective in Long Beach because the City enjoys a very favorable year-round climate and weather conditions which encourage outdoor living and activities and de-emphasize the need for artificially controlled environments.

In another section of this report, cost estimates of acoustical modifications for noise reduction clearly show the high cost of soundproofing. In addition to the disadvantages listed therein, soundproofing sometimes requires some structural modifications which can be very expensive also.

The three noise reduction measures discussed above afford both advantages and disadvantages. In most cases, application of one or two of the approaches explained will mitigate noise levels. In more serious cases, application of all three approaches may be the only solution. Noise control at the source is most desirable while soundproofing is less costly and more feasible during initial construction than acoustical modifications done to old structures.

Vehicular Noise Reduction Measures

As noted previously, limits on noise emission levels from individual surface vehicles are prescribed in the State Motor Vehicle Code and this preempts any local control legislation. The State requirements are directed to noise limits for new vehicles. The worst vehicle noise exposures come from older cars and trucks with poor muffling. In terms of controlling the sources of motor vehicle noise, some method of controlling the muffling condition, along with vehicle speed limits are the avenues available to the City.

Another potential source of local control of motor vehicle noise is enforcement of vehicle speed limits past noise sensitive areas. The relationship between vehicle speeds and noise levels on surface streets and freeways was shown in a previous section. From the data presented, it is seen that a speed increase from 35 to 50 mph may add 5 dBA to the noise exposure. Conversely, reducing speeds to 25 mph past noise sensitive areas could only reduce noise exposures by 8-10 dBA.

In the matter of controlling aircraft noise, the City has jurisdiction over ground maintenance activities where there should be a requirement for use of jet engine ground noise suppressors in those locations where there is noise intrusion into the community beyond established limits.

The City has exercised one avenue for controlling noise from aircraft overflights by limiting the hours of commercial operations at Long Beach Airport. This has the important effect of eliminating any heavily weighted night operations from the composite noise exposure. Beyond this measure, the City can work with the FAA Air Traffic Controllers and the airlines to possibly alter operations when a significant noise problem is identified.

Other surface transportation noise sources may be treated in much the same way, analytically, as motor vehicles. Trains and rapid transit systems will encounter similar routing and sound propagation considerations.

Potential For Noise Control Through Structural Modifications

This section will present an assessment of the costs of introducing noise reduction treatment into a variety of structures in areas subject to excessive noise exposure. Four major structural categories are considered:

- Single-Family residential
- Multiple-Family residential
- Office structures
- Educational facilities

Estimates for costs of structural treatment in multiple-family residential structures and office buildings were developed following an appraisal of noise reduction requirements in various noise exposure environments and the architectural and construction constraints imposed by these requirements.

It is appropriate to preface a discussion of noise control in residential structures by noting that there are costs other than economic, i.e., social costs, which must be considered when contemplating structural modifications in a high noise impact residential area. These social costs reflect the fact that structural noise control treatment will accomplish very little toward alleviating outdoor noise exposure conditions.

Three studies deemed pertinent to the determination of these costs will be considered. The first study was completed about seven years ago for NASA. This study estimated the costs of soundproofing existing single-family residences to be about one per cent of building cost per dB of additional noise reduction required up to about 10 dB additional NR. No discussion of spectral weighting, i.e., type of dB units, was provided. Storm windows were estimated so to be an additional two per cent of the basic costs. It was noted that additional noise reductions greater than 10 dB involved major structural changes and would cost more than one per cent per additional dB. For new homes, soundproofing would again cost about one per cent of basic cost per dB additional NR. The addition of central air-conditioning, where required, would add another ten per cent

to basic building cost, whereas a minimal air circulation system would cost approximately one per cent. Utilizing these estimates, an approximate cost of \$6,000 is required to provide an additional NR of 10 dB for a \$30,000 residence where air-conditioning is required.

The second study was performed for the Federal Housing Administration. Three major stages of soundproofing were discussed; 5-10 PNdB, 10-15 PNdB, and 15-20 PNdB additional NR figures. Modifications to achieve 5-10 PNdB additional NR include: storm windows with 1/4" panes, weatherstripping on all doors, and, in some cases installing new ceilings and caulking and sealing of any air gaps. The 10-15 PNdB modifications included installation of double windows, separate storm doors with heavy weatherstripping in addition to the other steps as noted above. The 15-20 PNdB modifications were extensive, including double windows, storm doors with weatherstripping or heavy solid core doors, installation of new ceilings or gypsum board on ceiling joists, and brick or concrete veneer on exterior walls as well as the usual caulking and sealing of any air gaps in the structure. Their costs were somewhat conservative: \$260-\$820 for the 5-10 PNdB group, \$1,600-\$2,400 for the 10-15 PNdB group, and \$3,000-\$4,500 for the 15-20 PNdB group, assuming a small residence of 1,000 square feet floor area. Costs of air-conditioning were extra; the costs estimated to be from \$0.50-\$0.60 per square foot of floor area for room units to \$1.20-\$1.60 per square foot for central air-conditioning installations where new duct work had to be installed.

The final study was performed for the Los Angeles Department of Airports. This report also considers three stages of soundproofing, with noise reductions expressed as reductions in the speech interference levels inside the

structure. The exact relationship between NR expressed in dBA units and NR expressed in dB (SIL)¹² units depends on the incident noise spectrum and the transmission loss characteristics of the structure. However, for transportation noise and typical residential construction, a working relationship is that NR in PNdB units = NR in SIL units, to a first approximation and with uncertainty of several dB. This report considered three stages of modifications: those that produced a minimum total of 25 dB (SIL) NR, 35 dB (SIL) NR, and 45 dB (SIL) or greater NR. For the first stage, windows and doors were modified and forced air ventilation installed if not already in the house. For the second stage, major changes to windows and doors were implemented as well as modification of beam ceilings in some cases. Stage 3 required modification of the external walls, ceilings, and floors, forced air ventilation and modification of windows and exterior doors. These modifications were actually carried out on a selected number of existing homes.

The average costs for these modifications were the following:

	<u>Average Cost</u> <u>Per House</u>	<u>Average Cost/Square Foot</u> <u>Floor Area</u>
Stage 1 (25 dB SIL)	\$ 3,210	\$ 2.10
Stage 2 (35 dB SIL)	4,820	3.15
Stage 3 (45 dB SIL)	12,500	8.20

¹²SIL-Speech Interference Level. This is the arithmetic average of the frequency octave bands centered at 500, 1000 and 2000 Hz. It is used as a single number measure of the difficulty in communicating in a noisy environment.

Noise reduction costs per house were compiled on the basis of a normalized 1,500-square foot residence. It should be noted that these costs are considerably higher than those estimated in the FHA report. For the most part, one might express more confidence in the estimates provided in the Los Angeles Department of Airports Study, since house modifications were carried out under this program and actual costs incurred were reported. However, an examination of the report reveals that, under certain of the Stage 1 residence modification programs, construction work beyond that required for noise control was performed. Thus, the average costs reported for these Stage 1 modifications are probably inflated. In a large-scale noise-proofing project, as noted in the report, it should be possible to reduce all the above costs by 10-20 per cent.

Very little work has been done to assess the costs involved in the soundproofing of apartments. Consequently, it was necessary to develop some estimates for these costs based on experience with noise control requirements. The greatest factor limiting structural noise reduction (for NR values up to about 35 dBA) is the combination of inadequate doors and windows. In some cases, wall construction will also limit NR, especially stucco construction with poor low frequency attenuation. For any area where from 35-40 dBA NR is required, it will be necessary to sound-treat exposed exterior walls. A final factor is the type of ventilation. Since doors and windows must be closed at all times if maximum NR values are to be achieved, at least a minimal ventilation system will be required. Any air intake for either this minimal system or for a more elaborate air-conditioning system should also be sound treated.

Extra costs to be added to normal new construction figures are estimated below, assuming that we wish to achieve from 35-40 dBA total NR:

- ° Acoustical window systems (double glazing or commercial system) \$4 per square foot
- ° Sound-retardant (non-sliding) doors \$150-200 per opening
- ° External wall treatment \$2 per square foot for for exposed exterior wall
- ° Air-conditioning inlet duct \$150 per square foot opening

Normal sliding glass doors, such as are often found in apartments, must be eliminated entirely or replaced by a double sliding glass door. The estimated cost of this is from \$250-\$300 per door.

Normal construction for modern multi-story office buildings will yield slightly better noise reduction figures than single or multi-family residential structures. Normal window construction will again, however, limit the maximum NR to between 25 and 30 dBA. Maximum NR can be increased to between 35 and 40 dBA by installation of a suitable commercial window system. Again, an estimate of the additional new construction costs is \$4.00 per square foot of external glass area. Other noise reduction steps may have to be taken in some instances (such as sound treatment of ventilation openings) with costs equivalent to those previously indicated. Depending upon the building size and configuration, including the extent to which the external portion of the building is glass, an estimate of the cost to be added to new construction figures is from \$1.25 to \$2.10 per square foot of floor space.

It is estimated that soundproofing can be provided for schoolrooms so that adequate speech communication can be

carried out in areas where external noise levels approach and in some cases, exceed 85 dBA. Soundproofing for these structures must be performed very carefully, however, since the ability to understand speech is quite important. Estimates indicate the costs of noise control to be an average of \$8,000 per treated room. These costs are for modification of existing structures. The costs of providing this amount of noise reduction in new structures will be less.

Updating the Noise Element

The Advanced Planning Division of the City Planning Department will prepare an annual report, to be completed by October 1st of each year. The report will update the Noise Element by stating progress which has taken place towards controlling and abating noise. The report will contain at least, the following:

- 1) Code enforcement actions which have taken place during the year.
- 2) Code revisions which have taken place during the year.
- 3) A list of Environmental Impact Reports containing noise related statements and the action taken.
- 4) The results of advocacy at all levels of government in terms of new laws, regulations, ordinances, or policies which were adopted during the year, and affect the City environment. The report will also contain, where applicable, proposals for changing the following:
 - a. Numerical noise standards.
 - b. Monitoring procedures
 - c. Any of the codes related to noise control.

- d. Noise enforcement procedures.
- e. Environmental Impact Studies.
- f. Advocacy programs.
- g. Specific action program.
- h. Other relevant policies

APPENDIX A

Noise Element Guidelines

State guidelines for the preparation of General Plan Noise Elements are presented below, verbatim:

1. AUTHORITY

Government Code Section 65302(g) requires a noise element of all city and county general plans, as follows:

A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

- (1) Highways and freeways
- (2) Ground rapid transit systems
- (3) Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude to noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 db(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 db(A).

Council on Intergovernmental Relations: Guidelines for Local General Plans. Sacramento, California, State of California, September 20, 1973, pp. IV, 29, 30, 31, and 32.

Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.

The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information that was used in the development of such levels.

2. THE SCOPE AND NATURE OF THE NOISE ELEMENT

- A. A statement of general policy indicating the local jurisdiction's general intentions regarding noise and noise sources in the community.
- B. Desired maximum noise levels by land use categories.
- C. Standards and criteria for noise emissions from transportation facilities. (It should be noted that control of some noise sources has been pre-empted by State and Federal governments).
- D. Standards and criteria for compatible noise levels for local 'fixed-point' noise sources.
- E. Guide to implementation.
- F. Appendix describing methodology of preparation and sources of data.

3. METHODOLOGY

- A. Preliminary identification of problem noise areas.
- B. Collect data on existing and proposed transportation noise sources. Such transportation noise data is to be provided by the agency constructing and operating the facilities. Such data may be expressed in the

acoustical scale recommended in Section 65302(g), or any professionally acceptable acoustical scale used consistently throughout the preparation of the noise element.

- C. Collect data on general noise levels throughout the community related to types of use. In collecting data, the differences among kinds of noises should be recognized. The impact of noise on the individual varies with its frequency, pitch, duration and cyclic consistency; the presence of masking noises in the environment; and the sound's familiarity.
- D. Review information from published sources regarding effects of noise on people's activities, health and well being.
- E. Establish committees or other procedures for developing citizen input and awareness of problems, issues and opportunities.
- F. Survey noise control regulations from other jurisdictions giving special attention to regulations from jurisdictions with characteristics similar to the local community.
- G. Formulate general policy statements responsive to local issues and problems.
- H. Prepare standards and criteria relating noise levels to types of use and environmental factors.
- I. Set measureable goals for the reduction of noise in problem areas.

4. DEFINITION OF TERMS

Sound intensity: A measure of the loudness of sound.

Noise contour: A line on passing through points where the same sound intensity level prevails. Contours form bands of varying width emanating from a noise source.

Decibel: A unit for measuring the relative loudness of sounds detectable by the human ear.

5. RELATIONSHIP OF THE NOISE ELEMENT

A. To other elements:

The noise element is related most clearly to the circulation, land use and housing elements, since it provides noise level standards related to the compatibility of land use, of which residential use will be a highly important component. Noise level standards thus can be the decisive factor in locating transportation facilities (or their design) in relation to existing or planned land use. Consideration should be given to the adverse effects of noise on activities taking place both in the out-of-doors and in structures not insulated against sound. The noise element is also closely related to the open space element since noise can adversely affect the enjoyment of quiet pursuits in open space. Conversely, open space can be employed to buffer noise sources from sensitive uses through distance and extensive tree planting.

B. To environmental impact questions:

Social: Excessive noise is socially disruptive, and may be physically and psychologically damaging.

Economic: Excessive noise adversely affects property values and levels of productivity. In the past the costs of excessive noise from transportation facilities have been passed on to those in the vicinity rather than being borne by the producer of the noise.

C. To other agencies:

The law requires state, local or private agencies responsible for the construction and maintenance of major transportation facilities, provide present and projected noise levels for their facilities. This includes (but is not limited to):

- State Department of Transportation
- Regional Transit Authorities
- Local Public Works Departments
- Rapid Transit Districts
- Airport Ground Facilities
- Private Air Carriers
- Private Freight Carriers
- Railroad Companies.

6. IMPLEMENTATION

A. Noise ordinances and regulations. The zoning ordinance may be utilized since it can vary levels of permissible noise by zoning district-relating noise level to type of use and situation.

- B. Maintain liaison with transportation agencies regarding reduction in noise from existing facilities and control of noise through design and location and new facilities.
- C. Revise other elements of general plan as appropriate to give recognition to noise level/land use relationships and other relevant matters. Revise circulation element to divert through traffic from residential streets.
- D. Revise building code to reduce noise transmission in or from building and provide for additional sound insulating in high noise areas.
- E. Liaison with health departments in the preparation of standards and ordinances and for assistance in on-site measurements of noise level.
- F. Construct sound barriers, particularly surrounding noise intolerant areas such as between residential areas and freeways.

NOISE REDUCTION SURVEY - PERCENTAGES

- A noise barrier between your neighborhood and the Long Beach Freeway has just been erected by the State Department of Transportation. Your answers to the following questions will help the City measure the effectiveness of the barrier.

■ Length of residence? _____ years. Age bracket? Less than 21 years 21-29 yrs. 8%
30-39 yrs. 8% 40-49 yrs. 20% More than 50 yrs. 66%

- Would you please indicate how the freeway noise prior to construction of the sound barrier affected your life style? (Please choose as many of the following that pertain to your situation.)

Interfered with speech	<input type="checkbox"/> 29%	Interfered with relaxation	<input type="checkbox"/> 52%
Made sleeping difficult	<input type="checkbox"/> 60%	Interfered with television, etc.	<input type="checkbox"/> 45%
Interfered with sense of privacy	<input type="checkbox"/> 29%	Curtailed outdoor enjoyment	<input type="checkbox"/> 45%
Made tense, irritable	<input type="checkbox"/> 25%	No adverse effect	<input type="checkbox"/> 25%
Other (Please explain)	_____		

- If adversely affected by the noise: Was the noise worse during the night or day hours? Night 32% Day 16% No Difference 41%

- During which season or seasons were you disturbed the most? (Please choose as many of the following that pertain to your situation.)

Winter 8% Spring 29% Summer 50% Fall 20% No Difference 45%

- Did any special weather conditions make the noise more noticeable? Yes No
16% 32%

- Were you disturbed more by:

Low, roaring sounds 66% High, screeching sounds 16% No Difference 12%

- What measures, if any, did you take to reduce freeway noise interference prior to the erection of the sound barrier? (Please choose as many of the following that pertain to your situation?)

Complained to government agencies	<input type="checkbox"/> 8%	Keep windows closed	<input type="checkbox"/> 79%
Soundproofed home	<input type="checkbox"/>	Stayed indoors most of the time	<input type="checkbox"/> 41%
Air conditioned home	<input type="checkbox"/> 29%	Other (please explain)	_____
None	<input type="checkbox"/> 16%		

- If complained to government agencies, which one or ones did you contact?

- Have you noticed any reduction in freeway noise after the completion of the sound barrier? Yes 87% No 12%

- If yes, would you indicate what effect the reduction of noise has had in/on your home life style?

Sleep better	<input type="checkbox"/> 58%	Enjoy television more	<input type="checkbox"/> 32%
Speech is easier	<input type="checkbox"/> 29%	Keep air conditioner off, windows open	<input type="checkbox"/> 29%
More relaxed	<input type="checkbox"/> 41%	Enjoy outdoors more	<input type="checkbox"/> 50%
More sense of privacy	<input type="checkbox"/> 32%	Other (please explain)	_____
None	<input type="checkbox"/> 12%		

- Which type of noise from vehicles disturbs you the most?

Tire tread noise	<input type="checkbox"/> 70%	Blowing horns	<input type="checkbox"/> 8%
Exhaust noise from vehicle mufflers	<input type="checkbox"/> 50%	Other, (please explain)	_____

- Which type of vehicle disturbs you the most? Motorcycle 25% Bus 4%
Automobile 16% Diesel Truck 87% Emergency 16%

- What other noises if any, still continue to annoy you at the present time?

TABLE 13
NOISE BARRIER WALL SURVEY RESPONSES
(Before Construction)

Question and Multiple Choices	Yes	No	Comments
1. Does Any Special Weather Condition Make the Noise More Noticeable?	4	9	11-Not Noticed
2. Did You Take Any Measures to Reduce or Eliminate Noise?			
a) Complained to Government Agency	2	22	
b) Soundproofed Home	--	--	
c) Air-Conditioned Home	7	17	
d) Kept Windows Closed	19	5	
e) Stayed Indoors	10	14	
(After Construction)			
1. Have You Noted Any Reduction in Noise Since the Sound Barrier Completion?	21	3	See Figure 27
2. If Yes, What Effect has the Noise Reduction had on your Home Lifestyle?(1)			
a) Speech is Easier	7		
b) Sleep is Better	14		
c) More Sense of Privacy	9		
d) More Relaxed	10		
e) More Enjoyment of Television	9		
f) Keep Air-Conditioner Off, Windows Open	7		
g) More Outdoors Enjoyment	12		

(1) This distribution does not total twenty-four because several respondents either chose not to check all the multiple choices offered or checked more than one choice.

Source: Long Beach City Planning Department, Research at Long Beach Freeway and Long Beach Boulevard, February 1974.

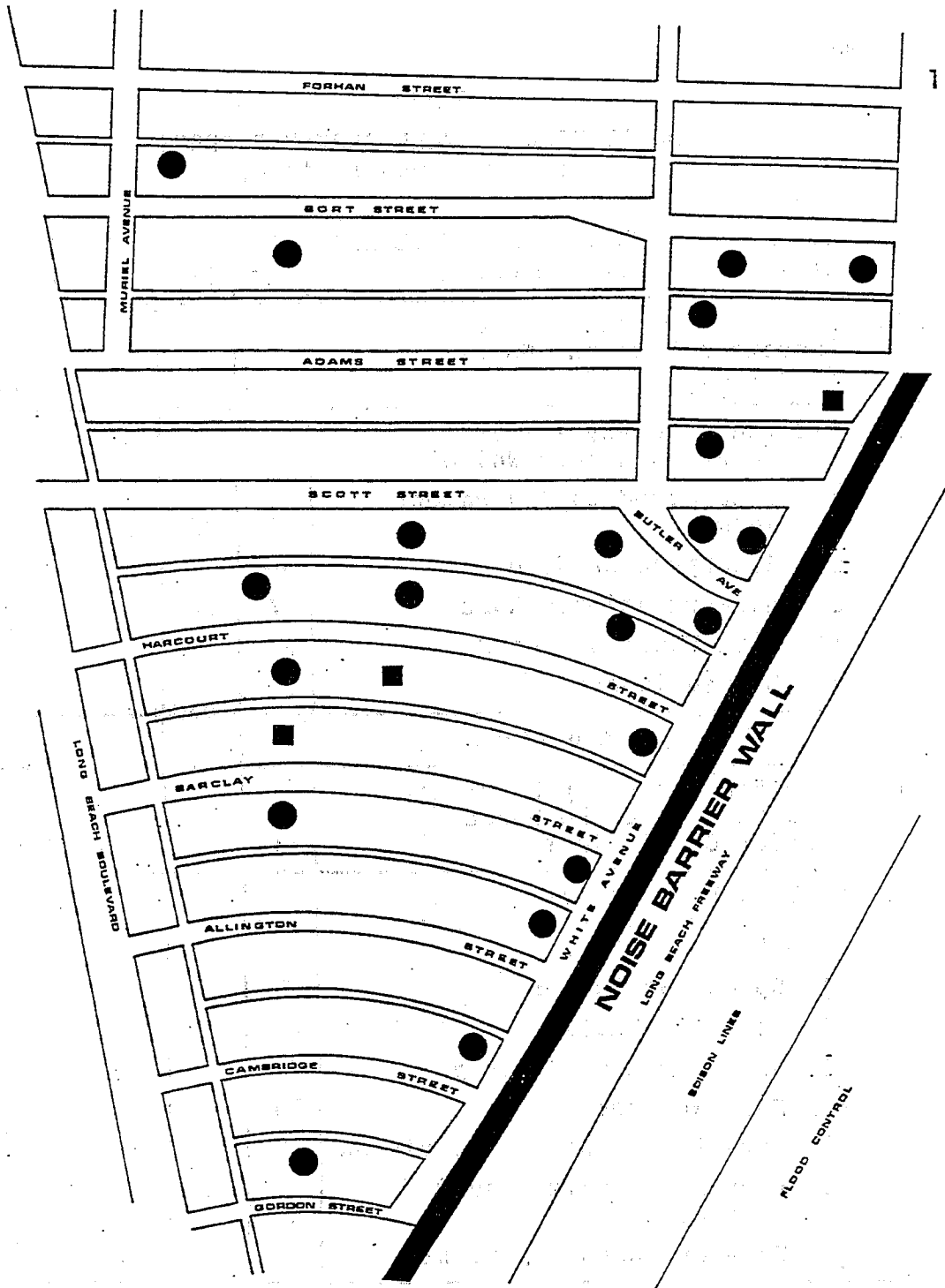


FIGURE 27

LEGEND
AFFECTED ●
UNAFFECTED ■

NOISE BARRIER WALL SURVEY

Source: Long Beach Planning Department Staff field research, February 1974.

TABLE 14

NOISE BARRIER WALL SURVEY
(Comparison of 24 Responses¹ Before and After Sound Barrier Erection)

Question and Multiple Choices	Before		After		Other Explanation
	Yes	No	Yes	No	
1. How Does Freeway Noise Affect You?					
A. Interfered with Speech?	7		7		
B. Made Sleeping Difficult?	17		14		
C. Interfered with Sense of Privacy?	7		9		
D. Made Tense, Irritable?	6		10		
E. Interfered with Relaxation?	13		10		
F. Interfered with Television?	11		9		
G. Curtailed Outdoor Enjoyment?	11		12		
H. No Adverse Effect?	6		21		No Response (3)
I. Keep Air Conditioner Off, Windows Open?		14	7		No Response (3)
2. Which Vehicle Type Noise Disturbs You Most?					
A. Tire Tread?	17		1		
B. Exhaust from Mufflers?	12		1		
C. Blowing Horns?	2		1		
D. Automobile?	4				
E. Diesel Truck?	21		3		
F. Motorcycle?	6		1		
G. Emergency Vehicle?	4				
H. Bus?	1				
3. Considered Moving Due to Noise?	9	11	4	9	N/A=5

(1) This distribution does not total twenty-four because several respondents either chose not to check all the multiple choices offered or checked more than one choice.

Source: Long Beach City Planning Department, Research at Long Beach Freeway and Long Beach Boulevard, February 1974.

TABLE 15
NOISE BARRIER WALL SURVEY
(Sensitivity to Types of Noise)

Question and Multiple Choices	Responses
5. What Type of Noise Disturbs You Most?	
A. Low Roaring Sounds	16
B. High Screeching Sounds	4
C. No Difference	4

Source: Long Beach City Planning Department, Research
at Long Beach Freeway and Long Beach Boulevard, February 1974.

APPENDIX C
TABLE 16

PUBLIC OPINION SURVEY RELATED QUESTIONS AND RESPONSES

Q.23- WHAT DO YOU THINK THE MOST PRESSING ENVIRONMENTAL PROBLEMS FACING THE CITY OF LONG BEACH ARE?

BASE = TOTAL SAMPLE	A G E				I N C O M E				O W N / R E N T H O M E		R A C E		
	UNDER 30	30-59	60 & OVER	LESS THAN 7,500	7,500 TO 15,000	15,000 OVER	OWN	RENT	CAUCASIAN	BLACK	MEXICAN AMER.	CHIEF	
	TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
SPCC	60.7	15.2	2.71	16.6	17.6	20.6	18.7	41.2	18.9	5.35	3.9	1.5	13
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
OCEAN POLLUTION	21.4	6.4	10.4	4.6	4.0	7.3	8.6	15.2	6.2	1.89	1.1	9	5
	35.5	39.3	39.4	27.7	27.3	35.4	46.0	36.9	32.8	35.3	28.2	60.0	38.5
OVERPOPULATION	5.5	3.1	2.2	6	9	2.2	2.6	3.9	2.0	5.4	3	1	1
	9.8	19.0	8.1	3.6	5.1	10.7	11.9	9.5	10.6	10.1	7.7	6.7	7.7
CRIME	3.4	6	1.7	1.1	1.2	9	1.1	2.4	10	2.4	6	2	2
	5.6	3.7	6.3	6.6	6.8	4.4	5.9	5.8	5.3	4.5	15.4	13.3	15.4
DETERIORATION OF DOWNTOWN	3.4	4	1.7	1.2	1.2	1.1	1.0	2.6	8	3.2	2	2	2
	5.6	2.5	6.3	7.2	6.8	5.3	5.3	6.3	4.2	6.0	5.1	13.3	15.4
OVER BUILDING	3.3	1.2	1.5	6	9	1.3	1.1	2.2	1.1	1.2	1	1	1
	5.5	7.4	5.5	3.6	5.1	6.3	5.9	5.3	5.8	6.0	2.6	2.6	2.6
TOO MANY VEHICLES	3.2	1.1	2	1.2	1.0	0	1.3	2.2	1.0	3.1	2	1	1
	5.3	6.7	3.3	7.2	5.7	3.9	7.0	5.3	5.3	5.8	5.1	7.7	7.7
ALL REFINERIES	2.9	7	1.8	4	2	9	1.6	2.4	5	2.7	1	1	1
	4.8	4.3	6.6	2.4	1.1	4.4	8.6	5.8	2.6	5.0	2.6	7.7	7.7
NOISE POLLUTION	1.6	6	5	1	3	4	8	1.1	5	1.4	2	1	1
	2.7	3.7	3.3	6.6	1.7	1.9	4.3	2.7	2.6	2.6	5.1	2.6	2.6
STREET LITTERING	1.6	4	4	8	7	7	4	10	6	1.4	1	1	1
	2.7	2.5	1.5	4.8	1.7	3.4	2.1	2.4	3.2	2.6	2.6	7.7	7.7
DIRTY BEACHES	1.6	7	5	4	5	4	6	1.2	4	1.6	1	1	1
	2.7	4.3	1.9	2.4	2.0	1.9	3.2	2.9	2.1	3.0	2.6	2.6	2.6
OFF SHORE DRILLING	1.3	5	5	3	4	4	6	9	4	1.2	1	1	1
	2.2	3.1	1.9	1.8	1.1	1.5	3.2	2.2	2.1	2.2	2.6	2.6	2.6
LACK OF GREEN AREAS/ OPEN SPACES	1.3	4	5	4	4	4	4	1.1	2	1.2	1	1	1
	2.2	2.5	1.8	2.4	2.3	1.9	2.1	2.7	1.1	2.2	2.6	2.6	2.6
PUBLIC TRANSPORTATION LACK	1.1	4	2	5	3	6	2	7	4	1.0	1	1	1
	1.8	2.5	1.7	3.0	1.7	2.9	1.1	1.7	2.1	1.9	2.6	2.6	2.6

APPENDIX C - Cont.

C.271- REGULATIONS TO REDUCE NOISE AND INTERFERENCE IN LONG BEACH

CASE = TOTAL SAMPLE	A G E				I N C O M E				O W N / R E N T H O M E		R A C E					
	U N D E R		O V E R		L E S S T H A N		O V E R				C A U C A S I A N		M E X I C A N		O T H E R	
	30	30-59	60-69	OVER 70	7,500	15,000	15,000	OVER 15,000	OWN	RENT	BLACK	MEXICAN	AMER.	OTHER		
602	163	271	166	176	206	107	107	412	189	535	39	15	13			
100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0			
245	62	102	84	50	67	77	77	165	84	222	16	7	4			
41.4	38.0	37.6	50.6	51.1	32.5	41.2	41.2	40.0	44.4	41.5	41.0	46.7	30.8			
202	49	106	46	40	80	73	73	146	55	184	10	4	4			
33.6	30.1	39.1	27.7	22.7	33.8	39.0	39.0	35.4	29.1	34.4	25.6	26.7	30.8			
100	38	44	26	31	46	25	25	76	32	93	9	2	4			
17.9	23.3	16.2	15.7	17.6	22.3	13.4	13.4	18.4	16.9	17.4	23.1	13.3	30.8			
29	11	12	6	11	9	9	9	15	14	24	2	2	1			
4.8	6.7	4.4	3.6	6.3	4.4	4.8	4.8	3.6	7.4	4.5	5.1	13.3	7.7			
14	2	7	4	4	4	3	3	10	4	12	2	2	1			
2.3	1.8	2.6	2.4	2.3	1.9	1.6	1.6	2.4	2.1	2.2	5.1	5.1	2			
1.86	1.99	1.87	1.72	1.78	1.99	1.82	1.82	1.85	1.87	1.85	1.92	1.93	2.15			
588	160	264	162	172	202	184	184	402	185	523	37	15	13			

APPENDIX C - Cont.

APPENDIX C
TABLE 16

PUBLIC OPINION SURVEY RELATED QUESTIONS AND RESPONSES

Q.23- WHAT DO YOU THINK THE MOST PRESSING ENVIRONMENTAL PROBLEMS FACING THE CITY OF LONG BEACH ARE?

	A G E				I N C O M E				O W N / R E N T H O M E		R A C I A L							
	U N D E R 30		30-59		60 & O V E R		L E S S T H A N 7,500		7,500 T O 15,000		O V E R 15,000		O W N	R E N T	C A U C A S I A N	B L A C K	H E X I C A N	O T H E R
	TOTAL	30	30-59	60 & O V E R	LESS THAN 7,500	7,500 TO 15,000	OVER 15,000	OWN	RENT	CAUCA SIAN	BLACK	MEXICAN	OTHER					
ENERGY CRISIS	10	3	3	4	2	4	3	9	1	0	1	1	6.7	6.7	7.7			
CRIMINAL/SLEW AREAS	10	4	4	2	3	2	5	6	3	0	1	1						
PURCHASING INFLUX	7	1	4	2	3	1	3	5	2	7								
AIRPORT NOISE	5	3	3	2	1	1	2	4	1	5								
POWER PLANTS	5	1	4	1	1	2	2	4	1	5								
INDIVIDUAL PROPERTY	4	2	2	1	1	1	3	3	1	4								
MISCELLANEOUS	111	20	44	46	40	35	19	71	40	93	12	12	13.3	13.3	30.8	30.8	30.8	

APPENDIX C - Cont.

V.277- REGULATIONS TO REDUCE NOISE ARE NEEDED IN LONG BEACH

	G E O G R A P H I C A R E A				L E N G T H O F R E S I D E N C I				A N T I C I P A T E D L E A G H I N I N R E S I D E N C E			
	N O R T H		S O U T H		L E S S T H A N 2 Y R		6 - 20 Y E A R S		L E S S T H A N 2 Y R		A N T I - C I P A T E M O V I N G	
	W E S T	E A S T	W E S T	E A S T	2 Y R	3 - 5 Y E A R S	6 - 20 Y E A R S	20	2 Y R	3 - 10 Y E A R S	100.0	100.0
FAST = TOTAL SAMPLE	602	129	174	101	87	74	205	234	97	99	398	
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
STRONGLY AGREE -1-	249	49	77	36	34	31	87	95	91	43	159	
	41.4	36.0	44.3	35.6	39.1	41.9	42.4	40.6	97.3	43.4	39.9	
LIKE TO AGREE -2-	202	49	54	40	31	22	72	77	31	29	141	
	33.6	38.0	31.0	39.6	35.6	29.7	35.1	32.9	32.0	29.3	35.4	
LIKE TO DISAGREE -3-	108	21	31	19	17	14	33	44	21	20	67	
	17.9	16.3	17.8	18.8	19.5	10.9	16.1	18.8	21.6	20.2	16.8	
STRONGLY DISAGREE -4-	29	7	9	5	3	6	9	11	2	7	20	
	4.8	5.4	5.2	5.0	3.4	8.1	4.4	4.7	2.1	7.1	5.0	
DON'T KNOW/REFUSED	14	3	3	1	2	1	4	7	2	11	2.8	
	2.3	2.3	1.7	1.0	2.3	1.4	2.0	3.0	2.1	2.8	2.8	
MEAN	1.06	1.09	1.07	1.04	1.07	1.03	1.02	1.07	1.03	1.01	1.07	
BASE	588	126	171	100	85	73	201	227	95	99	307	

APPENDIX C - Cont.

APPENDIX D

Proposed Noise Legislation

Policy Guidelines

The City of Long Beach wishes to limit the intrusion of noise into human activities in the community. Protecting the health and welfare of residents, workers and visitors with respect to high level noise exposures in the City is, of course, a high priority issue.

Beyond this, the amenities of maintaining relatively quiet neighborhoods within the City have a wide appeal. Unfortunately, many communities have, in the past, subverted rational objectives of some vested interests in an attempt to achieve a maximum degree of noise control. This has brought about conflict between legitimate noise producing interests and those advocating immediate adoption of restrictive noise criteria. As a result, some form of transitional policy should be articulated as a bridge to longer range noise control regulations.

The concept of such transitional noise control policies embodies a phased reduction of noise source characteristics within the limits of available technology and rational economic constraints. Virtually all noise producing activities in the City represent examples of the need for a transitional program for noise control. Roadways, industry and commercial activities have developed and expanded in Long Beach to the point that extensive land areas are currently subject to undesirable noise exposures. Adoption of contemporary guidelines for noise environments applicable to new

construction and redevelopment shows an immediate and clear conflict in this area. Accordingly, it is recommended that the City adopt noise control legislation which attempts to reconcile the requirements for a noise environment acceptable to the general population and the need to maintain the economic stability of Long Beach.

Preparation of legislative guidelines for the identification and control of noise in communities has emerged as a high priority item as a result of expanding mechanization in contemporary society. Historically, noise intrusion has been covered by legislation in the areas of "disturbing the peace" or "public nuisance." Neither of these categories has proved to be particularly useful in controlling the increase in noise levels in municipalities in the United States. In reviewing the lack of success in arresting the increase in noise intrusion in urban areas, it appears that the implementation and enforcement phases of noise control legislation are the weak links in the process. Accordingly, increased effort should be devoted to these functions in the course of drafting meaningful legislation.

It is possible to set approximate limits of acceptability on noise in the community. Experience with the tolerance limits for noise for a variety of land uses and contextual conditions has led to the identification of desirable criteria in this area. However, it is important to note that any such criteria must also be implemented and enforced if they are to be effective. In order to be implemented, they must be acceptable to a variety of special interest groups. In order to be enforced, the legislation must be based on accurate technical data which will be supportable in the courts.

The most effective approach to establishing regulatory limits on noise is to separate land use noise criteria from limits

on noise emission from manufactured products. The concept of noise criteria for land use, i.e., residential, commercial or industrial, has proved more effective than attempting to zone an urban area for noise.

Most noise producing manufactured products are inherently portable and may best be regulated by setting limits on the noise output of the device as manufactured. Such regulation by the Federal government is an immediate possibility. Local legislation should employ compatible criteria where in terms of acceptable noise levels for the wide range of land uses extant in the community.

For those land development or redevelopment projects requiring Federal financing, at least two specific guidelines have been formulated. First, the U. S. Department of Housing and Urban Development has issued noise standards for projects involving DHUD funds. A second Federal control is imposed by the Federal Highway Act of 1970 which requires compatibility between highways and different land uses. In addition to these specific standards, the National Environmental Policy Act requires the preparation of environmental impact statements on proposals for legislation and Federal projects affecting the quality of the human environment.

As noted previously, there is a useful distinction to be drawn between land use noise criteria and limits on noise emission from manufactured products. The Federal Noise Control Act of 1972 defines noise standards for equipment manufactured after 1 July 1973. Any ordinance governing equipment noise which may be adopted by the City should be in agreement with these proposed Federal Standards. Recognizing the practical time limitations associated with the promulgation of a noise ordinance level at the local level, some interim

model ordinance for noise abatement and control is presented in the following section.

The ordinance is intended to provide a framework for local governments to develop their own noise abatement and control programs.

The ordinance is divided into several sections, including definitions, standards, enforcement, and penalties. The definitions section provides a clear and concise definition of noise, which is defined as any sound that is excessive, annoying, or disruptive to the community. The standards section sets forth the maximum allowable noise levels for various types of activities, including residential, commercial, and industrial. The enforcement section outlines the procedures for enforcing the ordinance, including the role of the local health department and the process for issuing citations and fines. The penalties section specifies the fines and other consequences for violating the ordinance.

The ordinance also includes provisions for noise abatement and control programs. These provisions require local governments to develop and implement noise abatement and control programs for residential, commercial, and industrial areas. The programs should include measures such as noise mapping, noise monitoring, and noise reduction measures. The ordinance also provides for the establishment of a noise abatement and control fund, which can be used to provide financial assistance to residents who are affected by noise.

The ordinance is intended to provide a comprehensive framework for local governments to develop their own noise abatement and control programs. It is designed to be flexible and adaptable to the needs of different communities. The ordinance is intended to provide a clear and concise framework for local governments to develop their own noise abatement and control programs.

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APPENDIX E

Proposed Model Noise Ordinance

The model noise ordinance prepared by the Quiet City Committee, Los Angeles County Division of the League of California Cities is presented below, verbatim.

Sec. 100.00 Declaration of Policy

This section should contain a declared intent to achieve a noise environment conducive to residential and recreational activities in accordance with the regulatory powers of the City. While the health and welfare of the community should form a basis for the legislation, existing industrial and commercial interests must be considered concurrently.

Sec. 100.01 Definition of Legal and Technical Terminology

(a) Ambient Noise. "Ambient noise" is the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far. For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of at least 15 minutes without inclusion of noise from occasional or occasional and transient sources, at the location and time of day near that at which a comparison is to be made.

(b) Decibel, (dB) shall mean a unit of level which denotes the ratio between two (2) quantities which are proportional to pressure; the number of decibels corresponding to the ratio of two (2) pressures is twenty (20) times the logarithm to the base (10) of this ratio.

(c) Emergency Work. "Emergency Work" shall mean work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger or work by private or public utilities when restoring utility service.

(d) Motor Vehicles. "Motor vehicles" shall include, but not be limited to, automobiles, trucks, motorcycles, minibikes and go-carts.

(e) Person. "Person" shall mean a person, firm, association, co-partnership, joint venture, corporation, or any entity, private or public in nature.

(f) Octave Band Noise Analyzer. "Octave band noise analyzer" shall mean an instrument for measurement of sound levels in octave frequency bands which satisfies the pertinent requirements for Class II Octave Band Analyzers of the American National Standard Specifications for Octave, Half-Octave, and Third-Octave Band Filters, S1.11-1966 or the most recent revision thereof.

- (g) Commercial Purpose. "Commercial Purpose" shall mean and include the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition, or event, or for the purpose of demonstrating such sound equipment.
- (h) Noncommercial Purpose. "Noncommercial purpose" shall mean the use, operation, or maintenance of any sound equipment for other than a "commercial purpose." "Non-commercial purpose" shall mean and include, but shall not be limited to, philanthropic, political, patriotic, and charitable purposes.
- (i) Sound Amplifying Equipment. "Sound amplifying equipment" shall mean any machine or device for the amplification of the human voice, music or any other sound, but shall not include:
1. Automobile radios, stereo players or television receivers when used and heard only by the occupants of the vehicle in which the same is installed.
 2. Radio, stereo, phonograph and television receiving sets used in any house or apartment within any residential zone or within 500 feet thereof;

3. Warning devices on emergency vehicles;
4. Horns or other warning devices authorized by law on any vehicle when used for traffic purposes.

(j) Sound Level. "Sound Level" (noise level), in decibels (dB) is the sound measured with the "A" weighting and slow response by a sound level meter, except for impulsive or rapidly varying sounds, the fast response shall be used.

(k) Sound Level Meter. "Sound level meter" shall mean an instrument including a microphone, an amplifier, an output meter, and "A" frequency weighting network for the measurement of sound levels which satisfies the pertinent requirements for Type S2A meters in American Standard Specifications for sound level meters S1.4-1971 or the most recent revision thereof.

(l) Sound Truck. "Sound truck" shall mean any motor vehicle, or any other vehicle regardless of motive power, whether in motion or stationary, which carries, is equipped with, or which has mounted thereon, or attached thereto any sound amplifying equipment.

(m) Supplementary Definitions of Technical Terms
Definitions of technical terms not defined herein shall be obtained from American Standard Acoustical Terminology S1-1-1971 or any revised version thereof.

Sec. 100.02 Specifications for Conducting Sound Measurements.

(a) Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the "A" weighting and response as indicated in Sec. 100.01 (j) of this article.

(b) Where the sound alleged to be offending is of a type of character set forth below, the following values shall be added to the sound level measurement of the offending noise.

1. Except for noise emanating from any electrical transformer or gas metering and pressure control equipment existing and installed prior to the effective date of this ordinance, any steady tone with audible fundamental or overtones above 200 Hz. +5
2. Repeated impulsive noise. +5
3. Noise occurring more than 5 but less than 15 minutes per hour. -5
4. Noise occurring more than 1 but less than 5 minutes per hour. -10
5. Noise occurring less than 1 minute per hour. -20

(c) For those cases where an objectionable noise is clearly audible, but where the level of ambient noise does not permit direct quantitative sound level "A" measurements of the objectionable noise, sound measurements may be performed utilizing an

Octave Band Sound Analyzer to determine sound level "A" limits as indicated in the table below. This table is used to convert the sound pressure level meter readings in dB for each band to SPL in dB (A) for each band.

OCTAVE BAND NOISE VALUES CORRESPONDING
TO SOUND LEVEL "A" VALUES

Sound Level "A"	Octave Band Sound Pressure Level, dB re .0002 dyne/cm ²								
	Octave Band Center Frequency in Hz								
	31.5	63	125	250	500	1000	2000	4000	8000
35	58	50	42	35	32	29	26	23	20
40	61	54	46	40	37	34	31	28	25
45	64	58	51	45	42	39	36	33	30
50	67	61	55	50	47	44	41	38	35
55	70	65	60	55	52	49	46	43	40
60	73	68	64	60	57	54	51	48	45
65	76	72	68	65	62	59	56	53	50
70	79	76	73	70	67	64	61	58	55
75	84	81	78	75	72	69	66	63	60

Sec. 100.03 Reference Ambient Noise Level

Where the ambient noise level is less than designated in this section the respective presumed ambient noise level in this section shall be deemed to be the minimum ambient noise level for purposes of this chapter.

At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.

Sec. 100.04 Violations: Misdemeanors.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof, shall be fined in an amount not exceeding _____ or be imprisoned in the City or County Jail for a period not exceeding _____, or by both such fine and imprisonment.

Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

Sec. 100.05 Violations: Additional Remedies.

As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provision of this chapter, which operation or maintenance cause discomfort or annoyance to reasonable persons of normal sensitiveness or which endangers the comfort, repose, health, or peace of residents in the area, shall be deemed and is declared to be, a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction.

Sec. 100.06. Severability of Ordinance Provisions

If any provision, clause, sentence, or paragraph of this chapter or the application thereof to any person or circumstances, shall be held invalid, such invalidity shall not effect the other provisions or applications of the provisions of this chapter which can be given without the invalid provisions or application and, to this end, the provisions of this chapter are hereby declared to be severable.

SPECIFIC NOISE SOURCES

Sec. 101.01 Radios, Television Sets, and Similar Devices

(a) It shall be unlawful for any person within any residential zone of the City or within 500 feet thereof, to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound, between the hours of 10:00 p.m. of one day and 7:00 a.m. of the following day in such a manner as to disturb the peace, quiet, and comfort of neighboring residents or any reasonable person of normal sensitiveness residing in the area.

(b) Any noise level exceeding the ambient base level at the property line of any property or, if a condominium or apartment house, within any adjoining apartment, by more than five (5) decibels shall be a violation of the provisions of this section.

Sec. 101.02 Air Conditioning, Refrigeration, Heating Pumping, Filtering Equipment

(a) It shall be unlawful for any person, within any residential zone of the City, or within 500 feet thereof, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure, or to operate any pumping, filtering or heating equipment for any pool or reservoir in such a manner as to create any noise which could cause the noise level at the property line of any residential property or if a condominium or apartment house, within any adjoining apartment to exceed the ambient noise level by more than five (5) decibels.

(b) The noise level created by equipment installed prior to the effective date of this ordinance may exceed the presumed ambient noise levels by eight (8) decibels for a period not exceeding two years from the effective date of this ordinance.

(c) This section shall not be applicable to emergency work, as defined in Sec. 100.01 (c) of this chapter, or to periodic maintenance or testing of such equipment reasonably necessary to maintain such equipment in good working order.

Sec. 101.03. Construction Noise

(a) Between the hours of 9:00 p.m. and 7:00 a.m. of the following day, noise due to construction or repair work of any kind upon, or excavation for any building or structure shall be regulated or prohibited as provided by Sections of this code.

(b) Between 7:00 p.m. and 9:00 a.m. of any day, in any residence of the City or within 500 feet thereof, no person shall perform any construction or repair work on any building or structure, or perform any excavation work, which work entails the use of any power driven hoist, scraper or shovel, pneumatic hammer, pile driver or other construction type device in such manner that the noise created thereby is loud, unnecessary and unusual and substantially exceeds the noise customarily and necessarily exceeds the noise customarily and necessarily attendant to the reasonable and efficient performance of such work.

Sec. 101.04 Other Machinery, Equipment, Devices

Except as to the equipment and operations specifically mentioned and regulated elsewhere in this chapter, and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by state or federal regulations, no person shall operate or cause to be operated any machinery, equipment or other mechanical or electrical device in such manner as to create any noise which would cause the noise level at the property line, of any occupied residential property, or if a condominium or apartment house, within any adjoining apartment to exceed the ambient noise level by more than five (5) decibels.

Transitional Policies for Noise Legislation

The immediate adoption of rigorous noise limits within the City, via a Community Noise Ordinance, will place numerous commercial and industrial activities in a position of being in violation of the statute. Compliance with a restrictive ordinance would place these businesses in an untenable economic posture. In order to arrive at a rational position on this issue, the City should recognize the inherent conflicts and develop policies which would reduce noise levels but would allow this to be done within the technological and economic constraints imposed upon any particular operation.

It is apparent that any such policies must be flexible and subject to individual interpretations. Some possibilities for accomplishing these objectives are outlined below.

- ° Any control the City has in the form of land use permits or leases may carry a stipulation for noise control modifications as a requisite for renewal.

- ° The normal longevity of industrial or commercial structures may be determined to establish a time requirement for construction of new noise controlled structures. This would allow the original capital investment to be amortized over the expected life of the building(s) and not place a disproportionate economic burden on the business.
- ° Noise reduction requirements should be keyed to technological innovations applicable to each land use. As new noise control procedures become available, acceptable noise limits could be reduced.
- ° The optimum method for dealing with commercial and industrial noise sources is through identification as noise problems. Two identical sources may produce the same noise levels but one may be a problem because of more noise sensitive land uses in the immediate vicinity.

APPENDIX F

Legal Framework

Introduction

Demands for an environment which is compatible with both acceptable living standards and continuing urban development have increased the City's concern about the ever growing problem of noise pollution. Over the past twenty-five years noise levels in the United States have grown at a rate of one decibel per year. Indeed the noise level for the country has doubled in the last fifteen years! The requirement that a Noise Element be made a part of the General Plan emphasizes the commitment on the part of the California Legislature to deal with the problems created by the increased levels of noise.

The Noise Element, as prepared, conforms to California Government Code, Article 5, Section 65302 (g). (See Appendix A). This legislation requires all cities and counties to prepare a noise element as part of the General Plan, to include: noise levels around major ground and air transportation systems; maximum noise levels for land use categories; noise emission standards for transportation systems (where not pre-empted by other agencies); and standards and criteria for compatible noise levels for local "fixed point" noise sources.

Local, State, and Federal Jurisdictions

Before considering local noise planning within Long Beach, it is essential to note the impact of Federal and State pre-emptory legislation. Even though most noise in Long Beach is generated locally, much of this noise is associated with regional transportation systems. State and

Federal legislation regulate and control these noise sources at different levels. In addition, residential construction utilizing Federal funds carries certain restrictions as to noise generation. A review of both State and Federal Law is necessary in order to point out areas of conflict or omission with local noise regulations as well as to identify areas needing revision.

Local Regulations

This Noise Element has been developed on the premise that soon after its completion, a comprehensive Noise Ordinance will be adopted by the Long Beach City Council. The importance of such an adoption cannot be overemphasized here. The existing sections of the Long Beach Municipal Code that relate to noise control are inadequate at the present time in that they fail to encompass all the different manifestations of noise now present in the community. A brief survey of these regulations appears herein.

The sound monitoring and the handling of complaints related to noise in Long Beach is conducted primarily by two City departments: Public Health; and Building and Safety. In addition, the Long Beach Police Department responds to complaints related to City ordinances dealing with disturbing the peace sections. Other ordinances related to noise are:

Section 3410.125 (Truck Routes Designated) - Regulates the flow of truck traffic throughout the City.

Section 9120.25 (Special Permits for Nonconforming Uses) - Deals with the issuance of special permits which in some cases include noise level emission limitations.

Section 8100.314 (Building Permits--Denial on Environmental Grounds). Is an official tool to control projects which may be detrimental to the environment. This control can apply to new projects with excessive noise emissions in relatively quiet neighborhoods.

Section 4611.7 (Certain Acts Declared a Public Nuisance). Anything that is injurious to health, offensive to the senses, or interferes with the comfortable enjoyment of life by a neighborhood or by any considerable number of persons may be declared to be a public nuisance and unlawful.

Section 5610.3 (Dogs Barking or Howling). No person shall permit any dog under his control to bark, howl, or whine so as to annoy the neighborhood or persons residing immediately surrounding the habitation of the same.

Section 5610.24. No persons shall tie up or confine a dog as to cause the dog to make noise.

Section 6254.2 (Noisy Advertising). Prohibits use of megaphones, electrical amplifiers, horns, drums, and bells for the purpose of advertising.

Section 9120.2. Defines trailer park as an area designed, used, or intended to be used for living purposes by two or more trailer coaches.

Section 9120.11 (Trailer and House Car District). Prohibits the location of trailers for residential purposes in any zone other than trailer or house car district.

Section 3300.78. Muffling Exhausts -- Permissible Noise Levels--The engines used in connection with the drilling of any oil well and/or any production equipment shall be equipped with an exhaust muffler, or mufflers, or an exhaust muffler box, sufficient to suppress noise and to prevent the escape of obnoxious gases, fumes or sparks or ignited carbon or soot. The type and design of any muffler box shall be approved by the Building Inspector and by the Bureau of Fire Prevention.

Section 3410.119 (Sound Cars Prohibited) excludes any advertising vehicle equipped with sound amplifying or loud speaker device within the Central Traffic District.

Section 4620.2 (Operating Vehicles on Private Property). Prohibits driving motorcycle, trail bike, minibike, dune buggy, motor scooter, jeep, or other motor vehicles on public land or private property without written consent of the owner.

Section 7534.06 (Railroad Equipment). Prohibits use of bells, or blowing of whistles when not in motion or necessary for safety.

Long Beach City Council Resolution C-21599. Established procedural guidelines for the evaluation of projects and the preparation of environmental impact reports. Section 9 B (6) of this Resolution outlines the content of the environmental impact report as it relates to noise.

Long Beach City Council Resolution No. C-20024. Requested the League of California Cities to undertake an in-depth study of the excessive noise problem. In so doing, the Council recognized the problem of excessive noise in the community as well as in the State and hoped that the League of California Cities would develop a model noise ordinance which is included herein as Appendix E.

State Regulations

Aside from the requirement for a General Plan-Noise Element, the State monitors other areas affected by noise. Motor vehicles operating on the streets and freeways in Long Beach are governed by the State of California Motor Vehicle Code. The State Motor Vehicle Laws include muffling

requirements and associated specific noise emission limits in decibels for all motor vehicles.

AB 1803 ch. 741-1957 (Mufflers Required). Motor vehicles registered in California must be equipped with a muffler system.

SB 59 ch. 1097. Authorized State Highway Commission to consider noise impact when locating State highways and freeways.

	Speed Limit of 35 mph or less	Speed Limit of more than 35 mph
1. Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 pounds or more and any combination of vehicles towed by such motor vehicle:		
(A) Before January 1, 1973-----	88 dBA	90 dBA
(B) On and after January 1, 1973-----	86 dBA	90 dBA
2. Any motorcycle other than a motor-driven cycle-----	82 dBA	86 dBA
3. Any other motor vehicle and any combination of vehicle towed by such motor vehicle-----	76 dBA	82 dBA

Motor Vehicle Code Section 27150.1. No person shall offer for sale, sell, or install, a motor vehicle exhaust system, or part thereof, including, but not limited to, a muffler, unless it meets state standards.

Motor Vehicle Code

Section 27150. (a) Every motor vehicle subject to registration shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(b) Subdivision (a) shall also apply to motorcycles operated off the highways, except motorcycles being operated in an organized racing or competitive event conducted on a closed course. For the purposes of this subdivision, "closed course" means a permanent motor racing facility which has one or more of the following:

- (1) Safety crash walls.
- (2) Grandstands which seat 500 persons or more.
- (3) Sanitation facilities for persons attending events.
- (4) A business license or permit from a local authority to conduct motor racing or competition events.

Motor Vehicle Code Section 27160.

Section 27160. (a) No person shall sell or offer for sale a new motor vehicle which produces a maximum noise exceeding the following noise limit at a distance of 50 feet from the centerline of travel under test procedures established by the department:

- (1) Any motorcycle manufactured before 1970-----92 dBA
- (2) Any motorcycle, other than a motor-driven cycle, manufactured after 1969, and before 1973-----88 dBA

- (3) Any motorcycle, other than a motor-driven cycle, manufactured after 1972, and before 1975-----86 dBA
- (4) Any motorcycle, other than a motor-driven cycle, manufactured after 1974, and before 1978-----80 dBA
- (5) Any motorcycle, other than a motor-driven cycle, manufactured after 1977, and before 1988-----75 dBA
- (6) Any motorcycle, other than a motor-driven cycle, manufactured after 1987-----70 dBA
- (7) Any snowmobile manufactured on or after January 1, 1973, and before January 1, 1975-----82 dBA
- (8) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1967 and before 1973----88 dBA
- (9) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1972, and before 1975---86 dBA
- (10) Any motor vehicle with a gross weight rating of 6,000 pounds or more manufactured after 1974, and before 1978-----83 dBA
- (11) Any motor vehicle with a gross weight rating of 6,000 pounds or more manufactured after 1977, and before 1988-----80 dBA
- (12) Any motor vehicle with a gross vehicle weight rating of 6,000 pounds or more manufactured after 1987-----70 dBA

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- (13) Any other motor vehicle manufactured after 1967, and before 1973-----86 dBA
- (14) Any other motor vehicle manufactured after 1972, and before 1975-----84 dBA
- (15) Any other motor vehicle manufactured after 1974, and before 1978-----80 dBA
- (16) Any other motor vehicle manufactured after 1977 and before 1988-----75 dBA
- (17) Any other motor vehicle manufactured after 1987-----70 dBA

Motor Vehicle Code 38275. Requires off the road vehicles to comply to noise standards and muffler requirements, except when participating in organized racing events.

Motor Vehicle Code 27503. Provides for testing and public hearings to adopt regulations setting noise standards for pneumatic tires.

Harbors and Navigation Code Section 654. Requires exhaust from internal combustion engines used in motorboats to be muffled except for those participating in organized racing.

Harbors and Navigation Code Section 654.05 (Maximum Noise Levels)

(a) For engines manufactured on or after January 1, 1974, and before January 1, 1976, a noise level of 86 dBA measured at a distance of 50 feet from the motorboat.

(b) For engines manufactured on or after January 1, 1976, and before January 1, 1978, a noise level of 84 dBA measured at a distance of 50 feet from the motorboat.

(c) For engines manufactured on or after January 1, 1978, a noise level of 82 dBA measured at a distance of 50 feet from the motorboat.

SB 268 ch. 658. Authorized the Department of Public Works to undertake specific action to protect schools, libraries, and multi-purpose rooms constructed prior to freeway route adoption when noise levels within closed rooms exceed 50 dBA.

SB 1220 (California Noise Control Act 1973) creates Office of Noise Control in State Department of Health. The policy of the state will be to provide an environment free from noise that jeopardizes the health and welfare of Californians. Requires the office to maintain a program of noise control, make recommendations for future noise control legislation, coordinate federal, state, and local noise control programs, and assist in acquisition of federal funds.

SB 1249 ch. 1424. Required Commission of Housing and Community Development to adopt noise performance standards for new hotels, motels, and apartment houses.

California Administrative Code, Title 25 Housing Law and Earthquake Protection, Article 4, Section 1092. (Noise Insulation Standards) applies to all new construction of hotels, motels, apartment houses and dwellings other than detached single family dwellings.

- ° Requires sound transmission control between dwelling units equal to that required to meet a Sound Transmission Class (STC) of 50 (45 if field tested) as defined in Unified Building Code Standards No. 35-1.

- ° Recommends use of insulation for walls, floors, and ceilings. Recommends sealing of penetrations and openings necessary for plumbing and electrical devices to maintain required ratings. Entrance doors from interior corridors are required to maintain a STC rating not less than 30.
- ° Requires all separating floor-ceiling assemblies between separate units to have insulation equal to that required to meet Impact Insulation Class (IIC) of 50 (45 if field tested) as defined in Uniform Building Code Standard No. 35-2. Permits the use of laboratory or field tested wall or floor-ceiling designs having an STC or IIC of 50 or more as determined by Unified Building Code Standard 35-1, 35-2, and 35-3.
- ° Requires noise insulation from exterior sources for residential structures located in noise critical areas such as proximity to major transportation routes, industrial areas and airports.
- ° Specific interior community noise equivalent levels (CNEL) with windows closed shall not exceed an annual CNEL of 45 dB in any habitable room.
- ° Requires an acoustical analysis for new residential structures located within airport's annual CNEL contour 60 or for new structures located near to free-ways, highways or industrial noise sources where the exterior exposure exceeds annual community noise equivalent level of 60 dB.

An acoustical analysis report, prepared by a person experienced in the field of acoustical engineering is required for compliance with these regulations.

Uniform Building Code Standard No. 35-1 (Airborne Sound Transmission Class) Laboratory measurement of airborne sound transmission loss of building partitions such as walls, floor-ceiling assemblies, door and other space dividing elements.

Uniform Building Code Standard No. 35-2 (Noise Control in Multi-family dwellings) Method for measurement of impact sound transmission through floor-ceiling assemblies, and establishes a method of determining an impact Insulation Class (IIC) as a single figure rating.

Uniform Building Code Standard No. 35-3 (Airborne Sound Insulation Field Test) Procedure for determination of the extent of airborne sound insulation provided by partitions in existing buildings.

AB 645 - 1969 Authorizes Department of Aeronautics to adopt noise standards.

California Administrative Code, Title Four, Noise Standards for California Department of Aeronautics) Requires counties to determine airports with significant noise problems, and specifies criteria and standards for implementation of noise monitoring programs.

- ° Requires airport proprietor to maintain a continuing statistical sampling plan and submit to the county;

- 1) Impact Area Map - boundaries are based on existing evidence of community noise reaction, interference with speech and sleep and noise induced hearing loss. The noise level acceptable to a reasonable person residing in the vicinity of an airport is established as a Community Noise Equivalent Level (CNEL) value of 65 for the regulations.

- 2) CNEL daily measurement records - airports with one thousand or more homes in the noise impact area must maintain a continuous monitoring program (48 weeks per year).
- 3) Monthly list of Single Event Noise Exposure Level (SENEL) violations together with identification of aircraft operator. Violations are punishable as prescribed in Public Utilities Code Section 21669.4.
 - Defines and specifies measurement method for Single Event Noise Exposure Levels (SENEL). Requires the airport proprietor to recommend appropriate SENEL for his airport.
 - Specifies use of A-weighted noise level for easy monitoring.

Federal Regulations

The Federal government has shown slightly more interest in noise control. The Environmental Protection Agency (E.P.A.), under provisions of the Noise Control Act of 1972, moved to curb noise levels coming from inter-state trucks and buses. The Act also allowed E.P.A. to outline proposed remedies for aircraft noise around airports by means of changed take-off and landing procedures and modified, quieter engines. Such regulations would have to be approved by the Federal Aviation Agency (F.A.A.)

Presently, limits on aircraft noise exposures [relating to take-offs and landings] are published in Federal Aircraft Regulations, (F.A.R.) Part 36. Authority to set standards for noise emissions from aircraft and aircraft engines is published in FAR volume III, Appendix III, Section 611.

On May 20, 1969, new Federal standards for industrial noise, known as the Walsh-Healy Health and Safety Regulations, became effective. These standards, which are enforced by the Department of Labor, apply only to firms which have Federal contracts of \$10,000 or more during the course of one year. The regulations establish a maximum allowable sound pressure level of 90 dBA for a continuous eight hour per day exposure, with shorter permissible times for higher sound pressure level exposures.

William-Steiger Occupational Safety and Health Act of 1970 (OSHA Industrial Noise Exposure Limits) Requires that no worker be subject to 115 dBA for more than 15 minutes or to 90 dBA for more than 8 hours.

The Federal government, through the Department of Housing and Urban Development, has developed guidelines for residential developments involving FHA loan guarantees. The acceptable noise environment for residential construction involving federal financing is specified in U. S. Department of Housing and Urban Development Advisory Circular 1390.2

Federal Housing Administration Advisory Circular No. 2600, August 1964. (Quasi-law for building construction) recommendation for builders who apply for FHA mortgages.

Federal Highway Act 1970 (Noise Standards) Guidelines of the Federal Highway Administration for noise control along roadways.

Environmental Noise Control Act of 1972 (Federal Noise Laws) General statement recognizing noise pollution as a serious national problem responsible for psychic and physiological effects on the human body that range from deafness to enhanced risk of cardio-vascular disease. Noise has a

significant impact on eighty million Americans. The severity of which depends on intensity and character of noise, the total exposure time, and the activity (such as conversation or rest) affected.

- Requires the Administrator of the Environmental Protection Agency to establish noise emission standards for newly manufactured products. Control of noise at the source is considered the most effective Federal action, in that major noise sources such as construction and transportation equipment move so commonly in interstate commerce.
- Standards to regulate all new manufactured products except airplanes. Provides for extensive research and investigation of products noise and its effect on humans.
- Aircraft noise research and standards will be determined in cooperation with the Federal Aviation Administration.
- Promotes the concept of an Audiological Data Bank to use as a research tool.
- Requires the Administrator to formulate and issue criteria for public health and standards for manufactured products.

Any areas of conflict between local noise regulations and those covered by State or Federal law must be identified together with the need for changes in those statutes. Proposed Federal and State legislation affecting noise sources in the community should be incorporated in local planning procedures. The question of Federal control over aircraft noise regulations will be decided in the courts. There is an obvious requirement for consistent regulation in this area since varying local controls would be impractical.

However, the issues of residential construction and U.S. Department of Housing and Urban Development noise requirements is an immediate concern. Since many residential developments involve FHA loan guarantees, these guidelines must be compatible with local ordinances.

Another area of concern is regulation of noise from motor vehicles. Noise generated by vehicles operating on streets and highways is currently covered in the State Motor Vehicle Code. Consequently, local control is typically confined to vehicles operating on private property. This latter consideration has become increasingly important with the advent of off-road vehicle use. New Federal regulations governing noise exposure are currently being developed by the Environmental Protection Agency (EPA). These regulations are directed primarily at controlling noise emission from manufactured products and will have the effect of reducing noise at the source.

GLOSSARY OF TERMS¹

Acoustics

- (1) Acoustics is the science of sound, including its production, transmission, and effects.
- (2) The acoustics of a room are those qualities that together determine its character with respect to distinct hearing.

Acoustic, Acoustical

The qualifying adjectives "acoustic" and "acoustical" mean containing, producing, arising from, actuated by, related to, or associated with sound. Acoustic is used when the term being qualified designates something that has the properties, dimensions, or physical characteristics associated with sound waves; acoustical is used when the term being qualified does not designate explicitly something that has such properties, dimensions, or physical characteristics.

Ambient Noise

Ambient noise is the all encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.

Absorption Loss

Absorption loss is that part of the transmission loss due to the dissipation or conversion of sound energy into other forms of energy (e.g., heat), either within the medium or attendant upon a reflection.

¹Sources: American Standards Association, "Acoustical Terminology," May, 1960; and, Taber, Clarence W., Taber's Cyclopedic Medical Dictionary, 11th Edition, Philadelphia, Pennsylvania, F.A. Davis Company, 1970.

Amplitude

The strength or magnitude of a sound wave.

Arterioles

Smallest blood vessels in the circulatory system.

Audible Spectrum

The frequency range normally associated with human hearing. For noise control purposes, this range is usually taken to include frequencies between 20 Hz and 10,000 Hz.

Audio Frequency

An audio frequency is any frequency corresponding to a normally audible sound wave.

Background Noise

Background noise is the total of all sources of interference in a system used for the production, detection, measurement, or recording of a signal, independent of the presence of the signal.

Bel

The bel is a unit of level when the base of the logarithm is 10. Use of the bell is restricted to levels of quantities proportional to power.

Band Pressure Level

The band pressure level of a sound for a specified frequency band is the sound pressure level for the sound contained within the restricted band. The reference pressure must be specified.

Cardio-Vascular Disorders

Disorders of the cardiac and blood system.

Cycle

A cycle is the complete sequence of values of a periodic quantity that occur during a period.

Damping

Damping is the dissipation of energy with time or distance.

dB

One-tenth of a Bel

dB(A)

The sound pressure levels in decibels measured with a frequency weighting network corresponding to the A-scale on a standard sound level meter. The A-scale tends to suppress frequencies, above and below 1000 Hz.

Echo

An echo is a wave that has been reflected or otherwise returned with sufficient magnitude and delay to be detected as a wave distinct from that directly transmitted.

Epinephrine Levels

Adrenaline levels, stress-producing chemical which causes vasoconstriction of arterioles and cardiac stimulation.

Frequency

The rate of change of a variable such as sound pressure with unit time. The unit of frequency is called the Hertz, abbreviated as Hz, or the cycle per second.

Harmonic

A harmonic is a partial whose frequency is an integral multiple of the fundamental frequency.

Hearing Loss (Hearing Level) (Hearing-Threshold Level)

The hearing loss of an ear at a specified frequency is the amount, in decibels, by which the threshold of audibility for that ear exceeds a standard audiometric threshold.

Hz

The abbreviation for frequency in Hertz.

Impact

An impact is a single collision of one mass in motion with a second mass which may be either in motion or at rest.

Impact Noise

The noise created by an impact and resulting in impulse sound.

Impulse Sound

When the overall sound pressure level changes at least 15 decibels during any one-half second interval of time at a rate of 40 or more decibels per half-second, the sound during the interval is called impulsive.

Inverse First Power

The diminution of sound amplitude due to geometric effects as the observation point increases in distance from an infinite line or cylindrical source. The sound pressure level SPL_1 at distance r_1 is related to the sound pressure level SPL_2 at distance r_2 by the equation:

$$SPL_1 - SPL_2 = 10 \log_{10} \frac{r_2}{r_1}$$

which indicates cylindrical divergence.

Inverse Square

The diminution of sound amplitude due to geometric effects as the observation point increases in distance from a point source. The sound pressure level SPL_1 at one distance is related to the sound pressure level SPL_2 at a second distance r_2 by the equation:

$$SPL_1 - SPL_2 = 10 \log_{10} \frac{r_2^2}{r_1^2}$$

which indicates spherical divergence.

L

See Level

Level

An adjective used to indicate that the quantity referred to is in the logarithmic notation of decibels, with a standardized reference quantity used as the denominator in the decibel ratio expression.

Loudness

The intensive attribute of an auditory sensation, measured in units of sones. By definition, a pure tone of 1000 Hz. 40 db above a normal listener's threshold, produces a loudness of 1 sone.

Loudness Level

The loudness level of any sound is defined as the sound pressure level of a 1000 Hz tone that sounds as loud to a listener as the sound in question. Described in units of phons.

Maximum Sound Pressure

The maximum sound pressure for any given cycle of a periodic wave is the maximum absolute value of the instantaneous sound pressure occurring during that cycle.

Neural-hormonal changes

Changes which are conveyed from the central nervous system through the blood to other parts of the body, stimulating an increase in functional activity and hormonal secretion.

Noise

(1) Noise is any undesired sound. By extension, noise is any unwanted disturbance within a useful frequency band, such as undesired electric waves in a transmission channel or device.

(2) Noise is an erratic, intermittent, or statistically random oscillation.

Noise Level

Noise level is the level of noise, the type of which must be indicated by further modifier or context.

Noise Sensitive Land Uses

Dwellings, schools, hospitals, hotels, and health institutions.

Noisiness

Analogous to loudness, but referred to a frequency weighting function in which observers judge the unwantedness or unacceptability of the sound as compared to a reference standard consisting of an octave band of random noise centered at 1000 Hz.

Octave

(1) An octave is the interval between two sounds having a basic frequency ratio of two.

(2) An octave is the pitch interval between two tones such that one may be regarded as duplicating the basic musical import of the other tone at the nearest possible higher pitch.

One-third Octave

A frequency ratio of $1:1\frac{1}{3}$. Three contiguous one-third bands cover the same frequency range as one octave band.

Organ of Corti

An elongated spiral structure running the entire length of the cochlea in the floor of the cochlear duct and resting on the basilar membrane. The end organ of hearing containing hair cells, supporting cells and neuroepithelial receptors which are stimulated by sound waves.

Peak Sound Pressure

The peak sound pressure for any specified time interval is the maximum absolute value of the instantaneous sound pressure in that interval.

Per cent Impairment of Hearing (Per cent Hearing Loss)

Per cent impairment of hearing is an estimate of a person's ability to hear correctly. It is usually based, by means of an arbitrary rule, on the pure-tone audiogram. The specific rule for calculating this quantity from the audiogram now varies from state to state according to a rule or law.

Physical Measure of Sound

Any quantity describing a sound which can be read directly or an electrical instrument, e.g., sound pressure level.

Psychological Measure of Sound

Any quantity describing a sound which can be compared by subjective judgements of the sound. Usually computed from some empirically derived rule which uses sound pressure level in frequency bands as input data. Examples are loudness, perceived noise level, etc.

Response

The response of a device or system is the motion (or other output) resulting from an excitation (stimulus) under specified conditions.

Rate of Decay

The rate of decay is the time rate at which the sound pressure level (or other stated characteristic) decreases at a given point and at a given time. A commonly used unit is the decibel per second.

Reverberation

(1) Reverberation is the persistence of sound in an enclosed space, as a result of multiple reflections after the sound source has stopped.

(2) Reverberation is the sound that persists in an enclosed space, as a result of repeated reflection or scattering, after the source has stopped.

Sound

(1) Sound is an oscillation in pressure, stress, particle displacement, particle velocity, etc., in a medium with internal forces (e.g., elastic, viscous), or the superposition of such propagated oscillations.

(2) Sound is an auditory sensation evoked by the oscillation described above.

Sound Pressure:

The sound pressure at a point is the total instantaneous pressure at that point in the presence of a sound wave minus the static pressure at that point.

Signal:

A signal is (1) a disturbance used to convey information; (2) the information to be conveyed over a communication system.

Sound Intensity (Sound-Energy Flux Density) (Sound-Power Density)

The sound intensity in a specified direction at a point is the average rate of sound energy transmitted in the specified direction through a unit area normal to this direction at the point considered.

Sound Absorption

Sound absorption is the change of sound energy into some other form, usually heat, in passing through a medium or on striking a surface.

Sound Pressure Level

The sound pressure level, in decibels, of a sound is 20 times the logarithm to the base 10 of the ratio of the pressure of this sound to the reference pressure. The reference pressure shall be explicitly stated.

Sound Analyzer

A sound analyzer is a device for measuring the band-pressure level or pressure-spectrum level of a sound as a function of frequency.

Sound Level Meter

A sound-level meter is an instrument including a microphone, an amplifier, an output meter, and frequency weightings networks for the measurement of noise and sound levels in a specified manner.

Tectorial Membrane

Corti's membrane, roof or covering of the Organ of Corti.

Transmission Loss

Transmission loss is the reduction in the magnitude of some characteristic of a signal, between two stated points in a transmission system.

Threshold of Pain

The threshold of pain for a specified signal is the minimum effective sound pressure level of that signal which, in a specified fraction of the trials, will stimulate the ear to a point at which the discomfort gives way to definite pain that is distinct from mere non-noxious feeling of discomfort.

Vaso-constriction of Arterioles

Reduction in the diameter of the smallest blood vessels.

Vibration

Vibration is an oscillation wherein the quantity is a parameter that defines the motion of a mechanical system.

List of Abbreviations

ADT :

Average Daily Traffic.

ANSI :

American National Standards Institute

ASA :

American Standards Association

ASDS :

Aircraft and Sound Description System

C-2

Commercial Zoning

CNEL

Community Noise Equivalent Level

CNR

Composite Noise Rating

CPS

Cycles Per Second

CVC

California Vehicle Code

dB

Decibel

dba

Decibels in the "A" Scale

DHUD

Department of Housing and Urban Development

EIR

Environmental Impact Report

EPA

Environmental Protection Agency

EPndB

Equivalent Perceived Noise in Decibels

EPNL

Effective Perceived Noise Level

FAA

Federal Aviation Agency

FAR

Federal Aircraft Regulation

FHA

Federal Housing Act

HNEL

Hourly Noise Equivalent Level

Hz

Hertz, Unit of Cycles Per Second

IIC

Impact Insulation Class

LEA

Mean Sound Level

LEQ

Equivalent Sound Level

LDN

Day-Night Exposure Level

L10

Level of Noise exceeded ten per cent of the time.

L₅₀

Level of Noise exceeded fifty per cent of the time.

L₉₀

Level of Noise exceeded ninety per cent of the time.

MPH

Miles Per Hour

NASA

National Aeronautics and Space Administration

NEF

Noise Exposure Forecast

NHRB

National Highway Research Board

NNI

Noise and Number Index

NR

Noise Reduction

OSHA

Occupational Safety and Health Act

PNdB

Perceived Noise in Decibels

PNL

Perceived Noise Levels

PSA

Pacific Southwestern Airlines

RTD

Rapid Transit District

SAE

Society of Automotive Engineers

SCAG

Southern California Association of Governments

SENEL

Single Event Noise Equivalent Level

SI

Situation Index

SIL

Speech Interference Level

UBC

Uniform Building Code

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PROJECT TEAM

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Downtown Long Beach Associates
Southern California Edison Company

NOISE element

City of Long Beach General Plan

DRAFT October 2022



creating livable environments



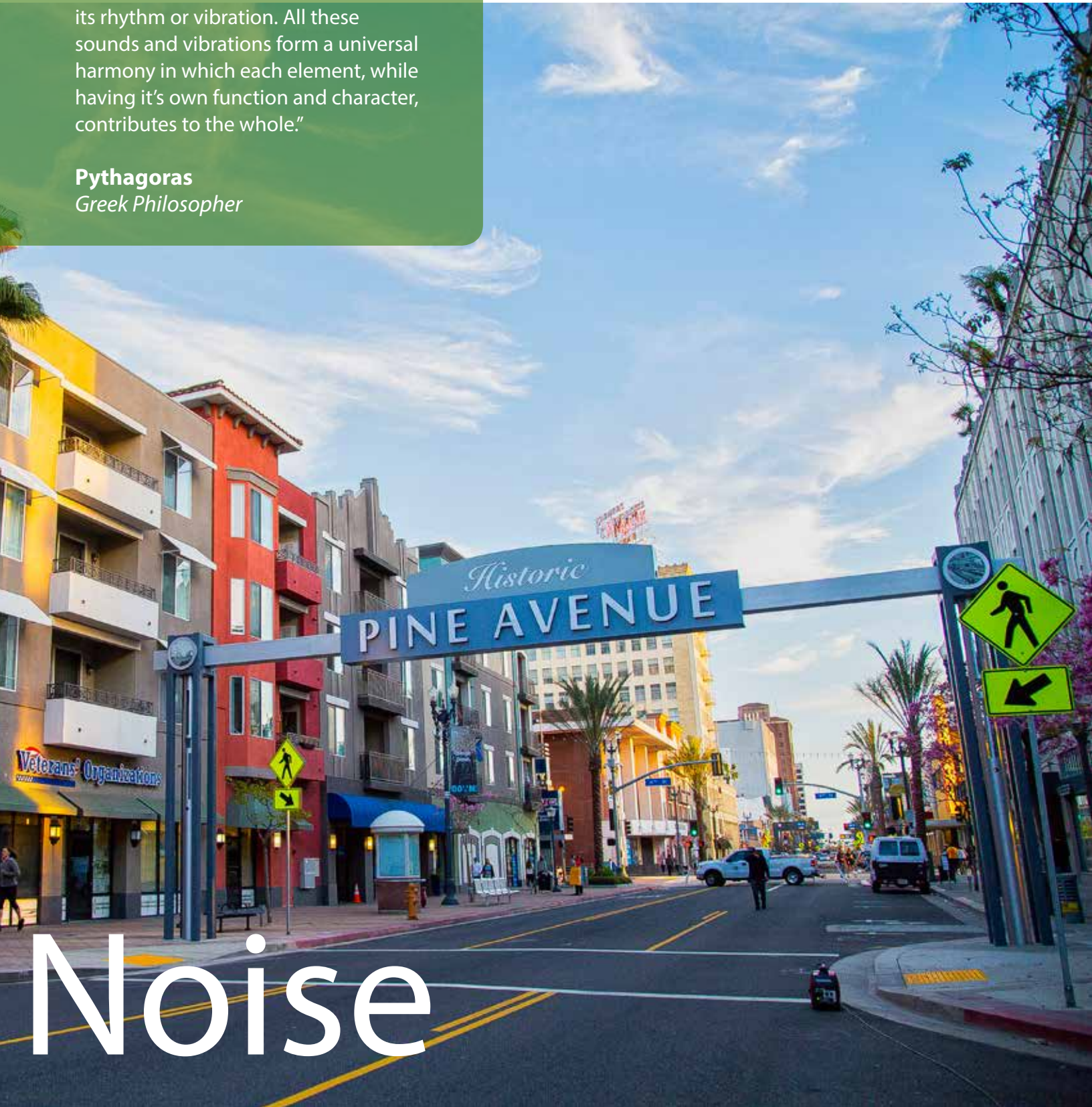
LONG BEACH
DEVELOPMENT
SERVICES

CITY OF
LONG BEACH

"Each celestial body, in fact each and every atom, produces a particular sound on account of its movement, its rhythm or vibration. All these sounds and vibrations form a universal harmony in which each element, while having it's own function and character, contributes to the whole."

Pythagoras

Greek Philosopher



Noise

NOISE element

City of Long Beach General Plan
DRAFT October 2022

Adopted by the Long Beach City Council on (xx.xx.xxxx)

Processed by Long Beach Development Services

Assisted by RRM Design Group and LSA Associates.

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Vision

A City That Thrives

1

"Just as we share the air we breathe, we are submerged in a sea of shared sound. We are all connected by the vibrations we make as we use energy in daily life."

Bruce Odland and Sam Auinger

Reflections on the Sonic Commons, a Special Section of the Leonardo Music Journal



1



Vision

A City That Thrives

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INTRODUCTION

The City of Long Beach has evolved into a vibrant urban community, a home for residents and enterprise alike. Long Beach has become a metropolitan community by its own right—a home to a thriving port, international airport, and transit lines. Additionally, Long Beach is a destination for nightlife, festivals, and concerts. As Long Beach transitions from a Los Angeles suburb to a young, spirited stand-alone city, the soundscape will inevitably also transition.

Our vision for Long Beach includes an urban environment with all the amenities of life in a city while maintaining healthy, livable neighborhoods for all residents. Balancing the needs of transit, industry, entertainment, and business with the livelihood of all residents, is essential for a growing city. These aspects are part of the daily lives of residents and visitors in Long Beach. An ambient level of noise is to be expected as part of life in an urban environment; the key will be minimizing noise events and striving for equality

throughout all neighborhoods of Long Beach. Desired goals of the Noise Element include: A healthy, livable community, equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city.

A Healthy, Livable Community

A base level of noise as part of life in an urban environment can be normal and healthy. Noise events that disturb the peace of residents can lead to negative health outcomes; therefore, this Noise Element should prioritize the health and well-being of City residents and visitors.

Long Beach: A vibrant, growing community





Equitable Distribution of Noise

Urban noise may be more likely to occur in some parts of Long Beach than others. An equitable distribution of noise is a pillar of environmental justice, and as such, this Noise Element should prioritize the well being of all residents by ensuring equitable spatial distribution of potential noise impacts.

Minimizing Exposures to Excessive Noise

Though an ambient level of noise is to be expected as part of daily life in Long Beach, excessive noise events can be disruptive and unwelcomed. Frequent occurrences of excessive noise events can lead to negative health outcomes, and should be minimized to the extent feasible. A main purpose of the Noise Element is to limit exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.

Allowances for Elements Necessary for a Dynamic, Growing City

Many of the elements that make Long Beach such an exciting place to live also contribute to urban noise. Long Beach is a desirable place to live due to its many amenities including availability of transportation and wide-range of entertainment. Buses, cars, airplanes, ships, and light rail as well as nightlife, concerts, and festivals are all part of the urban fabric of Long Beach. Allowing for these elements while minimizing their impact is a priority of the Noise Element.

Downtown Long Beach at night





Introduction

What is a Noise Element?

2

"Sound is the vocabulary of nature."

Pierre Schaeffer
French Composer



2



Introduction

What is a Noise Element?

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INTRODUCTION

Noise surrounds us; it is a constant presence in urban life. A certain level of noise in a community can be indicative of a healthy, active neighborhood. Noise from busy shops and restaurants, children playing, and public transportation are all signs of a thriving environment. While technical in nature, noise is often interpreted subjectively. Certain types of noise are commonly perceived as negative, such as busy transportation corridors, construction zones, and landscaping activities. However, in the context of a dynamic neighborhood, these noises may be perceived as less obtrusive. In addition, some development goals, such as infill, may create acceptably higher levels of noise.

The overall objective of the Noise Element is to create and maintain a healthy noise environment in Long Beach. Specific goals of the Noise Element include: striving for a more equitable distribution of noise, limiting the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day, and creating allowances for Long Beach to thrive as a dynamic, growing city.

WHAT IS A NOISE ELEMENT?

Due to potential impacts associated with elevated noise and vibration impacts and the effects on citizens within its cities, the California legislature in 1972 mandated that a noise element be included as part of city and county general plans. The current State of California General Plan Guidelines provides the specific requirements for a noise element (2017).

The Noise Element is a mandatory element of the City of Long Beach General Plan, and sets forth policies regarding noise and land use throughout the City. The Noise Element was last updated in 1975, and was implemented through a 1977 noise ordinance. Since that time, the City's physical makeup, population, regional context, and the regulatory guidance around noise have changed significantly.

Downtown Long Beach skyline

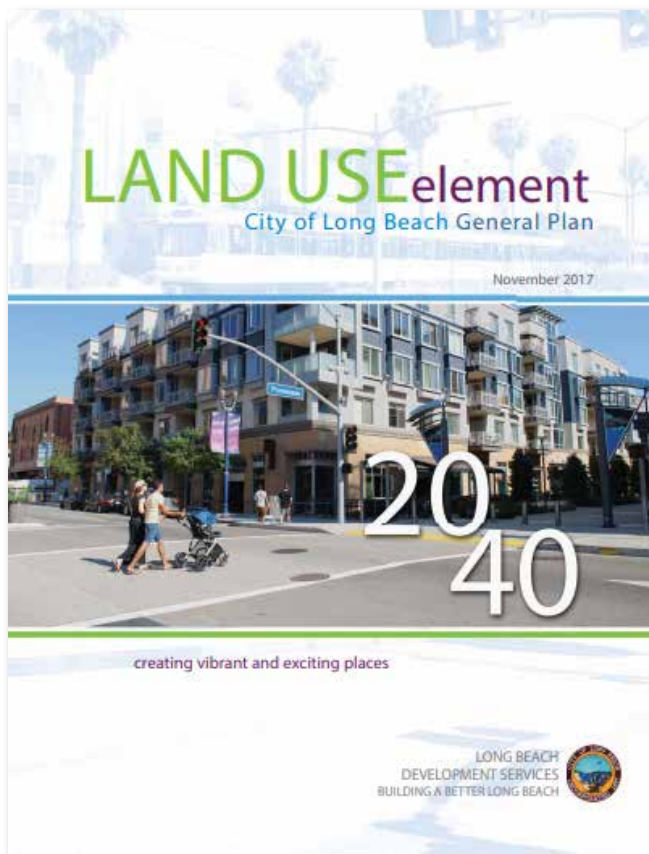


Relationship to Other Elements

Additionally, state law mandates that the Noise Element be consistent with all other General Plan Elements. Policies and strategies in the Noise Element are intended to provide protection for land uses, as identified in the Land Use Element, from excessive noise. The Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. All policies and strategies established in the Noise Element are designed to support the vision established in Chapter 1.

The Noise Element is related to other mandated elements, including Land Use, Housing, Circulation, and Open Space. Recognition of the interrelationship of noise and these four other mandated elements is necessary in order to prepare an integrated general plan. In addition, the Noise Element is related to policies in the Urban Design Element, an optional element under state law. The relationship between noise and these elements is briefly discussed below.

Long Beach General Plan 2040 Land Use Element



- » **Land Use**—A key objective of the Noise Element is to provide noise exposure information for implementation of the Land Use Element. When integrated with the Noise Element, the Land Use Element will show acceptable land uses in relation to existing and projected noise contours. Section 65302(f) states that: “The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.”
- » **Housing**—The Housing Element considers the provision of adequate sites for new housing and standards for housing stock. Since residential land use is among the most noise sensitive, the noise exposure information provided in the Noise Element must be considered when planning the location of new housing. Also, state law requires special noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contour. This requirement may influence the location and cost of this housing type. In some cases, the noise environment may be a constraint on housing opportunities.
- » **Mobility**—The circulation system must be correlated with the Land use Element and is one of the major sources of noise. Noise exposure will thus be a decisive factor in the location and design of new transportation facilities and the possible mitigation of noise from existing facilities in relation to existing and planned land uses. The local planning agency may wish to review the circulation and land use elements simultaneously to assess their compatibility with the noise element.
- » **Open Space**—Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space. Thus, noise exposure levels should be considered when planning for this kind of open space use. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setbacks and landscaping. Open space designation can also effectively exclude other land uses from excessively noisy areas.
- » **Urban Design**—Urban design techniques can be employed to mitigate noise impacts. Strategies such as creative incorporation of noise attenuation methods can be effective in accomplishing both urban design goals as well as noise mitigation goals. Additionally, the Urban Design Element utilizes a differentiated approach for neighborhoods of Long Beach, complementing that of this element.

State Requirements for Noise Elements

The State of California’s Governor’s Office of Planning and Research (OPR), under California Government Code 65303, allows a city or county to adopt “any other elements or address any other subjects, which, in the judgement of the legislative body, relate to the physical development of the county or city.” Once adopted, this Noise Element will carry the same legal weight as any of the seven mandatory elements and will be consistent to all the other elements, as required by §65300.5.

OPR also states: “The noise element of the general plan provides a basis for comprehensive local programs to control and abate environmental noise and to protect residents from excessive exposure. The fundamental goals of the noise element are:

- » To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. In so doing, the necessary groundwork will have been developed so that a community noise ordinance may be utilized to resolve noise complaints.
- » To develop strategies for abating excessive noise exposure through cost-effective mitigating measures in combination with zoning, as appropriate, to avoid incompatible land uses.
- » To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed “noise sensitive.”
- » To utilize the definition of the community noise environment in the form of CNEL or Ldn noise contours as provided in the noise element for local compliance with the State Noise Insulation Standards. These standards require specified levels of outdoor to indoor noise reduction for new multifamily residential constructions in areas where the outdoor noise exposure exceeds CNEL (or Ldn) 60 dB.”

Document Organization

The chapters of the Noise Element are organized by topic as follows:

- 1. Vision**
 - » This chapter discusses the overall vision of the Noise Element.
- 2. Introduction: What is a Noise Element?**
 - » This chapter discusses the function of a noise element and its role within other planning and regulatory frameworks and the community engagement involved in shaping this element. It concludes with a discussion of concepts important for implementing the vision of the element.
- 3. Context: Understanding the Noise Environment**
 - » This chapter discusses the context and sources of noise and vibration in the City of Long Beach.
- 4. Noise Fundamentals: Characteristics of Sound**
 - » This chapter details the technical aspects of how noise is measured and its impact on human health.
- 5. Noise Plan: Creating Livable Environments**
 - » This chapter contains the strategies and policies that implement the vision of the Noise Element. Topics include land use compatibility, mobility, construction, special events, environmental justice and noise management.
- 6. Administration + Implementation: Maintaining the Noise Environment**
 - » This chapter describes the tools for administering and implementing the Noise Element.
- A. Appendix**
 - » Detailed information on modeled future traffic noise contours (2040) may be found here.

The upcoming sections discuss the many ways noise is regulated and planned for within the City of Long Beach. The primary tools for regulation are this Noise Element and the Long Beach Municipal Code Noise Ordinance. Beyond the local level, different types of noise are regulated by several federal and state organizations and policy frameworks.



REGULATORY SETTING

Federal Regulations

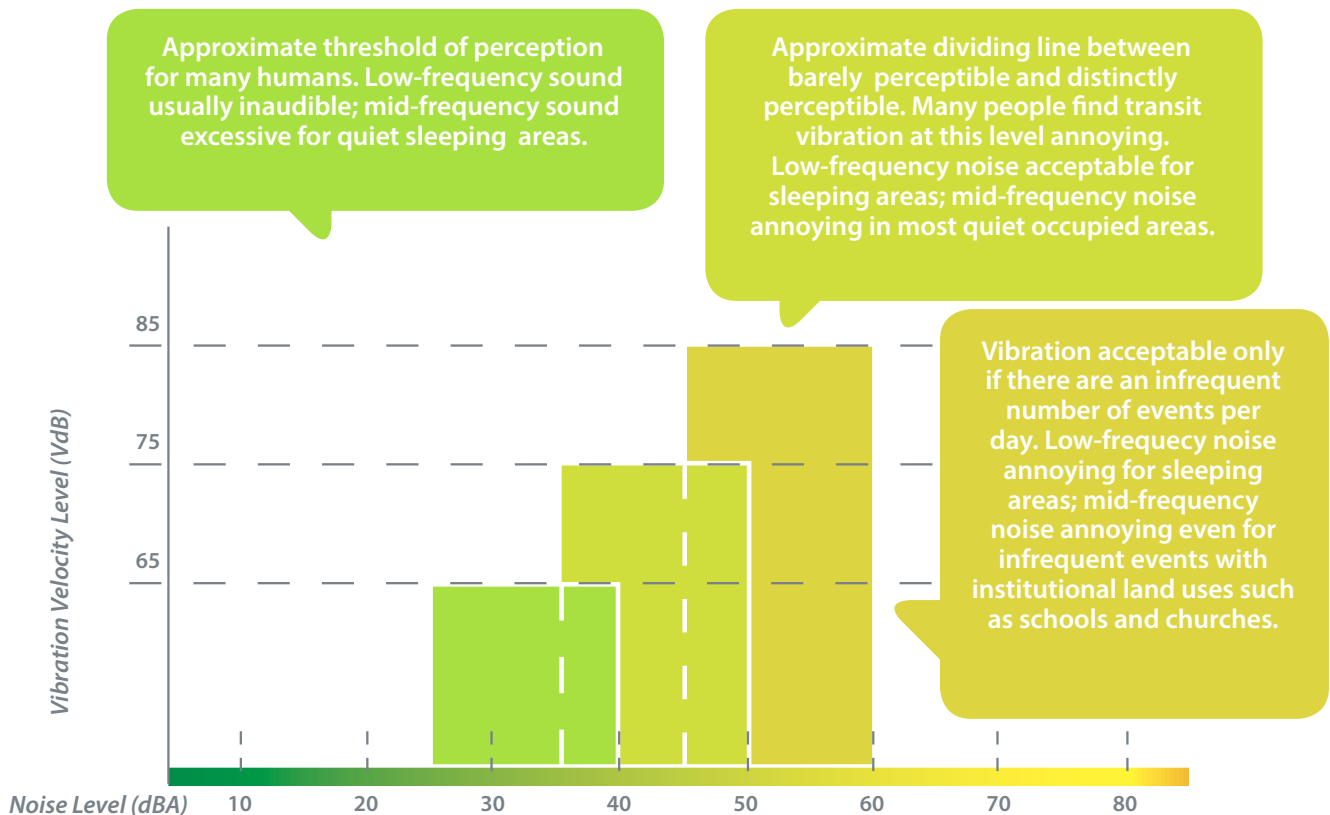
Long Beach does not typically rely on any specific federal noise regulations given that the State level requirements, specifically the California Environmental Quality Act (CEQA), and the City’s Noise Element and Municipal Code Noise Ordinance provide more specific and restrictive regulations related to noise and vibration impacts. However, the following information is provided for reference and may be used when local criteria are not established.

Federal Railroad and Federal Transit Administrations

The guidelines in the Federal Transit Administrations (FTA) *Transit Noise and Vibration Impact Assessment* (2018) general assessment establishes thresholds for construction noise identified as a 1-hour noise level of 90 dBA L_{eq} for residential uses during daytime hours and a 1-hour noise level of 100 dBA L_{eq} for commercial and industrial uses. This provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction when the noise thresholds are exceeded.

In addition to the vibration standards included in the FTA *Transit Noise and Vibration Impact Assessment* for ground-borne vibration impacts on human annoyance are shown below, the criteria for potential damage from ground-borne vibration and noise are based on the maximum levels for a single event. Table N-1 lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment*. FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered (those not designed by an engineer or architect) timber and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV). This information is current as of the time of writing of the element, however the Federal Transit Administrations (FTA) *Transit Noise and Vibration Impact Assessment* is updated periodically. We recommend referencing the most current version available.

Human Response to Different Levels of Ground-Borne Noise and Vibration



**Table N-1: Construction Vibration Damage Criteria**

Building Category	PPV (in/sec)	Approximate L_v (VdB) ¹
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: Table 7-5, *Transit Noise and Vibration Impact Assessment* (FTA 2018).

1 RMS VdB re 1 μ in/sec.
 μ in/sec = microinches per second
 FTA = Federal Transit Administration
 in/sec = inches per second
 LV = velocity in decibels
 PPV = peak particle velocity
 RMS = root-mean-square
 VdB = vibration velocity in decibels

Environmental Protection Agency

In 1972 Congress enacted the Noise Control Act. This act authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish appropriate levels of sound. The document *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety* (EPA 1974) established that noise levels less than or equal to 45 dBA would not interfere with indoor activities or cause annoyance. Thus, an interior noise level of 45 dBA CNEL or less is often used to assure exterior façades will provide adequate noise reduction.

International Building Code

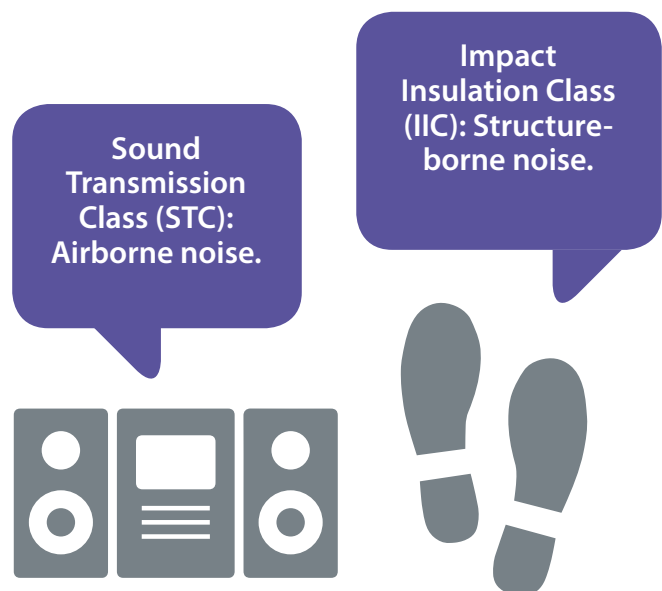
The International Building Code (IBC) (ICC 2015) has been adopted and used as a standard code throughout most of the United States. Within the IBC, standards for both reference or laboratory ratings as well as field measured

rating requirements are identified to assure interior noise environment thresholds are met. There are two specific class ratings: (1) STC or Sound Transmission Class and (2) IIC or Impact Insulation Class. The STC rating is often used for room-to-room assemblies and focuses more on airborne noise impacts such as radio, television, and human speech. The IIC rating is often used for floor/ceiling assemblies to focus on structure-borne noise such as footfall or objects being dropped. The IBC specifies that a minimum STC or IIC rating of 50 is desired to provide a comfortable living environment.

State Regulations

State of California Noise Control Act

In 1975, the State of California established its own Noise Control Act located in Division 28 of the State's Health and Safety Code. Chapter 6, Assistance to Local Agencies, provides direction on how the state will assist each local agency in establishing local ordinances and policies, as expected below.



Two class ratings help to measure interior noise thresholds.

Chapter 6. Assistance to Local Agencies

46060. *It is the purpose of this chapter to encourage the enactment and enforcement of local ordinances in those areas which are most properly the responsibility of local government. It is further the purpose to insure that the state is of maximum assistance to local agencies in the discharge of those responsibilities, furnishing technical and legal expertise to assist local agencies in the enactment and enforcement of meaningful and technically sufficient noise abatement measures.*

46061. *The office shall provide technical assistance to local agencies in combating noise pollution. Such assistance shall include but not be limited to:*

- G. *Advice concerning methods of noise abatement and control.*
- H. *Advice on training of noise control personnel.*
- I. *Advice on selection and operation of noise abatement equipment.*

46062. *The office shall provide assistance to local agencies in the preparation of model ordinances to control and abate noise. Such ordinances shall be developed in consultation with the Attorney General and with representatives of local agencies, including the County Supervisors Association of California and the League of California Cities. Any local agency which adopts any noise control ordinance shall promptly furnish a copy to the office.*

State of California Building Code

The State of California’s noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or Ldn. Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or Ldn at the facade of a building, a report must be submitted with the building plans that describe the noise control measures that have been incorporated into the design of the project to meet the 45 dBA CNEL or Ldn noise limit.

California Green Building Code

The California Green Building Code, also referred to as CalGreen (ICC 2017), provides requirements under Environmental Comfort related to noise, including acoustical control, exterior noise transmission prescriptive method, noise exposure where noise contours are not readily available, performance method, site features, and interior sound transmission.

State of California Land Use Compatibility Criteria

The State of California adopts suggested land use noise compatibility levels as part of its General Plan Guidelines. These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications. The Land Use Compatibility Guidelines are shown in Table N-2.



State of California Land Use Compatibility Criteria.

Table N-2: Land Use Compatibility Guidelines for Noise Exposure

Land Use Type	Community Noise Exposure L _{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging - Hotels, Motels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings - Business, Commercial & Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Normally Acceptable	<i>Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</i>						
Conditionally Acceptable	<i>New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i>						
Normally Unacceptable	<i>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</i>						
Clearly Unacceptable	<i>New construction or development should generally not be undertaken.</i>						

Source: California Office of Planning and Research, General Plan Guidelines (2017), Appendix D.

State of California Vehicle Code

Division 12, Equipment of Vehicles, Chapter 5, Other Equipment, Article 2, Exhaust Systems, and Article 2.5, Noise Limits, provide regulations related to noise levels associated with motor vehicles, including exhaust systems and noise limits.



Long Beach Airport



State of California Airport Land Use Requirements

The State of California has multiple regulations and standards that apply to airports. These are briefly summarized below:

- » The Aeronautics Division of the California State Department of Transportation (Caltrans)
- » Enforces the California Airport Noise Regulations. These regulations establish 65 dB CNEL as the noise impact boundary within which there shall be no incompatible land uses. Airports are responsible for achieving compliance with these regulations. Compliance can be achieved through noise abatement alternatives, land acquisition, land use conversion, land use restrictions, or sound insulation of structures. Airports not in compliance can operate under variance procedures established within the regulations.
- » California Noise Insulation Standards apply to all multi-family dwellings built in the State. Single-family residences are exempt from these regulations. The regulations require that all multi-family dwellings with exterior noise exposures greater than 60 dB CNEL must be sound insulated such that the interior noise level will not exceed 45 dB CNEL. These requirements apply to all roadway, rail, and airport noise sources.
- » The State of California requires that all municipal General Plans contain a Noise Element. The requirements for the Noise Element of the General Plan include describing the noise environment quantitatively using a cumulative noise metric such as CNEL or DNL, establishing noise/land use compatibility criteria, and establishing programs for achieving and/or maintaining compatibility. Noise elements shall address all major noise sources in the community including mobile and stationary sources.
- » Airport Land Use Commissions were created by State Law for the purpose of establishing a regional level of land use compatibility between
- » Airports and their surrounding environs. The Los Angeles County Airport Land Use Commission has adopted an Airport Environs Land Use Plan (AELUP) for Los Angeles County airports including Long Beach Airport. The AELUP criteria for sensitive land uses at 65 dB CNEL for outdoor areas and 45 dB CNEL for indoor areas of residential land uses.

State of California Motorized Watercraft Requirements

The State of California has established requirements and limits as it relates to noise associated with watercraft. Any motorized vessel operated on the inland waters of California or on ocean waters within one mile of the coastline must be muffled or otherwise prevented from exceeding the following noise levels:

- » As measured using a stationary sound level test as defined by SAE J-2005:
 - 90 decibels if the engine was manufactured before January 1, 1993
 - 88 decibels if the engine was manufactured on or after January 1, 1993, or
- » 75 decibels measured as defined by SAE J-1970 for all engines. However, such measurement shall not preclude a stationary sound level test as prescribed by SAE J-2005.

Exceptions to the above restrictions are made for vessels participating in permitted regattas, boat races or speed trials. Authorities generally agree that un baffled exhaust pipes (stacks) and most water-injected pipes do not meet the above noise level requirements. Unmodified outboards usually meet legal requirements.

#ListenUpLB materials



Municipal Code

The Long Beach Municipal Code (LBMC) contains the City's Noise Ordinance in Chapter 8.80. In addition to this section, many chapters and sections of the Municipal Code contain regulations related to noise within Long Beach. The LBMC implements Long Beach General Plan policies and strategies.

COMMUNITY ENGAGEMENT

To inform the Noise Element update and identify potential issues, a variety of community engagement strategies were employed. A City of Long Beach project webpage was established as well as a Facebook and Twitter account for the Noise Element at #ListenUpLB. Project background was furnished and the community was invited to use an online engagement tool linked on the sites. The online tool provided a map-based ability to provide comments on a range of topics linked to specific locations throughout the city. Awareness of this opportunity for participation was provided through the City's website, emails, Facebook and Twitter advertising, and counter cards placed throughout city hall and other locations. Materials were provided in both English and Spanish.



In addition, a series of meetings were conducted with internal and external stakeholders. Initial meetings were held with City departments and local agencies including the Police Department, Noise Control Office, Animal Care Services, Public Works, Port, Airport and Long Beach Unified School District. Meetings with focus groups included public health professionals/academics, environmental justice, bar and restaurant operators, and the construction industry, as well as the Environmental Health Working Group and various local school students in their classrooms. Further, a Planning Commission study session was conducted on April 20, 2017 to introduce the Noise Element work effort and solicit comments from commissioners and members of the public.

Feedback provided through these various platforms covered an array of topics and key themes are summarized below:

- » Develop regulations that respond to the evolution of neighborhoods
- » Needed coordination with other regulatory agencies (rail, on-road vehicles, aircraft)
- » Common annoyances: Leaf blowers, rail line operations, motorcycles, helicopters, loud music, construction, dogs, park/beach activities, bars/restaurants, autos/freeway, industrial and commercial uses
- » Noise impacted communities in West Long Beach
- » Effectiveness of good communication, relationship-building, proactive noticing
- » Technology trending toward quieter equipment

Received comments and input informed collection of noise data and the preparation of the Noise Element.

NEXT BOLD MOVES: VISION IN MOTION

Long Beach is committed to innovative and meaningful policies to advance the vision of the community and this Noise Element. In order to create a healthy, more equitable noise environment, the City will work to pave the way in several aspects of noise management. Communication of noise policy, creative and thoughtful urban design, and advanced technology will help foster a balanced noise environment in Long Beach.

Communication

Communication is a central aspect of noise management. Ensuring clear communication between the various City departments that manage noise, residents, business owners, and special event managers will serve as a strong foundation for noise management and minimizing noise impacts. Noise policy and the noise ordinance should be clear and enforced, as well as continue to evolve over time based on feedback and better information. Reminders of the noise ordinance should be strategically provided throughout the City.

Design

Land use compatibility and urban design can prevent noise impacts before they begin. Thoughtfully sited and oriented uses, along with creative placemaking can focus noise sources and buffer sensitive receptors from noise impacts.

Technology

Long Beach will seek the latest technology regarding noise mitigation. This includes building materials, freeway noise buffering, public transit, and even technology such as silent fireworks. Noise monitoring equipment used within the City will also be as advanced as possible.



Context

Understanding the Noise Environment

3

“But a city is more than a place in space, it is a drama in time.”

Patrick Geddes
Scottish Scientist



3



Context

Understanding the Noise Environment

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OUR REGION. OUR CITY.

Long Beach is committed to creating a healthy noise environment throughout the metropolitan City. The Long Beach Noise Ordinance (Chapter 8.80 of the Long Beach Municipal Code) is intended to protect people from non-transportation noise sources such as construction activities, commercial operations, machinery, and nightlife. Enforcement of the noise ordinance requires new developments to show compliance with the ordinance, including operating in accordance with noise levels recommended in this element. The ordinance also provides general standards for prohibited noises and identifies specific activities that are prohibited because of their capability to create unreasonable noise. As an example, the City requires construction activity to comply with established work schedule limits (see Section 8.80.202, Construction Activity-Noise Regulations).

Long Beach is an urban, developed City. As with any developed environment, it is subject to numerous noise sources. Major sources of noise include traffic, rail, aircraft, and stationary sources. Many freeways and corridors throughout Long Beach contribute to traffic noise within the City, including I-405, I-605, I-710, SR-22, SR-91, Pacific Coast Highway or State Route 1 (SR-1), and Long Beach Boulevard. In addition to the automobile and truck traffic along these corridors, the City is currently served by Long Beach Transit, a public transit agency with bus service along major roadways in the City through various routes (i.e., Routes 1, 21, 22, 81, and 192). The Los Angeles County Metropolitan Transportation Authority (Metro) operates a limited number of local and express buses. The Long Beach Transit Gallery serves as the southern terminus of the Metro Blue Line and is the main transit hub for bus connections to various Metro, Long Beach Transit, Los Angeles Department of Transportation Commuter Express, and Torrance Transit bus routes. Rail noise is due to the three freight rail lines and one public transit line, the Metro Blue Line, that pass through the City. Aircraft noise is from the Long Beach Airport, located within City limits.

Anaheim Street and Long Beach Boulevard



NOISE SOURCES

Land Use Patterns

Noise is a key element for consideration in the arrangement of land uses throughout Long Beach. Thoughtfully designed land use patterns can be the first step in avoiding potential noise impacts on a neighborhood or group of people. Additionally, priority should be given to reduction of noise in severely impacted areas through rehabilitative improvements.

The overall noise environment is a conglomeration of noise from several sources. Mobility sources, including vehicular traffic, rail, aircraft and watercraft, contribute to the daily transportation-related noise in Long Beach. Another noise source is special events, which occur on a periodic basis. The last category of noise sources is construction and nuisance noises, which include machinery, heating ventilation and air conditioning systems, compressors, and landscape maintenance equipment among others.

Though Long Beach is unique in that the Port of Long Beach is so active, operation noise levels are generally limited to areas within the perimeter of the Port. Noise associated with the Port includes cranes, forklifts, and truck activities. Due to the distance from daily operations, which

are located close to the coast, to the nearest sensitive uses, noise impacts are rarely audible at such a large distance. Heavy truck traffic associated with the transport of cargo along the I-710 corridor is the primary source of noise associated with the Port. Impacts associated with the Port of Long Beach, including noise, were assessed in the Port of Long Beach Community Impact Study in July 2016.

Commercial, commercial-industrial, light-industrial, and to a lesser extent residential land uses in the City have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Additionally, activities that are not necessarily “stationary” include parking lot activities, truck deliveries, and events are oftentimes classified in the same categories.

The highest priority for protection from noise are “sensitive receptors,” or groups which are particularly vulnerable to the impacts of noise. Examples of sensitive receptors include residential neighborhoods, schools, hospitals, religious facilities, libraries, offices and parks. Areas of Long Beach with sensitive receptors should be protected through proper land use planning.

Pine Avenue





Mobility

Traffic Noise

Automobiles, buses, trucks, motorcycles and trains dominate transportation noise in the City. Traffic moving along streets and freeways produces a sound level that remains relatively constant and is part of the City's minimum ambient noise level. Vehicular noise varies depending on the volume, speed and type of traffic. Slower traffic produces less noise than fast moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise is also associated with vehicles, including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies. Often times, noise from motorcycle activities are specifically noticed over general traffic noise impacts due to acceleration, exposed motor and, in some cases, lack of or modified mufflers.

Bus service is provided on major streets, collectors, and local streets within the City's circulation system. For the purpose of assessing vehicular noise, three generic weight classifications are considered (light, medium, and heavy). At 35 mph, 1 medium duty truck is as loud as 10 cars, 1 bus is as loud as 20 cars, and 1 heavy truck is as loud as 30 cars. In addition, noise from traffic sources may be worsened by grade (inclined roadway) or by the condition of the pavement.

Major transportation noise sources in the City include traffic on I-405, I-605, I-710, SR-22, SR-91, SR-103, Terminal Island Freeway, Pacific Coast Highway, and Long Beach Boulevard.

Interstate 405



In addition to typical automobiles and medium and heavy trucks, the City is currently served by Long Beach Transit, a public transit agency, with bus service along major roadways in the City through various routes (i.e., Routes 1, 21, 22, 81, and 192). The Los Angeles County Metropolitan Transportation Authority (Metro) operates a limited number of local and express buses. The Long Beach Transit Gallery serves as the southern terminus of the Metro Blue Line light rail and is the main transit hub for bus connections to various Metro, Long Beach Transit, Los Angeles Department of Transportation Commuter Express, and Torrance Transit bus routes.

Rail Noise

The noise impacts associated with rail activities depend heavily on a number of factors, including the type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the night time, and the speed of the train. Additionally, when a horn is required to sound a warning, which is typical for at-grade crossings, the noise impact would be greatest at the land uses closest to the intersection.

Currently, three freight rail lines pass through the City which are operated by Burlington Northern Santa Fe Corporation (BNSF) Railway, Union Pacific Railroad Company (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, through the northwest corner of the City, around the neighborhood of North Long Beach.

Metro Light Rail



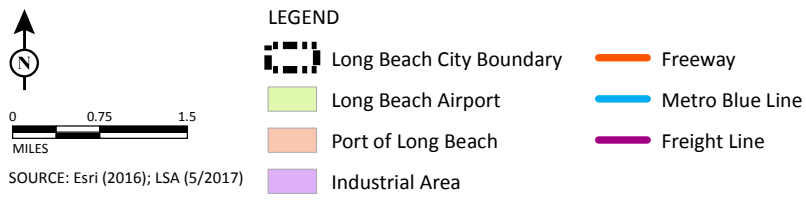
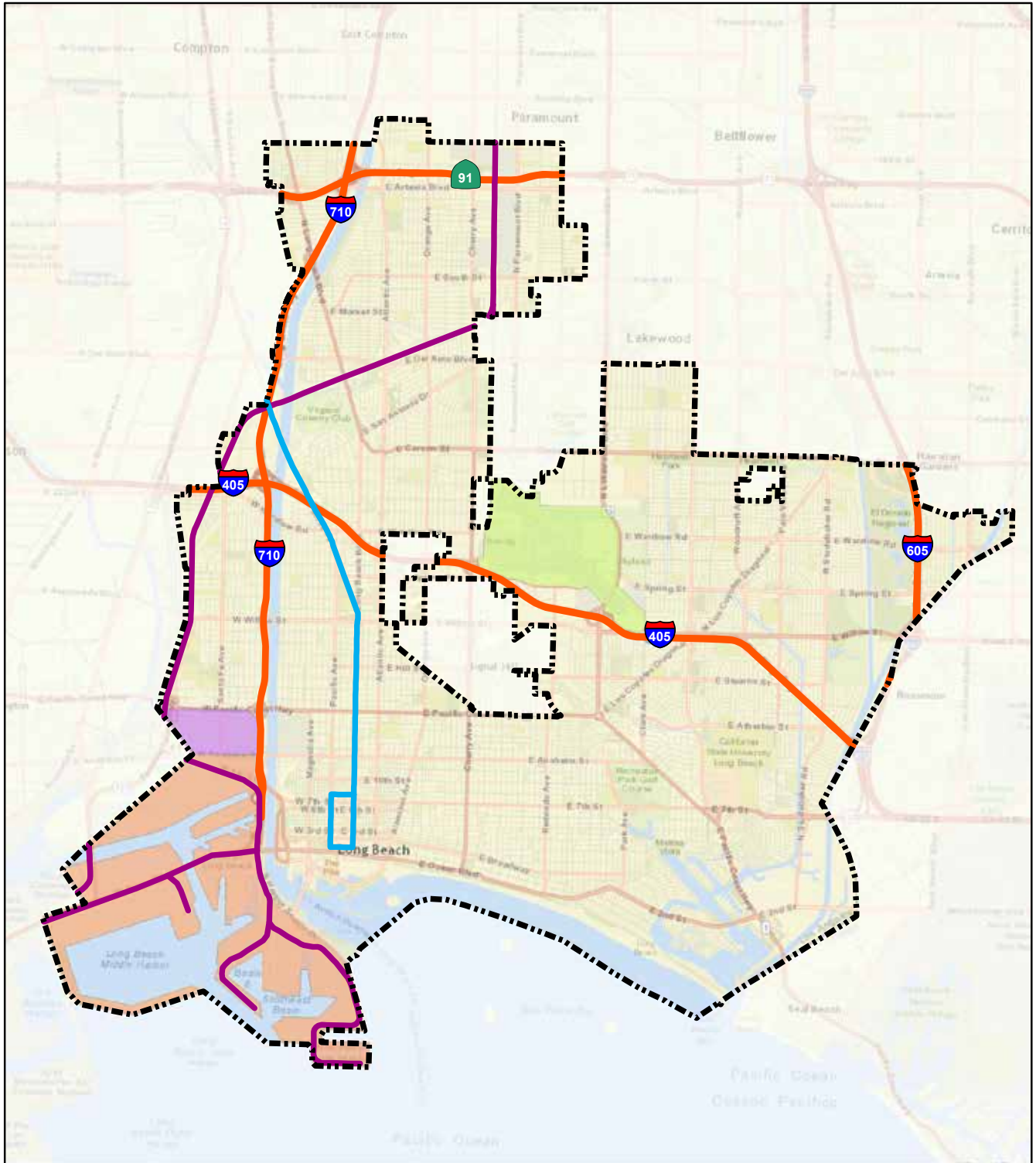


Figure N-1, Existing Major Noise Sources



In addition to freight activities, the Metro Blue Line which serves as public transit, is part of the Metro Rail System that runs north-south from Los Angeles to Long Beach, traveling south via Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard to its final destination at the Long Beach Transit Gallery. The Metro Blue Line operates daily, including all major holidays.

Based on the Federal Railroad Administration crossing inventories completed between January 1, 2000 and September 17, 2017 conducted at various crossings in the City, typical operations along the main rail line included up to 74 trains per day ranging in speed from 5 to 25 mph.

Aircraft Noise

Aircraft noise within the City is predominately influenced by operations at the Long Beach Airport located within the City limits. Operations at the Long Beach Airport include commercial air carriers, commuter flights, industrial planes, charter flights, and other general aviation. Operations at the Long Beach Airport typically occur within the daytime hours of 7:00 a.m. to 10:00 p.m., with the exception of occasional unscheduled landings that occur after 10:00 p.m., and emergency and police helicopter activities. *The Long Beach Airport Community Guide to Aircraft Noise* presents

Long Beach Airport

factual information on the City of Long Beach Airport Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and Long Beach Airport's efforts to minimize aircraft noise over nearby neighborhoods. While the City is not able to control the flight paths, typical operations include approaches from the southeast of the airport and departures taking off in a northwest direction.

Apart from the restrictions on hours of day, noise budgets are utilized to limit aircraft activities. Noise budgets do not directly restrict the operation of a particular aircraft, in contrast to night time restrictions, but they restrict access by the fleet as a whole. Noise budgets restrict the overall noise during a certain period of time, which could be seasonally related or annual.

Currently, the City has implemented a Helicopter Noise Reduction Study Group that provides members of the public the opportunity to meet with both City and Airport staff to discuss issues and concerns regarding helicopter noise including rotor or "chop" noise, hovering, and inconsistent flight paths. While the City cannot directly control the majority of the operations associated with helicopters, specifically those related to emergency and police, the City maintains an interest in helping resolve noise issues where possible. Members of the communities



are currently participating as a part of the Los Angeles Area Helicopter Coalition (LAAHNC) and regularly meet with Federal Aviation Administration (FAA) representatives, helicopter operators, and Long Beach Airport staff in an effort to reduce noise exposure from helicopter operations.

Watercraft Noise

Watercraft noise along the southern portion of the City varies greatly depending on watercraft type, distance from mainland, and overall control and use of equipment. While the City does not currently have any specific criteria related to noise associated with watercraft, the State of California Department of Motor Vehicles, as part of its requirements for watercraft operations, does have regulations that would also be applicable in the City of Long Beach.

Special Events

Long Beach is a vibrant coastal city with attractions serving residents, businesses, and visitors. As such, the City has experienced an increased interest in holding special events in Long Beach, especially outdoor special events along the waterfront in the downtown area. These events include,

but are not limited to, community festivals, runs/walks, citywide holiday celebrations, Long Beach Grand Prix, Long Beach Marathon, Long Beach Lesbian and Gay Pride Parade and Celebration, Jazz Festival, and events hosted at the Queen Mary. These activities help build a foundation that fosters sustainable community development, economic development, and tourism. However, with residents living in close proximity to these events, ensuring managed frequency and intensity of the noise from these events is a priority for the City. Long Beach is seeking an informed, balanced approach to managing the needs of these events while continuing to prioritize the well-being of residents.

Construction and Nuisance Noises

Construction noise, though temporary in nature, can cause noise disruptions on an on-going basis. Long Beach is a growing metropolitan City, therefore construction noise is an expected part of the noise environment. Restrictions on noise from construction are especially important for sensitive receptors. The primary method of restricting noise from construction is through limiting the hours in which construction activity is permitted.

Beach Streets Concert

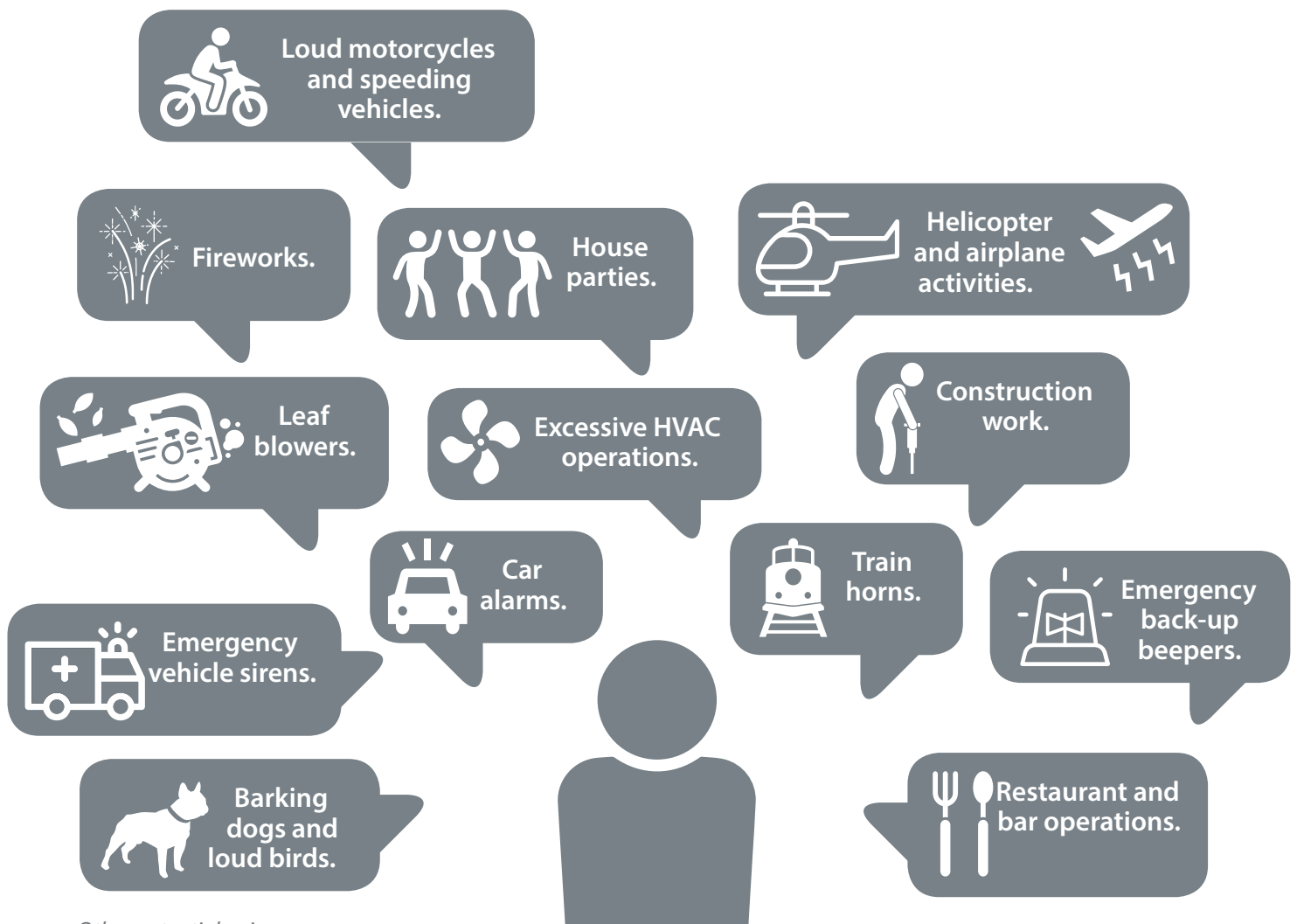




The City of Long Beach has a wide variety of land use types. Within the commercial and downtown area, certain uses including restaurants, bars, and clubs have the potential to generate noise which may be perceived as annoying or disturbing. Additionally, sources of noise that are permissible under existing laws and regulations still have the potential to disrupt the peace, cause sleep interference, and can create an undesirable setting for residents. The following graphic lists some of the potential sources of noise that have been noted to occur with regularity in the City limits:

VIBRATION SOURCES

Major vibration sources in the City include construction activities, rail operations, heavy vehicle traffic, and vehicle loading and delivery operations. Other sources which have the potential to cause vibration impacts are aircraft operations, low-frequency music and some stationary sources. Similar to noise standards, cities can adopt vibration exposure standards regarding the sensitivity of land uses which may be affected. In relation to vibration impacts, there are two factors that are considered to assessing the level of impact expected: the potential for damage to a building or structure and the potential of annoyance to people. Also similar to potential noise impacts, the most efficient actions to help reduce vibration impacts occur during the planning and permitting phases of any project or development.



Other potential noise sources

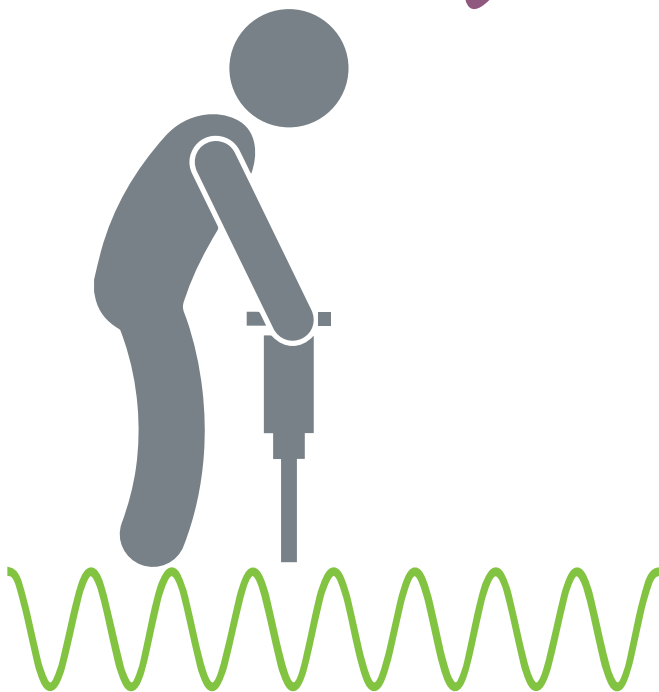


Construction

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related ground-borne vibration levels. Because of the impulsive nature of such activities, the use of the peak particle velocity (PPV) descriptor has been routinely used to measure and assess ground-borne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range

of 0.2 to 0.3 millimeters per second (0.008 to 0.012 inches per second), PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels (e.g., people in an urban environment) may tolerate a higher vibration level. Structural damage can be classified as cosmetic only (e.g., minor cracking of building elements) or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity (e.g., impact pile driving) occurs immediately adjacent to the structure.

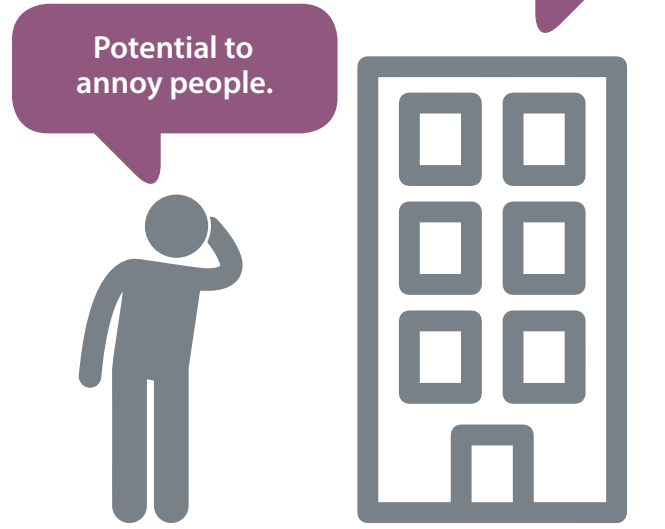
Threshold of perception for average persons is in the range of 0.2 to 0.3 millimeters per second PPV.



Construction-induced vibration may interfere with the enjoyment of life.

Potential for damage to building or structure.

Potential to annoy people.



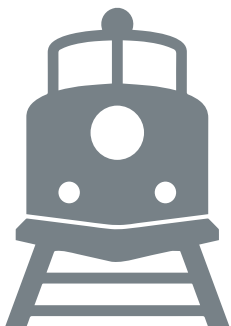
Two factors help measure the impact of noise to humans and buildings.



Rail Activity

Rail operations are potential sources of substantial ground-borne vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground-borne vibration has been correlated best with how quickly sounds moves through the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} inches per second. RMS, which equals 0 vibration velocity decibels (VdB), and 1 inch per second equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

One of the challenges with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The United States Department of Transportation, Federal Transit Administration has developed rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. These criteria are primarily based on experience with passenger train operations (e.g., rapid transit and commuter rail systems). The main difference between passenger and freight operations is the time duration of individual events. For example, a passenger train lasts a few seconds whereas a long freight train may last several minutes, depending on speed and length.



Ground-borne vibration decibels depend on the distance, type and speed of trains, and type of track.

Many factors affect ground-borne vibration.

Heavy Vehicles and Buses

Ground-borne vibration levels from heavy trucks and buses are not normally perceptible, especially if roadway surfaces are smooth. Buses and trucks typically generate ground-borne vibration levels of about 63 VdB at a distance of 25 feet when traveling at a speed of 30 miles per hour (mph). Higher vibration levels can occur when buses or trucks travel at higher rates of speed or when the pavement is in poor condition. Vibration levels below 65 VdB are below the threshold for human perception.

Other

In addition to activities that have vibration impacts which translate through the ground surface between source and receptor, sources which generate high levels of low-frequency noise may generate vibration through air. These sources may include aircraft and helicopter operations, low-frequency music and other large stationary sources. When the vibration effects of these sources are felt or experienced by a receptor, to determine the level of impact, low-frequency noise measurements are the best method to determine the impact.

At 30 mph, buses and trucks typically generate vibration levels of 63 VdB at a distance of 25 feet. Vibration levels below 65 VdB are below the threshold for human perception.



How loud are busses and trucks?



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Noise Fundamentals

4

Characteristics of Sound

"The City is what it is because our citizens are what they are."

Plato

Classical Greek Philosopher



4



Noise Fundamentals

Characteristics of Sound

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CHARACTERISTICS OF SOUND

Sound is increasing in the environment and can affect quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. Typically, a noise analysis defines the noise environment within a specific area in terms of sound intensity and the effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units, such as inches or pounds, decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

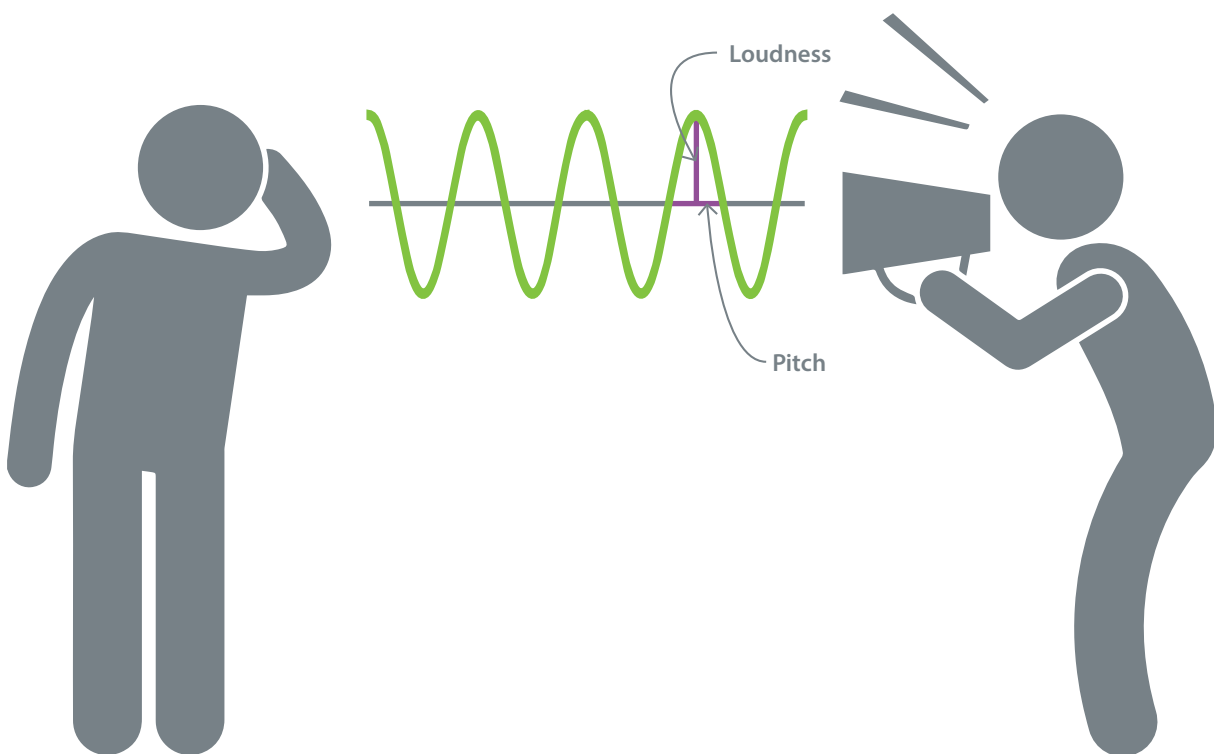




Table N-3: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time; the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)
L_{02} , L_{08} , L_{50} , L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast-time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, tonal or informational content, and the prevailing ambient noise level.
Sound Exposure Level (SEL)	A measure of the total noise within an event which accounts for duration.
Single Event Noise Equivalent Level (SENEL)	The sound exposure level for a defined noise threshold level.

Source: Handbook of Acoustical Measurement and Noise Control (Harris 1991).

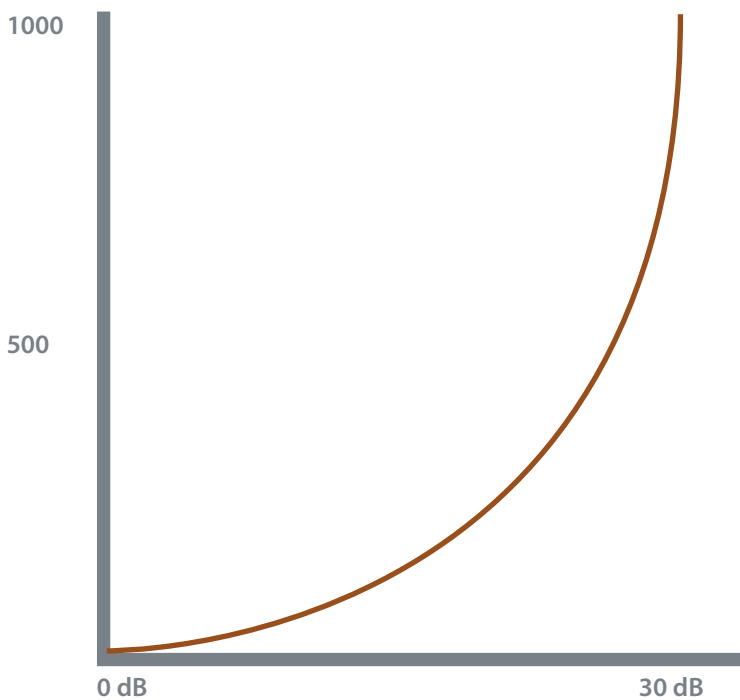


Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

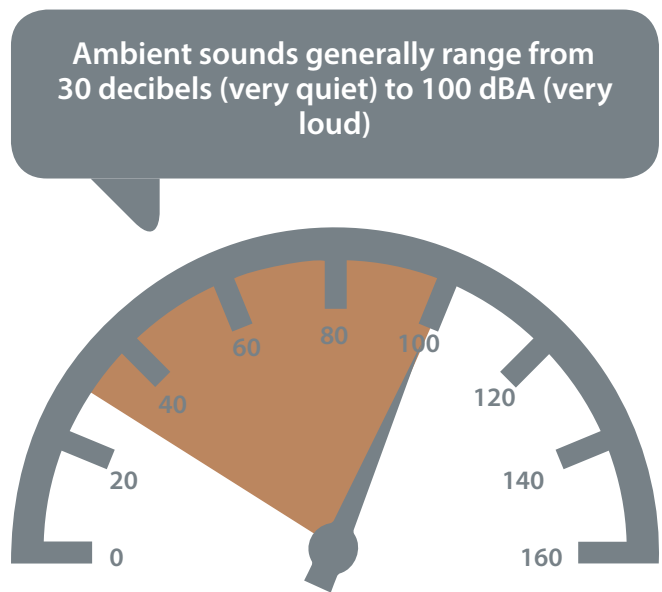
There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average level (L_{dn}) based on A-weighted decibels. CNEL is the time-varying

noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak-operating conditions and addresses the annoying aspects of intermittent noise.



Exponential intensity of decibels



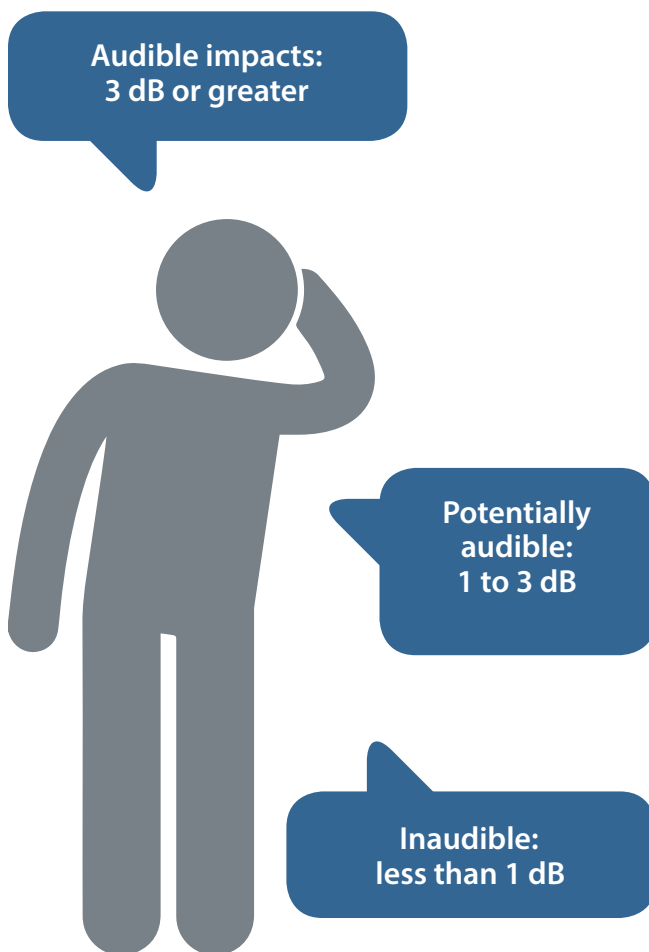
A-weighted decibels (dBA) of ambient sounds

Another noise scale often used together with the L_{\max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first includes audible impacts, which refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater, because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 dBA to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is common and generally more concentrated in urban areas than in outlying, less-developed areas.



What noise level changes are audible?



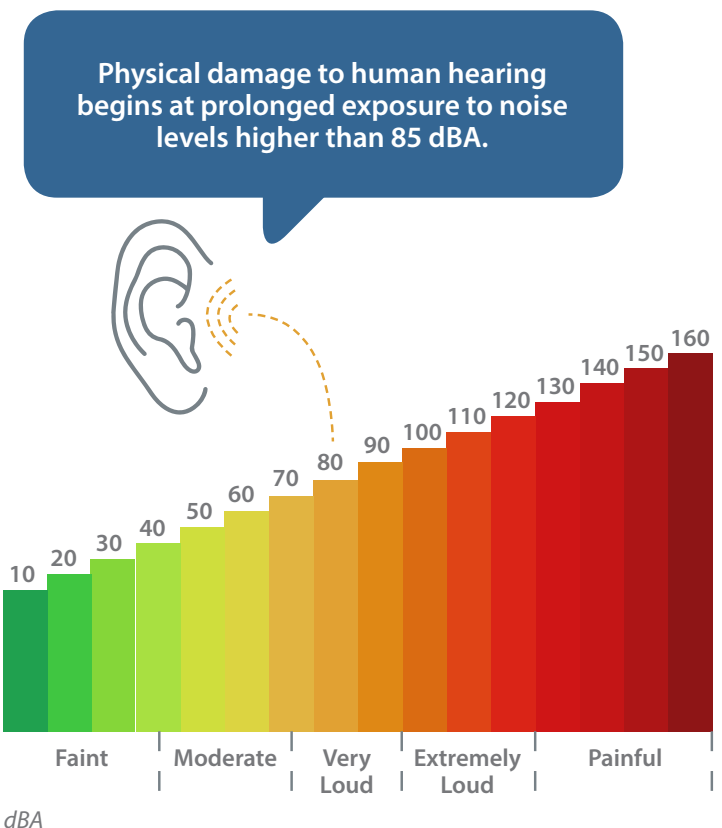
In addition to the audible effects of noise, research has shown that prolonged exposure to elevated noise levels may have other negative health effects. As presented in Wolfgang Babisch's *Cardiovascular Effects of Noise*, sleep disturbance is considered a major environmental effect. It is estimated that 80 to 90 percent of the reported cases of sleep disturbance in noisy environments are for reasons other than noise originating outdoors. Examples of sleep disturbance causes include restroom trips; indoor noises from other occupants; worries; illness; and climate. Field studies conducted with people in their normal living situations are scarce.

The primary sleep disturbance effects of noise are: difficulty in falling asleep (increased sleep latency time); awakenings; and alterations of sleep stages or depth, especially a reduction in the proportion of REM-sleep. Other physiological effects can be induced by noise during sleep, including increased blood pressure; increased heart rate; increased finger pulse amplitude; vasoconstriction; changes in respiration; cardiac arrhythmia; and an increase in body movements. For each of these physiological effects, both the noise threshold and the noise-response relationships may be different. Different noises may also have different information content and this also could affect physiological threshold and noise-response relationships.

Exposure to night time noise also induces secondary effects, or so-called after effects. These are effects that can be measured the day following the night time exposure, while the individual is awake. The secondary effects include reduced perceived sleep quality, increased fatigue, depressed mood or well-being, and decreased performance.

Long-term effects on psychosocial well-being have also been related to noise exposure during the night. Noise annoyance during the night time increased the total noise annoyance expressed by people in the following day. Various studies have also shown that people living in areas exposed to night time noise have an increased use of sedatives or sleeping pills. Other frequently reported behavioral effects of night time noise include closed bedroom windows and use of personal hearing protection. Sensitive groups include the elderly, shift workers, persons especially vulnerable to physical or mental disorders and other individuals with sleeping difficulties.

Table N-3 lists definitions of acoustical terms and Table N-4 shows common sound levels and their noise sources.



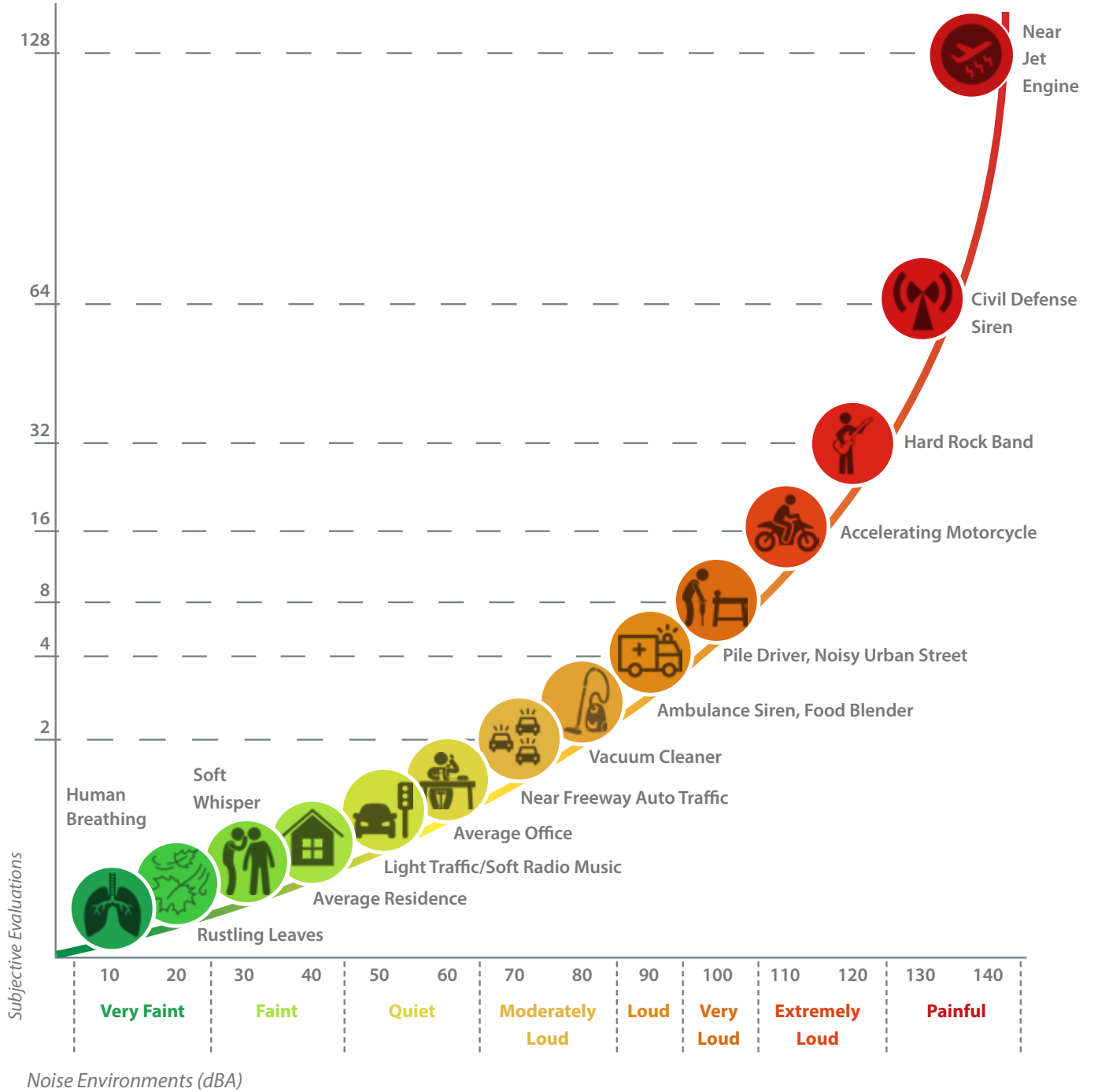


Table N-4: Common Sound Levels and Their Noise Sources



Noise Plan

Creating Livable Environments

5

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

Jane Jacobs

Urbanist, Author - The Death and Life of Great American Cities



5



Noise Plan

Creating Livable Environments

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This Noise Element identifies strategies and policies to implement the vision of a healthy, livable noise environment in Long Beach. The strategies and policies outlined in this chapter identify specific ways the City is working toward that vision. Long Beach is constantly pursuing innovative policies to lead the way in planning for noise in an evolving urban environment.

PLACETYPE CHARACTERISTICS AND LAND USE COMPATIBILITY

Long Beach values the health and wellness of its residents. PlaceTypes identified within the Land Use Element establish neighborhood form, character and community-scaled districts structured around development patterns, streetscape design, and urban form. These areas range in development intensity and activity. Land use compatibility and project design strategies and policies are established to protect more sensitive PlaceTypes such as Founding and Contemporary Neighborhoods and Multifamily Residential—Low and Moderate. Additional policies are provided for more active areas such as Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceTypes to promote harmony within entertainment and visitor-serving areas. Finally, policies are provided for business and employment center PlaceTypes including Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, as well as the Port of Long Beach, to address noise generated from operations and service. Development of buildings, neighborhoods, streets, and outdoor spaces within any PlaceType should be designed to identify and reduce or eliminate unnecessary noise near noise sensitive areas. In summary, noise policies are largely organized to correspond to established PlaceTypes that reflect differentiated area characteristics. A map of Long Beach PlaceTypes is brought forward from the Land Use Element for ease of reference.

Recognizing that much of Long Beach is currently developed and in proximity to existing roadways, land use decisions must be made in context considering ambient noise levels. For example, adaptive reuse of an existing building may be in a location with high ambient noise, however, measures to the degree practical should be applied to minimize noise impacts.

Strategy No. 1 Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- » **Policy N 1-1:** Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts.
- » **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.
- » **Policy N 1-3:** Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.
- » **Policy N 1-4:** Encourage developers or landowners to incorporate noise reduction features in the site planning process.
- » **Policy N 1-5:** Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses.
- » **Policy N 1-6:** Ensure that project site design and function minimize the potential adverse impacts of noise.
- » **Policy N 1-7:** Encourage educational facilities to locate playgrounds, sports fields, and other outdoor activity areas away from residential areas.
- » **Policy N 1-8:** Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit.
- » **Policy N 1-9:** Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances where sound walls are necessary, they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated.

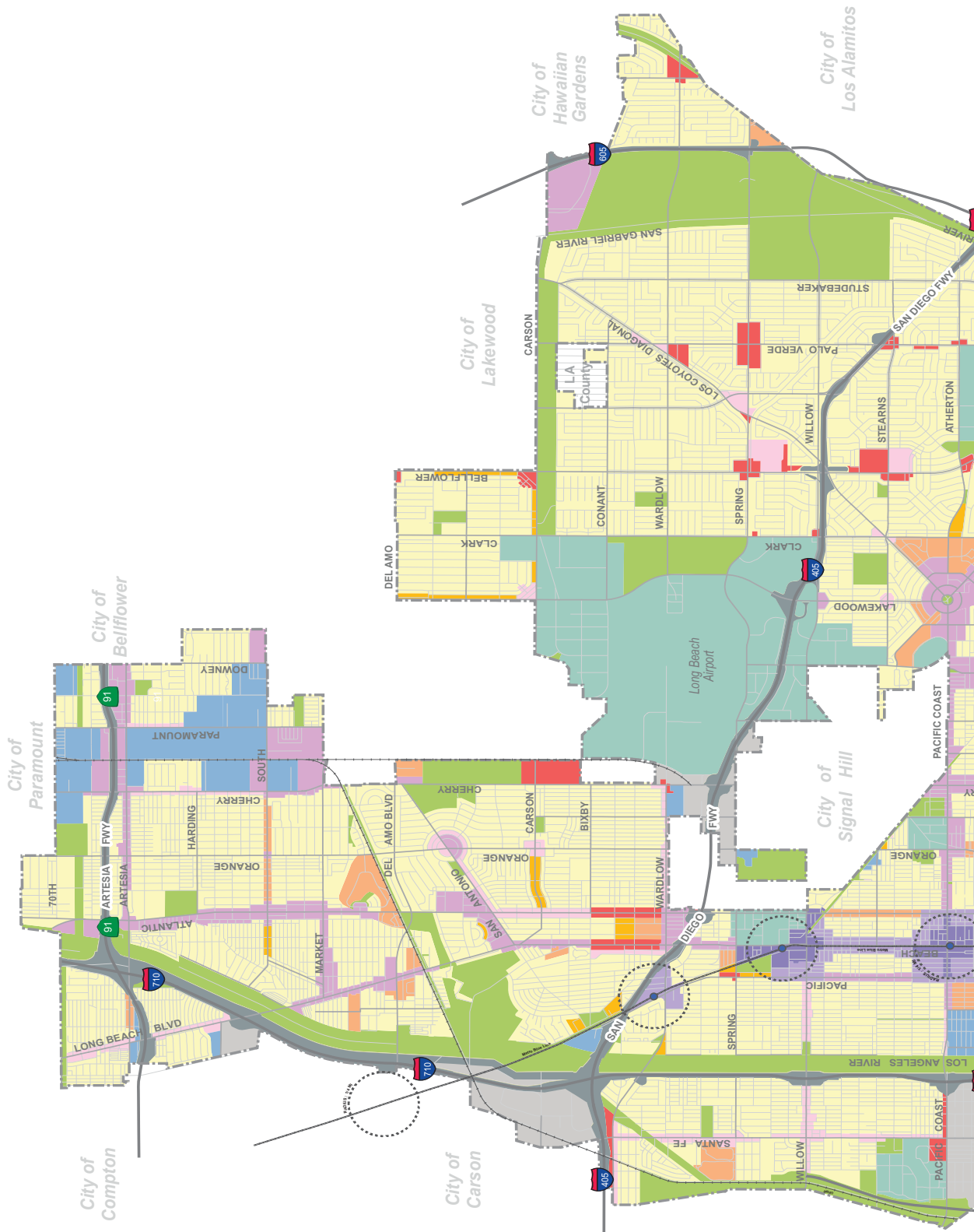


Figure N-2, Long Beach PlaceTypes-Northern (Land Use Element)

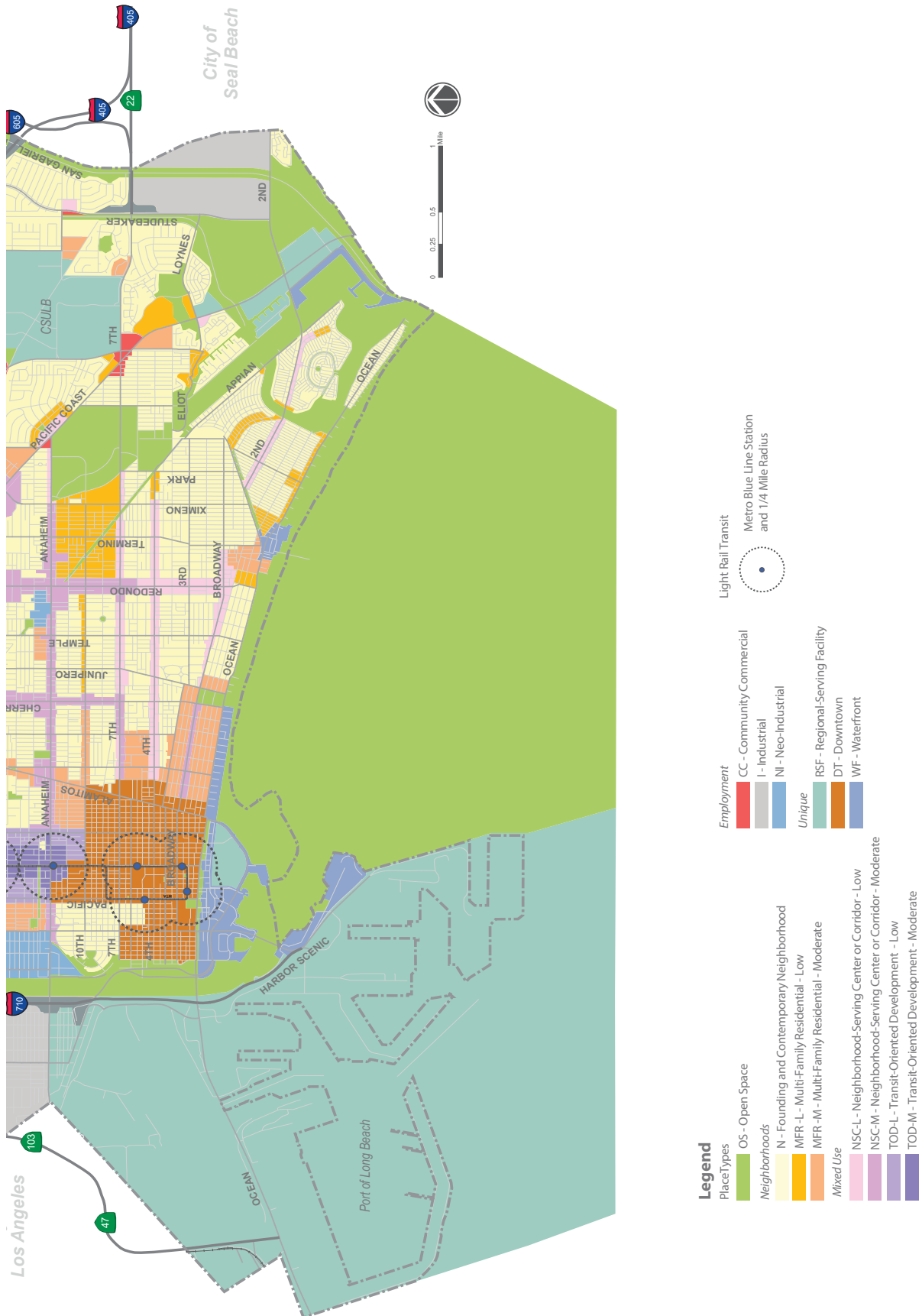


Figure N-3, Long Beach PlaceTypes-Southern (Land Use Element)



Strategy No. 2 Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

- » **Policy N 2-1:** Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.
- » **Policy N 2-2:** Require mitigation measures for new high-generating uses adjacent to sensitive receptors.
- » **Policy N 2-3:** Require that high-generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences.
- » **Policy N 2-4:** Develop, update and apply best practices for restaurants, bars and retail establishments with evening activities to ensure compatibility such as limitations on hours, location of trash/recycling, policies for rooftop activities, and communications with neighboring residents and businesses.

Strategy No. 3 Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.

- » **Policy N 3-1:** Provide sufficient spatial separation between industrial uses and sensitive receptors. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise.
- » **Policy N 3-2:** Ensure new industrial uses are in compliance with the City's Noise Ordinance.
- » **Policy N 3-3:** Encourage industrial and commercial activities to restrict their receiving operations to daytime periods.
- » **Policy N 3-4:** Enforce established hours and routes for delivery trucks and truck traffic.

- » **Policy N 3-5:** Where sensitive receptors are located adjacent to industrial uses, reduce noise impacts through the use of noise barriers, restriction of operating hours, and investment in noise cancelling technology.
- » **Policy N 3-6:** Mitigate off-site impacts from port operations and consider development of grant programs for off-site port-related noise mitigations.

Strategy No. 4 Protect and buffer noise sensitive areas and uses through effective building design and material selection.

- » **Policy N 4-1:** Encourage developers to utilize noise absorbing building materials.
- » **Policy N 4-2:** In mixed-use developments, locate and orient residential units away from noise sources associated with other uses on the site.
- » **Policy N 4-3:** In mixed-use developments, locate residential balconies and windows away from the primary street and from other uses on the site.
- » **Policy N 4-4:** In mixed-use developments, require techniques to prevent the transfer of noise and vibration to the residential uses on the site.
- » **Policy N 4-5:** Encourage building design that incorporates varying and/or angled wall articulation to disperse noise.

Outdoor dining





- » **Policy N 4-6:** Promote building design best practices such as staggering wall studs to minimize transmission of noise between rooms.
- » **Policy N 4-7:** Consider use of decorative walls and/or dense landscaping to further buffer noise between uses.

Strategy No. 5 Implement best practices to reduce impacts of noise from industrial sources.

- » **Policy N 5-1:** In observance of requirements imposed by the California Air Resources Board (CARB), limit the idling of heavy trucks during night time hours to less than five minutes.
- » **Policy N 5-2:** Where feasible, require equipment enclosures for pumps and compressors that exceed Municipal Code noise standards.
- » **Policy N 5-3:** Encourage conduction of high-noise or high-vibration activities in a set window or time during the day.
- » **Policy N 5-4:** Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
- » **Policy N 5-5:** Commercial delivery truck traffic should avoid residential areas whenever feasible.

Streets opened for biking for Beach Streets celebration



- » **Policy N 5-6:** Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible.
- » **Policy N 5-7:** Encourage industrial operations to utilize on-site electrical sources to power equipment rather than diesel generators where feasible.

MOBILITY

Vehicle Noise

Long Beach has a multitude of sources of vehicle-related noise including automobiles, trucks, motorcycles, and buses.

Automobiles, Buses, and Trucks

Automobiles, buses, trucks, motorcycles and trains dominate transportation noise in the City. In addition to the ambient noise level created by freeway and corridor traffic, cars and trucks may also produce intermittent noise like honking and car alarms. Intermittent noise is also produced by public bus routes.

Vehicle Emissions

Vehicle noise emission standards are promulgated by the federal Environmental Protection Agency (Title 49, Code of Federal Regulations Parts 190 et seq.). The Federal Highway Administration (FHA) of the Department of Transportation has authority to enforce noise standards pertaining to licensed interstate vehicles with a gross weight of over 10,000 pounds, providing the enforcement authority has been authorized “curbing” (i.e., police) authority. State and local jurisdictions may adopt the Environmental Protection Agency regulations with-out amendment in order to enforce the regulations. However many cities, including Los Angeles, have not done so because noise emissions, as described previously and below, can be enforced locally as nuisance noise under other authorities.

The California Department of Motor Vehicles has jurisdiction over vehicle noise emissions within California. California Motor Vehicle Code Section 23130 establishes vehicle noise limits for moving vehicles, including interstate trucks that operate on streets, highways and freeways within the state, and regulates noise impacts on adjacent land uses. The provisions are enforced by the California Highway Patrol and local law enforcement agencies, such as city police.

Trucks tend to generate greater noise than cars. Certain types of trucks are prohibited by the State from traveling on certain State highways due to safety considerations. Freeways serve as the primary truck freight haul routes. Within the City, trucks are allowed to travel on streets except where prohibited by State regulations or by weight or height limits, such as on bridges, in tunnels and on some substandard streets. Because trucks can travel on most streets and highways in Long Beach, truck noise can impact all areas of the city. Areas especially impacted tend to be those that are located adjacent to industrial and warehouse sites. Truck traffic impacts, including noise, are such a problem near the Port of Long Beach and along the SR-91, I-605, I-710 and I-405 Freeways.

Freeway Noise

By the late 1960s, freeways were a major source of noise throughout the State. Entire communities were impacted, especially at night, by the steady hum or roar generated by fast moving traffic. In 1973-74 state and federal agencies, in response to the 1969 National Environmental Policy Act, adopted formal policies and criteria for construction of noise barriers to mitigate impacts. In California, the responsibility for freeway and highway noise management was assumed by the California Department of Transportation (Caltrans). As a part of the nationwide highway noise abatement effort, Caltrans instituted a noise management program to reduce impacts from existing and new freeways on residential, school and other noise sensitive uses.

The program utilized noise barriers (sound walls) and/or building modification methods. Where sound walls alone cannot reduce interior sound to acceptable levels, buildings sometimes are modified by adding or improving air conditioning, acoustical glass and/or other noise insulation features.

Future traffic noise contours, consistent with Land Use Element and Mobility Element assumptions, have been modeled and are shown in Figure 4. Detailed traffic noise contour maps are provided in the appendix.

Strategy No. 6 Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

- » **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.
- » **Policy N 6-2:** Use the “Land Use Compatibility Guidelines” and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.
- » **Policy N 6-3:** Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls.
- » **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.
- » **Policy N 6-5:** Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.
- » **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA Ldn noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.
- » **Policy N 6-7:** Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard).
- » **Policy N 6-8:** Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise.
- » **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.
- » **Policy N 6-10:** Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach.
- » **Policy N 6-11:** Support and promote the Air Quality Management District’s (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles.

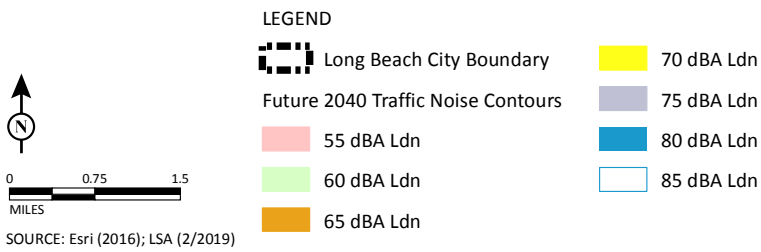
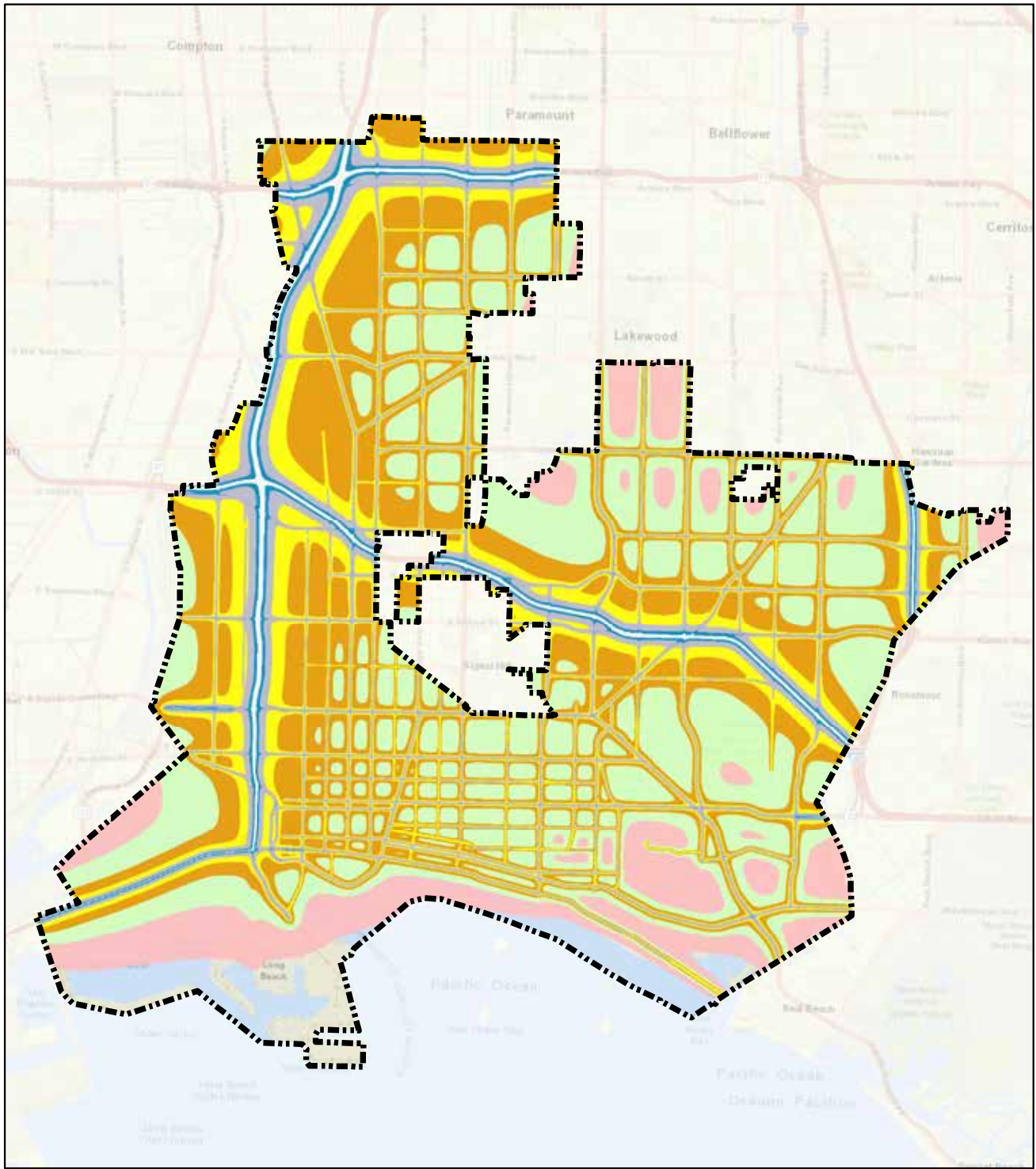


Figure N-4, Future Traffic Noise Contours (2040) Overview (Detailed maps available in Appendix)

Table N-5: Allowable Noise Exposure from Transportation Sources

Allowable noise exposure levels from transportation sources provided in Table N-5 are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. In areas where transportation noise is not the dominant noise source, refer to stationary and operational standards in the Noise Ordinance of the Long Beach Municipal Code.

Land Use		Ldn (dBA)	
PlaceType	Uses	Interior ^{1,2}	Exterior ³
<i>Open Space</i> Open Space (OS)	Playgrounds, neighborhood parks	N/A	70
	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
<i>Neighborhoods</i> Founding and Contemporary Neighborhood (N) Multi-Family Residential-Low (MRF-L) Multi-Family Residential-Moderate (MRF-M)	Single-family, duplex and multiple-family	45	65
	Mobile home park	N/A	65
<i>Mixed-Use</i> Neighborhood-Serving Center or Corridor – Low (NC-L) Neighborhood-Serving Center or Corridor – Low (NC-M) Transit-Oriented Development – Low (TOD-L) Transit-Oriented Development – Moderate (TOD-M)	Single-family	45	65
	Mobile home park	N/A	65
	Multiple-family, mixed-use	45	65 ⁴
	Transient lodging-motels, hotels	45	65
	Sports arenas, outdoor spectator sports	N/A	N/A
	Auditoriums, concert halls, amphitheaters	45	N/A
	Office buildings, business, commercial and professional	50	N/A
<i>Employment</i> Community Commercial (CC) Industrial (I) Neo-Industrial (NI)	Manufacturing, utilities, agriculture	N/A	N/A
	Office buildings, business, commercial and professional	50	N/A
<i>Unique</i> Regional Serving Facility RSF) Downtown (DT) Waterfront (WF)	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
	Government Facilities – offices, fire stations, community buildings	45	N/A
	Places of Worship, churches	45	N/A
	Libraries	45	N/A
	Multiple-family, mixed-use	45	65 ⁴
	Utilities	N/A	N/A
	Cemeteries	N/A	N/A

¹ Interior habitable environment excludes bathrooms, closets, and corridors.

² Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.

³ Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multifamily residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.

⁴ Within the NC-M, TOD-L, TOD-M, DT and WF PlaceType designations, exterior space standards apply only to common outdoor recreational areas.

Ldn = Day-Night Average Level

dBA = A-weighted decibels

N/A = Not Applicable



Strategy No. 7 Promote multimodal mobility to reduce noise generated from vehicular traffic.

- » **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.
- » **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.
- » **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.
- » **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public rights-of-way.

Strategy No. 8 Implement street design and maintenance practices to minimize vehicular noise impacts.

- » **Policy N 8-1:** Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

Freeway interchange in Long Beach



- » **Policy N 8-2:** Consider traffic calming design, such as “road diets,” traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise.
- » **Policy N 8-3:** Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices.
- » **Policy N 8-4:** Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed.
- » **Policy N 8-5:** Consider using roadway sound attenuation techniques for resurfacing projects that use “quiet” pavement or noise-reducing rubberized asphalt.

Rail

Noise from rail systems is localized, impacting immediately adjacent communities. This section addresses noise management relative to rail systems within the City. Currently, three main freight rail lines pass through the City that are operated by Burlington Northern Santa Fe Corporation (BNSF) Railway, Union Pacific Railroad Company (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, through the northwest corner of the City, around the neighborhood of North Long Beach.

In addition to freight activities, the Metro Blue Line which serves as public transit, is part of the Metro Rail System that runs north-south from Los Angeles to Long Beach, traveling south via Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard to its final destination at the Long Beach Transit Gallery. The Metro Blue Line operates daily, including all major holidays.

Railways in Long Beach serve the industrial sites located in the northwest and southwest sectors of the community and typically operate at 20-30 mph. The major source of noise in trains operating in Long Beach is the diesel locomotive. The propulsion system includes a diesel engine driving an electrical generator which in turn provides power to the wheels. The water-cooling system for the engine requires auxiliary equipment such as cooling fans which are an additional source of noise. The separate sources of noise are: the exhaust, engine, fans, and wheel-to-rail noise.

A unique source of noise in the locomotive is the horn which produces the highest sound levels, up to about 115 dBA. Another noise source in a train is the rolling stock or vehicles being pulled by the locomotive. The noise exposures produced by these vehicles is due primarily to the interaction between the wheels and the rails. This noise will be dependent on the type and condition of the railway and the suspension of the vehicle. Items such as welded track and hydraulic shock absorbers on the wheel assemblies can produce significant (5-10 dBA) noise reductions. Other types of surface tracked vehicles, such as those used for rapid transit system, will produce lower noise emissions. Some residential neighborhoods near active rail lines are impacted by noise from intermittent passing trains and associated rail and truck activities.

Strategy No. 9 Minimize train noise in residential areas and near noise-sensitive land uses.

- » **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.
- » **Policy N 9-2:** Encourage all active railroads within the City to schedule trains during daylight hours when possible.
- » **Policy N 9-3:** Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.
- » **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.
- » **Policy N 9-5:** Require future rail projects under the City's control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design.
- » **Policy N 9-6:** Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community.
- » **Policy N 9-7:** Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use.
- » **Policy N 9-8:** Explore Port to Alameda Corridor "Quiet Zone" implementation.
- » **Policy N 9-9:** Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.

Aircraft

The primary source of aircraft noise in Long Beach is from the Long Beach Airport, though other neighboring airports, including Los Angeles International, may also impact Long Beach residents. Operations at the Long Beach Airport include commercial air carriers, commuter flights, industrial planes, charter flights, and other general aviation as well as emergency and police helicopter activities. Management of aircraft and airport related noise impacts are within federal, state and/or local authority jurisdiction.

Federal regulations are through the Federal Aviation Administration (FAA). The Caltrans Aeronautics Program (CAP) administers the enforcement of federal airport regulations in the state of California. CAP sets noise guidelines for local airports. In addition, the state provides noise level guidelines for land uses surrounding airport and those within the airport land use plan with the main focus being interior noise level standards.



In addition to the CAP, State law (Public Utilities Code Section 21670 et seq.) requires creation of county Airport Land Use Commissions (ALUCs). The ALUCs advise local jurisdictions concerning coordination of airport and land use planning for adjacent geographic areas in order to achieve orderly expansion of airports, reduction of community exposure to excessive noise and elimination of safety hazards associated with airport operations. The ALUCs prepare and adopt Comprehensive Airport Land Use Plans (CLUPs). Local methods for regulation of noise impacts is through proactive land use planning. The primary regulating tool for airport compatibility is the City of Long Beach compatibility ordinance. Chapter 16.43 of the City of Long Beach Municipal Code was established in

1995 giving the City one of the strictest noise-controlled airports in the United States. In 1990, out of concern over the proliferation of local airport noise control regulations, Congress passed the Airport Noise and Capacity Act, giving noise control to the federal government and Federal Aviation Administration (FAA). However, the City was able to work with the federal government and the FAA to retain the Ordinance, as “grandfathered” under the legislation. The Ordinance includes many details including, but not limited to, number of flights restrictions, maximum allowed noise exposure levels, a monetary violation process, incentives for quieter operations, and pilot education programs.

Federal Aviation Regulations, Part 150, “Airport Noise Compatibility Planning”

As a means of implementing the Aviation Safety and Noise Abatement Act, the FAA adopted Regulations on Airport Noise Compatibility Planning Programs. The FAA published noise and land use compatibility charts to be used for land use planning with respect to aircraft noise. An expanded version of this chart appears in Aviation Circular 150/5020-1 (dated August 5, 1983). These guidelines represent recommendations to local authorities for determining acceptability and permissibility of land uses. The guidelines recommend a maximum amount of noise exposure (in terms of the cumulative noise metric DNL) that might be considered acceptable or compatible to people in living and working areas. Residential land use is deemed acceptable for noise exposures up to 65 dB DNL. The FAA permits substitution of CNEL for DNL in California.

Helicopter Operations

Helicopter noise, unlike that of fixed-wing aircraft, is associated with the sound generated by rotor blades slapping against wind currents, not by the aircraft engine. Improvements in rotor systems is the primary means of reducing noise generated by helicopters. Even with noise suppression improvements, helicopter flight at 500 feet creates an audible sound that is especially noticeable at night. National “FlyNeighborly” guidelines are implemented voluntarily by most pilots, thereby reducing noise impacts, especially in the vicinity of residential neighborhoods and noise sensitive uses.

Long Beach Airport runway



Strategy No. 10 While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- » **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.
- » **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.
- » **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.
- » **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.
- » **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible.
- » **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.
- » **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.
- » **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.

- » **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Watercraft

Watercraft operation noise is a concern for noise sensitive receivers located near the City's coast and waterways. Watercraft noise levels vary greatly depending on the size of the engines and noise levels are magnified when improper muffling occurs. The Long Beach Marine Department has the responsibility to regulate noise levels on the City's coast and waterways. Typically, watercraft are divided into two general categories: personal watercraft and boats. Personal watercraft typically refer to non-motorized vessels such as kayaks and paddle boats as well as motorized vessels such as sea-doo's and jet skis. Boats are typically divided into three sub-categories: man-powered boats such as gondolas; sailboats which are wind-propelled; and motor boats. The motor boat category ranges from small fishing and ski boats to cruise liners and tug boats. In areas of low speed, boat noise is generally not a concern, with the use of proper mufflers.

Strategy No. 11 Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- » **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.

Watercraft in Rainbow Harbor





- » **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.
- » **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.
- » **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

CONSTRUCTION

Construction activities are a necessary and on-going source of noise throughout all parts of the City. The duration of construction noise ranges from a few hours to multiple months. Construction activities are regulated by the City's Municipal Code, which limits typical construction activities to the daytime hours, except under special circumstances. The type of construction equipment and duration of activities greatly affect the amount of noise and vibration created. Activities include hauling materials, site preparation, grading, building erection, and other specialized construction activities.

Construction of city hall



Strategy No. 12 Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

- » **Policy N 12-1:** Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.
- » **Policy N 12-2:** Limit the allowable hours for construction activities and maintenance operations near sensitive uses.
- » **Policy N 12-3:** As part of the City's Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform.
- » **Policy N 12-4:** Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.
- » **Policy N 12-5:** Encourage the following construction best practices:
 - Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
 - Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
 - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.
 - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
 - The construction contractor should use on-site electrical sources to power equipment rather than diesel generators where feasible.



- All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.”
- A “noise disturbance coordinator” should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.
 - » **Policy N 12-6:** Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.
 - » **Policy N 12-7:** Work together with the AQMD to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment.

SPECIAL EVENTS

Long Beach provides a desirable setting for special events of many forms. These events include, but are not limited to, community festivals, runs/walks, citywide holiday celebrations, Long Beach Grand Prix, Long Beach Marathon, Long Beach Lesbian and Gay Pride Parade and Celebration, Jazz Festival, and events hosted at the Queen Mary. Special events provide economic development and tourism, however, with residents living in close proximity to these events, ensuring managed frequency and intensity of the noise from these events is a priority for the City. Long Beach strives for an informed, balanced approach to managing the needs of these events while continuing to prioritize the wellbeing of residents.

Special event in Long Beach





Strategy No. 13 Balance the needs of special events while prioritizing the well-being of residents.

- » **Policy N 13-1:** Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins.
- » **Policy N 13-2:** Provide a efficient and standardized process for Special Events permitting in order to increase predictability for residents and applicants.
- » **Policy N 13-3:** Implement and enforce procedures related to noise level requirements for special events, and review procedures on an annual basis.
- » **Policy N 13-4:** Communicate regularly with residents about the Special Events that may impact them through appropriate channels to increase transparency and timely information.
- » **Policy N 13-5:** Consider geographic distribution of special events throughout the City by managing frequency and intensity of events.
- » **Policy N 13-6:** Stay up-to-date with sound mitigation technology and noise assessment methods for Special Events.

ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY

Environmental justice and social equity, as they relate to sound, are important aspects of planning for a healthy noise environment for all residents of Long Beach. Creating a more equitable distribution of noise is one of the four primary goals of this Noise Element. Environmental justice entails equitable treatment and enforcement of environmental laws, regulations, and policies as they may disproportionately affect marginalized groups. It also emphasizes meaningful participation from affected groups.

Strategy No. 14 Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

- » **Policy N 14-1:** Ensure that affected residents have the opportunity to participate in decisions that impact their health.
- » **Policy N 14-2:** Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.
- » **Policy N 14-3:** Utilize culturally appropriate approaches to public participation and involvement.

Sound wall to protect residential neighborhood from noise



- » **Policy N 14-4:** Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM) or other model.

Strategy No. 15 Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.

- » **Policy N 15-1:** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.
- » **Policy N 15-2:** Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize noise impacts.
- » **Policy N 15-3:** Provide adequate buffers between schools and industrial facilities and transportation corridors.
- » **Policy N 15-4:** Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.
- » **Policy N 15-5:** Ensure that low-income and minority populations understand the effect of projects with noise impacts.
- » **Policy N 15-6:** Initiate outreach efforts as early as possible in the decision-making process before significant resources have been invested in a particular outcome.
- » **Policy N 15-7:** Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design and other measures.

NOISE MANAGEMENT

Long Beach makes a continual effort to regulate noise and create buffers from sources of noise to surrounding sensitive receptors and land uses. Enforcement of regulations is ongoing, and efforts are made to inform the public through a variety of means, such as through information bulletins.

One method of imposing noise regulations is through the enforcement of the California Environmental Quality Act (CEQA). Through the review of projects in compliance with CEQA, noise mitigation measures are prescribed through approved Mitigation and Monitoring Programs to limit excessive noise. The CEQA process provides a tailored environmental analysis to address project-specific impacts and individual context.

Noise mitigations are typically divided into measures addressing construction activities and measures addressing project design and operation. For construction noise, potential mitigation measures include equipment mufflers, quieter models of air compressors, locating stationary noise-generating equipment farther from sensitive receptors, no unnecessary idling of internal combustion equipment, routing construction-related traffic away from sensitive receptors, hours of loading/unloading, 150-foot radius noticing for construction activities, establishing a construction liaison to respond to noise complaints and provide corrections, provision of temporary noise barriers or blankets, and site-specific vibration mitigation.

For project design and operation noise mitigation, potential mitigation measures include appropriate site planning (for example, locating shared residential spaces behind buildings to reduce noise exposure), mechanical ventilation in residential areas in higher noise areas to allow for closed windows if desired, installation of sound-rated windows and construction methods, strategic placement of loading/unloading areas, placement of HVAC in mechanical rooms whenever possible, and provision of localized noise barriers or rooftop parapets around mechanical equipment.

Strategy No. 16 Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

- » **Policy N 16-1:** Create a one-stop shop for noise concerns of all types to streamline processes, obtain information and report complaints.



- » **Policy N 16-2:** Explore implementation of a noise reporting app in collaboration with existing platforms such as Go Long Beach.
- » **Policy N 16-3:** Develop a framework for improved inter-agency coordination such as with the Federal Rail Administration, Federal Highway Administration, Federal Aviation Administration, and California Department of Motor Vehicles.
- » **Policy N 16-4:** Compile best noise mitigation practices for key industries (such as special events, bars/entertainment, industrial and commercial uses, and construction practices).
- » **Policy N 16-5:** Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices.
- » **Policy N 16-6:** Regularly evaluate and update strategies for management of nuisance noise such as:
 - Updating leaf blower requirements to encourage use of electric leaf blowers versus gas-powered machines.
 - Enhancing methods for managing animal noise (such as from dogs and birds).
 - Improving communications and enforcement for house parties and other neighborhood disturbances.
 - Support business owners by providing information on useful tools and best practices and clarifying requirements.
- » **Policy N 16-7:** Evaluate the development of a mitigation program to provide sound-attenuating improvements (such as updated windows) to older buildings and residences using funds from noise fines, grants or other sources.
- » **Policy N 16-8:** Ensure adequate resources are provided for enforcement of City noise regulations.
- » **Policy N 16-9:** Improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures.

Noise from delivery trucks can be classified as a nuisance noise





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Administration + Implementation

Maintaining the Noise Element

6

"I have been impressed with the urgency of doing. Knowing is not enough; we must apply. Being willing is not enough; we must do."

Leonardo da Vinci

Italian Artist, Scientist, and Inventor



6



Administration + Implementation

Maintaining the Noise Element

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ADMINISTRATION

The Noise Element provides the highest level of noise guidance on a citywide basis. It provides guidance that will be implemented through the Municipal Code, zoning, public project consistency, development review process and interagency coordination. The Noise Element further implements the PlaceType approach established in the Land Use Element and interrelates with policies with the broader Long Beach General Plan, especially those established in the Mobility Element, Housing Element, Urban Design Element and Open Space Element.

State law allows amendments to the Noise Element. Amendments may be periodically initiated by staff, the Planning Commission, City Council or a property owner. State mandated elements, including the Noise Element, can only be amended four times per calendar year. However, more than one change may be considered at each of these four opportunities. General Plan Amendments are adopted by resolution and approved immediately upon adoption of the resolution.

IMPLEMENTATION

To effectively implement the goals, strategies and policies of the Noise Element, implementing measures must be reflective of local needs and carried out as an integrated program of complementary and mutually reinforcing actions. Measures should be specific enough to implement the goals of the General Plan, while maintaining adaptability to allow flexibility in implementation throughout the timeline of the General Plan.

The City is committed to regularly reviewing progress toward implementing the goals, policies and implementation measures of the Noise Element. Since many of the factors and issues that the Element addresses change from time to time, a review and progress report that is prepared every two to three years will help ensure the City is moving forward to achieve the Noise Plan's vision and bold moves. This review will describe the status of each specific implementation strategy outlined. The review will also take into account the availability of new implementation tools and feedback from monitoring activities.

Noise Element policies are implemented through a variety of implementation tools including:

- » Zoning (location of land uses, especially near sensitive receptors)
- » Noise Ordinance
- » Development Review (project design)
- » Building and Housing Codes
- » California Environmental Quality Act/National Environmental Protection Act
- » Consistency in Implementation (General Plan findings for zoning, subdivisions, specific plans, capital improvement projects)
- » City Noise Procedures/Management
- » Interagency Coordination
- » Enforcement and Remedies
- » Periodic Progress Reports

Table N-6 summarizes Noise Element strategies and related policies from Chapter 5 (Noise Plan) and identifies responsible departments and the time frames to complete implementation strategies.

- » Responsible Department(s). The lead City department which has primary responsibility for completion of a program will be listed. If any additional departments or external agencies are involved in a critical or supporting role, they are also listed.
- » Time Frame. A time frame for existing and proposed (new) strategies and programs will be identified. Many strategies operate on an ongoing basis and are indicated as such. The timelines presented are only an estimate and may not occur as indicated due to unforeseen events, changes in funding, or City operations. Time frames are defined generally as follows:
 - Short-term = 0-5 years
 - Mid-term = 5-10 years
 - Long-term = 10-20 years
 - Ongoing = May require short-, mid-, and long-term actions

Table N-6: Implementation Matrix

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.					
N 1-1	Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts. Responsible Department: Development Services				●
N 1-2	Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines. Responsible Department: Development Services				●
N 1-3	Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts. Responsible Department: Development Services				●
N 1-4	Encourage developers or landowners to incorporate noise reduction features in the site planning process. Responsible Department: Development Services				●
N 1-5	Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses. Responsible Department: Development Services				●
N 1-6	Ensure that project site design and function minimize the potential adverse impacts of noise. Responsible Department: Development Services				●
N 1-7	Encourage educational facilities to locate playgrounds, sports fields, and other outdoor activity areas away from residential areas. Responsible Department: Development Services				●
N 1-8	Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit. Responsible Department: Development Services				●
N 1-9	Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances where sound walls are necessary, they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated. Responsible Department: Development Services Supporting Department: Public Works				●
Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.					
N 2-1	Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses. Responsible Department: Development Services				●
N 2-2	Require mitigation measures for new high-generating uses adjacent to sensitive receptors. Responsible Department: Development Services				●
N 2-3	Require that high-generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences. Responsible Department: Development Services Supporting Departments: Police, Health and Human Services				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 2-4	Develop, update and apply best practices for restaurants, bars and retail establishments with evening activities to ensure compatibility such as limitations on hours, location of trash/recycling, policies for rooftop activities, and communications with neighboring residents and businesses. Responsible Department: Development Services Supporting Departments: Police, Health and Human Services	●			●
Strategy No. 3: Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.					
N 3-1	Provide sufficient spatial separation between industrial uses and sensitive receptors. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise. Responsible Department: Development Services				●
N 3-2	Ensure new industrial uses are in compliance with the City's Noise Ordinance. Responsible Department: Development Services				●
N 3-3	Encourage industrial and commercial activities to restrict their receiving operations to daytime periods. Responsible Department: Development Services				●
N 3-4	Enforce established hours and routes for delivery trucks and truck traffic. Responsible Department: Police				●
N 3-5	Where sensitive receptors are located adjacent to industrial uses, reduce noise impacts through the use of noise barriers, restriction of operating hours, and investment in noise cancelling technology. Responsible Department: Development Services				●
N 3-6	Mitigate off-site impacts from port operations and consider development of grant programs for off-site port-related noise mitigations. Responsible Department: Development Services Supporting Department: Harbor Department				●
Strategy No. 4: Protect and buffer noise sensitive areas and uses through effective building design and material selection.					
N 4-1	Encourage developers to utilize noise absorbing building materials. Responsible Department: Development Services				●
N 4-2	In mixed-use developments, locate and orient residential units away from noise sources associated with other uses on the site. Responsible Department: Development Services				●
N 4-3	In mixed-use developments, locate residential balconies and windows away from the primary street and from other uses on the site. Responsible Department: Development Services				●
N 4-4	In mixed-use developments, require techniques to prevent the transfer of noise and vibration to the residential uses on the site. Responsible Department: Development Services				●
N 4-5	Encourage building design that incorporates varying and/or angled wall articulation to disperse noise. Responsible Department: Development Services				●
N 4-6	Promote building design best practices such as staggering wall studs to minimize transmission of noise between rooms. Responsible Department: Development Services				●
N 4-7	Consider use of decorative walls and/or dense landscaping to further buffer noise between uses. Responsible Department: Development Services				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 5: Implement best practices to reduce impacts of noise from industrial sources					
N 5-1	In observance of requirements imposed by the California Air Resources Board (CARB), limit the idling of heavy trucks during night time hours to less than five minutes. Responsible Department: Development Services				●
N 5-2	Where feasible, require equipment enclosures for pumps and compressors that exceed Municipal Code noise standards. Responsible Department: Development Services				●
N 5-3	Encourage conduction of high-noise or high-vibration activities in a set window or time during the day. Responsible Department: Development Services				●
N 5-4	Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment. Responsible Department: Development Services				●
N 5-5	Commercial delivery truck traffic should avoid residential areas whenever feasible. Responsible Department: Development Services				●
N 5-6	Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible. Responsible Department: Development Services				●
N 5-7	Encourage industrial operations to utilize on-site electrical sources to power equipment rather than diesel generators where feasible. Responsible Department: Development Services				●
Strategy No. 6: Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.					
N 6-1	Ensure noise-compatible land uses along existing and future roadways, highways, and freeways. Responsible Department: Development Services				●
N 6-2	Use the “Land Use Compatibility Guidelines” and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes. Responsible Department: Development Services				●
N 6-3	Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls. Responsible Department: Public Works Outside Agency: Caltrans				●
N 6-4	Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City. Responsible Department: Public Works				●
N 6-5	Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City. Responsible Department: Development Services Supporting Departments: Public Works, Police		●		●
N 6-6	For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards. Responsible Department: Development Services				●
N 6-7	Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard). Responsible Department: Police Supporting Department: City Manager				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 6-8	Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise. Responsible Department: Public Works Supporting Department: Long Beach Transit				•
N 6-9	Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones. Responsible Department: Development Services				•
N 6-10	Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach. Responsible Department: Development Services Supporting Departments: Police, Fire	•			•
N 6-11	Support and promote the Air Quality Management District's (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles. Responsible Department: City Manager	•			•
Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.					
N 7-1	Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City. Responsible Department: Development Services Supporting Department: Public Works				•
N 7-2	Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element. Responsible Department: Development Services Supporting Department: Public Works				•
N 7-3	Evaluate private development proposals to ensure provisions for multimodal mobility where feasible. Responsible Department: Development Services				•
N 7-4	Factor multimodal mobility as part of decisions affecting use and priority of public rights-of-way. Responsible Department: Public Works Supporting Department: Development Services				•
Strategy No. 8: Implement street design and maintenance practices to minimize vehicular noise impacts.					
N 8-1	Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas. Responsible Department: Development Services Supporting Department: Public Works				•
N 8-2	Consider traffic calming design, such as "road diets," traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise. Responsible Department: Public Works Supporting Department: Development Services				•
N 8-3	Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices. Responsible Department: Public Works Supporting Department: Development Services				•
N 8-4	Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed. Responsible Department: Public Works Supporting Department: Development Services				•

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 8-5	Consider using roadway sound attenuation techniques for resurfacing projects that use “quiet” pavement or noise-reducing rubberized asphalt. Responsible Department: Public Works Supporting Department: Development Services				●
Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.					
N 9-1	Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors. Responsible Department: Development Services				●
N 9-2	Encourage all active railroads within the City to schedule trains during daylight hours when possible. Responsible Department: Public Works				●
N 9-3	Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track. Responsible Department: Public Works Supporting Department: Development Services				●
N 9-4	Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses. Responsible Department: Development Services Supporting Department: Public Works				●
N 9-5	Require future rail projects under the City’s control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design. Responsible Department: Public Works				●
N 9-6	Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community. Responsible Department: Public Works Supporting Department: Development Services	●			●
N 9-7	Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use. Responsible Department: Public Works		●		
N 9-8	Explore Port to Alameda Corridor “Quiet Zone” implementation. Responsible Department: Public Works Supporting Department: Harbor		●		
N 9-9	Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas. Responsible Department: Public Works		●		
Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.					
N 10-1	Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. Responsible Department: Development Services Supporting Department: Long Beach Airport				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 10-2	When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport. Responsible Department: Development Services				●
N 10-3	Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft. Responsible Department: Long Beach Airport				●
N 10-4	Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development. Responsible Department: Long Beach Airport				●
N 10-5	Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City’s noise goals, where possible. Responsible Department: Long Beach Airport				●
N 10-6	Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards. Responsible Department: Long Beach Airport Supporting Department: Police				●
N 10-7	Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas. Responsible Department: Long Beach Airport Supporting Department: City Manager				●
N 10-8	Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff. Supporting Department: Long Beach Airport				●
N 10-9	Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). Responsible Department: Development Services				●
Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.					
N 11-1	Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code. Responsible Department: Parks, Recreation and Marine Supporting Department: Harbor				●
N 11-2	Enforce speed limits near the coastline and on the existing water channels. Responsible Department: Parks, Recreation and Marine Supporting Department: Harbor				●
N 11-3	Continue communications with the Marine Department on responding to and documenting noise complaints. Responsible Department: Health and Human Services Supporting Departments: Parks, Recreation and Marine, Harbor				●
N 11-4	Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education. Responsible Department: Parks, Recreation and Marine	●			●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 12: Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.					
N 12-1	Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts. Responsible Department: Development Services				•
N 12-2	Limit the allowable hours for construction activities and maintenance operations near sensitive uses. Responsible Department: Development Services				•
N 12-3	As part of the City’s Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform. Responsible Department: Development Services	•			•
N 12-4	Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration. Responsible Department: Development Services				•
N 12-5	Encourage the following construction best practices: <ul style="list-style-type: none"> Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses. Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment. Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible. The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible. All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.” A “noise disturbance coordinator” should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels. Responsible Department: Development Services				•
N 12-6	Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices. Responsible Department: Health and Human Services Supporting Departments: Development Services, City Manager				•
N 12-7	Work together with the AQMD to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment. Responsible Department: City Manager Supporting Department: Development Services	•			•
Strategy No. 13: Balance the needs of special events while prioritizing the well-being of residents.					
N 13-1	Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins. Responsible Department: City Manager Supporting Department: Health and Human Services	•			•
N 13-2	Provide a efficient and standardized process for special events permitting in order to increase predictability for residents and applicants. Responsible Department: City Manager				•
N 13-3	Implement and enforce procedures related to noise level requirements for special events, and review procedures on an annual basis. Responsible Department: City Manager Supporting Departments: Health and Human Services, Police				•

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 13-4	Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information. Responsible Department: City Manager				●
N 13-5	Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information. Responsible Department: City Manager				●
N 13-6	Stay up-to-date with sound mitigation technology for special events. Responsible Department: City Manager Supporting Department: Health and Human Services				●
Strategy No. 14: Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.					
N 14-1	Ensure that affected residents have the opportunity to participate in decisions that impact their health. Responsible Department: Development Services Supporting Departments: City Manager, Health and Human Services				●
N 14-2	Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process. Responsible Department: Development Services Supporting Departments: City Manager, Health and Human Services				●
N 14-3	Utilize culturally appropriate approaches to public participation and involvement. Responsible Department: Development Services Supporting Departments: City Manager, Health and Human Services				●
N 14-4	Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM) or other model. Responsible Department: Development Services Supporting Department: Health and Human Services				●
Strategy No. 15: Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.					
N 15-1	Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site. Responsible Department: Development Services				●
N 15-2	Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize noise impacts. Responsible Department: Development Services				●
N 15-3	Provide adequate buffers between schools and industrial facilities and transportation corridors. Responsible Department: Development Services				●
N 15-4	Require that zoning regulations provide adequate separation and buffering of residential and industrial uses. Responsible Department: Development Services				●
N 15-5	Ensure that low-income and minority populations understand the effect of projects with noise impacts. Responsible Department: Development Services Supporting Department: Public Works				●
N 15-6	Initiate outreach efforts as early as possible in the decision-making process before significant resources have been invested in a particular outcome. Responsible Department: Development Services Supporting Department: Public Works				●
N 15-7	Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design and other measures. Responsible Department: Public Works Supporting Department: Development Services				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 16: Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.					
N 16-1	Create a one-stop shop for noise concerns of all types to streamline processes, obtain information and report complaints. Responsible Department: Health and Human Services Supporting Departments: City Manager, Police, Development Services				●
N 16-2	Explore implementation of a noise reporting app in collaboration with existing platforms such as Go Long Beach. Responsible Department: Health and Human Services Supporting Departments: City Manager				●
N 16-3	Develop a framework for improved inter-agency coordination such as with the Federal Rail Administration, Federal Highway Administration, Federal Aviation Administration, and California Department of Motor Vehicles. Responsible Department: Public Works Supporting Department: Development Services				●
N 16-4	Compile best noise mitigation practices for key industries (such as special events, bars/entertainment, industrial and commercial uses, and construction practices). Responsible Department: City Manager Supporting Department: Development Services	●			
N 16-5	Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices. Responsible Department: Development Services	●			●
N 16-6	Regularly evaluate and update strategies for management of nuisance noise such as: <ul style="list-style-type: none"> Updating leaf blower requirements to encourage use of electric leaf blowers versus gas-powered machines. Enhancing methods for managing animal noise (such as from dogs and birds). Improving communications and enforcement for house parties and other neighborhood disturbances. Support business owners by providing information on useful tools and best practices and clarifying requirements. Responsible Department: Development Services Supporting Departments: Health and Human Services, Police				●
N 16-7	Evaluate the development of a mitigation program to provide sound-attenuating improvements (such as updated windows) to older buildings and residences using funds from noise fines, grants or other sources. Responsible Department: Development Services Supporting Department: Health and Human Services		●		
N 16-8	Ensure adequate resources are provided for enforcement of City noise regulations. Responsible Department: Health and Human Services Supporting Department: Police				●
N 16-9	Improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures. Responsible Department: Health and Human Services Supporting Departments: City Manager, Development Services	●			●



Appendix

7

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

Jane Jacobs

Urbanist, Author - The Death and Life of Great American Cities

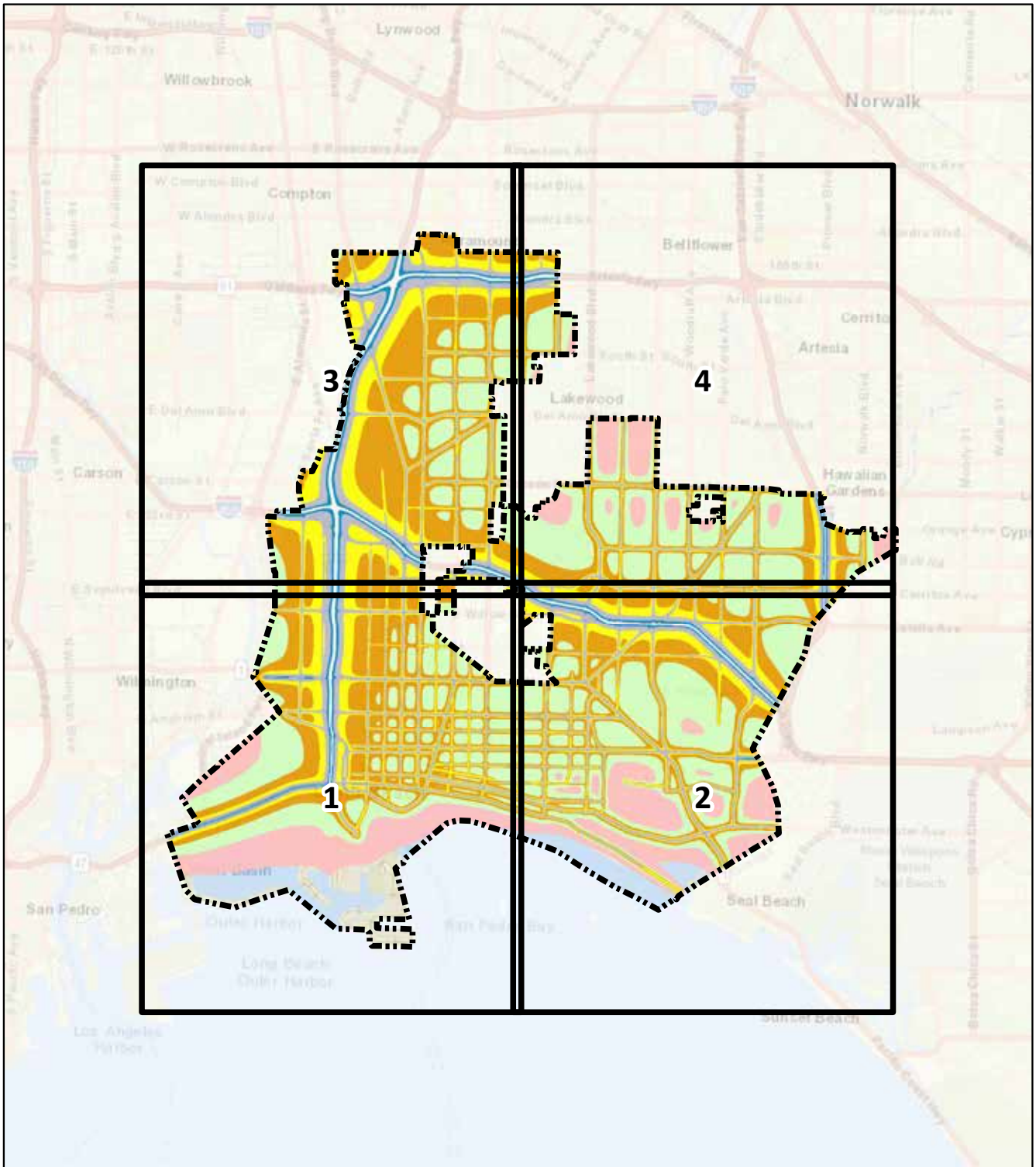


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







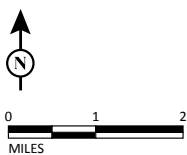
Appendix

Future Traffic Noise Contours (2040) 63

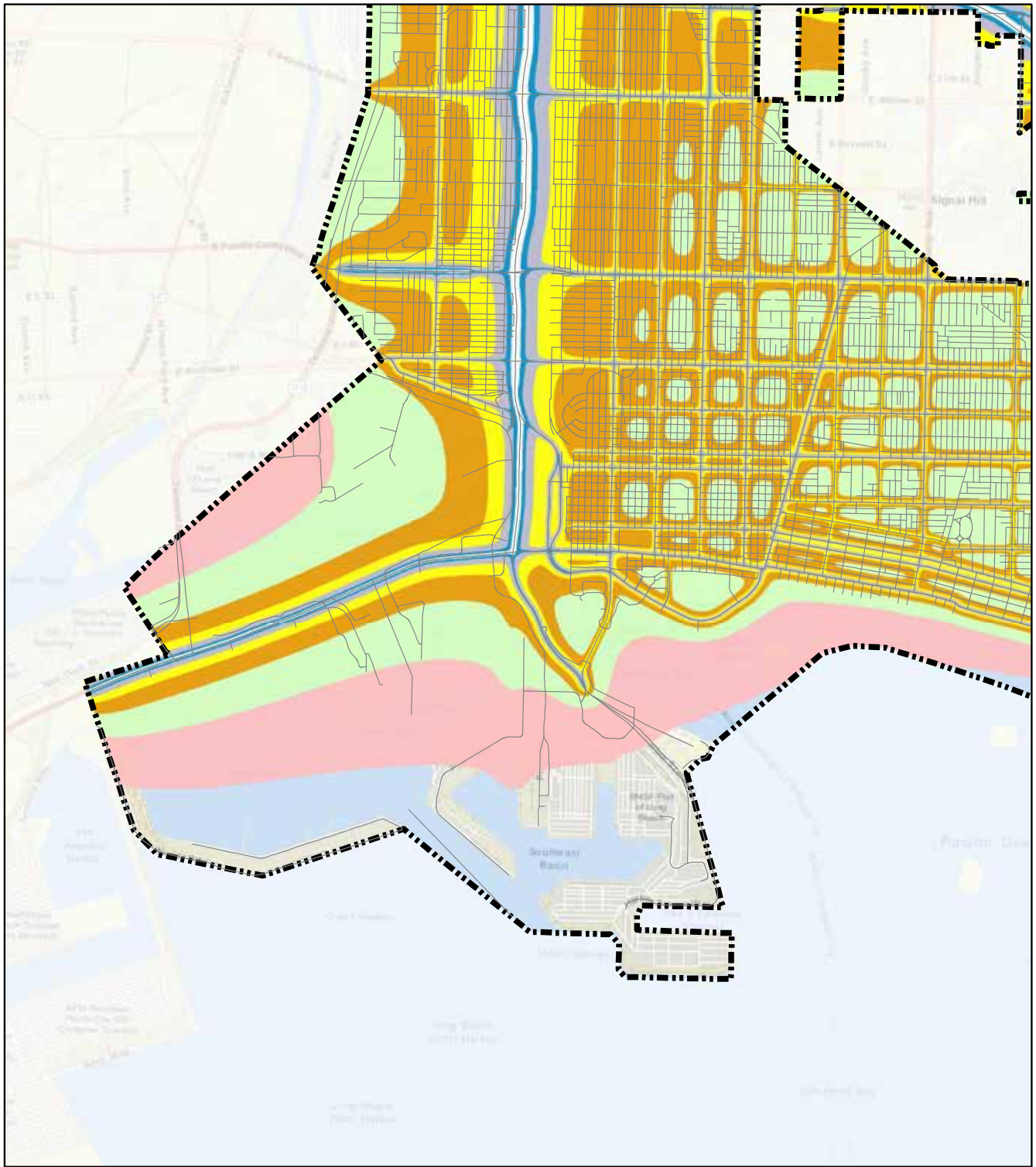


LEGEND

-  Long Beach City Boundary
-  55 dBA Ldn
-  60 dBA Ldn
-  65 dBA Ldn
-  70 dBA Ldn
-  75 dBA Ldn
-  80 dBA Ldn
-  85 dBA Ldn



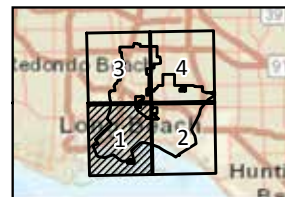
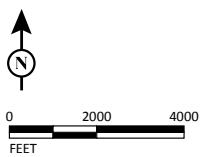
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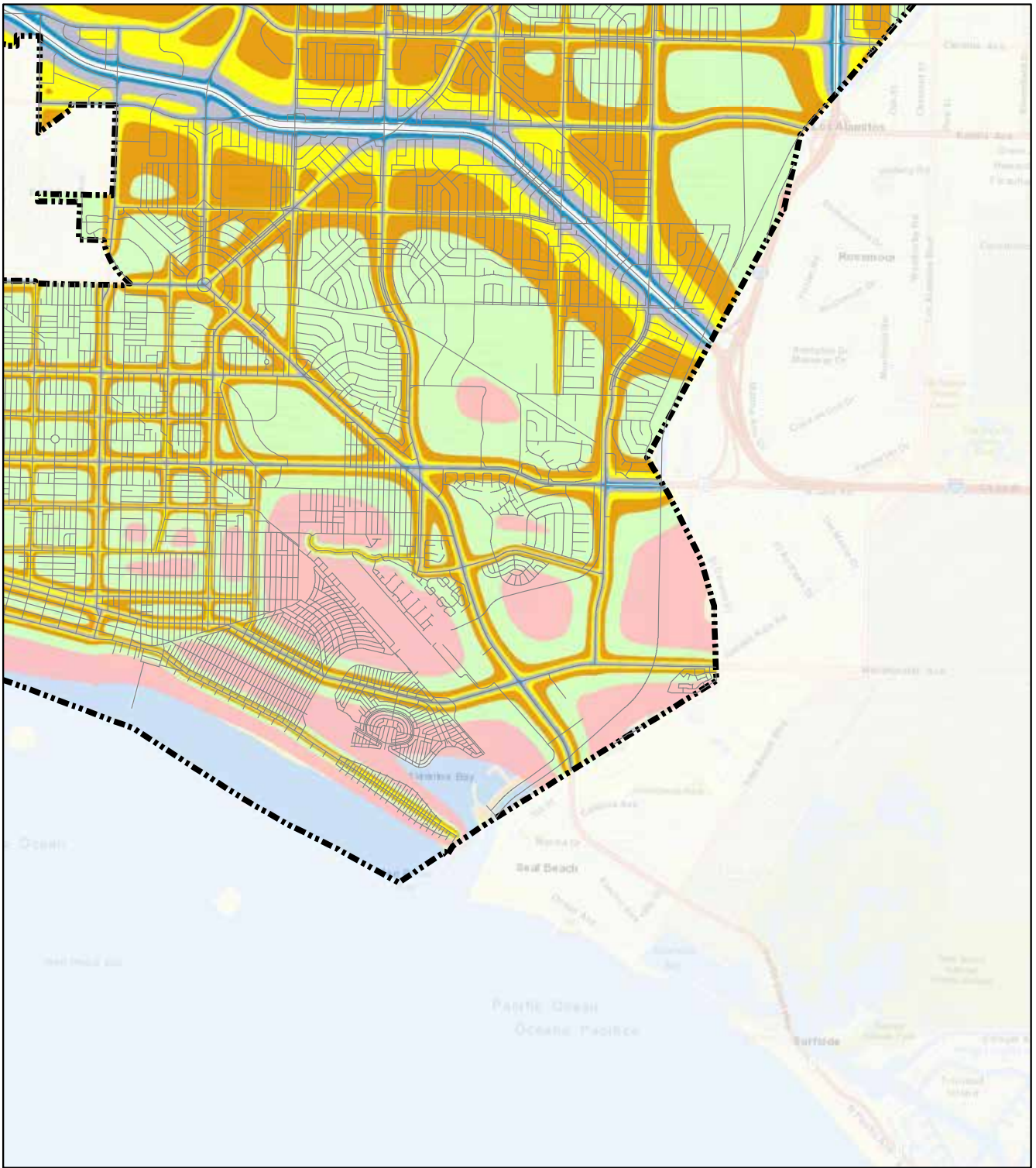
LEGEND

- Long Beach City Boundary
- Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
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 - 60 dBA Ldn

- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn



SOURCE: Esri (2016); LSA (5/2017, 2/2019)

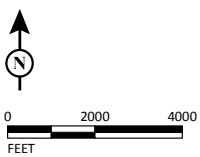


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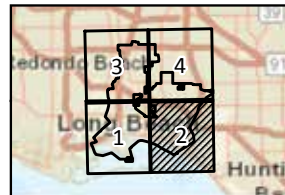
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- Long Beach City Centerlines
- Future 2040 Traffic Noise Contours

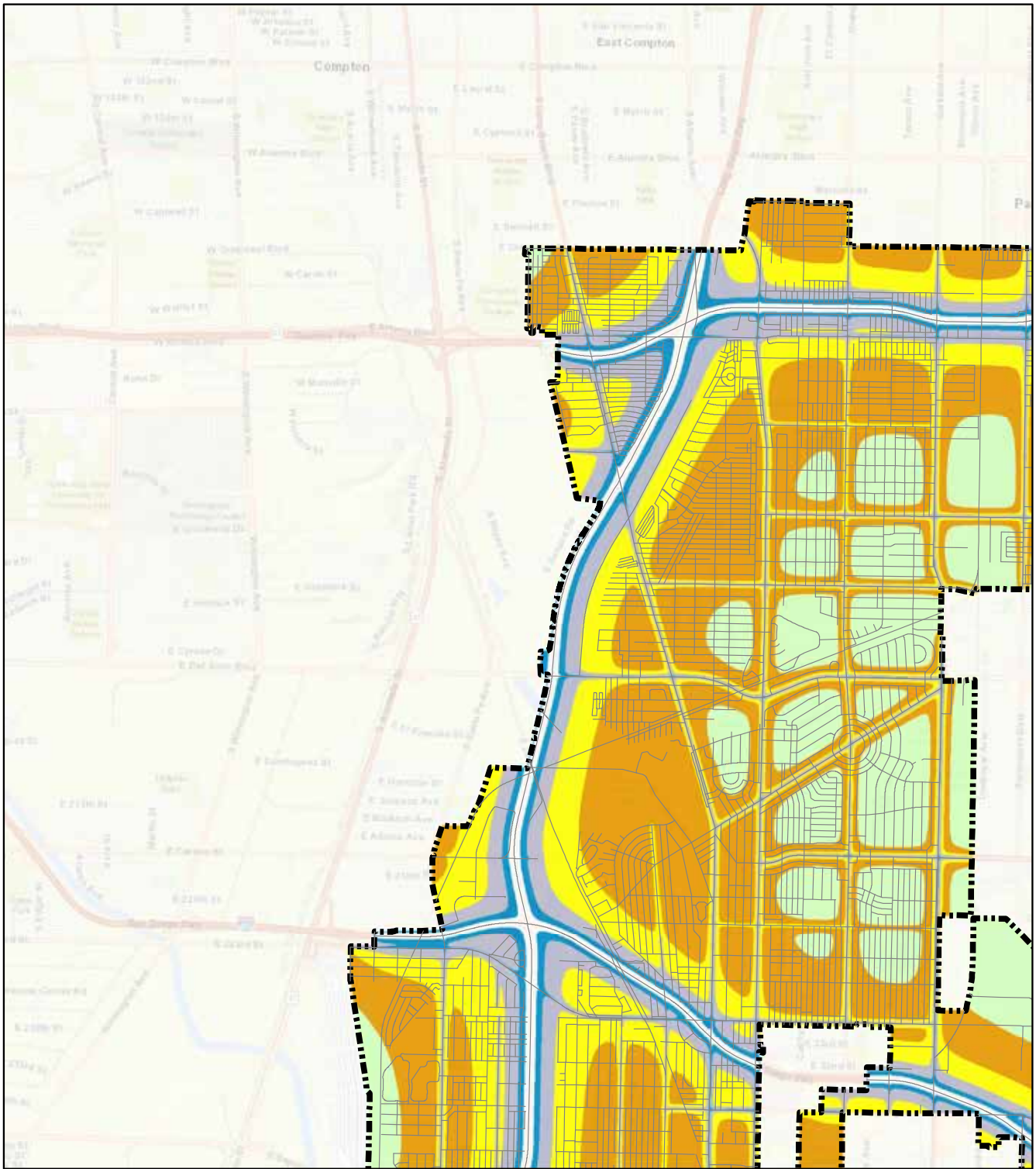
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- 85 dBA Ldn



SOURCE: Esri (2016); LSA (5/2017, 2/2019)

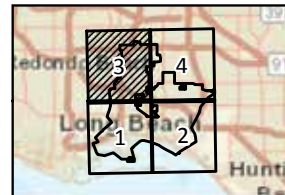
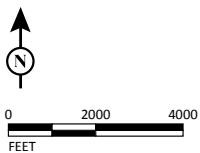




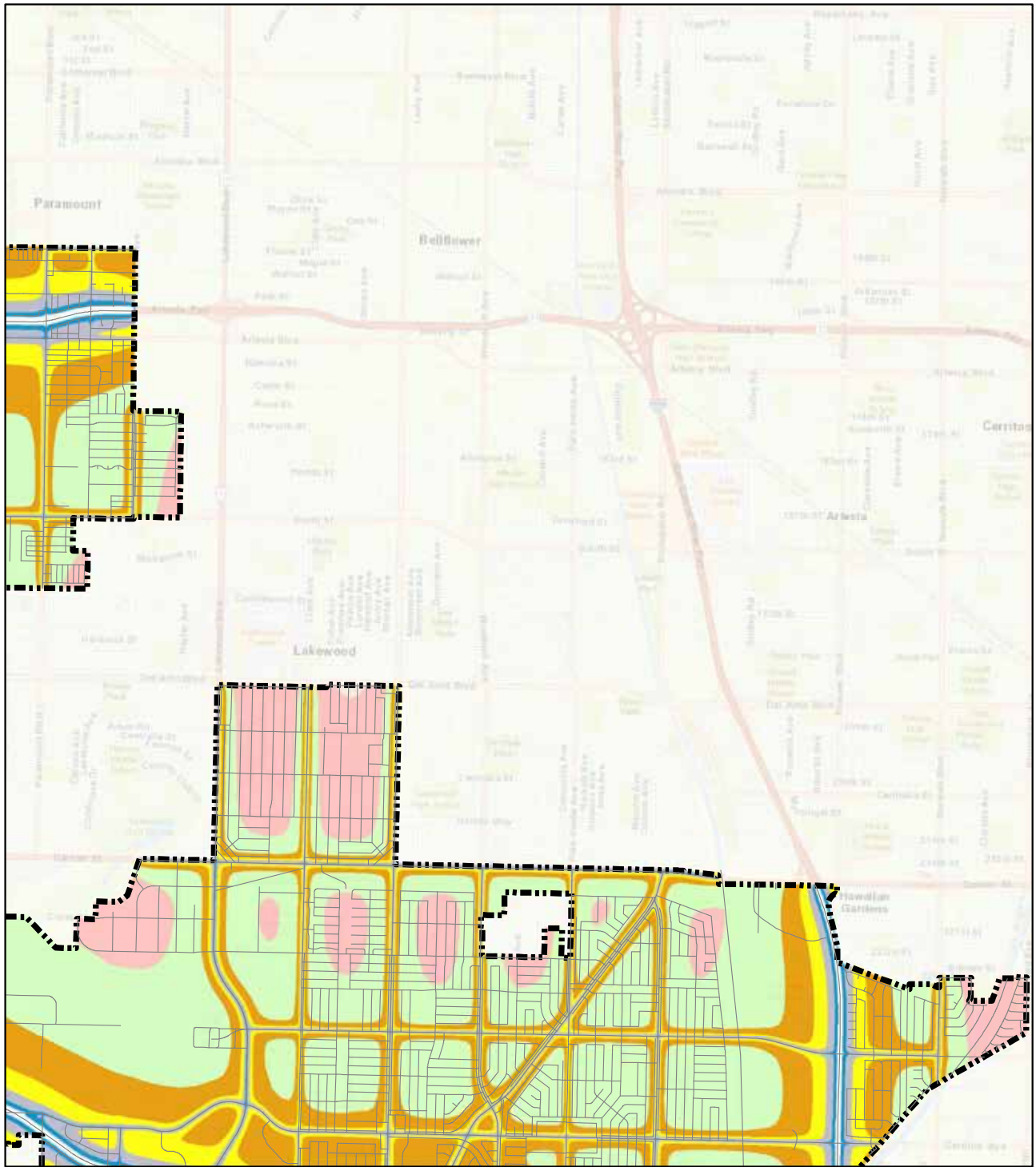
LEGEND

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SOURCE: Esri (2016); LSA (5/2017, 2/2019)



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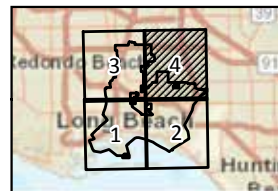
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- Future 2040 Traffic Noise Contours
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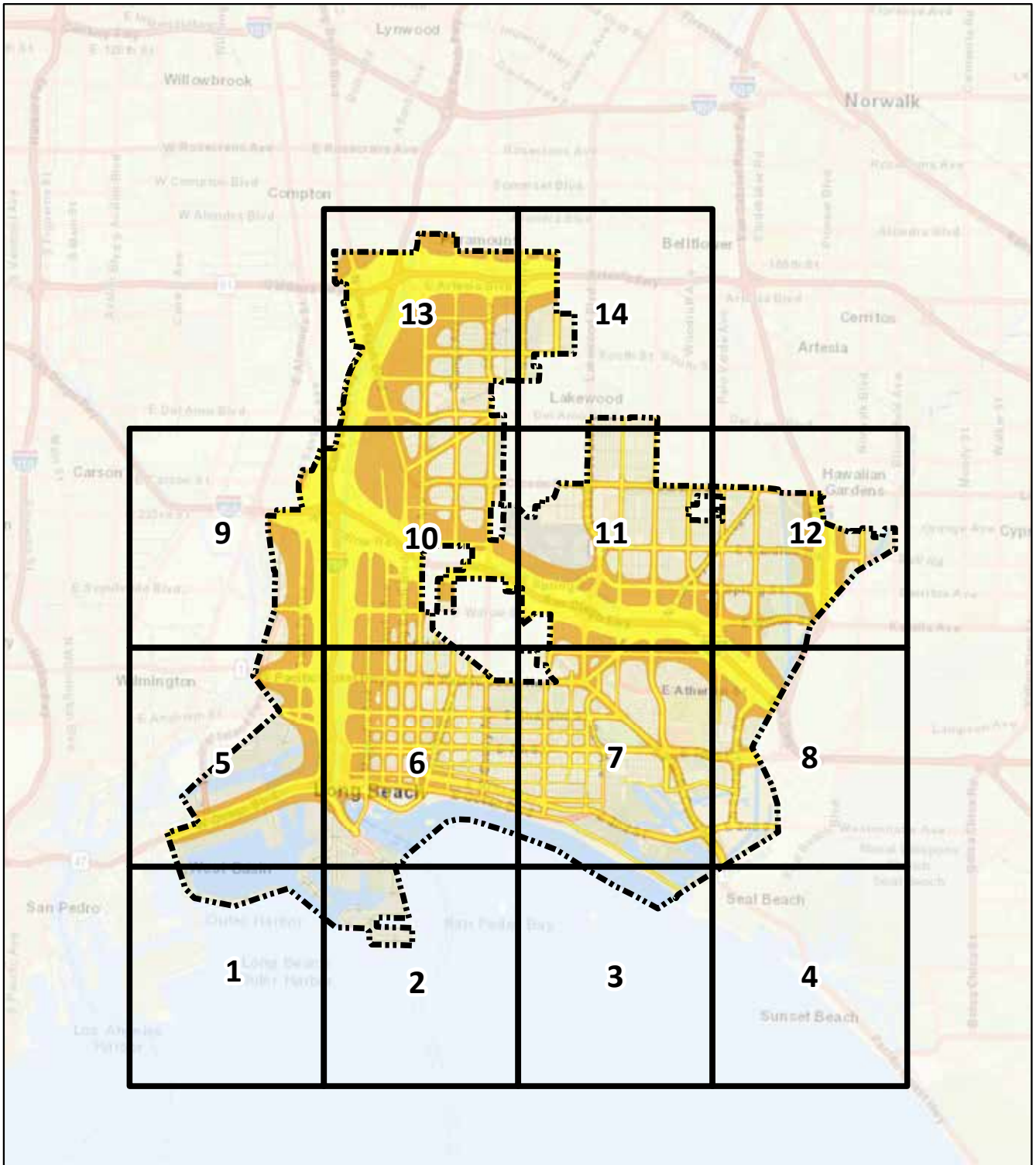
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
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FEET

SOURCE: Esri (2016); LSA (5/2017, 2/2019)





LEGEND





-  Long Beach City Boundary
- Future 2040 Traffic Noise Contours
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 -  70 dBA Ldn

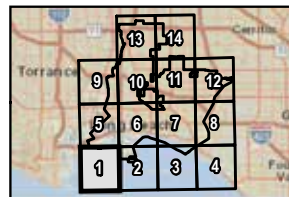
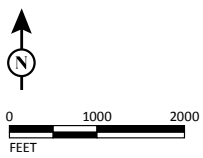


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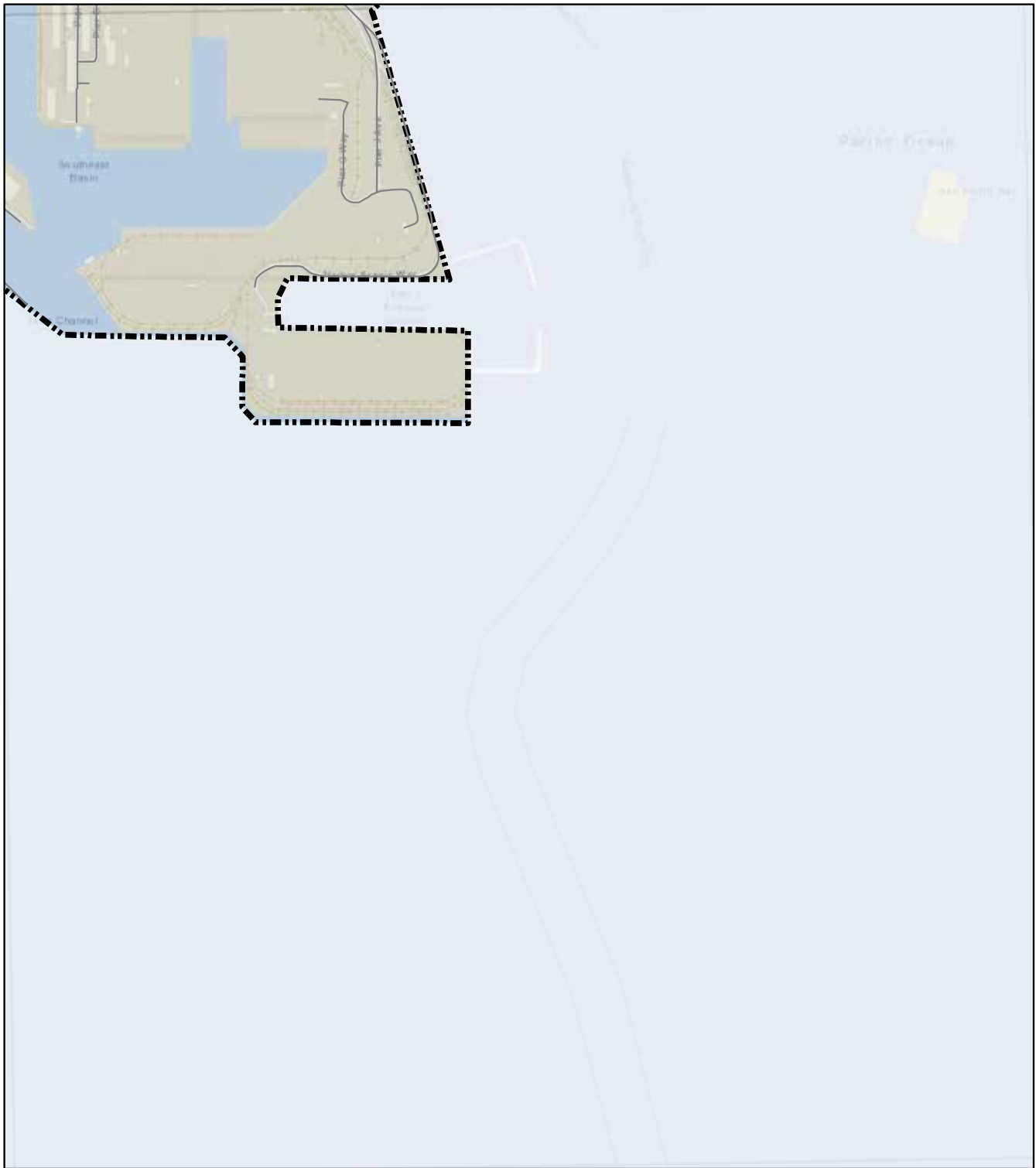


LEGEND





-  Long Beach City Boundary
-  Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
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 -  70 dBA Ldn

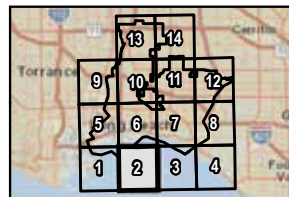
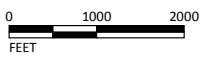


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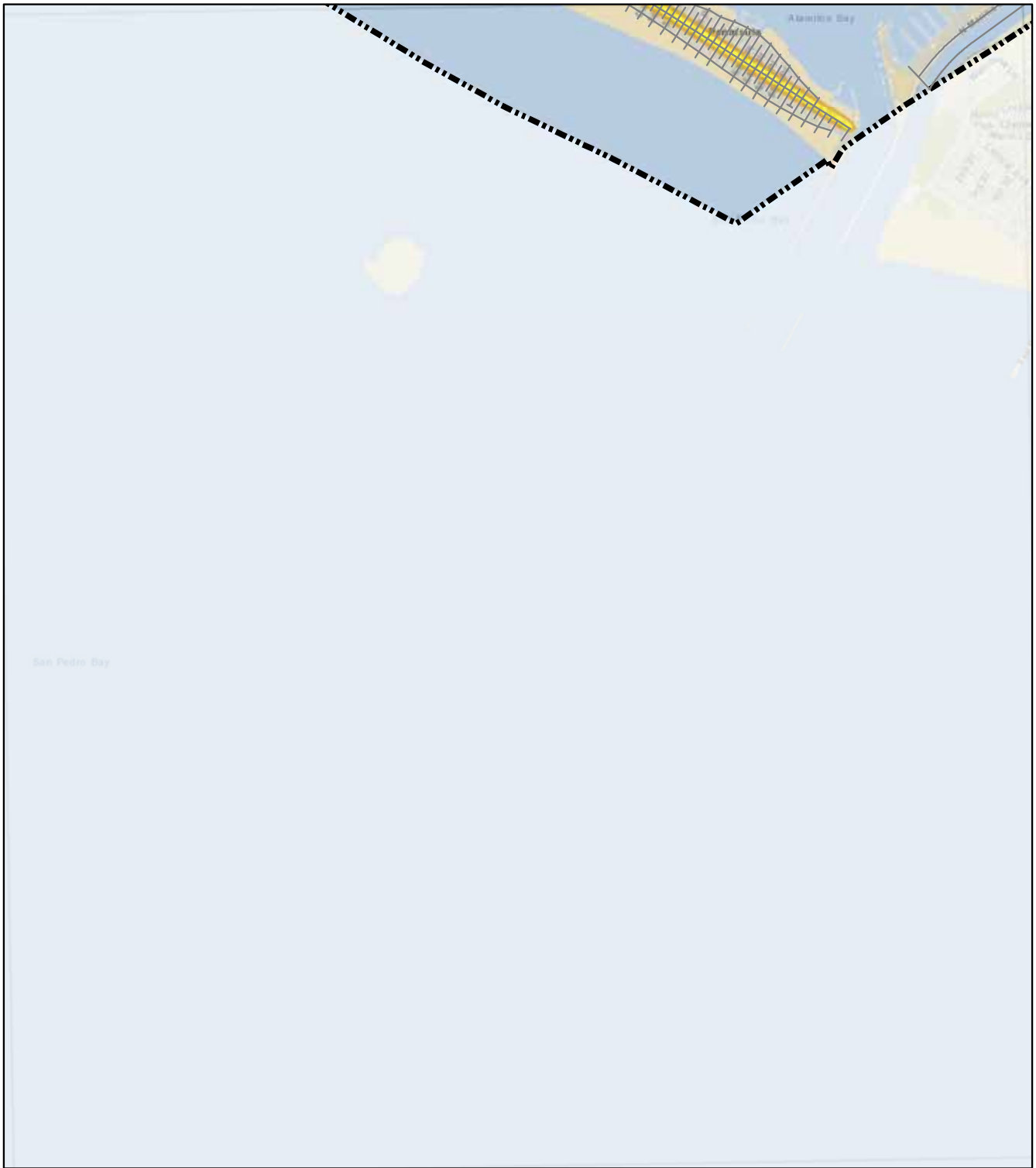


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- Future 2040 Traffic Noise Contours
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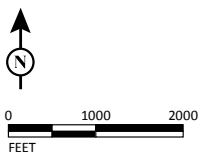


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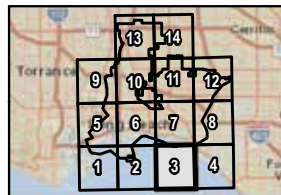


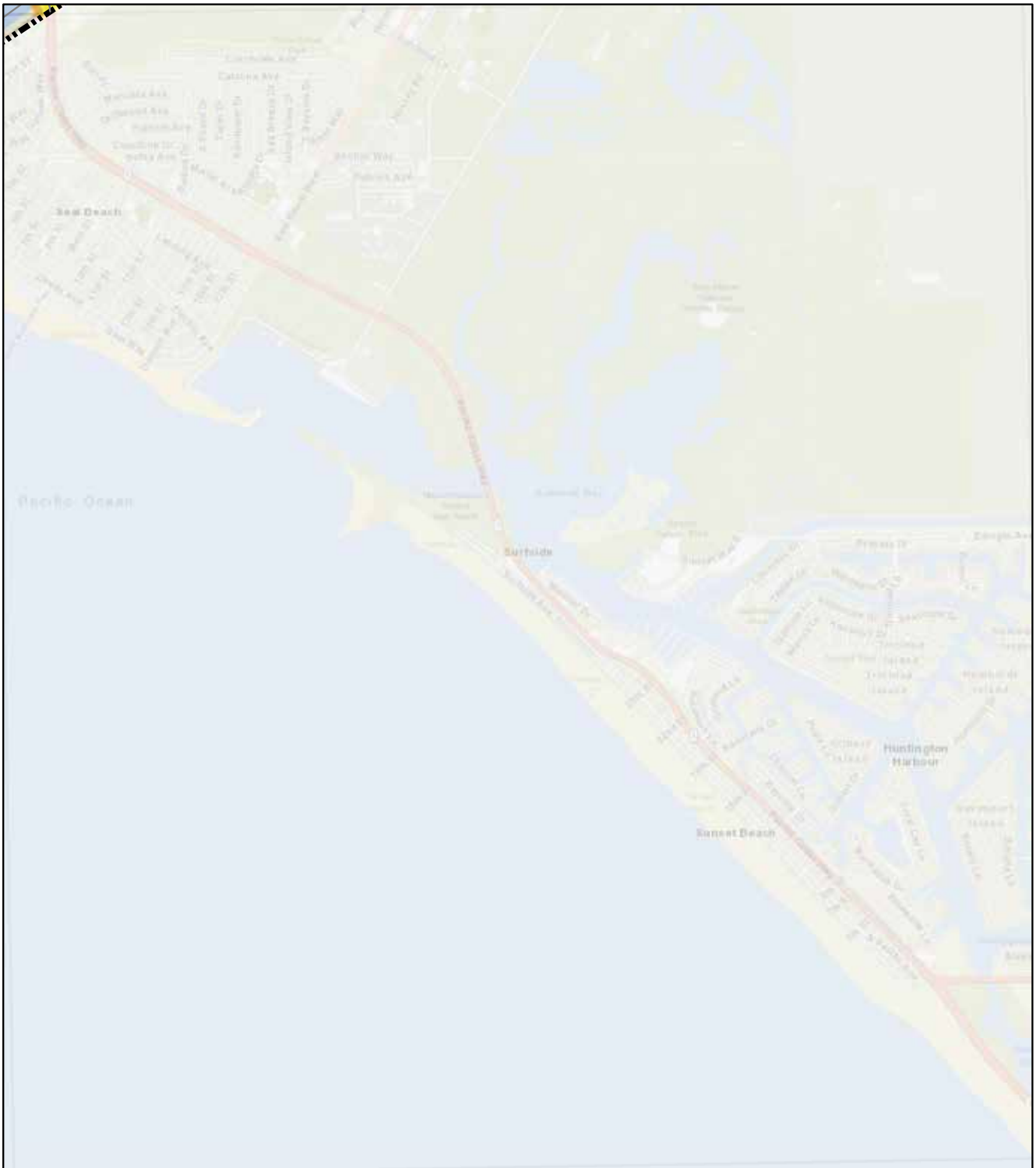
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-  Long Beach City Centerlines
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 -  65 dBA Ldn
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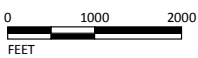
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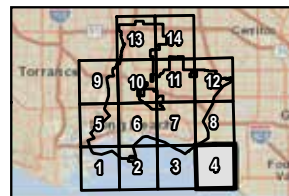


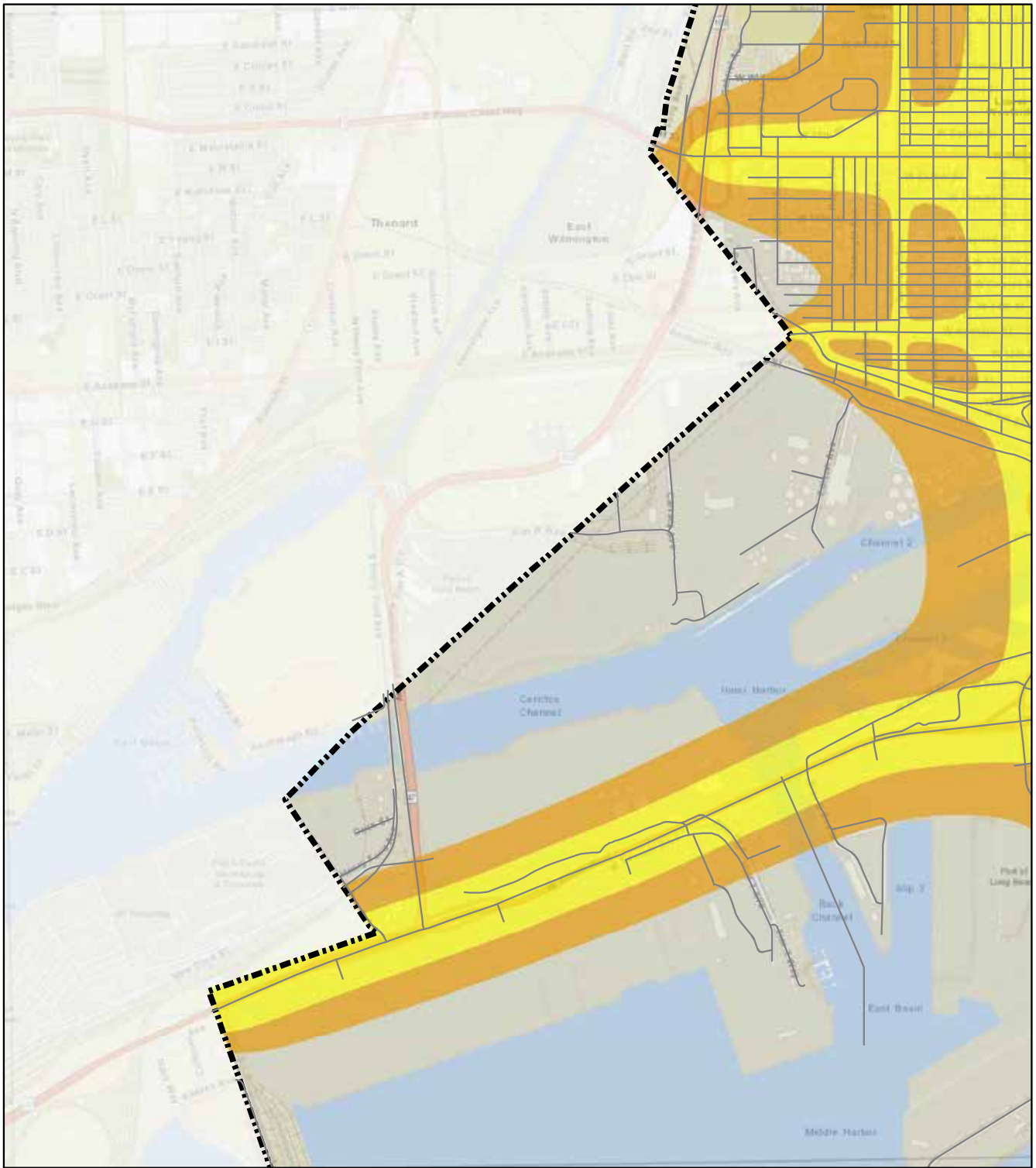
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- Future 2040 Traffic Noise Contours
 - 65 dBA Ldn
 - 70 dBA Ldn






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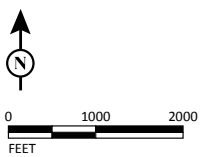




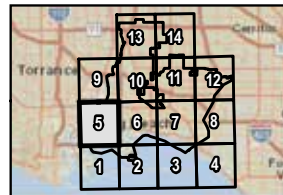
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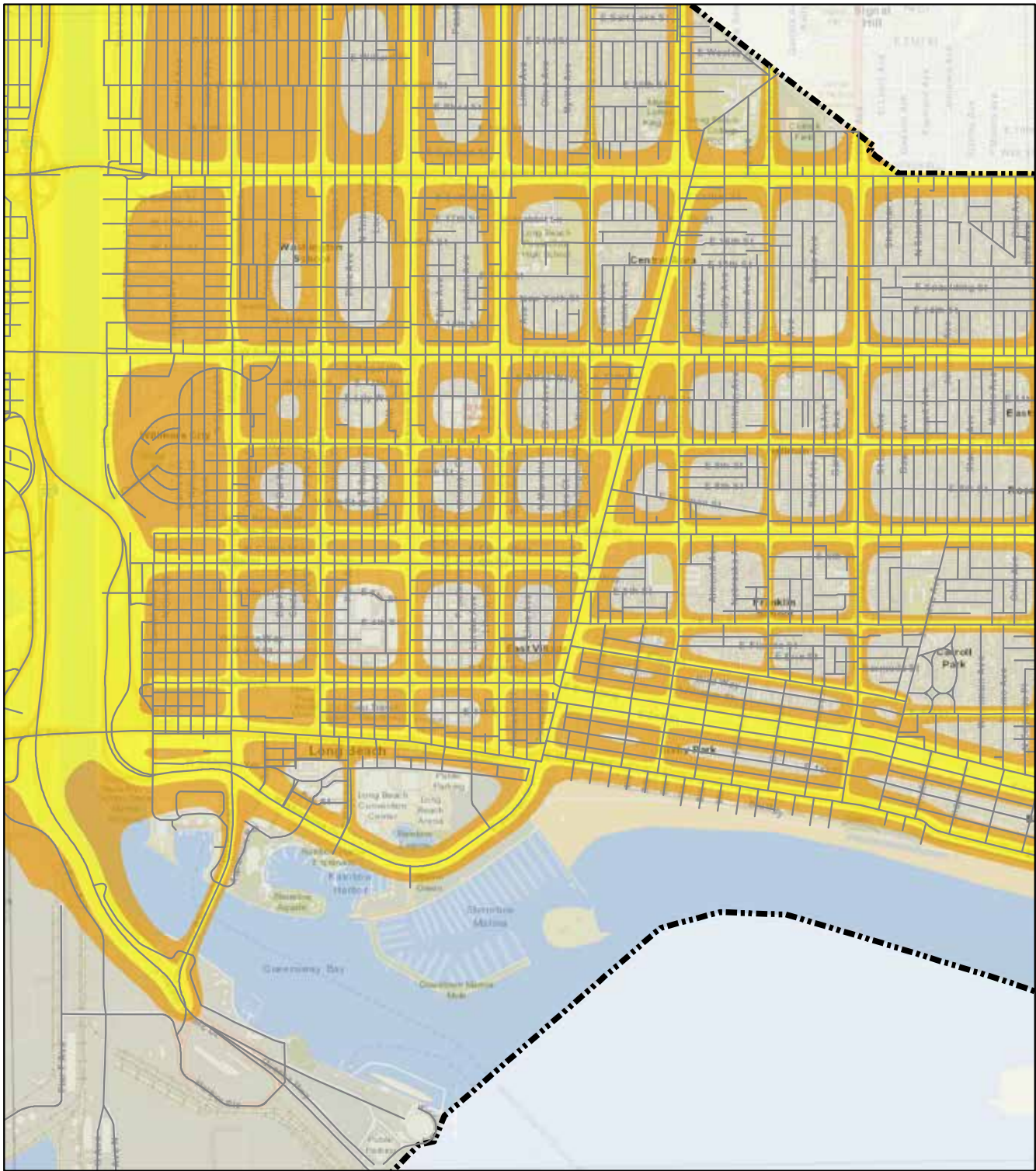
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-  Long Beach City Centerlines
- Future 2040 Traffic Noise Contours

-  65 dBA Ldn
-  70 dBA Ldn







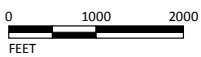
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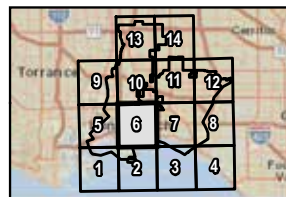


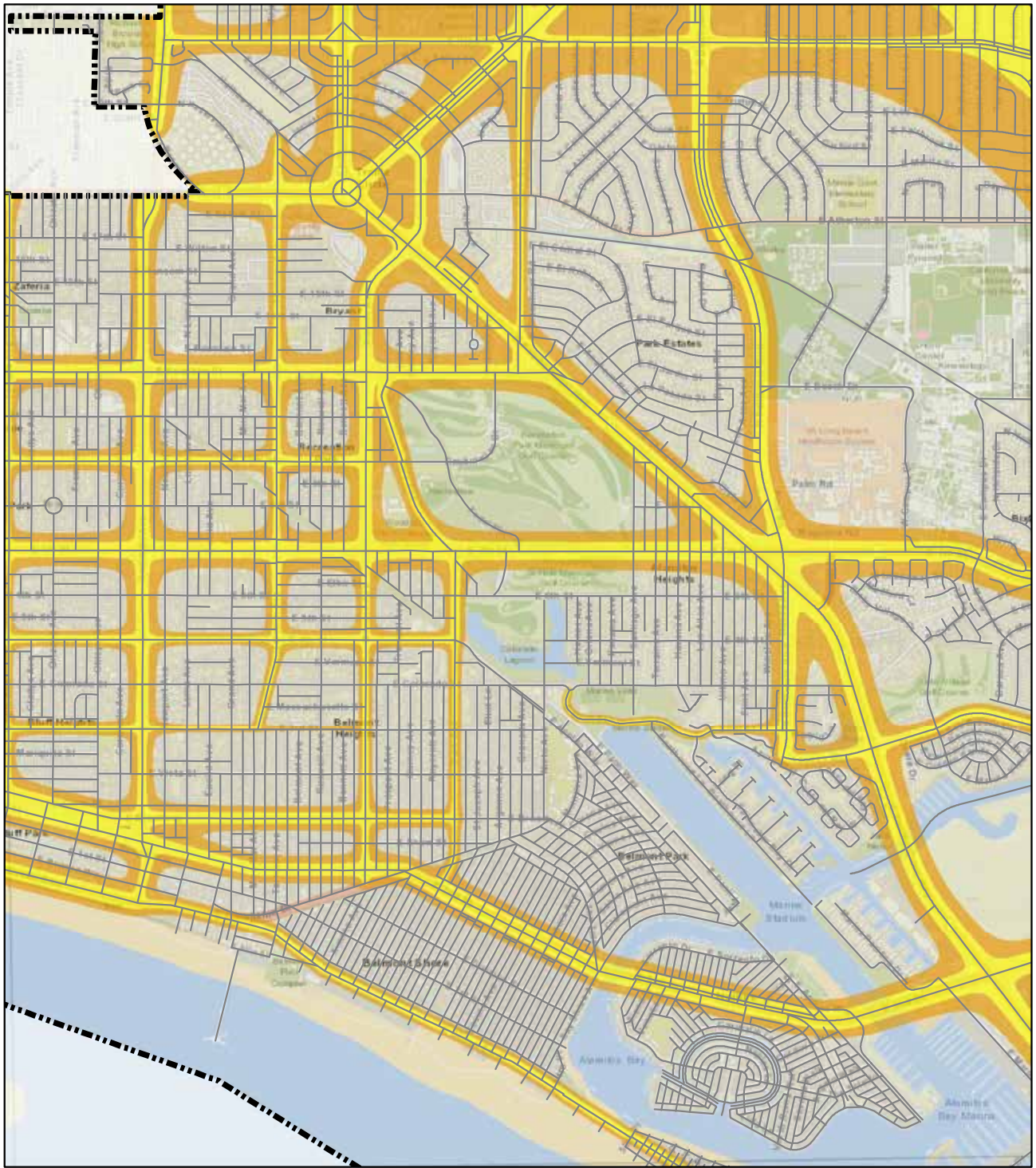
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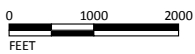
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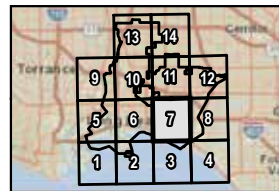


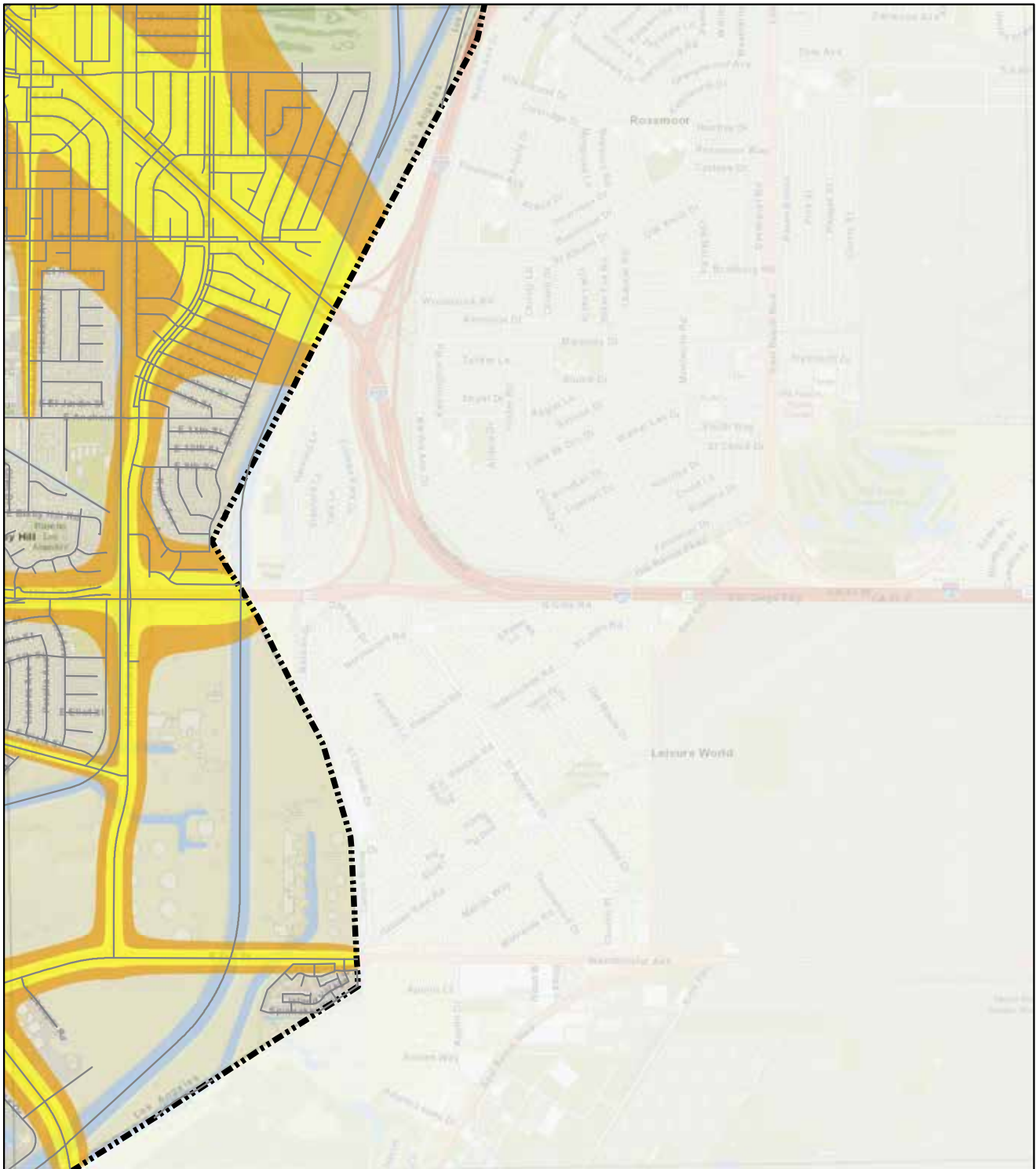
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-  Long Beach City Boundary
-  Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
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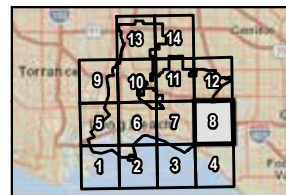
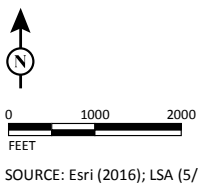


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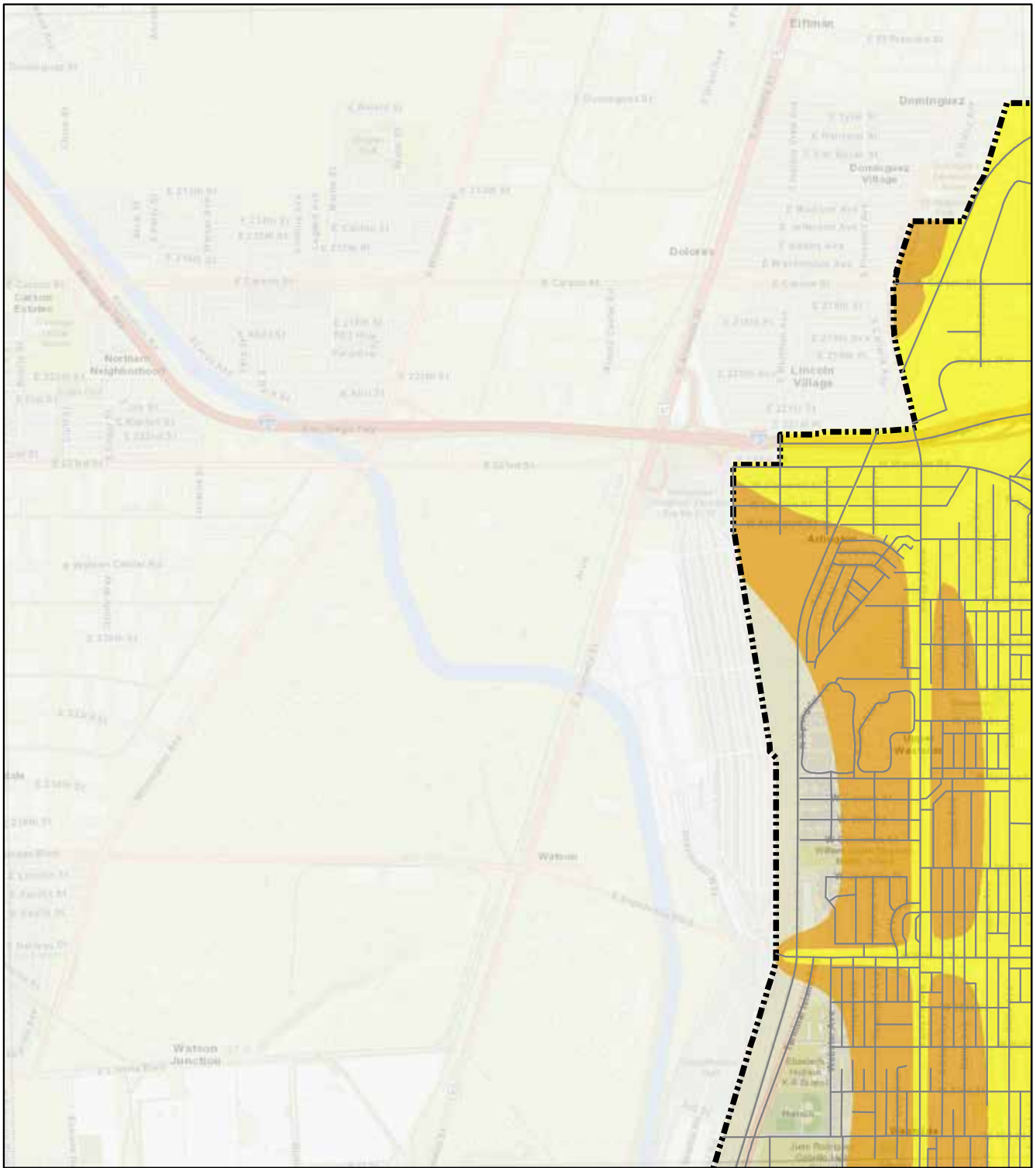








- LEGEND**
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 -  Long Beach City Centerlines
 - Future 2040 Traffic Noise Contours
 -  65 dBA Ldn
 -  70 dBA Ldn

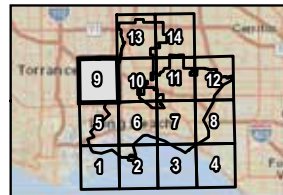
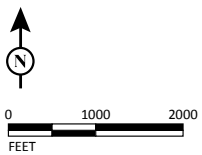


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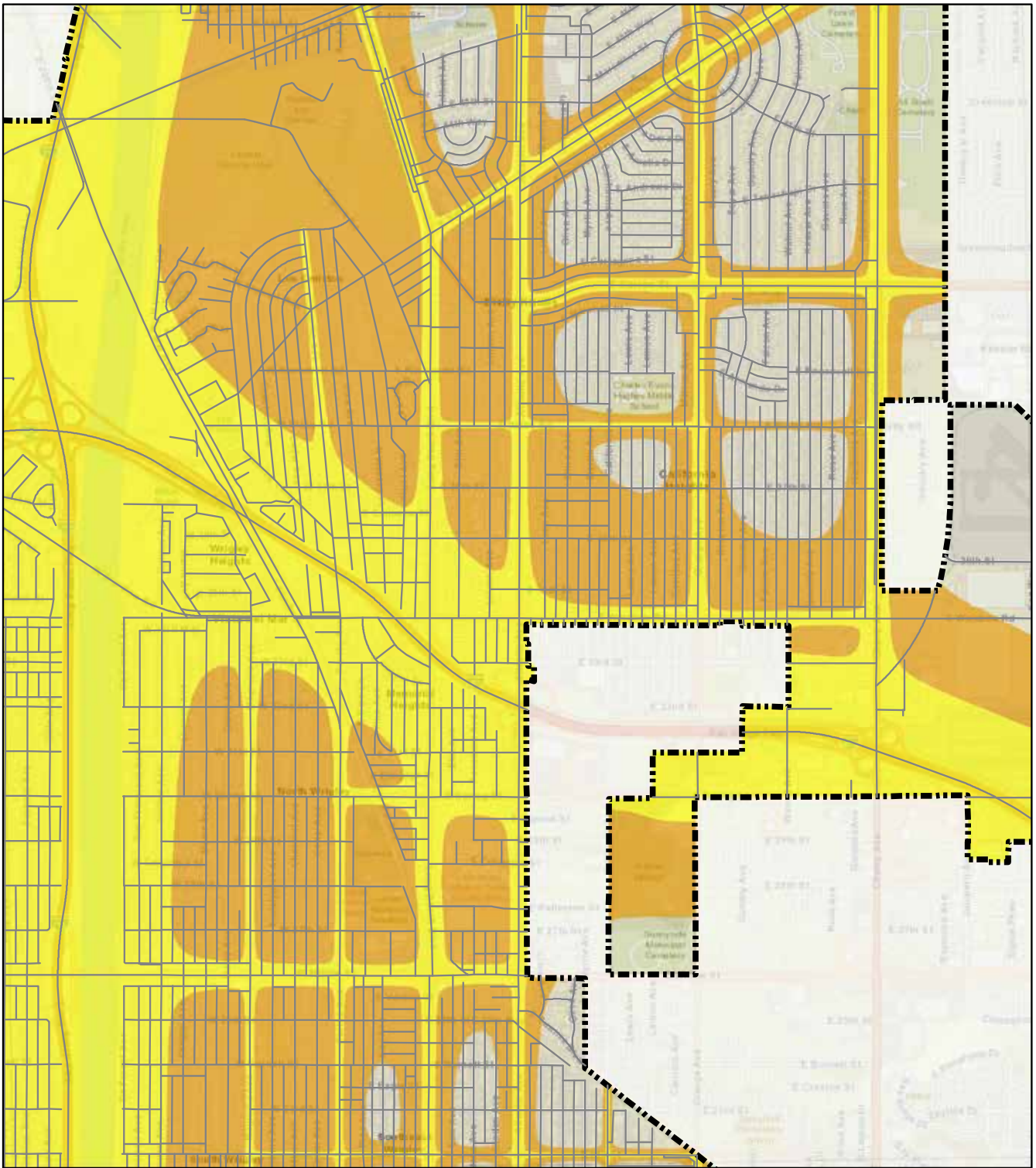


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
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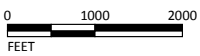


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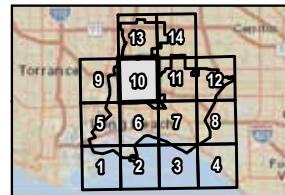


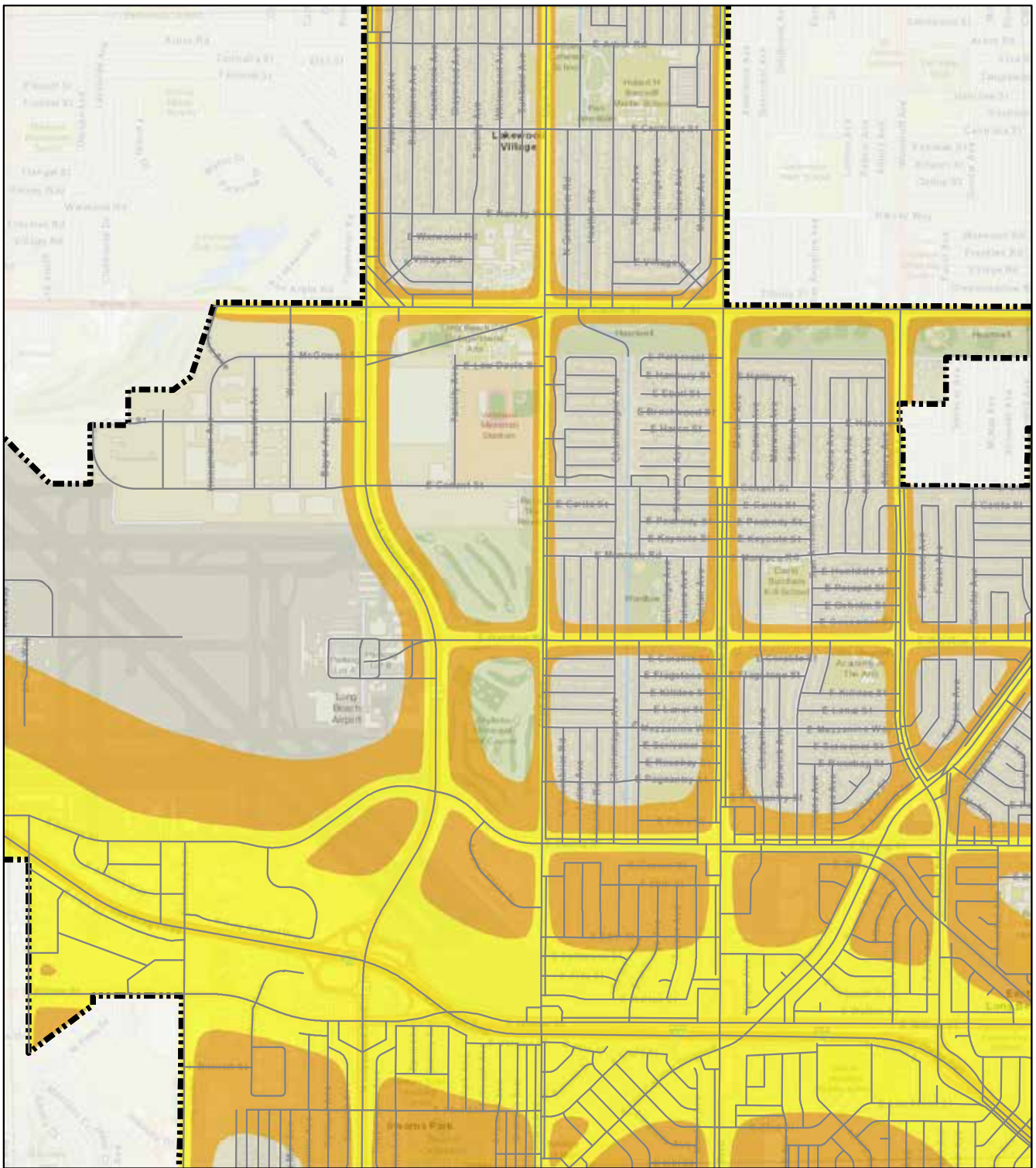
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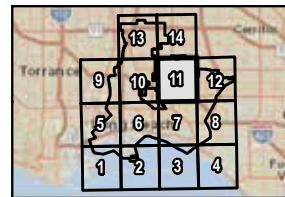
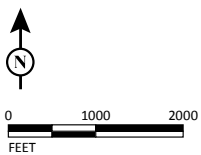


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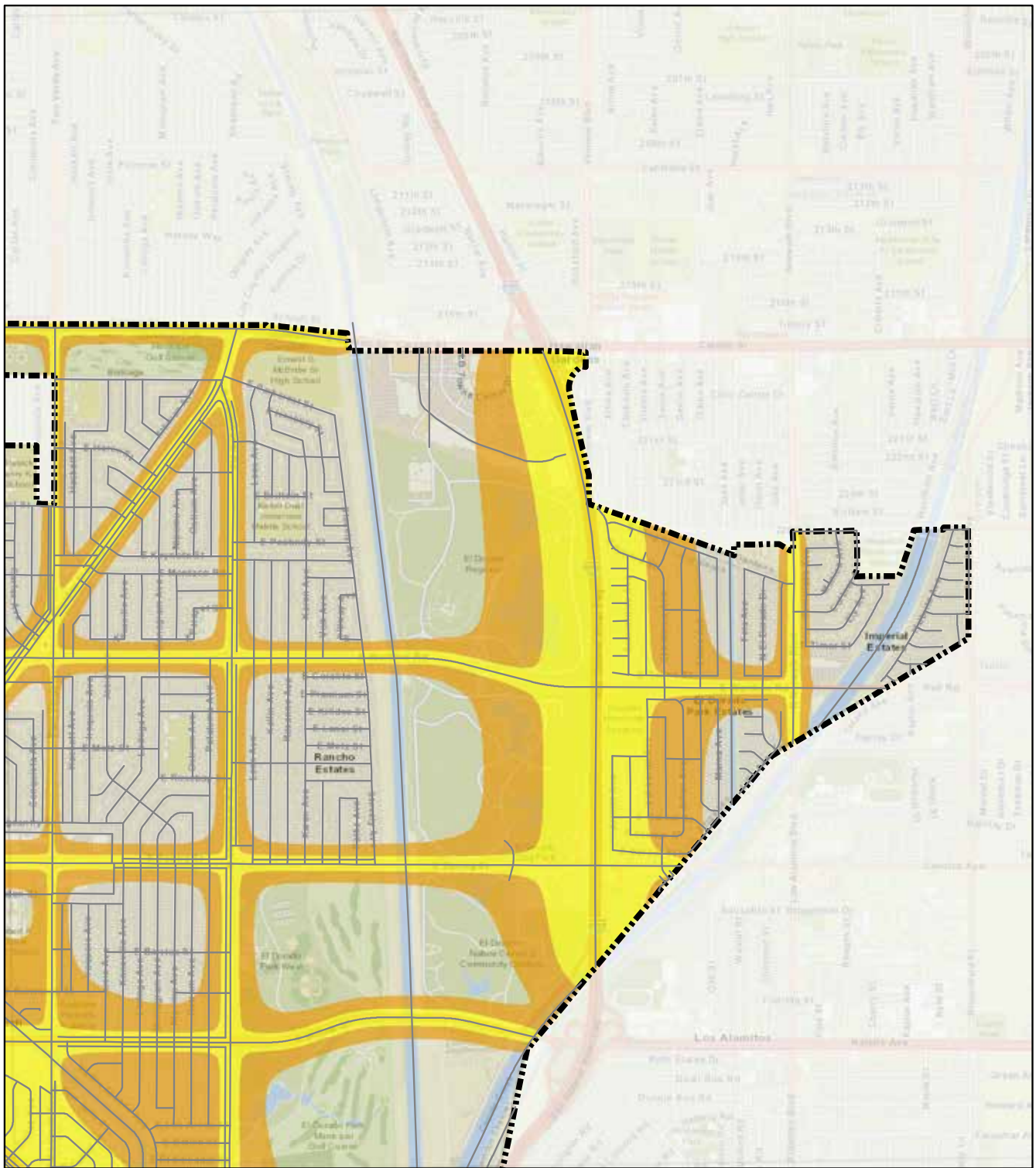








- LEGEND**
- Long Beach City Boundary
 - Long Beach City Centerlines
 - Future 2040 Traffic Noise Contours**
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 - 70 dBA Ldn

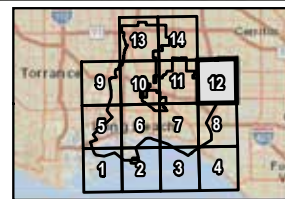
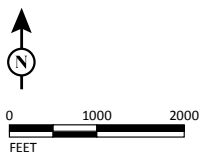


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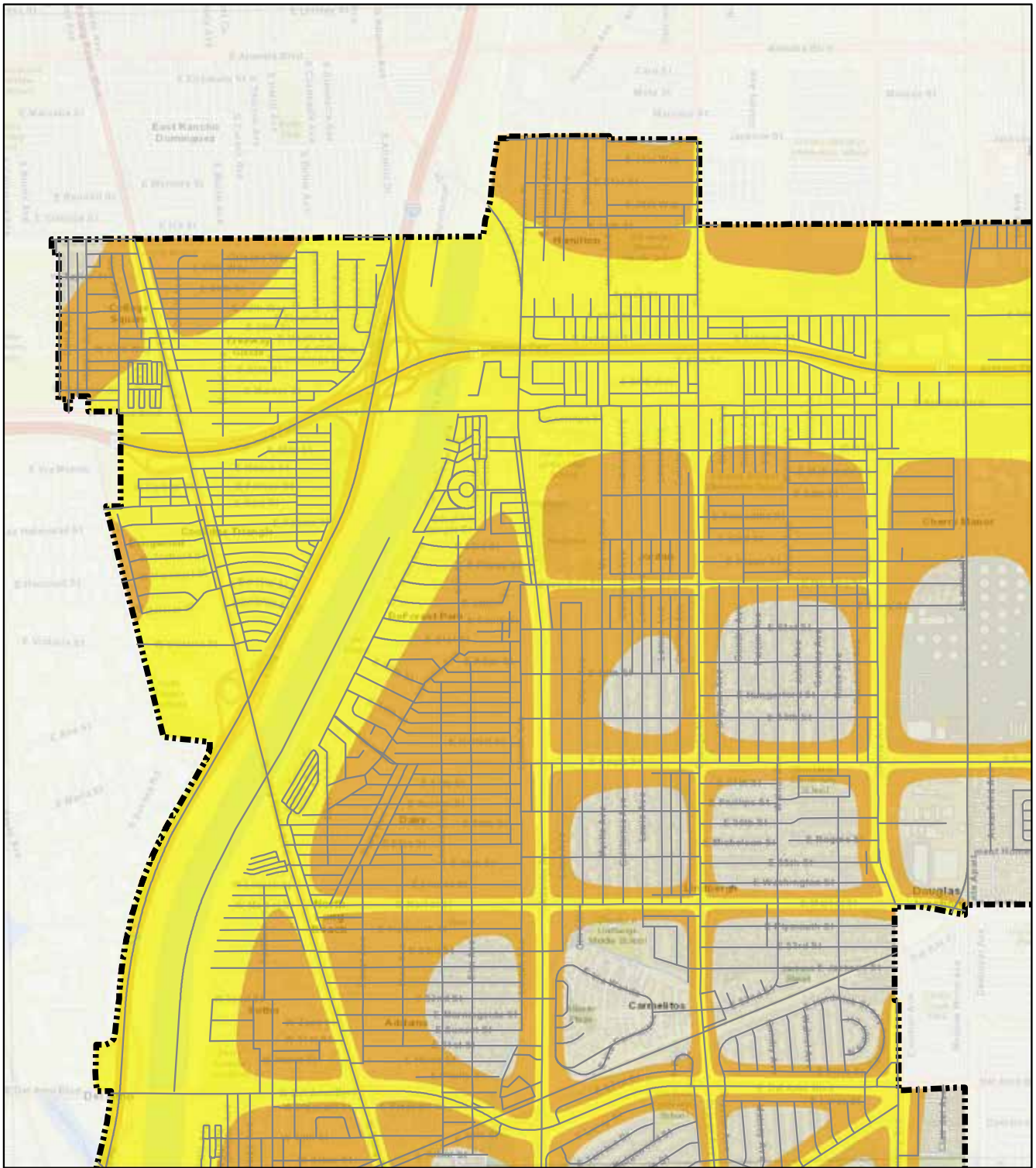


LEGEND





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- Future 2040 Traffic Noise Contours
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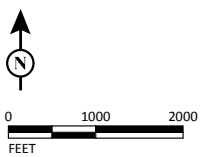


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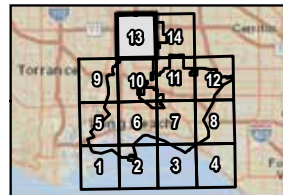


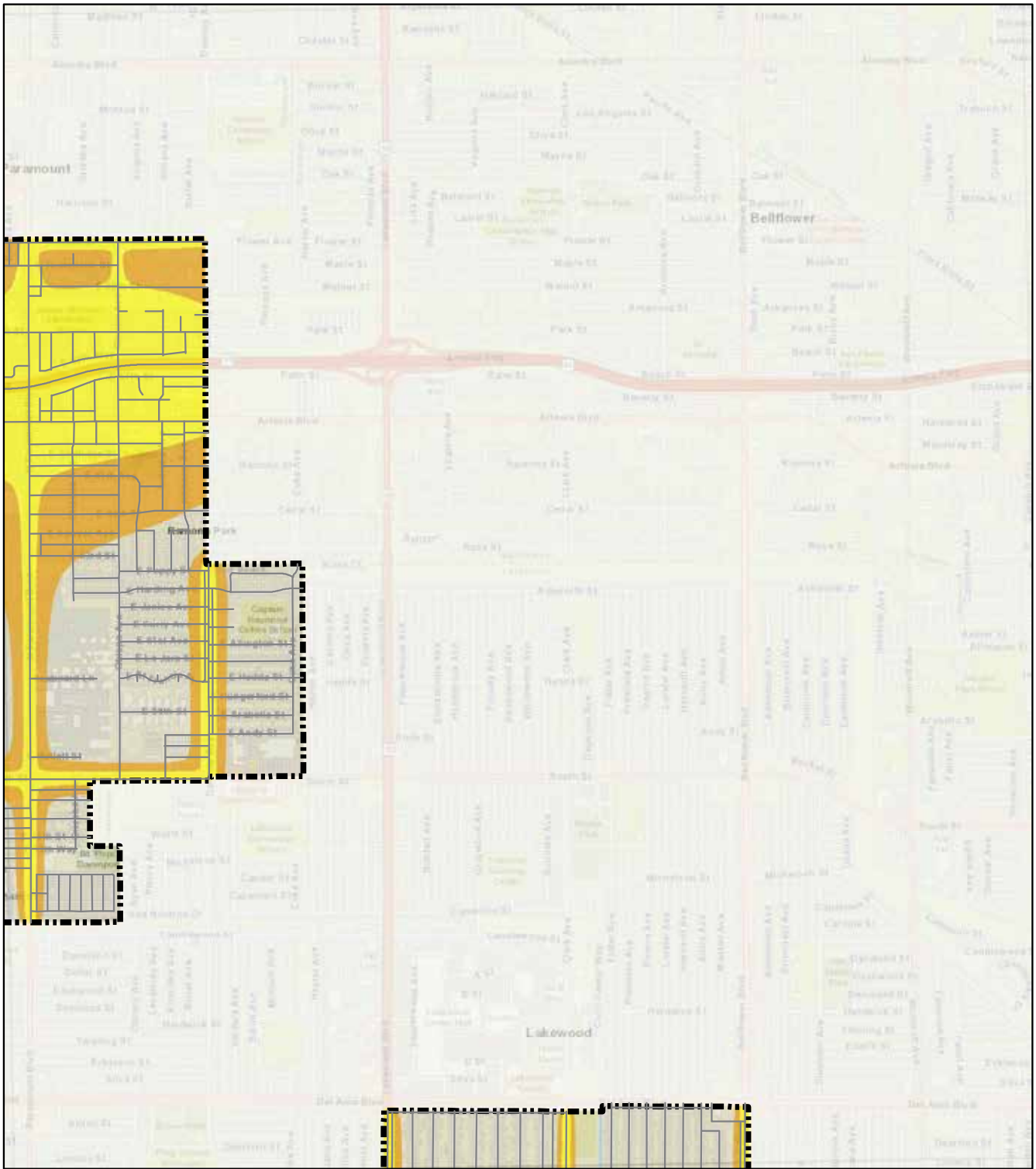
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- Future 2040 Traffic Noise Contours**
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 -  70 dBA Ldn



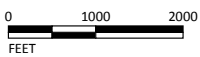
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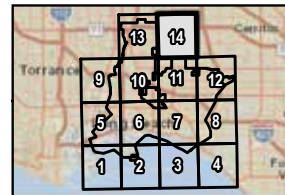


LEGEND

- Long Beach City Boundary
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- Future 2040 Traffic Noise Contours
 - 65 dBA Ldn
 - 70 dBA Ldn



SOURCE: Esri (2016); LSA (5/2017, 2/2019)





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Long Beach Development Services
333 W. Ocean Blvd., 3rd Floor | Long Beach, CA 90802 | 562.570.3807 | www.lbds.info

Proposed Noise Ordinance Redline**October 20, 2022****8.80.160 Exterior noise limits—Correction for character of sound.**

In the event that alleged offensive noise contains a steady audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting or contains music or speech conveying informational content, the standard limits set forth in Table A shall be reduced by five (5) decibels.

Table A
EXTERIOR NOISE LIMITS

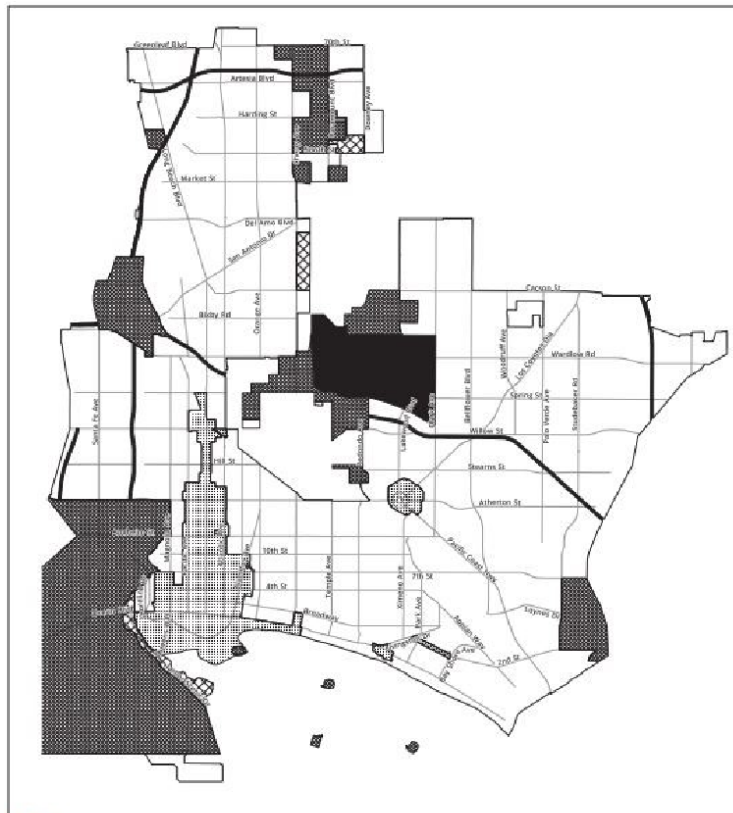
Receiving Land Use District*	Time Period	Noise Level** (dBA)
District One	Night:	
	10:00 p.m.—7:00 a.m.	45
	Day:	
	7:00 a.m.—10:00 p.m.	50
District Two	Night:	
	10:00 p.m.—7:00 a.m.	55
	Day:	
	7:00 a.m.—10:00 p.m.	60
District Three	Any time	65
District Four	Any time	70
District Five	Regulated by other agencies and laws	
*District One:	Predominantly residential with other land use types also present	
District Two:	Mixed-use or Ppredominantly commercial with other land use types also present	
Districts Three and Four:	Predominantly industrial with other land types use also present	
District Five:	Airport, freeways and waterways regulated by other agencies	

** Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.

Table B
BACKGROUND NOISE CORRECTION

Difference between total noise and background noise alone (decibels)	Amount to be subtracted from
6—8	1
9—10	.5

(Remove Existing Noise District Map and Insert Proposed Noise District Map below)



LSA FIGURE 3-5

Noise Districts

- District 1 - Remainder of City
- District 2
- District 3
- District 4
- District 5 - Other Agencies

0 1000 2000
FEET

SOURCE: City of Long Beach Development Services
INCL8590510\Proposed Noise District.cdr (1/14/2021)

*Long Beach General Plan
Noise Element
Proposed Noise District Map*

8.80.170-Interior noise limits-~~Maximum s~~Sound levels.

- A. The interior noise standards for various land use districts as presented in Table C shall apply, unless otherwise specifically indicated, within structures located in designated zones with windows in their normal seasonal configuration.

TABLE C

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	35 45
<u>All</u>	<u>Mixed-use</u>	<u>10:00 p.m. -7:00 a.m.</u> <u>7:00 a.m.-10:00 p.m.</u>	<u>45</u> <u>50</u>
All	School	7:00 a.m.—10:00 p.m. (While school is in session)	45
Hospital, designated quiet zones and noise sensitive zones		Any time	40

- B. No person shall operate, or cause to be operated, any source of sound indoors at any location within the incorporated limits of the City or allow the creation of any indoor noise which causes the noise level when measured inside the receiving dwelling unit to exceed:
1. The noise standard for that land use district as specified in Table C for a cumulative period of more than five (5) minutes in any hour; or
 2. The noise standard plus five decibels (5 dB) for a cumulative period of more than one (1) minute in any hour; or

3. The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.
- C. If the measured indoor ambient level exceeds that permissible within any of the first two (2) noise limit categories in this Section, the allowable noise exposure standard shall be increased in five decibel (5 dB) increments in each category as appropriate to reflect the indoor ambient noise level. In the event the indoor ambient noise level exceeds the third noise limit category, the maximum allowable indoor noise level under said category shall be increased to reflect the maximum indoor ambient noise level.

8.80.030 - Administration and enforcement.

The noise control program established by this Chapter shall be administered by the noise control office as designated by the City Manager. An official within the noise control office shall be appointed as the Noise Control Officer and shall be a person with sufficient knowledge of environmental acoustics to enforce noise regulations. All departments with noise regulation responsibilities may, based on circumstance and need, carry out the duties of the Noise Control Officer to help ensure that noise complaints from the public are timely and adequately addressed. This includes but is not limited to taking noise measurements and acting as a case manager, upon receiving a noise complaint; coordinating with the Noise Control Officer and relevant departments as appropriate based on the circumstance; and conducting other actions necessary to facilitate resolution of the noise complaint. Further, the City is committed to annually reviewing the provisions of this ordinance.

EXISTING CONDITIONS REPORT



General Plan **NOISE ELEMENT UPDATE**



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Existing Conditions Report

for the City of Long Beach Noise Element

Submitted to:

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List of Abbreviations and Acronyms

AELUP	Airport Environs Land Use Plans
AICUZ	Air Installation Compatible Land Use Zone
ASTM	American Society for Testing and Materials International
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of Long Beach
CNEL	Community Noise Equivalent Level
dB	decibels
dBA	A-weighted decibels
g	Vibration unit equal to 9.81 m/s ²
I-405	Interstate 405
I-605	Interstate 605
I-710	Interstate 710
IIC	Impact Isolation Class
L ₁₀	noise level exceeded 10 percent of the time during a stated period
L ₅₀	median noise level
L ₉₀	the noise level exceeded 90 percent of the time
L _{dn}	day-night average level
L _{eq}	equivalent continuous sound level
L _{max}	maximum noise level
Metro	Los Angeles County Metropolitan Transportation Authority
mph	miles per hour
OITC	Outdoor-Indoor Sound Transmission Class
PPV	peak particle velocity
RMS	root-mean-square
SENEL	Single Event Noise Equivalent Level
SR-1	State Route 1 or Pacific Coast Highway
SR-103	State Route 103
SR-22	State Route 22
SR-91	State Route 91
State	State of California
STC	Sound Transmission Class
VdB	vibration velocity decibels

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Introduction, Setting, and Fundamentals of Noise

1



1



Introduction, Setting, and Fundamentals of Noise

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1.0 Introduction, Setting, and Fundamentals of Noise

1.1 Introduction

Due to potential impacts associated with elevated noise and vibration impacts and the effects on citizens within its cities, the California legislature in 1972 mandated that a noise element be included as part of city and county general plans. The current State of California General Plan Guidelines provides the specific requirements for a noise element (2003).

The Noise Element is a mandatory element of the City of Long Beach General Plan, and sets forth policies regarding noise and land use throughout the City. The Noise Element was last updated in 1975, and was implemented through a 1977 noise ordinance. Since that time, the City's physical makeup, population, regional context, and the regulatory guidance around noise have changed significantly.

This Existing Conditions Report discusses the fundamental concepts of noise, provides a comprehensive summary of noise in the City that will inform the future Noise Element vision, goals and policies, as they relate to the entirety of the General Plan Update, including the Land Use Element and provides a summary of the existing regulations and current General Plan Noise Element.

The Noise Element does the following:

Discusses noise characteristics and documents the existing and potential future noise environment for those in the community,

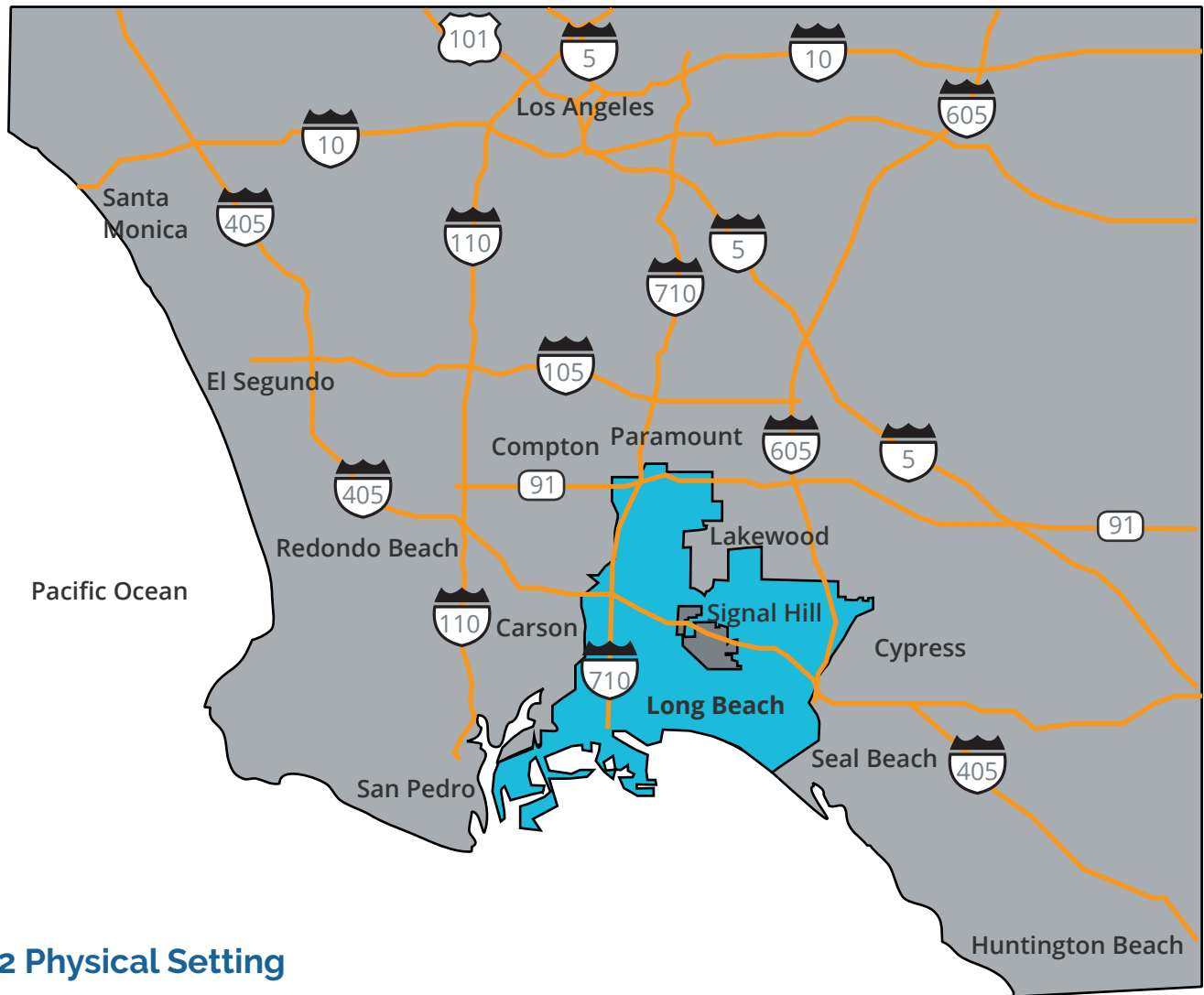
Provides standards and references for various public and private development projects, as required by law,

Establishes uniformity of policy and direction within the City concerning actions to minimize or eliminate noise pollution and to make decisions regarding proposals that may have an impact on the City's noise environment,

Serves as an official guide to City decision-makers and departments, individual citizens, businesses, and private organizations concerned with noise pollution in the City, and

Provides policies and goals the decision-makers can enforce in order to maintain a desirable environment as it relates to noise and vibration on a day-to-day basis.





1.2 Physical Setting

The City of Long Beach is located approximately 24 miles south of the City of Los Angeles in Los Angeles County, California. The City is surrounded by neighboring cities including Los Angeles, Carson, Compton, Cypress, Paramount, Bellflower, Lakewood, Hawaiian Gardens, Los Alamitos, and Seal Beach. The City is bounded to the south by the Pacific Ocean. The City of Signal Hill is completely surrounded by the City. The City is made up of various community plan areas and neighborhoods, which are presented on Map LU-4 of the Land Use Element (City of Long Beach) which is anticipated to be adopted in 2017. The City is generally bounded by the major transportation facilities including Interstate 605 (I-605), Interstate 710 (I-710), and State Route 91 (SR-91), and is bisected by State Route 22 and Interstate 405 (I-405). Additionally, the Port of Long Beach is located in the southwestern corner of the City and the Long Beach Airport is located in the northcentral portion of the City.

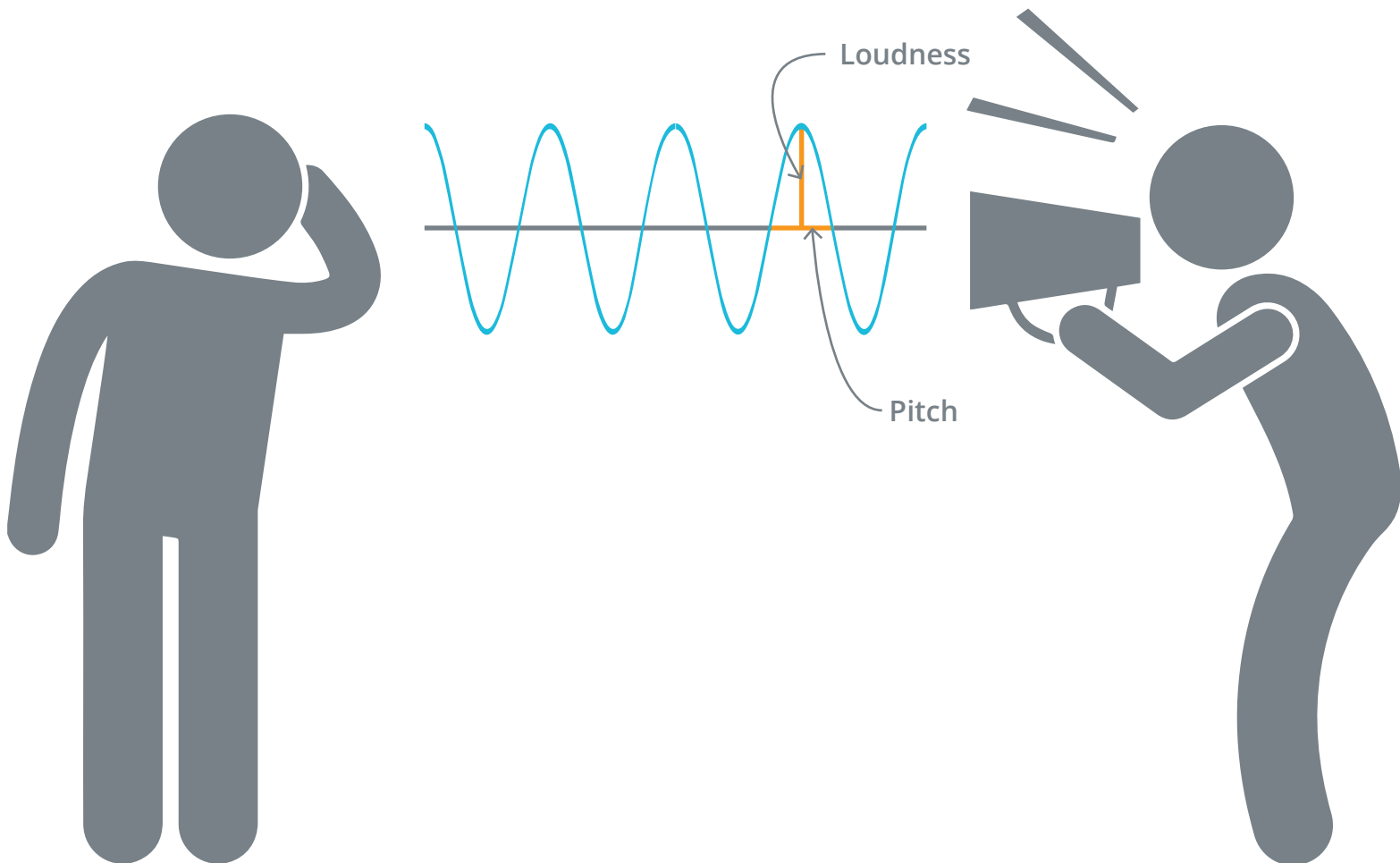
1.3 Fundamentals of Noise and Vibration

1.3.1 Characteristics of Sound

Sound is increasing in the environment and can affect quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave.

Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. Typically, a noise analysis defines the noise environment within a specific area in terms of sound intensity and the effect on adjacent sensitive land uses.



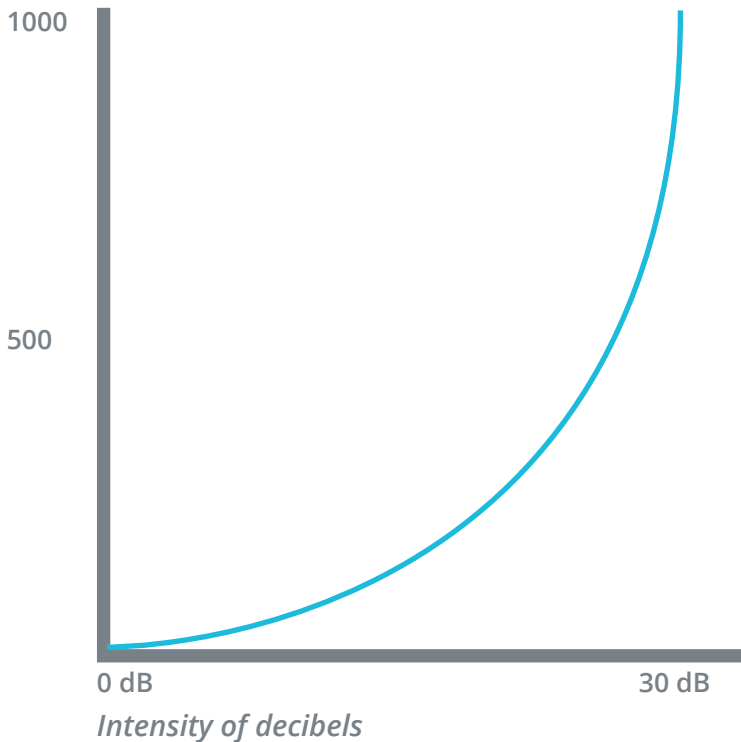
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1.3.2 Measurement of Sound

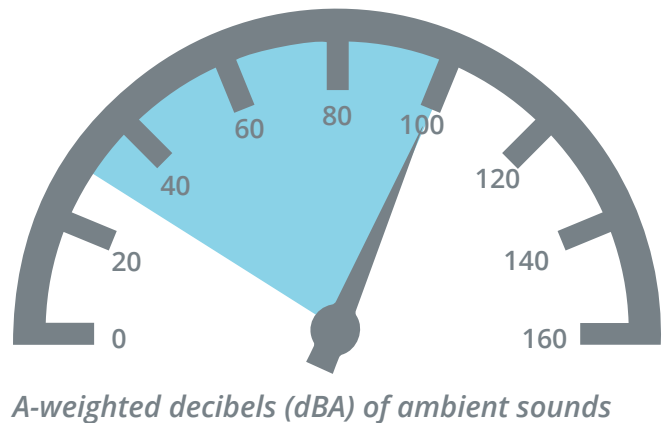
Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units, such as inches or pounds, decibels are measured on a logarithmic scale representing points on a sharply rising curve. For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California (State) are the L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average level (L_{dn}) based on A weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly



Ambient sounds generally range from 30 decibels (very quiet) to 100 dBA (very loud)

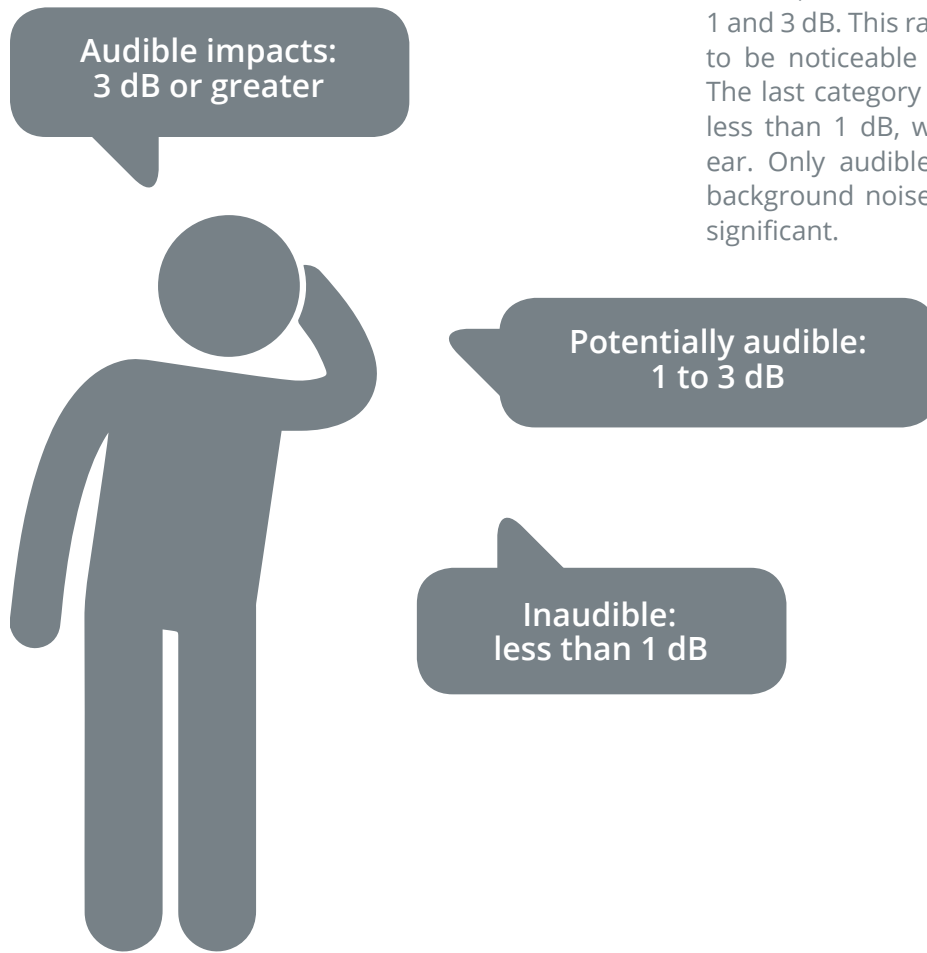


L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak-operating conditions and addresses the annoying aspects of intermittent noise.

Another noise scale often used together with the L_{max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first includes audible impacts, which refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater, because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.



What level is audible?

1.3.3 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 dBA to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is common and generally more concentrated in urban areas than in outlying, less-developed areas.

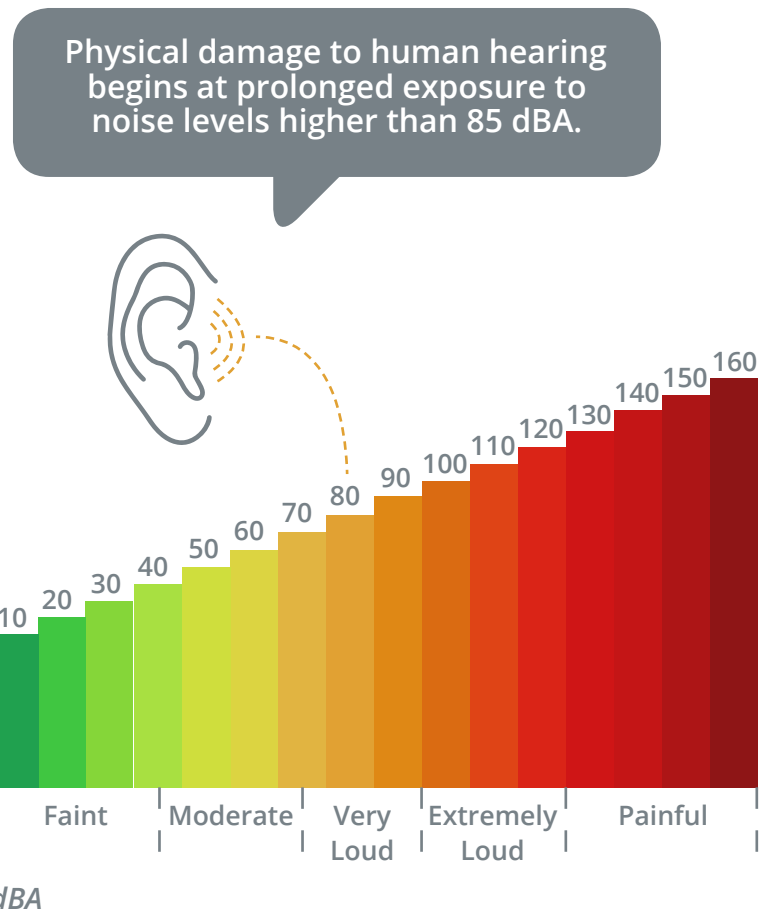
In addition to the audible effects of noise, research has shown that prolonged exposure to elevated noise levels may have other negative health effects. As presented in Wolfgang Babisch's *Cardiovascular Effects of Noise*, sleep disturbance is considered a major environmental effect. It is estimated that 80 to 90 percent of the reported cases of sleep disturbance in noisy environments are for reasons other than noise originating outdoors. Examples of sleep disturbance causes include restroom trips; indoor noises from other occupants; worries; illness; and climate. Field studies conducted with people in their normal living situations are scarce.

The primary sleep disturbance effects of noise are: difficulty in falling asleep (increased sleep latency time); awakenings; and alterations of sleep stages or depth, especially a reduction in the proportion of REM-sleep¹. Other physiological effects can be induced by noise during sleep, including increased blood pressure; increased heart rate; increased finger pulse amplitude; vasoconstriction; changes in respiration; cardiac arrhythmia; and an increase in body movements. For each of these physiological effects, both the noise threshold and the noise-response relationships may be different. Different noises may also have different information content and this also could affect physiological threshold and noise-response relationships.

Exposure to night-time noise also induces secondary effects, or so-called after effects. These are effects that can be measured the day following the night-time exposure, while the individual is awake. The secondary effects include reduced perceived sleep quality; increased fatigue; depressed mood or well-being; and decreased performance.

Long-term effects on psychosocial well-being have also been related to noise exposure during the night. Noise annoyance during the night-time increased the total noise annoyance expressed by people in the following day. Various studies have also shown that people living in areas exposed to night-time noise have an increased use of sedatives or sleeping pills. Other frequently reported behavioral effects of night-time noise include closed bedroom windows and use of personal hearing protection. Sensitive groups include the elderly, shift workers, persons especially vulnerable to physical or mental disorders and other individuals with sleeping difficulties.

Table A lists definitions of acoustical terms and Table

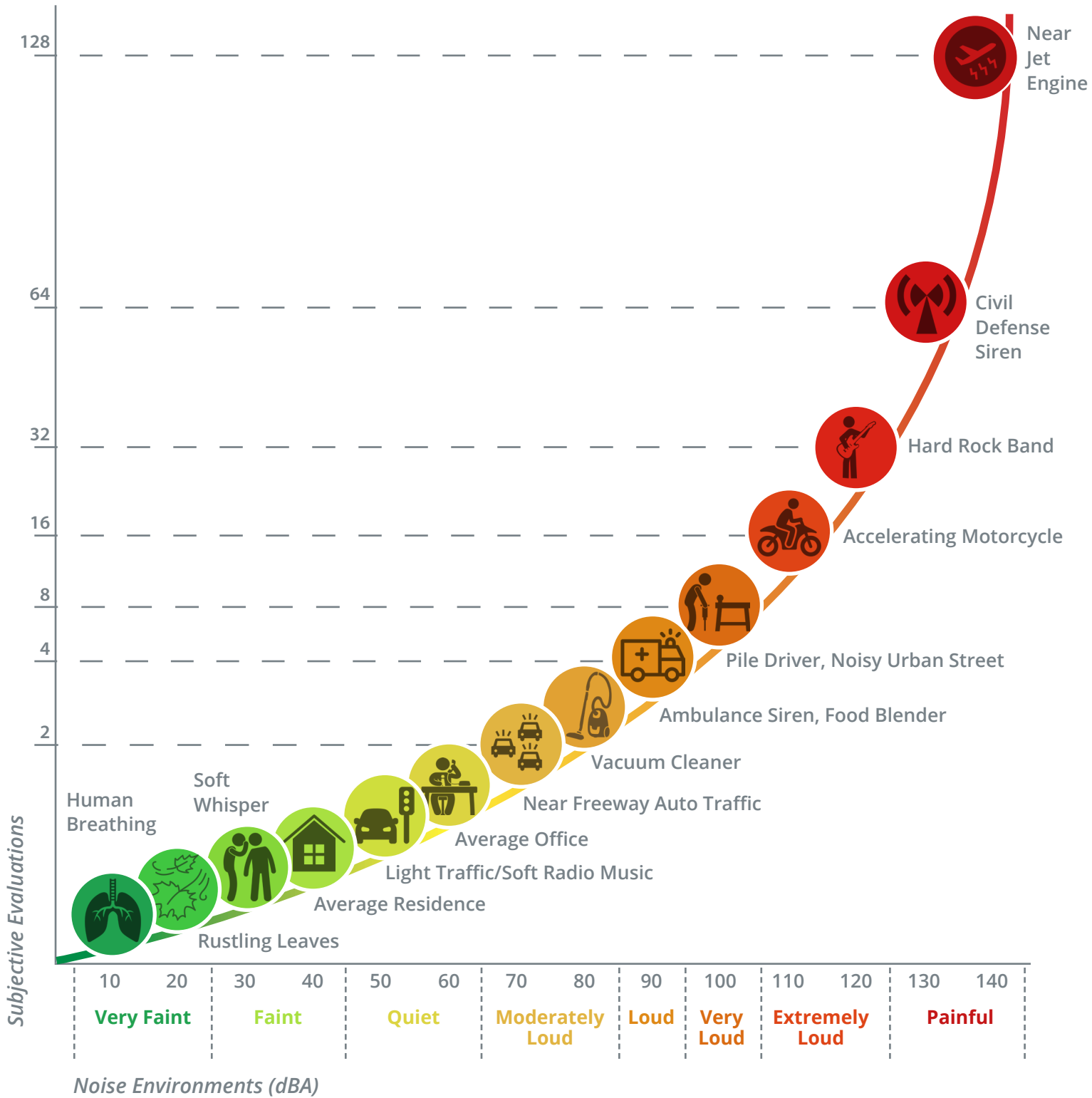


B shows common sound levels and their noise sources.

Table A: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time; the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)
$L_{02}, L_{08}, L_{50}, L_{90}$	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast-time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, tonal or informational content, and the prevailing ambient noise level.
Sound Exposure Level (SEL)	A measure of the total noise within an event which accounts for duration.
Single Event Noise Equivalent Level (SENEL)	The sound exposure level for a defined noise threshold level.
<i>Source: Handbook of Acoustical Measurement and Noise Control (Harris 1991).</i>	

Table B: Common Sound Levels and Their Noise Sources



1.3.4 Fundamentals of Ground-borne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several methods are typically used to quantify the amplitude of vibration including peak particle velocity (PPV) and root-mean-square (RMS) velocity. PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. RMS velocity is defined as the average of the squared amplitude of the signal. PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. Low-level vibrations frequently cause irritating secondary vibration (e.g., a slight rattling of windows, doors, or stacked dishes). The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

In urban environments (e.g., City of Long Beach), sources of ground-borne vibration include construction activities (specifically pile driving and blasting), light and heavy rail transit, and heavy trucks and buses.

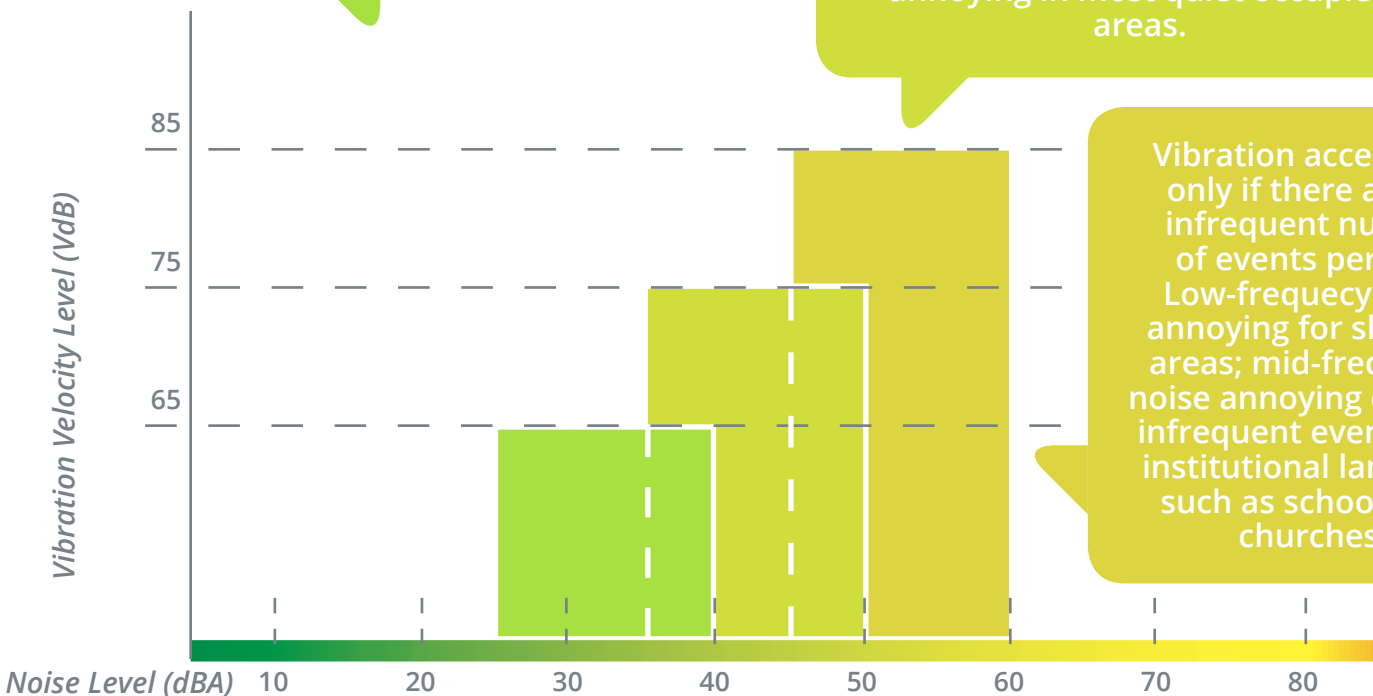
Table C displays continuous vibration impacts on human annoyance. As discussed previously, annoyance is a subjective measure and vibrations may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying.

Table C: Human Response to Different Levels of Ground-Borne Noise and Vibration

Approximate threshold of perception for many humans. Low-frequency sound usually inaudible; mid-frequency sound excessive for quiet sleeping areas.

Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas; mid-frequency noise annoying in most quiet occupied areas.

Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas; mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.



1.4 Existing Noise Sources

1.4.1 Sources

Major noise sources in the City include traffic, rail, aircraft, and stationary sources. The most important difference between transportation and non transportation noise sources is that municipalities can generally exercise control on the level and duration of noise at the property line of any non transportation source of noise. Cities can adopt noise exposure standards for noise levels generated from mobile sources (e.g., trucks, trains, or planes) and then make permitting decisions regarding the sensitivity of land uses in areas with excessive noise. Cities play a role in enforcing the requirement in the State vehicle code regarding properly operating mufflers and also may set speed limits or weight restrictions on local streets. In general terms, the City's actions are primarily proactive with respect to stationary noise sources versus reactive for mobile sources. Figure 1 shows the location of the dominant and major noise sources on a City level.

1.4.2 Traffic Noise

Automobiles, buses, trucks, motorcycles and trains dominate transportation noise in the City. Traffic moving along streets and freeways produces a sound level that remains relatively constant and is part of the City's minimum ambient noise level. Vehicular noise varies depending on the volume, speed and type of traffic. Slower traffic produces less noise than fast moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise is also associated with vehicles, including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies. Often times, noise from motorcycle activities are specifically noticed over general traffic noise impacts due acceleration, exposed motor and, in some cases, lack of or modified mufflers.

Bus service is provided on major streets, collectors, and local streets within the City's circulation system. For the purpose of assessing vehicular noise, three generic weight classifications are considered (light, medium, and heavy). At 35 mph, 1 medium duty truck is as loud as 10 cars, 1 bus is as loud as 20 cars,



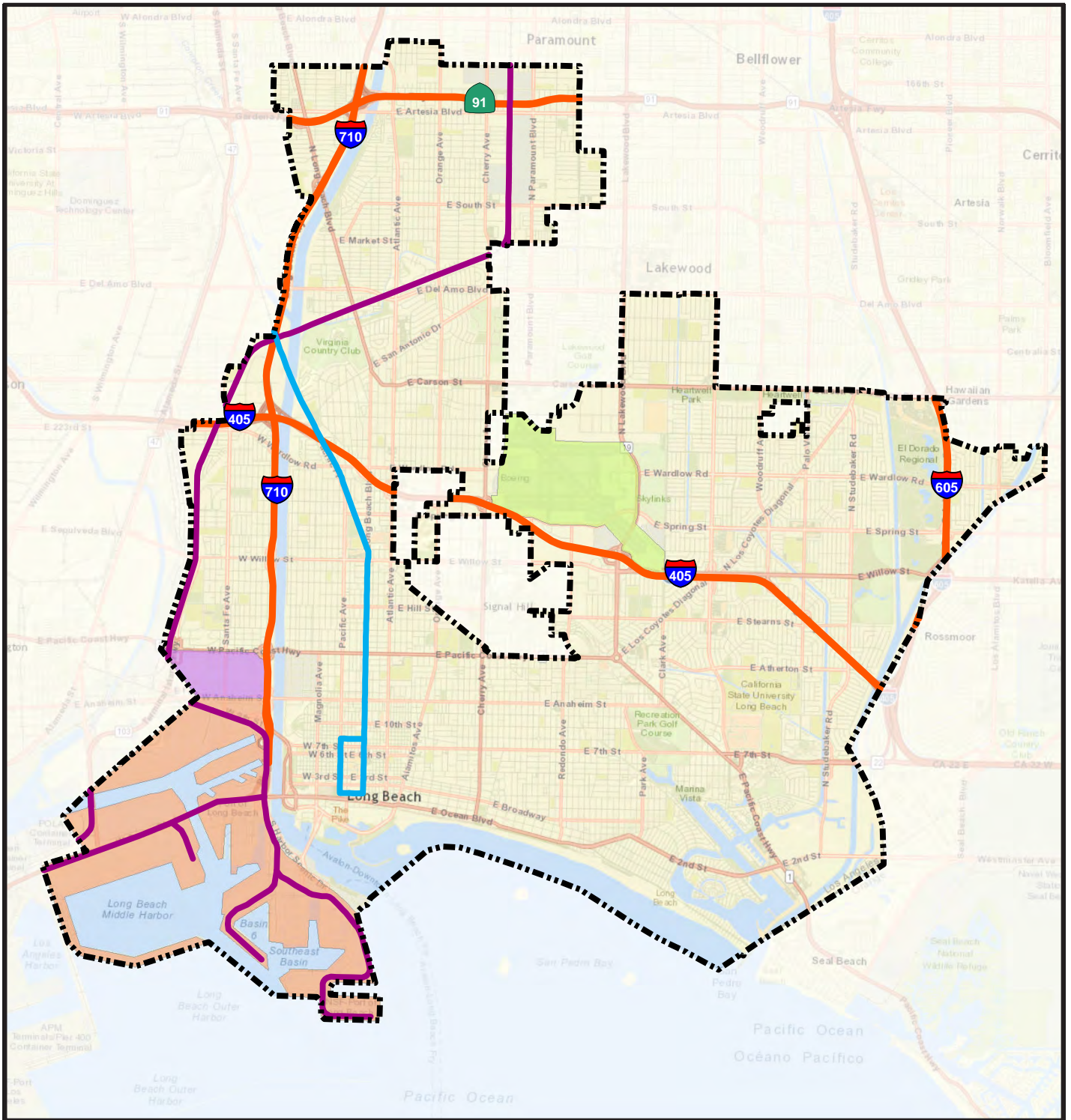
I-405 Freeway

and 1 heavy truck is as loud as 30 cars. In addition, noise from traffic sources may be worsened by grade (inclined roadway) or by the condition of the pavement.

Major transportation noise sources in the City include traffic on I-405, I-605, I-710, SR-22, SR-91, State Route 103 (SR-103), Terminal Island Freeway, Pacific Coast Highway or State Route 1 (SR-1), and Long Beach Boulevard.

In addition to typical automobiles and medium and heavy trucks, the City is currently served by Long Beach Transit, a public transit agency, with bus service along major roadways in the City through various routes (i.e., Routes 1, 21, 22, 81, and 192). The Los Angeles County Metropolitan Transportation Authority (Metro) operates a limited number of local and express buses. The Long Beach Transit Gallery serves as the southern terminus of the Metro Blue Line and is the main transit hub for bus connections to various Metro, Long Beach Transit, Los Angeles Department of Transportation Commuter Express, and Torrance Transit bus routes.

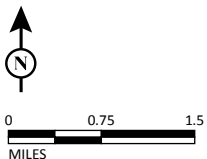
Figure 1: Existing Major Noise Sources



LSA

LEGEND

-  Long Beach City Boundary
-  Long Beach Airport
-  Port of Long Beach
-  Industrial Area
-  Freeway
-  Metro Blue Line
-  Freight Line



SOURCE: Esri (2016); LSA (5/2017)

FIGURE 1

City of Long Beach Noise Element Update
Existing Major Noise Sources

1.4.3 Rail Noise

The noise impacts associated with rail activities depend heavily on a number of factors, including the type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the nighttime, and the speed of the train. Additionally, when a horn is required to sound a warning, which is typical for at-grade crossings, the noise impact would be greatest at the land uses closest to the intersection.

Currently, three freight rail lines pass through the City which are operated by Burlington Northern Santa Fe Corporation (BNSF) Railway, Union Pacific Railroad Company (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, through the northwest corner of the City, around the neighborhood of North Long Beach.

In addition to freight activities, the Metro Blue Line which serves as public transit, is part of the Metro Rail System that runs north-south from Los Angeles to Long Beach, traveling south via Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard to its final destination at the Long Beach Transit Gallery. The Metro Blue Line operates daily, including all major holidays.

Based on the Federal Railroad Administration crossing inventories completed between January 1, 2000 and September 17, 2017 conducted at various crossings in the City, typical operations along the main rail line included up to 74 trains per day ranging in speed from 5 to 25 mph.

Noise impacts associated with rail activities depend heavily on type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the nighttime, and the speed of the train.



Metro Blue Line

1.4.4 Aircraft Noise

Aircraft noise within the City is predominately influenced by operations at the Long Beach Airport located within the City limits. Operations at the Long Beach Airport include commercial air carriers, commuter flights, industrial planes, charter flights, and other general aviation. Operation at the Long Beach Airport typically occurs within the daytime hours of 7:00 a.m. to 10:00 p.m., with the exception of occasional unscheduled landings that occur after 10:00 p.m., and emergency and police helicopter activities. *The Long Beach Airport Community Guide to Aircraft Noise* presents factual information on the City of Long Beach Airport Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and Long Beach Airport's efforts to minimize aircraft noise over nearby neighborhoods. While the City is not able to control the flight paths, typical operations include approaches from the southeast of the airport and departures taking off in a northwest direction.

Apart from the restrictions on hours of day, noise budgets are utilized to limit aircraft activities. Noise budgets do not directly restrict the operation of a particular aircraft, in contrast to night time restrictions, but they restrict access by the fleet as a whole. Noise budgets restrict the overall noise during a certain period of time, which could be seasonally related or annual.

Currently, the City has implemented a Helicopter Noise Reduction Study Group that provides members of the public the opportunity to meet with both City and Airport staff to discuss issues and concerns regarding helicopter noise including rotor or "chop" noise, hovering, and inconsistent flight paths. While the City cannot directly control the majority of the operations associated with helicopters, specifically those related to emergency and police, the City maintains an interest in helping resolve noise issues where possible. Members of the communities are currently participating as a part of the Los Angeles Area Helicopter Coalition (LAAHNC) and regularly meet with Federal Aviation Administration (FAA) representatives, helicopter operators, and Long Beach Airport staff in an effort to reduce noise exposure from helicopter operations.



Long Beach Airport Runway



Long Beach Airport

1.4.5 Watercraft Noise

Watercraft noise along the southern portion of the City varies greatly depending on watercraft type, distance from mainland, and overall control and use of equipment. While the City does not currently have any specific criteria related to noise associated with watercraft, the State of California Department of Motor Vehicles, as part of its requirements for watercraft operations, does have regulations that would also be applicable in the City of Long Beach.

1.4.6 Port of Long Beach

Port of Long Beach operations noise levels are generally limited to the areas with the perimeter of the Port. Noise associated with the Port includes cranes, forklifts, and truck activities. Due to the distance from daily operations, which are located close to the coast, to the nearest sensitive uses, noise impacts are rarely audible at such a large distance. Heavy truck traffic associated with the transport of cargo along the I-710 corridor is the primary source of noise associated with the Port. Impact associated with the Port of Long Beach, including noise, were assessed in the *Port of Long Beach Community Impact Study* in July 2016.

1.4.7 Special Events Noise

The City of Long Beach is a growing tourist destination with occasional noise generating from temporary special events and filming. From major conventions and international sporting events to community-based festivals, parades, film production and athletic activities, special events cultivate civic pride, social awareness and cultural enrichment for both residents and visitors.

These temporary events include, but are not limited to, community festivals, runs/walks, citywide holiday celebrations, Long Beach Grand Prix, Long Beach Marathon, Long Beach Lesbian and Gay Pride Parade and Celebration, Jazz Festival, film production, and events hosted at the Queen Mary such as Dark Harbor and Chill. These activities help build a foundation that fosters sustainable community development, economic development, and tourism.



Rainbow Harbor



Long Beach Grand Prix



The City of Long Beach hosts many seasonal events which may generate noise.

Temporary events and filming are exempt from the noise ordinance, as they are temporary in nature. Special Events and Filming staff are trained to be sensitive to the needs of the residents and strive to strike a balance between visitors and constituents. Events are listed on the calendar and can be found at www.filmlongbeach.com.

1.4.8 Stationary Noise Sources

Commercial, commercial-industrial, light-industrial, and to a lesser extent residential land uses in the City have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Additionally, activities that are not necessarily “stationary” include parking lot activities, truck deliveries, and events are oftentimes classified in the same categories.

1.4.9 Nuisance Noise

The City of Long Beach has a wide variety of land use types. Within the commercial and downtown area, certain uses including restaurants, bars, and clubs have the potential to generate noise which may be perceived as annoying or disturbing. Additionally, sources of noise that are permissible under existing laws and regulations still have the potential to disrupt the peace, cause sleep interference, and can create an undesirable setting for residents. The following list identifies some of the potential sources of noise that have been noted to occur with regularity in the City limits:



Truck deliveries are a stationary noise source



Other potential noise sources

1.5 Existing Vibration Sources

1.5.1 Vibration Sources

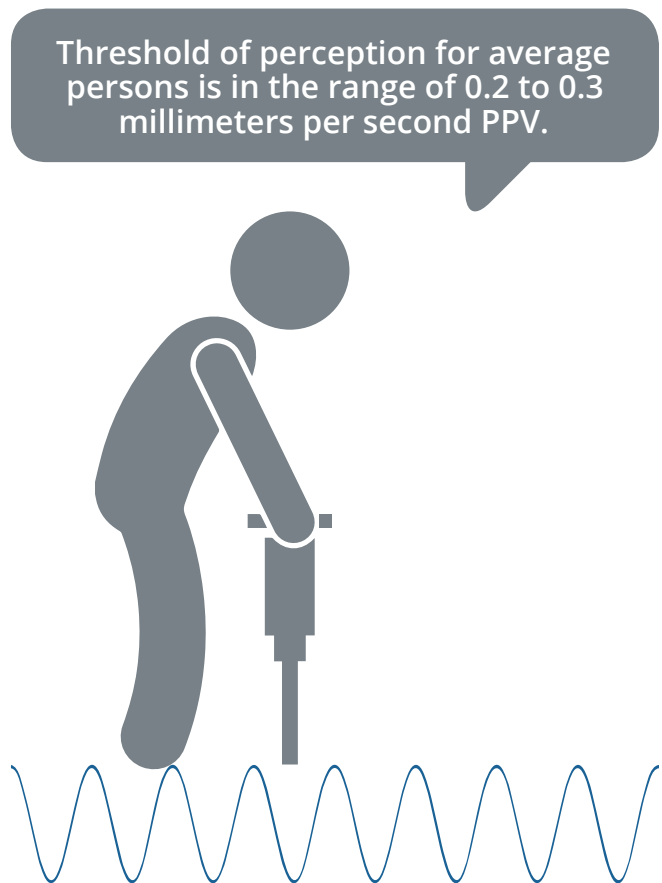
Major vibration sources in the City include construction activities, rail operations, heavy vehicle traffic, and vehicle loading and delivery operations. Other sources which have the potential to cause vibration impacts are aircraft operations, low-frequency music and some stationary sources. Similar to noise standards, cities can adopt vibration exposure standards regarding the sensitivity of land uses which may be affected. In relation to vibration impacts, there are two factors that are considered to assessing the level of impact expected: the potential for damage to a building or structure and the potential of annoyance to people. Also similar to potential noise impacts, the most efficient actions to help reduce vibration impacts occur during the planning and permitting phases of any project or development.

1.5.2 Construction Activity Vibration

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related ground-borne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess ground-borne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.2 to 0.3 millimeters per second (0.008 to 0.012 inches per second), PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels (e.g., people in an urban environment) may tolerate a higher vibration level. Structural damage can be classified as cosmetic only (e.g., minor cracking of building elements) or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat



Two factors help measure the impact of noise to humans and buildings.



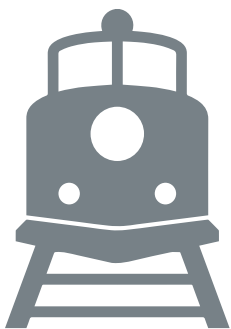
Construction-induced vibration may interfere with the enjoyment of life.

for structural damage to the building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity (e.g., impact pile driving) occurs immediately adjacent to the structure.

1.5.3 Rail Activity Related Vibration

Rail operations are potential sources of substantial ground-borne vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground-borne vibration has been correlated best with how quickly sounds moves through the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} inches per second. RMS, which equals 0 vibration velocity decibels (VdB), and 1 inch per second equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

One of the problems with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The United States Department of Transportation, Federal Transit Administration has developed rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. These criteria are primarily based on experience with passenger train operations (e.g., rapid transit and commuter rail systems). The main difference between passenger and freight operations is the time duration of individual events; a passenger train lasts a few seconds whereas a long freight train may last several minutes, depending on speed and length.



Ground-borne vibration decibels depend on the distance, type and speed of trains, and type of track.

Many factors affect ground-borne vibration.

1.5.4 Heavy Vehicles and Buses

Ground-borne vibration levels from heavy trucks and buses are not normally perceptible, especially if roadway surfaces are smooth. Buses and trucks typically generate ground-borne vibration levels of about 63 VdB at a distance of 25 feet when traveling at a speed of 30 miles per hour (mph). Higher vibration levels can occur when buses or trucks travel at higher rates of speed or when the pavement is in poor condition. Vibration levels below 65 VdB are below the threshold for human perception.

1.5.5 Other Sources of Vibration Annoyance

In addition to activities that have vibration impacts which translate through the ground surface between source and receptor, sources which generate high levels of low-frequency noise may generate vibration through air. These sources may include aircraft and helicopter operations, low-frequency music and other large stationary sources. When the vibration effects of these sources are felt or experienced by a receptor, to determine the level of impact, low-frequency noise measurements are the best method to determine the impact.

At 30 mph, buses and trucks typically generate vibration levels of 63 VdB at a distance of 25 feet. Vibration levels below 65 VdB are below the threshold for human perception.



How loud are busses and trucks?

1 **1.6 Community Engagement**

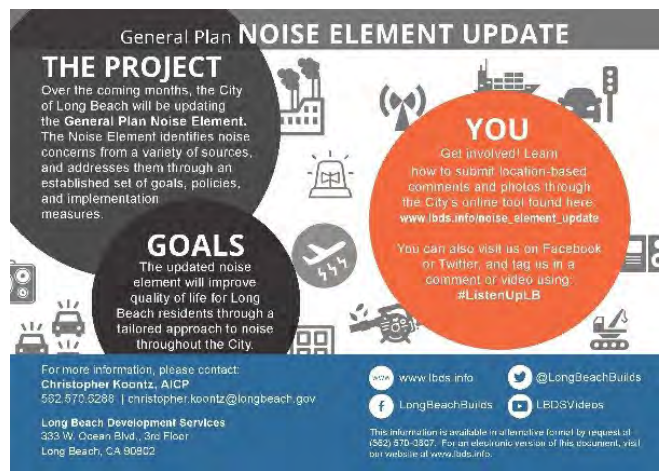
To inform the Noise Element update and identify potential issues, a variety of community engagement strategies were employed during 2017. A City of Long Beach project webpage was established as well as a Facebook and Twitter account for the Noise Element at #ListenUpLB. Project background was furnished and the community was invited to use an online engagement tool linked on the sites. The online tool provided a map-based ability to provide comments on a range of topics linked to specific locations throughout the city. Awareness of this opportunity for participation was provided through the City's website, emails, Facebook and Twitter advertising, and counter cards placed throughout city hall and other locations. Materials were provided in both English and Spanish.

In addition, a series of meetings were conducted with internal and external stakeholders. Initial meetings were held with City departments and local agencies including the Police Department, Noise Control Office, Animal Care Services, Public Works, Port, Airport and Long Beach Unified School District. Meetings with focus groups included public health professionals/academics, environmental justice, bar and restaurant operators, and the construction industry, as well as the Environmental Health Working Group and various local school students in their classrooms. Further, a Planning Commission study session was conducted on April 20, 2017 to introduce the Noise Element work effort and solicit comments from commissioners and members of the public.

Feedback provided through these various platforms covered an array of topics and key themes are summarized below:

- » Develop regulations that respond to the evolution of neighborhoods
- » Needed coordination with other regulatory agencies (rail, on-road vehicles, aircraft)
- » Common annoyances: Leaf blowers, rail line operations, motorcycles, helicopters, loud music, construction, dogs, park/beach activities, bars/restaurants, autos/freeway, industrial and commercial uses
- » Noise impacted communities in West Long Beach
- » Effectiveness of good communication, relationship-building, proactive noticing
- » Technology trending toward quieter equipment

Received comments and input informed the location of noise monitoring and the preparation of the existing conditions report content. In addition, this feedback will be carried forward to shape draft Noise Element strategies and policies.



Community Engagement Posters

Existing Regulatory Setting

2



2

Existing Regulatory Setting

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2.0 EXISTING REGULATORY SETTING

2.1 Federal Regulations

While the City does not typically rely on any specific federal noise regulations given that the State level requirements, specifically the California Environmental Quality Act (CEQA), and the City's Noise Element and Municipal Code Noise Ordinance provide more specific and restrictive regulations related to noise and vibration impacts, the following information is provided for reference and may be used when local criteria are not established.

2.1.1 Federal Railroad and Federal Transit Administrations

The guidelines in the FTA *Transit Noise and Vibration Impact Assessment* (2006) general assessment establishes thresholds for construction noise identified as a 1-hour noise level of 90 dBA L_{eq} for residential uses during daytime hours and a 1-hour noise level of 100 dBA L_{eq} for commercial and industrial uses. This provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction when the noise thresholds are exceeded.

In addition to the vibration standards included in the FTA *Transit Noise and Vibration Impact Assessment* (FTA 2006) for ground-borne vibration impacts on human annoyance are shown in Table C above, the criteria for potential damage from ground-borne vibration and noise are based on the maximum levels for a single event. Table D lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2006). FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) (FTA 2006) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered (those not designed by an engineer or architect) timber and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table D: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_v (VdB) ¹
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

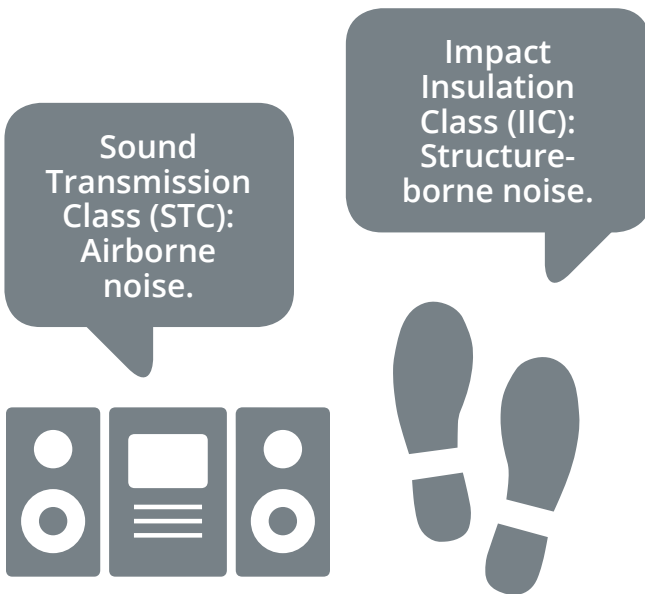
Source: Table 12-3, *Transit Noise and Vibration Impact Assessment* (FTA 2006).
¹ RMS VdB re 1 μ in/sec.
 μ in/sec = microinches per second
 FTA = Federal Transit Administration
 in/sec = inches per second
 LV = velocity in decibels
 PPV = peak particle velocity
 RMS = root-mean-square
 VdB = vibration velocity in decibels

2.1.2 Environmental Protection Agency

In 1972 Congress enacted the Noise Control Act. This act authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish appropriate levels of sound. The document *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety* (EPA 1974) established that noise levels less than or equal to 45 dBA would not interfere with indoor activities or cause annoyance. Thus, an interior noise level of 45 dBA CNEL or less is often used to assure exterior façades will provide adequate noise reduction.

2.1.3 International Building Code

The International Building Code (IBC) (ICC 2015) has been adopted and used as a standard code throughout most of the United States. Within the IBC, standards for both reference or laboratory ratings as well as field measured rating requirements are identified to assure interior noise environment thresholds are met. There are two specific class ratings: (1) STC or Sound Transmission Class and (2) IIC or Impact Insulation Class. The STC rating is often used for room-to-room assemblies and focuses more on airborne noise impacts such as radio, television, and human speech. The IIC rating is often used for floor/ceiling assemblies to focus on structure-borne noise such as footfall or objects being dropped. The IBC specifies that a minimum STC or IIC rating of 50 is desired to provide a comfortable living environment.



Two class ratings help to measure interior noise thresholds.

2.2 State Regulations

2.2.1 State of California Noise Control Act

In 1975, the State of California established its own Noise Control Act located in Division 28 of the State's Health and Safety Code. Chapter 6, Assistance to Local Agencies, provides direction on how the state will assist each local agency in establishing local ordinances and policies:

Chapter 6. Assistance to Local Agencies

46060. It is the purpose of this chapter to encourage the enactment and enforcement of local ordinances in those areas which are most properly the responsibility of local government. It is further the purpose to insure that the state is of maximum assistance to local agencies in the discharge of those responsibilities, furnishing technical and legal expertise to assist local agencies in the enactment and enforcement of meaningful and technically sufficient noise abatement measures.

46061. The office shall provide technical assistance to local agencies in combating noise pollution. Such assistance shall include but not be limited to:

- A.** Advice concerning methods of noise abatement and control.
- B.** Advice on training of noise control personnel.
- C.** Advice on selection and operation of noise abatement equipment.

46062. The office shall provide assistance to local agencies in the preparation of model ordinances to control and abate noise. Such ordinances shall be developed in consultation with the Attorney General and with representatives of local agencies, including the County Supervisors Association of California and the League of California Cities. Any local agency which adopts any noise control ordinance shall promptly furnish a copy to the office.

2.2.2 State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or L_{dn} . Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the facade of a building, a report must be submitted with the building plans that describe the noise control measures that have been incorporated into the design of the project to meet the 45 dBA CNEL or L_{dn} noise limit.

2.2.3 California Green Building Code

The California Green Building Code, also referred to as CalGreen (ICC 2017), provides the following requirements under Environmental Comfort related to noise:

5.507.4 Acoustical control. Employ building assemblies and components with Sound Transmission Class (STC) values determined in accordance with ASTM E 90 and ASTM E 413 or Outdoor-Indoor Sound Transmission Class (OITC) determined in accordance with ASTM E 1332, using either the prescriptive or performance method in Section 5.507.4.1 or 5.507.4.2.

Exception: Buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings.

Exception: [DSA-SS] For public schools and community colleges, the requirement of this section and all subsections apply only to new construction.

5.507.4.1 Exteriors noise transmission prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

1. Within the 65 CNEL noise contour of an airport (see figure with airport contours on page 3-33).

Exceptions:

- a. L_{dn} or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
- b. L_{dn} or CNEL for other airports and heliports for which a land use plan has not been developed shall be determined by the local general plan noise element.

2. Within the 65 CNEL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway source as determined by the Noise Element of the General Plan.

5.507.4.1.1 Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 $dB_{L_{eq}}-1\text{-hr}$ during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

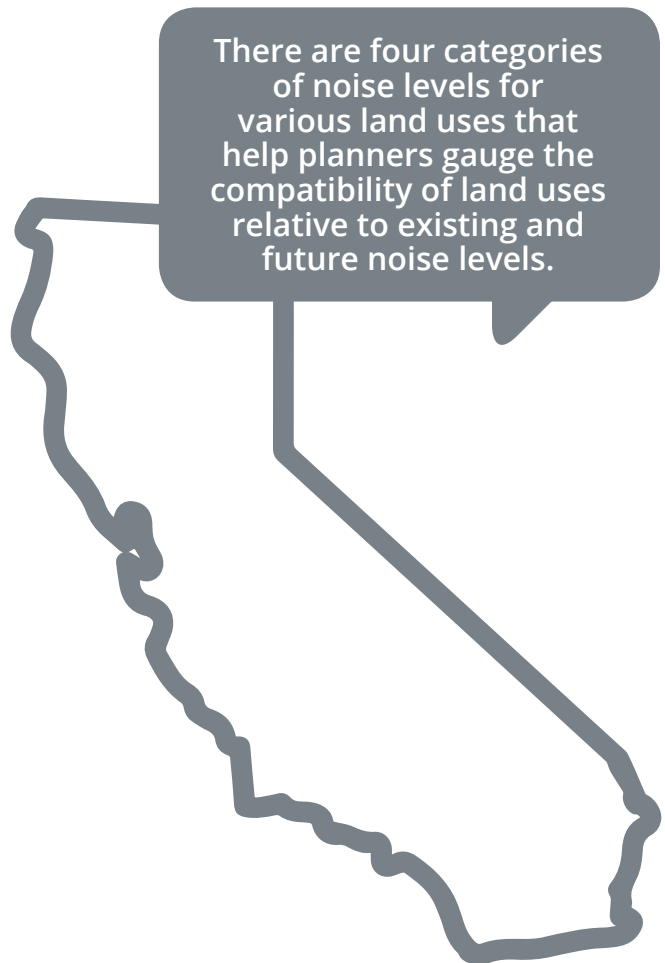
5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq -1Hr) of 50 dBA in occupied areas during any hour of operation.

5.507.4.2.1 Site features. Exterior features such as sound wall or earth berms may be utilized as appropriate to the building, addition or alteration project to mitigate sound migration to the interior.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC or IIC of at least 40. For residential uses or sensitive tenant spaces, a minimum STC or IIC of 50. Note: Examples of assemblies and their various STC rating may be found at the California Office of Noise Control website.

2.2.4 State of California Land Use Compatibility Criteria

The State of California adopts suggested land use noise compatibility levels as part of its General Plan Guidelines (California 2003). These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The Land Use Compatibility Guidelines are shown in Table E.



State of California Land Use Compatibility Criteria.

Table E: California Office of Noise Control Land Use Compatibility Matrix for Community Noise Exposure

Land Use Category	Community Noise Exposure L _{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging - Hotels, Motels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings - Business, Commercial & Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Normally Acceptable	<i>Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise</i>						
Conditionally Acceptable	<i>New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i>						
Normally Unacceptable	<i>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</i>						
Clearly Unacceptable	<i>New construction or development should generally not be undertaken.</i>						
<i>Source: California Department of Health, Guidelines for the Preparation and Content of Noise Elements of the General Plan, October, 2003.</i>							

2.2.5 State of California Vehicle Code

Division 12, Equipment of Vehicles, Chapter 5, Other Equipment, Article 2, Exhaust Systems, and Article 2.5, Noise Limits, provide regulations related to noise levels associated with motor vehicles as follows.

Article 2. Exhaust Systems

27150. (a) Every motor vehicle subject to registration shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(b) Except as provided in Division 16.5 (commencing with Section 38000) with respect to off-highway motor vehicles subject to identification, every passenger vehicle operated off the highways shall at all times be equipped with an adequate muffler in constant operation and properly maintained so as to meet the requirements of Article 2.5 (commencing with Section 27200), and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(c) The provisions of subdivision (b) shall not be applicable to passenger vehicles being operated off the highways in an organized racing or competitive event conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.

27150.1. No person engaged in a business that involves the selling of motor vehicle exhaust systems, or parts thereof, including, but not limited to, mufflers, shall offer for sale, sell, or install, a motor vehicle exhaust system, or part thereof, including, but not limited to, a muffler, unless it meets the regulations and standards applicable pursuant to this article. Motor vehicle exhaust systems or parts thereof include, but are not limited to, nonoriginal exhaust equipment. A violation of this section is a misdemeanor.

Article 2.5. Noise Limits

27200. (a) The Department of Motor Vehicles shall not register on a dealer's report of sale a new motor vehicle, except an off-highway motor vehicle subject to identification as provided in Division 16.5 (commencing with Section 38000), which produces a maximum noise exceeding the applicable noise limit at a distance of 50 feet from the centerline of travel under test procedures established by the Department of the California Highway Patrol.

(b) The Department of Motor Vehicles may accept a dealer's certificate as proof of compliance with this article.

(c) Test procedures for compliance with this article shall be established by the Department of the California Highway Patrol, taking into consideration the test procedures of the Society of Automotive Engineers.

(d) No person shall sell or offer for sale a new motor vehicle, except an off-highway motor vehicle subject to identification as provided in Division 16.5 (commencing with Section 38000), which produces a maximum noise exceeding the applicable noise limit specified in this article, and for which noise emission standards or regulations have not been adopted by the Administrator of the Environmental Protection Agency pursuant to the Noise Control Act of 1972 (P.L. 92-574).

(e) No person shall sell or offer for sale a new motor vehicle, except an off-highway motor vehicle subject to identification as provided in Division 16.5 (commencing with Section 38000), which produces noise that exceeds or in any way violates the noise emission standards or regulations adopted for such a motor vehicle by the Administrator of the Environmental Protection Agency pursuant to the Noise Control Act of 1972 (P.L. 92-574).

(f) As used in this section, the term "register" is equivalent to the term "licensing" as used in Section 6(e)(2) of the Noise Control Act of 1972

27201. For the purposes of Section 27200, the noise limit of 92 dBA shall apply to any motorcycle manufactured before 1970.

27202. For the purposes of Section 27200, the following noise limits shall apply to any motorcycle, other than a motor-driven cycle, manufactured:

- (1) After 1969, and before 197388 dBA
- (2) After 1972, and before 197586 dBA
- (3) After 1974, and before 198683 dBA
- (4) After 198580 dBA

27202.1. (a) Notwithstanding any other law, a person shall not park, use, or operate a motorcycle, registered in the State of California, that does not bear the required applicable federal Environmental Protection Agency exhaust system label pursuant to Subparts D (commencing with Section 205.150) and E (commencing with Section 205.164) of Part 205 of Title 40 of the Code of Federal Regulations. A violation of this section shall be considered a mechanical violation and a peace officer shall not stop a motorcycle solely on a suspicion of a violation of this section. A peace officer shall cite a violation of this section as a secondary infraction.

(b) A violation of this section is punishable as follows:

- (1) For a first conviction, by a fine of not less than fifty dollars (\$50), nor more than one hundred dollars (\$100).
- (2) For a second or subsequent conviction, by a fine of not less than one hundred dollars (\$100), nor more than two hundred fifty dollars (\$250).

- (c)
 - (1) The notice to appear issued or complaint filed for a violation of this section shall require that the person to whom the notice to appear is issued, or against whom the complaint is filed, produce proof of correction pursuant to Section 40150.
 - (2) Upon producing proof of correction to the satisfaction of the court, the court may dismiss the penalty imposed pursuant to subdivision (b) for a first violation of this section.
- (d)
 - (1) This section is applicable to a person operating a motorcycle that is manufactured on or after January 1, 2013, or a motorcycle with aftermarket exhaust system equipment that is manufactured on or after January 1, 2013.
 - (2) Penalties imposed pursuant to this section are in addition to penalties imposed pursuant to any other applicable laws or regulations.
 - (3) This section does not supersede, negate, or otherwise alter any other applicable laws or regulations.



27203. For the purposes of Section 27200, the noise limit of 82 dBA shall apply to any snowmobile manufactured after 1972.

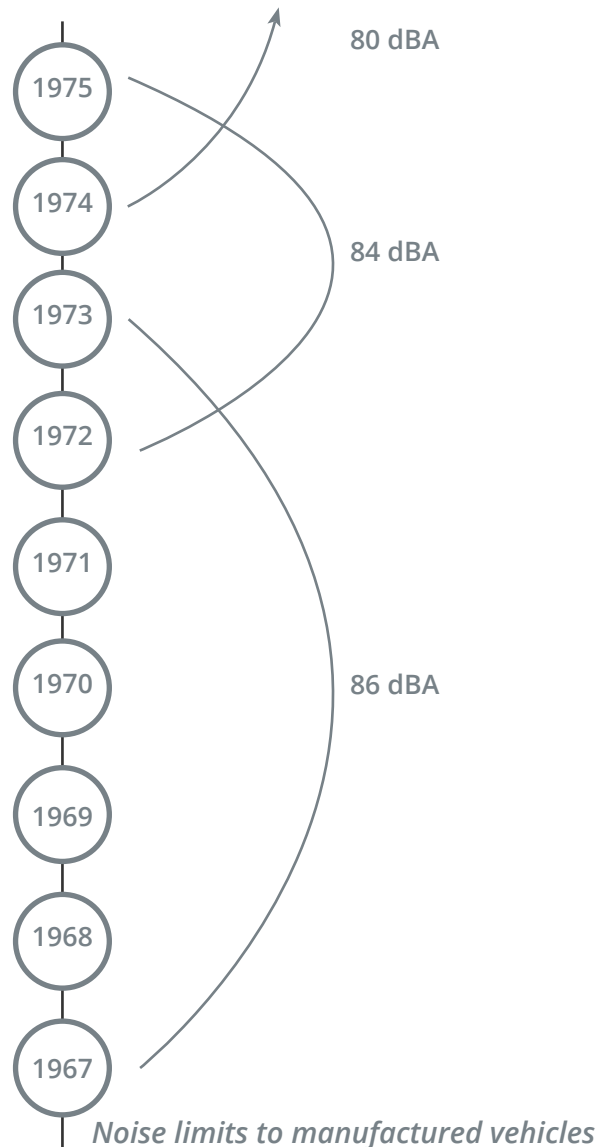
27204. For the purposes of Section 27200, the following noise limits shall apply to any motor vehicle within the specified manufacturer's gross vehicle weight rating and date of manufacture:

GVWR— Pounds	Date of Manufacture	Noise Limit—dBA
Over 6,000	after 1967 and before 1973	88
Over 6,000	after 1972 and before 1975	86
Over 6,000	after 1974 and before 1978	83
Over 8,500	after 1977 and before 1982	83
Over 6,000 but not over 8,500	after 1977	80
Over 8,500 but not over 8,500	after 1981	80
Over 10,000	after 1981 and before 1988	83
Over 10,000	after 1987	80

27206. For the purposes of Section 27200, the following noise limits shall apply to any other motor vehicle, not specified in this article, manufactured:

- (1) After 1967, and before 197386 dBA
- (2) After 1972, and before 197584 dBA
- (3) After 197480 dBA

27207. No motor vehicle with a gross vehicle weight rating of more than 10,000 pounds and equipped with an engine speed governor shall produce a sound level exceeding 88 dBA, measured on an open site at a distance of 50 feet from the longitudinal centerline of the vehicle, when its engine is accelerated from idle with wide open throttle to governed speed with the vehicle stationary, transmission in neutral, and clutch, if any, engaged. Test procedures for compliance with this section shall be established by the department, taking into consideration the procedures of the United States Department of Transportation. The procedures may provide for measuring at other distances, in which case the measurement shall be corrected so as to provide for measurements equivalent to the noise limit established by this section measured at 50 feet.



2.2.6 State of California Airport Land Use Requirements

The State of California has multiple regulations and standards that apply to airports. These are briefly summarized below:

- » The Aeronautics Division of the California State Department of Transportation (Caltrans)
- » Enforces the California Airport Noise Regulations. These regulations establish 65 dB CNEL as the noise impact boundary within which there shall be no incompatible land uses. Airports are responsible for achieving compliance with these regulations. Compliance can be achieved through noise abatement alternatives, land acquisition, land use conversion, land use restrictions, or sound insulation of structures. Airports not in compliance can operate under variance procedures established within the regulations.
- » California Noise Insulation Standards apply to all multi-family dwellings built in the State. Single-family residences are exempt from these regulations. The regulations require that all multi-family dwellings with exterior noise exposures greater than 60 dB CNEL must be sound insulated such that the interior noise level will not exceed 45 dB CNEL. These requirements apply to all roadway, rail, and airport noise sources.
- » The State of California requires that all municipal General Plans contain a Noise Element. The requirements for the Noise Element of the General Plan include describing the noise environment quantitatively using a cumulative noise metric such as CNEL or DNL, establishing noise/land use compatibility criteria, and establishing programs for achieving and/or maintaining compatibility. Noise elements shall address all major noise sources in the community including mobile and stationary sources.
- » Airport Land Use Commissions were created by State Law for the purpose of establishing a regional level of land use compatibility between airports and their surrounding environs. The Los Angeles County Airport Land Use Commission has adopted an Airport Environs Land Use Plan (AELUP) for Los Angeles County airports including Long Beach Airport. The AELUP criteria for sensitive land uses at 65 dB CNEL for outdoor areas and 45 dB CNEL for indoor areas of residential land uses.

2.2.7 State of California Motorized Watercraft Requirements

The State of California has established requirements and limits as it relates to noise associated with watercraft. Any motorized vessel operated on the inland waters of California or on ocean waters within one mile of the coastline must be muffled or otherwise prevented from exceeding the following noise levels:

- » As measured using a stationary sound level test as defined by SAE J-2005:
 - 90 decibels if the engine was manufactured before January 1, 1993
 - 88 decibels if the engine was manufactured on or after January 1, 1993, or
- » 75 decibels measured as defined by SAE J-1970 for all engines. However, such measurement shall not preclude a stationary sound level test as prescribed by SAE J-2005.

Exceptions to the above restrictions are made for vessels participating in permitted regattas, boat races or speed trials. Authorities generally agree that unbaffled exhaust pipes (stacks) and most water-injected pipes do not meet the above noise level requirements. Unmodified outboards usually meet legal requirements.



2.3 City of Long Beach

2.3.1 Existing Noise Element

2.3.1.1 Existing Standards

The City of Long Beach Noise Element considers the impacts of stationary noise producers. Stationary noise producers are entities with a fixed location that emit noise. The General Plan requires that sensitive land uses not be subjected to excessive stationary noise, either by mitigation at the source or through planning measures that reduce sound exposure. While the current General Plan does not contain a land use compatibility table, Table F summarizes the criteria for sensitive receivers.

Table F: City General Plan Recommended Criteria for Maximum Acceptable Noise Levels¹ in A-Weighted Decibels (dBA)

Major Land Use Type	Stationary Source Land Use Noise Standards			
	Outdoor			Indoor
	Maximum Single Hourly Peak	L_{10} ²	L_{50} ³	L_{dn} ⁴
Residential ⁵ 7:00 a.m. to 10:00 p.m.	70	55	45	45
Residential ⁵ 10:00 p.m. to 7:00 a.m.	60	45	35	35
Commercial (anytime)	75	65	55	N/A
Industrial (anytime)	85	70	60	N/A

Source: City of Long Beach Noise Element (1975) Table 11

¹Based on existing ambient level ranges in Long Beach and recommended U.S. Environmental Protection Agency ratios and standards for interference and annoyance.

²Noise levels exceeded 10 percent of the time.

³Noise levels exceeded 50 percent of the time.

⁴Day-night average sound level. The 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to nighttime levels.

⁵Includes all residential categories and all noise-sensitive land uses (e.g., hospitals and schools).

2.3.1.2 Goals, Plans, and Policies

One of the major functions of a General Plan Noise Element is to establish goals to strive for, plans to help achieve those goals, and policies which regulate both current and future developments and all activities within the City limits. In the current version of the City's Noise Element, found in detail on pages 140 through 176, these are referenced as Implementation Strategies, Categorical Recommendations, and Transportation Noise Reduction Measures.

2.3.2 Municipal Code

The City's Municipal Code is the document in which specific planning and enforcement noise criteria is presented such that, in conjunction with the City's Noise Element, noise impacts to sensitive receptors are minimized. The following describes the individual subsections and specific regulations:

2.3.2.1 General Noise Ordinance Standards

The City's Municipal Code (Section 8.80.160—Exterior noise limits) establishes maximum exterior sound level standards. Standards vary depending on land use. Table G outlines these criteria, which represent noise limits that no person shall exceed through sound they create or allow to be created.

Table G: Maximum Local Noise Criteria

Receiving Land Use District	Maximum Noise Criteria (dB L_{max})	
	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
District One — Predominantly residential with other land use types also present	50	45
District Two — Predominantly commercial with other land use types also present	60	55
District Three ¹ — Predominantly industrial with other land use types also present	65	65
District Four ¹ — Predominantly industrial with other land use types use also present	70	70
District Five — Airport, freeways, and waterways regulated by other agencies	Regulated by other agencies and laws	

Source: City of Long Beach Municipal Code (1982)
¹Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.
dB = decibel(s)
 L_{max} = maximum instantaneous noise level

The City's Municipal Code Section (8.80.180—Interior noise limits), establishes maximum interior sound level standards. Standards vary depending on land use. Table H outlines these criteria, which represent noise limits that no person shall exceed through sound they create or allow to be created.

- B.** No person shall operate, or cause to be operated, any source of sound indoors at any location within the incorporated limits of the City or allow the creation of any indoor noise which causes the noise level when measured inside the receiving dwelling unit to exceed:
1. The noise standard for that land use district as specified in Table G for a cumulative period of more than five (5) minutes in any hour; or
 2. The noise standard plus five decibels (5 dB) for a cumulative period of more than one (1) minute in any hour; or
 3. The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.

- C.** If the measured indoor ambient level exceeds that permissible within any of the first two (2) noise limit categories in this Section, the allowable noise exposure standard shall be increased in five decibel (5 dB) increments in each category as appropriate to reflect the indoor ambient noise level. In the event the indoor ambient noise level exceeds the third noise limit category, the maximum allowable indoor noise level under said category shall be increased to reflect the maximum indoor ambient noise level.



Table H: Interior Noise Limits

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	35 45
All	School	7:00 a.m.—10:00 p.m. (While school is in session)	45
Hospital, designated quiet zones, and noise-sensitive zones		Any time	40

Source: City of Long Beach Municipal Code (1982)
dBA = A-weighted decibel(s)

In 2009, ORD-09-0030 amended Section 8.80.160 of the Municipal Code to amend the Noise District Map, changing the portion of the City, north of the Long Beach Airport and west of Lakewood Boulevard from District One to District Two.

2.3.2.2 Title 5- Regulation of Businesses, Trades and Professions

The purpose of this title is to identify those businesses, trades and professions conducted and carried on in the City that require local regulation in order to promote and protect the public health, safety and welfare of the citizens. The purpose of this title is

1. to set forth the specific standards and criteria under which such businesses, trades and professions shall be conducted and regulated within the City and,
2. to set forth the procedures and conditions for applying for such a permit.

The following are the chapters and subsections that relate directly to noise impacts:

5.51.065—Ice Cream Trucks - Additional Noise Restrictions.

- A. No person shall use, play or employ any sound, outcry, amplifier, loudspeaker or any other instrument or device for the production of sound from an ice cream truck when the ice cream truck is stationary.
- B. The City may set reasonable restrictions in the business license on the type and use of any amplifier, loudspeaker, or any other instrument or device for the production of sound employed on an ice cream truck in order to prevent a disturbance of the peace.

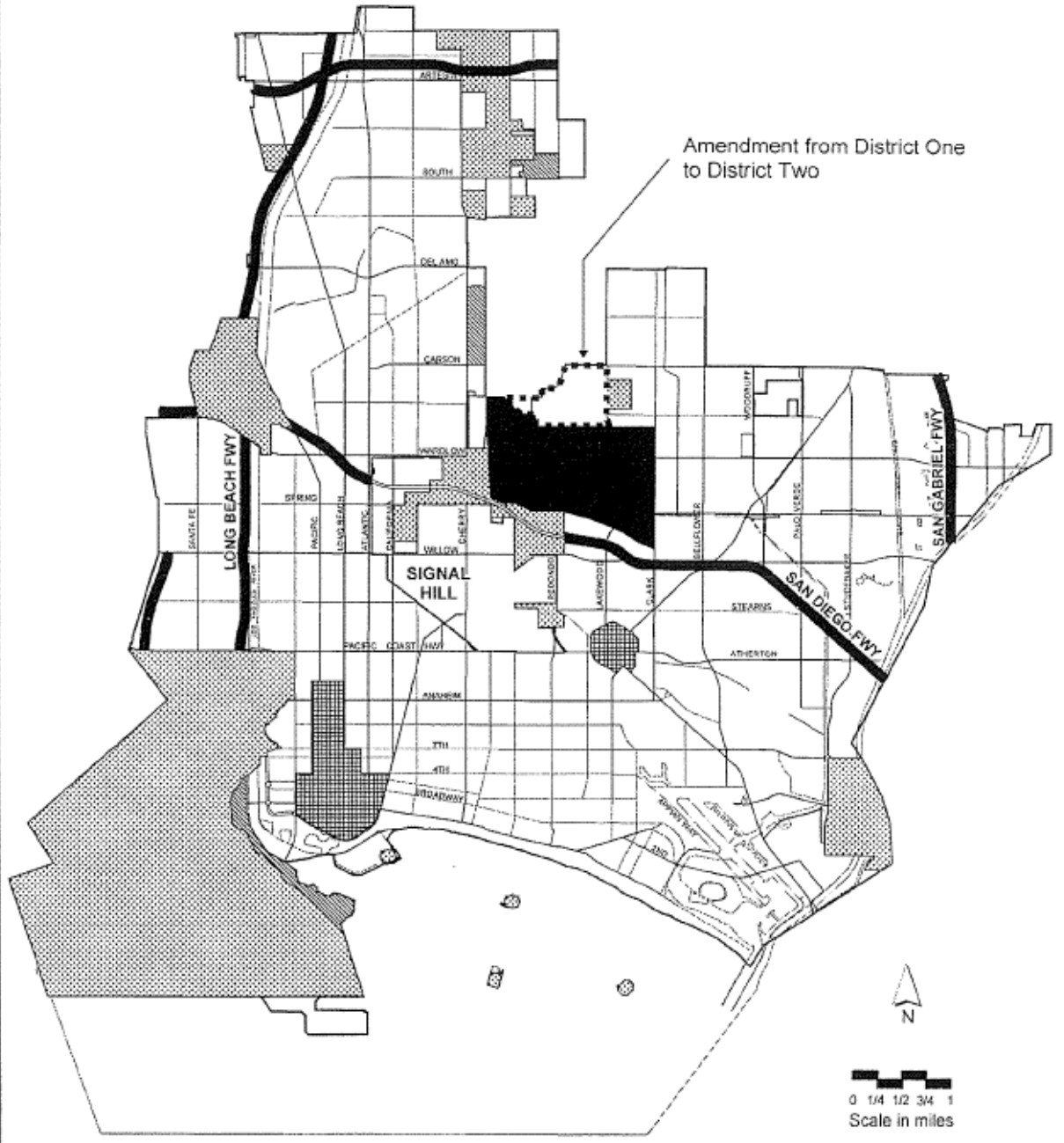
5.60.020—Special Events - Permit Required.

- C. The City Manager may condition any permit issued pursuant to this Chapter with reasonable requirements concerning the time, place or manner of holding such event as is necessary to coordinate multiple uses of public property, assure preservation of public property and public places, prevent dangerous, unlawful or impermissible uses, protect the safety of persons and property and to control vehicular and pedestrian traffic in and around the venue. Conditions may include the use of sound amplification equipment, and restrictions on the amount of noise generated by motors and other equipment used in the course of the event.



Beach Streets Festival

NOISE DISTRICT MAP



* Noise at Long Beach Airport is regulated by State & Federal Laws. It is the responsibility of the Noise Control Officer to address complaints filed against aircraft noise, report all violations to proper enforcing agencies and the Long Beach City Council.

- District 1 - Remainder of the City
- District 2
- District 3
- District 4
- District 5 - Preempted by other Agencies*

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5.72.200, Subsection B.

11. Permittee agrees that the following standard is reasonable: Noise emanating from Permittee’s premises shall not be unreasonably loud or disturbing in light of the facts and circumstances then prevailing within fifty feet (50’) of the perimeter of the premises in all directions. Sound and amplification equipment shall be monitored during business hours to ensure that audible noise remains at acceptable levels in accordance with Long Beach Municipal Code Chapter 8.80.

12. On and after the date this ordinance takes effect, applicants for new entertainment permits in the ODED must cause an acoustical study to be prepared by a qualified, certified acoustical engineer, hired by the applicant and acceptable to the City, which shall demonstrate the sound emanating from the applicant’s establishment meets the sound standards described in Long Beach Municipal Code Chapter 8.80. The study shall be reviewed and confirmed by the Health Department and the Development Services Department during their review of the permit application.

5.72.121, Subsection D.2.—Permit Application Filing and Process for Adult Entertainment.

g. The premises within which the entertainment is located shall provide sufficient sound absorbing insulation so that noise generated inside the premises shall not be audible anywhere on the adjacent property or public rights-of-way or within any other building or other separate unit within the same building.



Long Beach Grand Prix

5.72.200, Subsection B.—Downtown Dining and Entertainment District.

11. Permittee agrees that the following standard is reasonable: Noise emanating from Permittee’s premises shall not be unreasonably loud or disturbing in light of the facts and circumstances then prevailing within fifty feet (50’) of the perimeter of the premises in all directions. Sound and amplification equipment shall be monitored during business hours to ensure that audible noise remains at acceptable levels in accordance with Long Beach Municipal Code Chapter 8.80.

12. On and after the date this ordinance takes effect, applicants for new entertainment permits in the ODED must cause an acoustical study to be prepared by a qualified, certified acoustical engineer, hired by the applicant and acceptable to the City, which shall demonstrate the sound emanating from the applicant’s establishment meets the sound standards described in Long Beach Municipal Code Chapter 8.80. The study shall be reviewed and confirmed by the Health Department and the Development Services Department during their review of the permit application.



Beach Streets Festival

2.3.2.3 Title 6- Animals

The purpose of this title is to identify animal regulations within the City. The following are the chapters and subsections that relate directly to noise impacts:

6.16.110—Dog Noise—Prohibited.

No person responsible for a dog shall permit such dog to bark, howl, whine and/or make other loud and unusual noises, whether within a building or enclosure, tied, or otherwise confined, or while at large upon any public street, sidewalk, improvement, park or other public place, or private property, which disrupts the public peace or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

6.16.120—Dog Noise—Enforcement.

When the Director or his/her enforcement officer(s) and/or inspector(s) determine that a person responsible for a dog has violated Section 6.16.110 of this Code, such Animal Care Services Bureau personnel are authorized to:

- A. Direct the person responsible for the dog to immediately terminate the actions of the dog that are causing the loud noise;
- B. Issue a written notice to the person responsible that if, within a twelve (12) month period following the initial response. Animal Care Services Bureau personnel are again required to respond to the same person responsible for violating Section 6.16.110 of this Code, a criminal and/or administrative citation will be issued pursuant to Chapters 1.32 and 6.16 of this Code; and
- C. Issue criminal and/or administrative citations to the person responsible for recurrent violations of Section 6.16.110 of this Code within a twelve (12) month period.



2.3.2.4 Title 8- Health and Safety

Chapter 8.80 within Title 8 provides a variety of subsections regarding to noise standards within the City. The following subsections highlight the information used on a daily basis by the planning department to control noise impacts:

8.80.050 - Noise Control Officer—Duties.

In order to effectively implement and enforce this Chapter, the Noise Control Officer shall, within a reasonable time:

- A. Investigate and Pursue Violations. Investigate and pursue possible violations of this Chapter;
- B. Delegation of Authority. Delegate functions, where appropriate under this Chapter, to personnel within the noise control office and to other departments, subject to the approval of the City Manager;
- C. Community Noise Element.
 1. Assist in the preparation or revision thereof of the City noise element of the general plan as required by Government Code Section 65302 (g), following guidelines set forth by the State Office of Noise Control,
 2. Assist in or review the total transportation planning of the City, including planning for new roads and highways, bus routes, airports, and other systems for public transportation, to insure that proper consideration is taken with regard to the impact of sound levels and that the policies set forth in the noise element are adhered to,
 3. Provide ongoing assistance to local agencies in determining possible mitigating measures for current or future noise problems;
- D. Airport Noise Exposure. Assist the department of aeronautics in developing a plan for noise compatible land use in the vicinity of the Long Beach Airport and maintain consistency with the provisions and policies of the noise element of the general plan;

- E. State and Federal Laws and Regulations.
 1. Prepare and publish with the approval of the City Council a list of those products manufactured to meet specified noise emission limits under federal, State or community law for which tampering enforcement will be conducted, and
 2. Make recommendations for modification or amendments to this Chapter to insure consistency with all State and federal laws and regulations;
 3. Administer Grants, Funds and Gifts. Administer noise program grants, funds and gifts from public and private sources, including the State and federal governments;
- F. Monitoring Responsibilities. Notwithstanding the preemption by federal and State agencies of the enforcement powers over certain activities, such as those at the Long Beach Airport and at the Long Beach Marine Stadium, the Noise Control Officer shall monitor noise generated by such preempted activities and report any violations of State or federal regulations to the appropriate enforcement agencies and to the City Council.

8.80.080—City departments—Legal compliance.

All departments engaged in any activities which result or may result in the emission of noise, shall comply with federal and State laws and regulations, as well as the provisions of this Chapter, respecting the control and abatement of noise to the same extent that any person is subject to such laws and regulations.

8.80.180—Interior noise limits—Correction for character of sound.

In the event the alleged offensive noise contains a steady audible tone such as a whine, screech or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying information content, the standard limits set forth in Table C in Section 8.80.170 shall be reduced by five decibels (5 dB).

Construction Activity Operational Hours

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
If authorized by the Building Official	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	9 a.m. to 6 p.m.

8.80.202—Construction activity—Noise regulations.

The following regulations shall apply only to construction activities where a building or other related permit is required or was issued by the Building Official and shall not apply to any construction activities within the Long Beach harbor district as established pursuant to Section 201 of the City Charter.

- A. Weekdays and federal holidays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m. the following day on weekdays, except for emergency work authorized by the Building Official. For purposes of this Section, a federal holiday shall be considered a weekday.
- B. Saturdays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. on Friday and nine a.m. on Saturday and after six p.m. on Saturday, except for emergency work authorized by the Building Official.
- C. Sundays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity at any time on Sunday, except for emergency work authorized by the Building Official or except for work authorized by permit issued by the Noise Control Officer.

- D. Owner's/employer's responsibility. It is unlawful for the landowner, construction company owner, contractor, subcontractor or employer of persons working, laboring, building, or assisting in construction to permit construction activities in violation of provisions in this Section.
- E. Sunday work permits. Any person who wants to do construction work on a Sunday must apply for a work permit from the Noise Control Officer. The Noise Control Officer may issue a Sunday work permit if there is good cause shown; and in issuing such a permit, consideration will be given to the nature of the work and its proximity to residential areas. The permit may allow work on Sundays, only between nine a.m. and six p.m., and it shall designate the specific dates when it is allowed.
- F. Enforcement. Notwithstanding the provisions of Sections 8.80.370 and 8.80.380, this Section may be enforced by a Police Officer.

8.80.210—Refuse collection vehicles.

No person shall collect refuse with a refuse collection vehicle between the hours of seven p.m. and seven a.m. the following day in a residential area or noise sensitive zone.

8.80.220—Motor vehicle horns.

It is unlawful for any person within the City to sound a vehicular horn within any residential zone except as a warning signal, as provided in the Vehicle Code of the State.

8.80.240—Vehicle, motorboat or aircraft repair and testing.

- A. Repairing, rebuilding, modifying or testing any motor vehicle, motorboat or aircraft in such a manner as to create a noise disturbance across a residential real property line, or at any time to violate the provisions of Sections 8.80.150 or 8.80.170 shall not be permitted except where said activities are directly related to officially sanctioned events.
- B. This provision shall not apply to aircraft within the airport property or within any other aviation-related property abutting it.

2.3.2.5 Title 9- Public Peace, Morals and Welfare

Chapter 9.31 within Title 9 provides information related to noise impacts created by loud parties on private property. The following subsection establishes the prohibited noise impacts:

9.31.010—Loud Noises Prohibited.

No person shall cause or permit loud music or other noises caused by a party, gathering or assemblage of persons on private property to disrupt the public peace. Noise that is audible from a distance of fifty feet (50') or more from the property shall be deemed to disrupt the public peace. Any person who causes or permits any such loud music or other noises is guilty of a public offense punishable under the provisions of Title 1, Chapter 1.32 of this Code.

2.3.2.6 Title 10- Vehicles and Traffic

Chapter 10.25 within Title 10 provides information related to noise impacts created by car alarms. The following subsection establishes the violations and penalties:

10.25.010—Motor vehicle alarms—Violations—Penalties.

- B. No person shall cause, allow, permit or suffer any alarm located in a motor vehicle registered in the name of or operated by such person to emit any continuous or intermittent audible sound in the City for a period of more than fifteen (15) minutes. The time shall be calculated based upon the emission of the first audible sound and ending fifteen (15) minutes thereafter notwithstanding any variation or delay in the emissions of audible sound.



2.3.2.7 Title 12- Long Beach Oil Code

Chapters 12.12 and 12.30 within Title 12 provide information related to oil operations. The following subsections establish hours of operation as well and noise requirements:

12.12.060—Long Beach Oil Code, Special Conditions—Generally.

G. Hours of Operation. All site work, operation of any tools or equipment used for the construction, alteration, repair, remodel, drilling, demolition, delivery of equipment or materials attendant to the preparation of a new drill, site maintenance or any other related oil site activities that produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity are permitted only between the days and hours listed below:

- Weekdays and Federal Holidays: Between the hours of 7:00 a.m. and 7:00 p.m.
- Saturdays: Between the hours of 9:00 a.m. and 6:00 p.m.
- Sundays: Prohibited

Exception: Except in case of emergency work that is required to avert a disaster at the well site or off-site piping associated to the well operation.

12.32.010—Excessive Noise Prohibited.

It is unlawful for any person to operate or cause to be operated any oil production or gas processing equipment on any well, or incidental to a well, within the incorporated limits of the City in any manner so as to create any noise which causes the exterior and interior noise level at the receiving property to be in excess of those limits provided in Chapter 8.80.

12.32.020—Areas 5, 6, 7A, 7B, 8, 9, 12, 13, 16, 18, 19, 21, 22, 23 and 24.

- A.** No person, either as owner, agent, or operator, shall conduct any drilling, or redrilling operation at any well located within oil operating areas 5, 6, 7A, 7B, 8, 9, 12, 13, 16, 18, 19, 21, 22, 23 and/or 24 in any manner so as to create any noise which causes the exterior noise level when measured at the property line of any single- or multiple-family dwelling unit, guest room, commercial building, school, hospital, church, or public library to exceed the noise level standards set forth in Table 1. The exterior noise level generated by the drilling or redrilling operation shall be continuously monitored to ensure conformance to the noise level standards. The costs of such monitoring shall be borne by the operator conducting such operation.

No person, either as owner, agent, or operator, shall conduct any drilling or redrilling operation at any time at any well located in oil operating areas 5, 6, 7A, 7B, 8, 9, 12, 13, 16, 18, 19, 21, 22, 23 and/or 24 in any manner so as to create any noise which causes the interior noise level in excess of those limits provided in Chapter 8.80.

If the existing ambient noise level, exclusive of existing drilling activity, at the nearest adjacent dwelling unit, guest room, commercial building, school, hospital, church or public library property line to the requested oil drilling site does not exceed the permitted nighttime noise levels in Table 1 for any period, then the following regulations shall apply:

1. The only activity permitted between the hours of seven p.m. (7:00 p.m.) and seven a.m. (7:00 a.m.) will be “on bottom” drilling, with single joint connections. During the same time frame, none of the following will be allowed:
 - a. Hammering on pipe;
 - b. Racking of pipe;
 - c. Acceleration and deceleration of engines or motors;
 - d. Use of drilling assembly rotational speeds that cause more noise than necessary and could reasonably be reduced by use of a slower rotational speed;
 - e. Picking up or laying down drill pipe, casing, tubing or rods into or out of the drill hole.

2. If the measured ambient level exceeds that permissible within any of the first four (4) noise limit categories in Table 1 above, the allowable noise exposure standard shall be increased in five (5) decibel increments in each affected category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth (5th) noise limit category, the maximum allowable noise level under said category shall be increased to equal the maximum ambient noise level.
3. If the difference between the noise levels with noise source operating and not operating is four (4) decibels or greater, then the noise measurement of the alleged source can be considered valid with a correction applied to account for the contribution of the ambient noise. The correction is to be applied in accordance with data shown in Table 2.

2.3.2.8 Title 14- Streets and Sidewalks

Chapter 14.24.040 provides information regarding unnecessary railroad noise.

14.24.040—Railroads Obstructing Streets, Section 14.24.040—Unnecessary noise.

No person shall allow the ringing of engine bells and the blowing of engine whistles when not in motion and unnecessarily.



2.3.2.9 Title 16- Public Facilities

Chapter 16.43, Airport Noise Compatibility.

This chapter provides information regarding airport noise requirements. The following subsections provide more specific information:

16.43.030—Prohibited activities.

- A. Training Operations. No Touch and Go, Stop and Go, Practice Low Approach, or VFR Practice Missed Approach shall be conducted at the Airport except between seven a.m. and seven p.m. on weekdays and between eight a.m. and three p.m. on Saturdays, Sundays, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day; provided, however, that if any such holiday falls on Saturday or Sunday and, as a result, a holiday is observed on the preceding Friday or succeeding Monday, then such Friday or Monday, as the case may be, shall be considered to be a holiday for purposes of this Section. Except for instrument training, Training Operations shall be conducted only on Runways 25R/7L and 25L/7R, unless the FAA directs such Operations on Runways 34L/16R and 34R/16L.
- B. Engine Runups. Engine runups shall be permitted only between the hours of seven a.m. and nine p.m. on weekdays and nine a.m. and nine p.m. on weekends and holidays. Such runups may be conducted only at locations designated for such purposes by the Airport Manager. Nothing in this Section shall be deemed to require relocation of existing runup facilities for which appropriate noise buffering devices have been constructed.
- C. Formation Takeoffs and Landings. Except as necessary in the manufacture or repair of aircraft, formation takeoffs and landings are prohibited at Long Beach Municipal Airport.
- D. Unapproved Charter Flights. No proposed charter operation shall be conducted unless the written permission of the Airport Manager has been sought and received before such operation is scheduled to occur.

16.43.040—Maximum SENEL limits.

- A. Subject to the authority of the Airport Manager to adjust permissible single event noise limits for categories of Airport users in order to reduce such group’s cumulative noise levels, all non-governmental Operations at the Airport shall meet the following SENEL limits:

	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 11:00 p.m. and 6:00 a.m. to 7:00 a.m.	11:00 p.m. and 6:00 a.m.	Monitoring Station No.
Runway	Departure/Arrival	Departure/Arrival	Departure/Arrival	Departure/Arrival
30	102.5/101.5	90/90	79/79	9/10
12	102.5/101.5	90/90	79/79	10/9
25R	92/88	*/	*/	6/1
25L	95/93	*/	*/	5/2
7R	95/92	*/	*/	2/5
7L	88/92	*/	*/	1/6

**Except in case of emergency or air traffic direction, all aircraft Operations between the hours of 10:00 p.m. and 7:00 a.m. are limited to runways 30 and 12.*

- B. Violations occurring during the period between ten p.m. and eleven p.m. which are the result of unanticipated delays beyond their reasonable control of the aircraft Owner/Operator shall be waived upon the presentation of evidence satisfactory to the Airport Manager that the delayed arrival or departure resulted from such circumstances. Delays caused by mechanical failure (but not by routine maintenance), by weather conditions or by air traffic control conditions will be considered beyond the Owner/Operator’s control.
- C. The SENEL limits for the period from six a.m. to seven a.m. and from ten p.m. to eleven p.m. shall be subject to revision at the end of the fourth calendar quarter following the implementation of this Chapter. If, for the period covered by the four (4) calendar quarters following implementation of this Chapter, cumulative aircraft noise has exceeded the level allowed by Subsection 16.43.050.A, these limits shall be reduced to eighty-five (85) SENEL. The SENEL for the period from six a.m. to seven a.m. and from ten p.m. to eleven p.m. shall, however, revert to ninety (90) SENEL if, for any subsequent four (4) quarters, cumulative aircraft noise has not exceeded the level allowed by Subsection 16.43.050.A.

16.43.050. Cumulative noise limits and noise budgets.

It is the goal of the City that Incompatible Property in the vicinity of the Airport shall not be exposed to noise above sixty-five (65) CNEL. In determining compliance with this noise goal and with the noise budgets established by this Chapter, a tolerance of one (1) dB CNEL will be applied. In assessing cumulative noise levels for any period less than one (1) year, the Airport Manager shall take into consideration and allow for reasonably anticipated seasonal variations in Operations and noise. The noise of military and Public Aircraft, for which the City bears no liability, will be excluded in calculating CNEL and in assessing compliance with the CNEL goal and CNEL budgets set forth in this Chapter.

Industrial Operations. B.1. Pending assessment of compliance with the CNEL budget applicable to Industrial Operations, the number of annual Flights by that user group shall not be increased above the number for the twelve (12) months ended October 31, 1990, as adjusted to accommodate Flights for manufacturing and test purposes by aircraft types which were under design during the period from November 1, 1989, to October 31, 1990, but had not yet entered service.

Charter Operations. C1. In order to minimize noise from Charter Operations, all Charter Operations shall be conducted by aircraft which comply with the standards of FAR Part 36 Stage 3 and all Charter Operations shall be scheduled between the hours of seven a.m. and ten p.m.

Commuter Flights. D.1. Commuter Carriers shall be permitted to operate not less than twenty-five (25) flights per day, the number of Flights authorized on November 5, 1990. Pending assessment of compliance with the CNEL budget applicable to Commuter Carriers, Flights by these users shall not be increased above the number permitted as of November 5, 1990.

Air Carrier Flights. E.1. Air Carriers shall be permitted to operate not less than forty-one (41) flights per day, the number of flights authorized on November 5, 1990. Pending assessment of compliance with the CNEL budget applicable to Air Carriers, Flights by these users shall not be increased above the number permitted as of November 5, 1990.

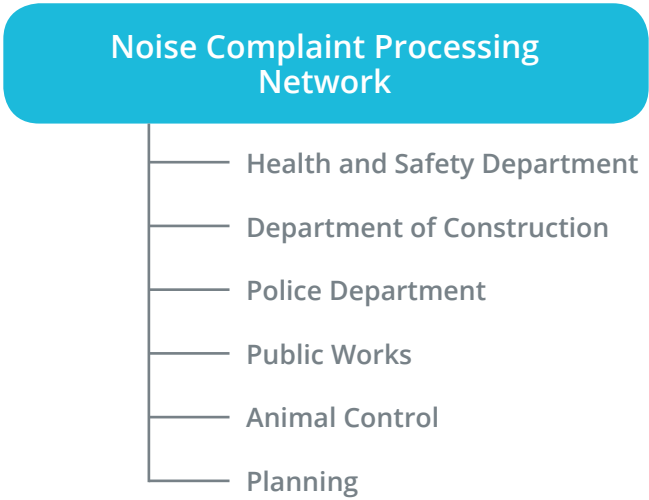
2.3.2.10 Vibration Standards

8.80.200—Noise Disturbances—Acts specified G. Vibration.

Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty feet (150') (forty-six (46) meters) from the source if on a public space or public right-of-way. For the purposes of this subsection, "vibration perception threshold" means the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such directed means as, but not limited to, sensation by touch or visual observation of moving objects. The perception threshold shall be presumed to be .001 g's, g is the equivalent to 9.81 m/s², in the frequency range 0—30 hertz and .003 g's in the frequency range between thirty and one hundred hertz.

2.3.3 Noise Complaint Procedures

Currently, the City has established a process in which noise complaints are responded to and dealt with in a timely fashion. The Noise Complaint Processing Network is a designed system in order to direct complaints to the appropriate personnel depending on the nature of the complaint. The current sub groups within the network include the Health and Safety Department, Department of Construction, Police Department, Public Works, Animal Control and Planning. Specific information on filing a noise complaint is found of the City's Health and Human Services Website at <http://www.longbeach.gov/health/inspections-and-reporting/reporting/noise-monitoring/>.



Go to the Health and Human Services Website for information on filing a noise complaint:
<http://www.longbeach.gov/health/inspections-and-reporting/reporting/noise-monitoring/>

2.3.4 City Noise Regulation Efforts

In addition to the standards presented above taken from the current Noise Element and Municipal Code, the City makes a continual effort to regulate noise and create buffers from sources of noise to surrounding sensitive receptors and land uses. Enforcement of the regulations identified in this chapter is ongoing, and efforts are made to inform the public through a variety of means, such as information bulletins. For example, Information Bulletin BU-027 – Construction Noise Regulations provided by the Building and Safety Bureau – summarizes construction regulations including those contained in LBMC §8.80.202 establishing construction hours when noise is permitted and prohibited.

Through the review of projects in compliance with the California Environmental Quality Act (CEQA), noise mitigation measures are prescribed through approved Mitigation and Monitoring Programs to limit excessive noise. The CEQA process provides a tailored environmental analysis to address project-specific impacts and individual context. Below is a brief discussion identifying noise mitigation measures that could be employed for a project. Examples of noise mitigation measures are drawn from recent development projects including:

- » Downtown Plan and Civic Center Project Mitigation Monitoring and Reporting Program (MMRP)
 - » <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=5574>
- » Midtown Specific Plan MMRP
 - » <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=5765>

Noise mitigations are typically divided into measures addressing construction activities and measures addressing project design and operation. For construction noise, potential mitigation measures include equipment mufflers, quieter models of air compressors, locating stationary noise-generating equipment farther from sensitive receptors, no unnecessary idling of internal combustion equipment, routing construction-related traffic away from sensitive receptors, hours of loading/unloading, 150-foot radius noticing for construction activities,

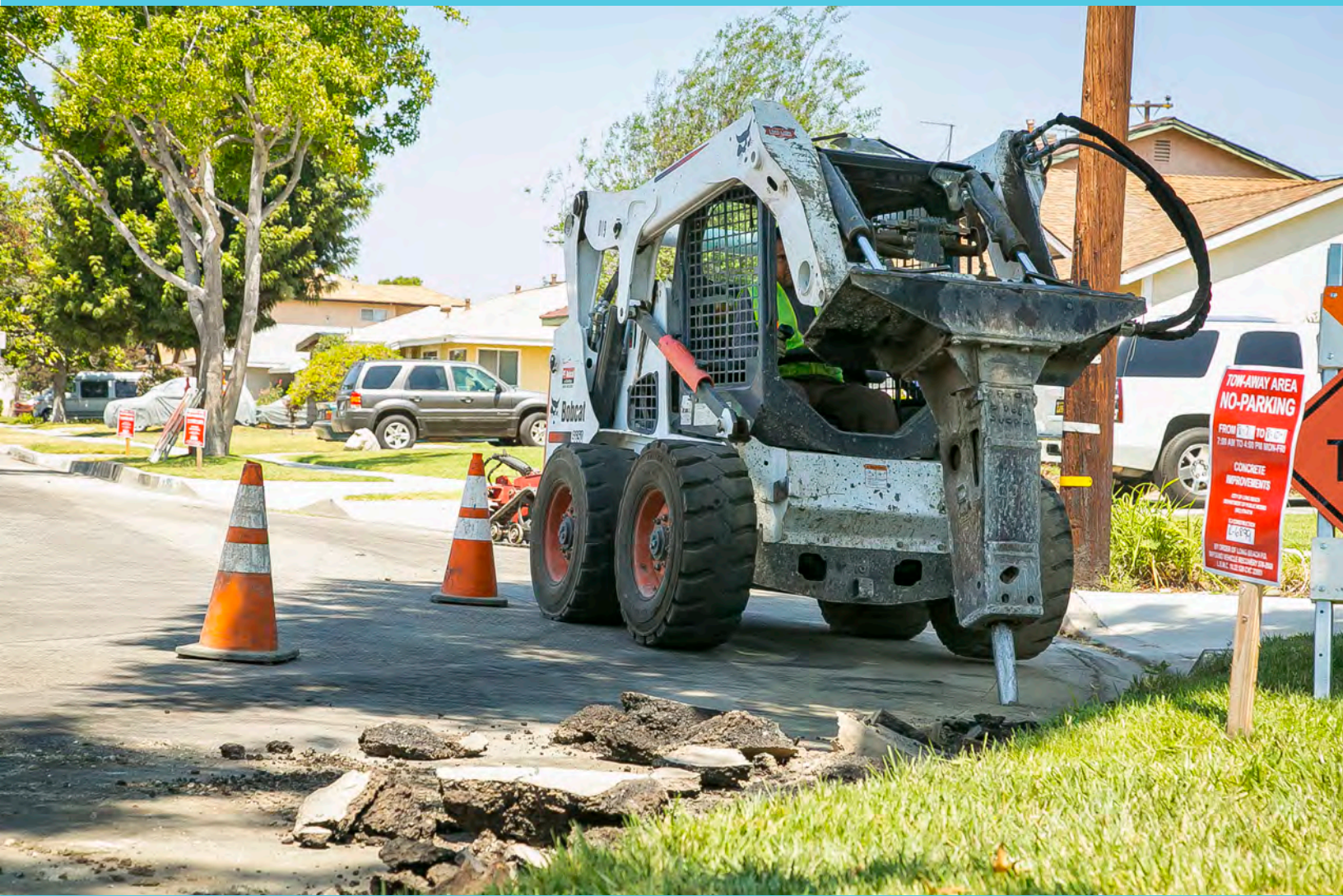
establishing a construction liaison to respond to noise complaints and provide corrections, provision of temporary noise barriers or blankets, and site-specific vibration mitigation.

For project design and operation noise mitigation, potential mitigation measures include appropriate site planning (for example, locating shared residential spaces behind buildings to reduce noise exposure), mechanical ventilation in residential areas in higher noise areas to allow for closed windows if desired, installation of sound-rated windows and construction methods, strategic placement of loading/unloading areas, placement of HVAC in mechanical rooms whenever possible, and provision of localized noise barriers or rooftop parapets around mechanical equipment.

A goal of the Noise Element effort is to further identify and standardize potential noise mitigation policies and tools to minimize and manage noise citywide.

Existing Noise Analysis

3



3

Existing Noise Analysis

- » 3.1 Existing Noise Monitoring Results3-1
- » 3.2 Existing Traffic Noise Contours3-1
- » 3.3 Existing Airport Noise Contours3-32
- » 3.4 Existing Noise and Land Use Compatibility Discussion.....3-32
- » 3.5 References3-34

3.0 EXISTING NOISE ANALYSIS

3.1 Existing Noise Monitoring Results

Noise measurements were taken in February 2014 and May 2017 to record the actual existing noise levels at various locations throughout the City. The noise measurements represent a snapshot of the current noise environment in the City. A noise measurement survey of the City was conducted to determine the location of noise measurement sites that would provide a noise profile of the City. Several criteria were used in the site selection process including, but not limited to, the proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Several of the significant noise generators within the City are I-405, I 710, SR-91, SR-1, and Long Beach Boulevard. This is due to the very high volume of automobile and truck traffic at these freeways and roadways. To provide noise measurement coverage of the area, measurement sites were chosen within the confines of the City. After the site selection process was completed, a series of long-term 24-hour and short-term noise 15-minute measurements were taken at the chosen sites. The measurement site locations are listed in Tables I and J and are shown on Figure 2, Noise Monitoring Locations.

3.2 Existing Traffic Noise Contours

The noise model SoundPlan was used to evaluate traffic-related noise conditions throughout the City. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the Ldn contours. Existing traffic volumes (SCAG 2017) were used to assess existing traffic noise levels in the City. Appendix A provides a summary of the traffic data utilized to create the existing traffic noise contours (Figure 3, Existing Noise Contours – pages 3-14 through 3-19 for composite mapping of all contours and pages 3-20 through 3-33 for larger scale mapping of 65 dBA L_{dn} and 75 dBA L_{dn} contours).



Table I: Existing Long-Term 48-Hour Noise Level Measurements

Site No.	Start Date	Location	Day 1			Day 2			Average	Source(s) of Noise
			Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)	
LT-01	5/12/2017	305 Newport Avenue	53.2-61.5	42.2-52.6	58.6	49.9-63.1	43.7-53.1	58.8	58.7	Traffic on Newport and 3rd Street.
LT-02	5/17/2017	3386 Elm Avenue	58.3-64.1	53.4-59.4	64.7	58.7-63.9	52.9-61.6	65.2	64.9	Traffic on I-405 and Wardlow Road and some aircraft.
LT-03	5/17/2017	Orizaba Avenue and East 67th Street	62.0-67.6	61.0-66.4	70.7	62.1-65.6	61.0-66.6	70.8	70.8	Traffic on SR-91.
LT-04	5/17/2017	2603 Studebaker Road	66.4-69.9	52.1-68.0	69.9	66.3-69.6	53.6-67.1	69.7	69.8	Traffic on Studebaker Road and Willow Street.
LT-05	5/17/2017	6463 Bixby Terrace Drive	66.2-67.8	57.3-67.8	71.0	66.2-67.7	58.1-67.1	71.0	71.0	Traffic on 7th Street.
LT-06	5/15/2017	2001 River Avenue	67.0-70.3	59.0-70.5	72.0	65.2-72.1	55.9-64.3	70.2	71.1	Traffic on SR-103 and SR-1, idling trucks, industrial activity, and aircraft.
LT-07	5/15/2017	1222 West Spring Street	67.2-70.8	62.9-69.6	74.0	68.0-70.1	63.5-70.0	73.9	73.9	Traffic on I-710 and aircraft.
LT-08	5/12/2017	151 South Pine Avenue	61.2-66.1	56.3-64.5	68.8	61.3-67.1	56.3-65.3	69.4	69.1	Traffic on Shoreline Drive and Pine Avenue.
LT-09	5/12/2017	215 Granada Avenue	53.6-60.3	45.1-54.4	59.6	51.6-59.4	44.2-54.1	59.6	59.6	Traffic on Granada Avenue and Second Street.

Table I: Existing Long-Term 48-Hour Noise Level Measurements (continued)

Site No.	Start Date	Location	Day 1			Day 2			Average		Source(s) of Noise
			Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)		
LT-10	5/12/2017	460 Long Beach Boulevard	64.7-71.2	58.3-65.7	71.3	63.1-69.0	56.9-65.7	71.1	71.2	Light rail and traffic on Long Beach Boulevard and 4th Street.	
LT-11	5/15/2017	2250 Arlington Street	54.3-60.5	55.1-58.9	64.3	53.8-59.6	48.1-55.8	59.9	62.1	Traffic on I-405 and airplanes.	
LT-12	5/17/2017	256 East Vernon Street	57.6-65.4	49.2-60.1	62.2	57.8-60.1	49.9-60.5	63.0	62.6	Traffic on Long Beach Boulevard and Willow Street, trains, construction, and aircraft.	
LT-13	5/15/2017	Del Mar Avenue and San Antonio Drive	65.3-67.5	58.1-68.4	71.1	65.4-70.8	52.6-65.4	69.6	70.3	Traffic on I-710, trains, and traffic on Del Mar Avenue.	
LT-14	5/15/2017	Del Mar Avenue and Avery Place	58.2-66.4	50.9-58.8	63.6	57.6-64.7	48.5-57.5	62.3	63.0	Traffic on I-710, trains, and traffic on Del Mar Avenue.	

Source: LSA (2017).

L_{eq} = average noise level

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel(s)

ft = feet

I-405 = Interstate 405

I-710 = Interstate 710

SR-1 = State Route 1

SR-91 = State Route 91

SR-103 = State Route 103

Table J: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-1	2/11/2016	7:27 a.m.	66.6	6857-6909 Atlantic Avenue	Traffic on Atlantic Avenue, faint traffic on I-710, and trucks with trailers turning in nearby lot.	Paused out pedestrian pass-by talking loudly.
ST-2	2/11/2016	7:58 a.m.	70.3	3114 South Street	Traffic on South Street and birds.	None.
ST-3	2/11/2016	8:58 a.m.	63.6	3115 Long Beach Boulevard	Traffic on Long Beach Boulevard, backup beeper across Long Beach Boulevard, and birds.	Airplane: 15 seconds, 70 L_{eq} .
ST-4	2/11/2016	9:35 a.m.	65.7	1940 Long Beach Boulevard	Traffic on Long Beach Boulevard, birds, and distant music.	Paused out pedestrian pass-bys. Train on Long Beach Boulevard: 5 seconds, 68 L_{eq} /3 seconds, 70 L_{eq} .
ST-5	2/11/2016	10:13 a.m.	63.3	614 Locust Avenue	Traffic on 6th Street and birds.	Paused out sirens and pedestrians.
ST-6	2/11/2016	10:51 a.m.	64.0	600 Redondo Avenue	Traffic on Redondo Avenue. Car with loud music pass-by.	Airplane, paused out car in parking lot, motorcycle, helicopter.
ST-7	2/11/2016	2:11 p.m.	62.3	5800-6462 East Marina Drive	Traffic on 2nd Street and birds.	Paused out cars on Marina Drive. 2nd Street level is ~10 ft higher than measurement location level.
ST-8	2/11/2016	1:15 p.m.	66.0	Cal State University Long Beach, Bellflower Boulevard and Beach Drive	Traffic on Bellflower Boulevard, birds, and music in car/horn.	Airplane: 7 seconds, 63 dB/23 seconds, 63 dB.
ST-9	2/11/2016	11:42 a.m.	62.0	3500 Hathaway Avenue	Traffic on Hathaway Avenue and distant music in apartment.	Airplane: 35 seconds, 54 L_{eq} /8 seconds; 58 dB/12 seconds; 59 dB, 17 seconds; 56 dB/15 seconds, 55 dB. Paused out siren. Location ~10 ft above road level on the berm of the apartment level.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-10	2/11/2016	8:31 a.m.	76.2	3245 Cherry Avenue	Traffic on Cherry Avenue.	Airplane: 5 seconds, 82 L _{eq} . Helicopter: 8 seconds, 74 Leq/5 seconds, 76 Leq. Motorcycle: 2 seconds, 96 L _{eq} .
ST-11	2/11/2016	2:47 p.m.	62.5	3401 Studebaker Road	Traffic on Wardlow Road.	None.
ST-12	5/12/2017	10:32 a.m.	55.3	951 Maine Avenue	Traffic on I-710, aircraft, birds chirping constantly.	Helicopter ~75 dBA max. Distant helicopter. Filtered sirens and dogs. Aircraft, 55 dBA max, train horn in low 50s. Aircraft, 63.2 dBA max. People talking in the distance near playground area.
ST-13	5/17/2017	10:15 a.m.	65.0	3402 Clark Avenue	Traffic on Clark Avenue and Wardlow Road. Some aircraft noise.	51 dBA low traffic noise. 74.3/73.0/66.0 dBA/68.7 dBA/71.4 dBA traffic on Clark Avenue, 75.0 dBA with truck. 65.0 dBA aircraft noise with traffic.
ST-14	5/12/2017	12:10 p.m.	70.0	2002 Pacific Coast Highway	Traffic on Pacific Coast Highway and Cherry Avenue.	Filtered parking lot activity. Loud car 83.0 dBA max, filtered emergency vehicle, car door slam (partial filter), plane flyover (max 75.0 dBA), crosswalk has speaker, beeps.
ST-15	5/12/2017	10:07 a.m.	63.3	Scherer Park	Traffic on East Del Amo Boulevard. Aircraft noise, leaf blower across the street near the YMCA, and some landscaping activities.	53.0 dBA no traffic, with leaf blower. 66.0 dBA traffic on Del Amo, with leaf blower. 60.0 dBA traffic on Del Amo, with leaf blower. 78.0/68.0 dBA aircraft noise.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-16	5/17/2017	9:29 a.m.	54.9	Pan-American Park, 5157 Centralia Street	Traffic on Centralia Street and Clark Avenue.	Loud car, airplane 71.4 dB, 9:32 a.m. two people begin practicing cricket at 49.1 dBA on the other side of the diamond, airplane 67.7 dBA max with little to no traffic, 61 dBA traffic on Centralia Street, birds chirping, distant aircraft.
ST-17	5/17/2017	9:04 a.m.	56.6	5850 Los Arcos Street	Traffic on Los Arcos Street and Oceana Avenue. Aircraft noise, some landscaping activity.	48.0 dBA no traffic. (Low) ambient noise. 60.0/58.0/57.0/58.0 dBA traffic on Los Arcos Street. 67.0 dBA landscaping noise (part of it filtered out).
ST-18	5/17/2017	9:44 a.m.	56.1	7875 Rosina Street	53.4 dBA low traffic noise. 63.0/62.0 dBA traffic on Rosina Street and Val Verde Avenue.	53.4 dBA low traffic noise. 63.0/62.0 dBA traffic on Rosina Street and Val Verde Avenue.
ST-19	5/12/2017	11:21 a.m.	61.9	Bixby Park, 130 Cherry Avenue	Traffic on Broadway and Cherry Avenue and helicopter flyovers.	Skateboarders near Bixby Park Community Center. Helicopter and loud truck 70.3 dBA max, loud car ~70 dBA, helicopter flyover 72.5 dBA max. Loud motorcycles 71-plus dBA max, 72.5 max. Garbage truck on Cherry Avenue.
ST-20	5/12/2017	12:54 p.m.	67.3	1600 Atlantic Avenue at the northwest corner of Martin Luther King Jr. Avenue and 15th Street	Traffic on Martin Luther King Jr. Avenue and skateboarders at skate park across Martin Luther King Jr. Avenue.	Loud car mid-high 70s dBA. Loud car stereo ~74 dBA, loud cars 76.8 dBA, 84.4 dBA. Filtered shouting. 1:07-1:08 p.m. distant plane (traffic louder), 1:09 p.m. distant plane (skate park louder).

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-21	5/12/2017	11:46 a.m.	57.6	1085 Orizaba Avenue	Traffic noise on Orizaba Avenue and 11th Street, aircraft noise, and noise from school playground.	51.0 dBA playground noise (no traffic). 71.0 dBA traffic on Orizaba Avenue with playground noise. 65.0 dBA aircraft with playground noise. 61 dBA traffic on 11th Street.
ST-22	5/15/2017	11:09 a.m.	71.5	1700 West Willow Street	Traffic on Willow Street and Santa Fe Avenue.	Aircraft mid 60s dBA, 75.8 dBA max, 71.1 dBA max. 11:12 a.m., 11:16 a.m. traffic louder than distant helicopters. Bus stops at nearby stop. Filtered emergency vehicle and siren.
ST-23	5/17/2017	10:33 a.m.	68.2	2201 North Bellflower Boulevard	Traffic on Bellflower Boulevard and Stearns Street.	Loud motorcycle ~77 dBA. Direct airliner flyover 78.9 dBA. Small planes ~71 dBA, traffic and small plane 69.2 dBA. Helicopter ~80 dBA. Plane 73.9 dBA. Traffic louder than tire service center and dryers at carwashes. Traffic and carwash dryers 68.0 dBA. Traffic high 60s low 70s dBA.
ST-24	5/12/2017	11:06 a.m.	56.3	South Greenway and Bixby Village Drive	Traffic on Bixby Village Drive, some traffic on South Greenway, faint aircraft noise.	42.5 dBA no traffic. 62.0/59.0 dBA no traffic on Greenway. 72.0 dBA traffic, bus. 57.0 dBA traffic on Bixby Village Drive. 68.0 dBA helicopter.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-25	5/19/2017	1:38 p.m.	67.0	1802 North Studebaker Road	Traffic on Studebaker Road, Atherton Street, and I-405.	Motorcycle on Studebaker Road ~77.9 dBA. Heavy truck on southbound Studebaker Road ~79 dBA. Loud pickup truck on northbound Studebaker Road 77.0 dBA. Traffic on Studebaker Road reaches low 70s dBA intermittently.
ST-26	5/12/2017	10:32 a.m.	58.5	22 60th Street	Traffic on Ocean Boulevard. Some noise from street sweeper.	42.0 dBA no traffic. 57.0 dBA traffic on Ocean Boulevard. 70.0 dBA traffic on Ocean Boulevard.
ST-27	5/15/2017	12:27 p.m.	63.2	1147 East South Street	Traffic on Orange Avenue and South Street.	Filtered emergency vehicle. 12:40 p.m. distant car alarm.
ST-28	5/15/2017	11:51 a.m.	72.2	6020 Long Beach Boulevard	Traffic on Long Beach Boulevard and Victoria Street. Some trucks pulling into stop.	11:54 a.m. plane (heavy truck louder). Filtered medium truck passby directly behind meter. High truck percentage.
ST-29	5/15/2017	10:33 a.m.	60.0	4974 Oregon Avenue	Traffic on Del Amo Boulevard and some traffic on Oregon Avenue.	54.0 dBA low traffic on Del Amo Boulevard. 63.6 dBA, 65/0 dBA traffic on Del Amo Boulevard. 71.0 dBA traffic on Del Amo Boulevard and aircraft noise.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-30	5/19/2017	12:51 p.m.	51.2	2339 Curry Street	HVAC at 2380 Curry Street and possible generator, distant aircraft, and traffic, some activity at industrial uses at 2380 Curry Street and 2339 Curry Street, and a wind pump.	Occasional windpump wheel noise (50.0–51.9 dBA). Aircraft ~50 dBA, aircraft and wheel 54.5/~53 dBA. ~1:00 p.m. cars maneuvering west of 2339 Curry Street, high 50s, low 60s dBA. Car passby mid 60s dBA, pickup truck passby 61.9 dBA, minivan 61.3 dBA. Filtered dogs and distant emergency vehicles.
ST-31	5/17/2017	8:46 a.m.	57.8	Hartwell Park, 5801 Parkcrest Street	Traffic on Carson Street and Woodruff Avenue.	Two low-flying airplanes and traffic 64.2 dBA. Car without muffler low 70s dBA Propeller plane and light traffic 70.9 dBA. Birds chirping. Allen Tire Co. across street, traffic is louder. Filtered sirens.
ST-32	5/12/2017	12:26 p.m.	65.2	Clark Avenue and Atherton Street	Traffic on Clark Avenue and Atherton Street.	None.

Source: LSA (2017).

L_{eq} = average noise level

CNEL = Community Noise Equivalent Level

dB = decibel(s)

dBA = A-weighted decibel(s)

ft = feet

HVAC = heating, ventilation, and air conditioning

I-405 = Interstate 405

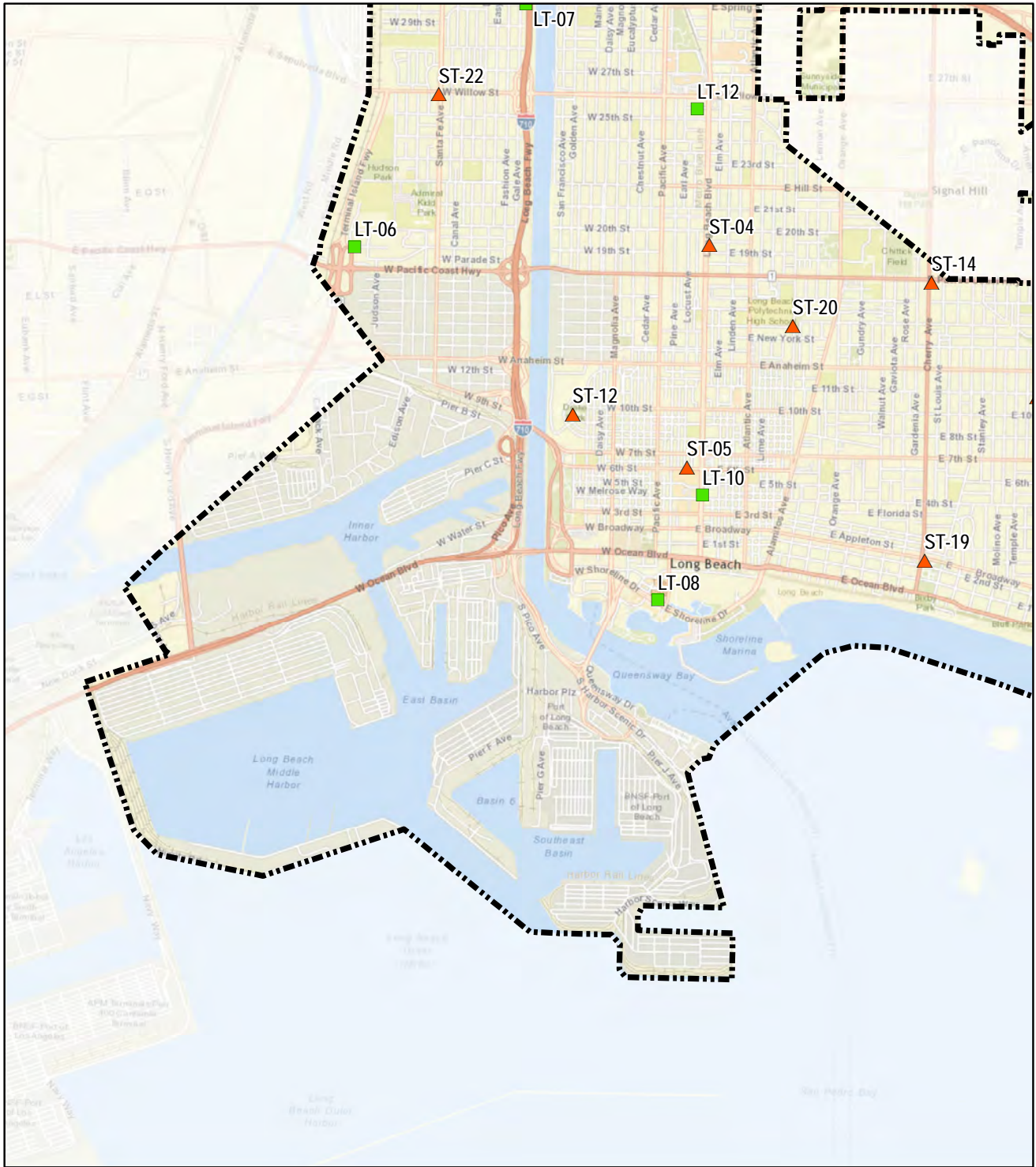
I-710 = Interstate 710

SR-1 = State Route 1

SR-91 = State Route 91

SR-103 = State Route 103

Figure 2: Area 1, Noise Monitoring Locations



LSA



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short

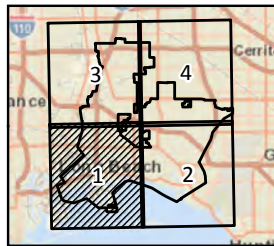
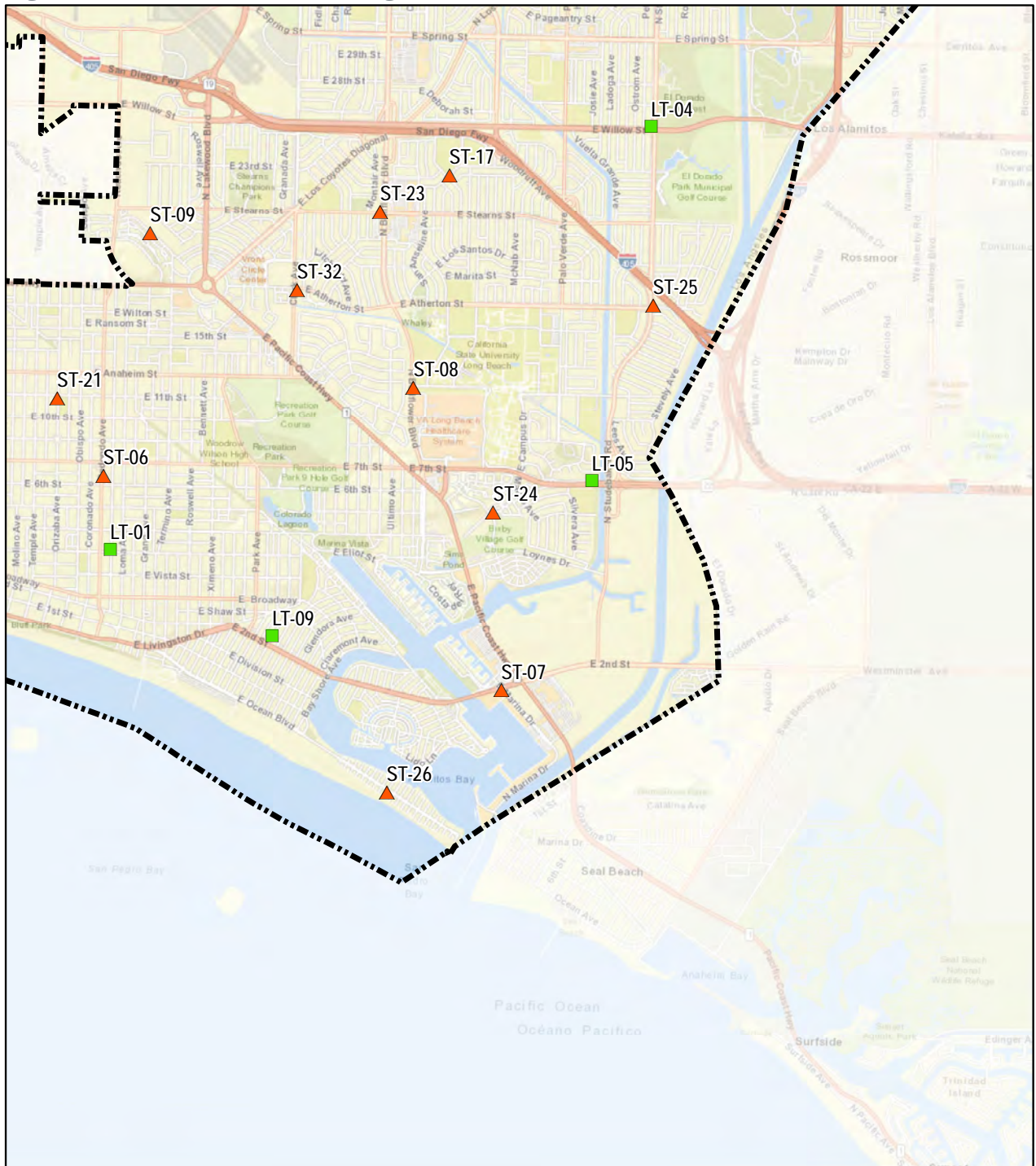


FIGURE 2

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City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 2: Area 2, Noise Monitoring Locations



LSA



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short

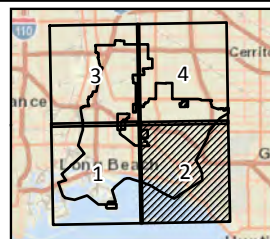
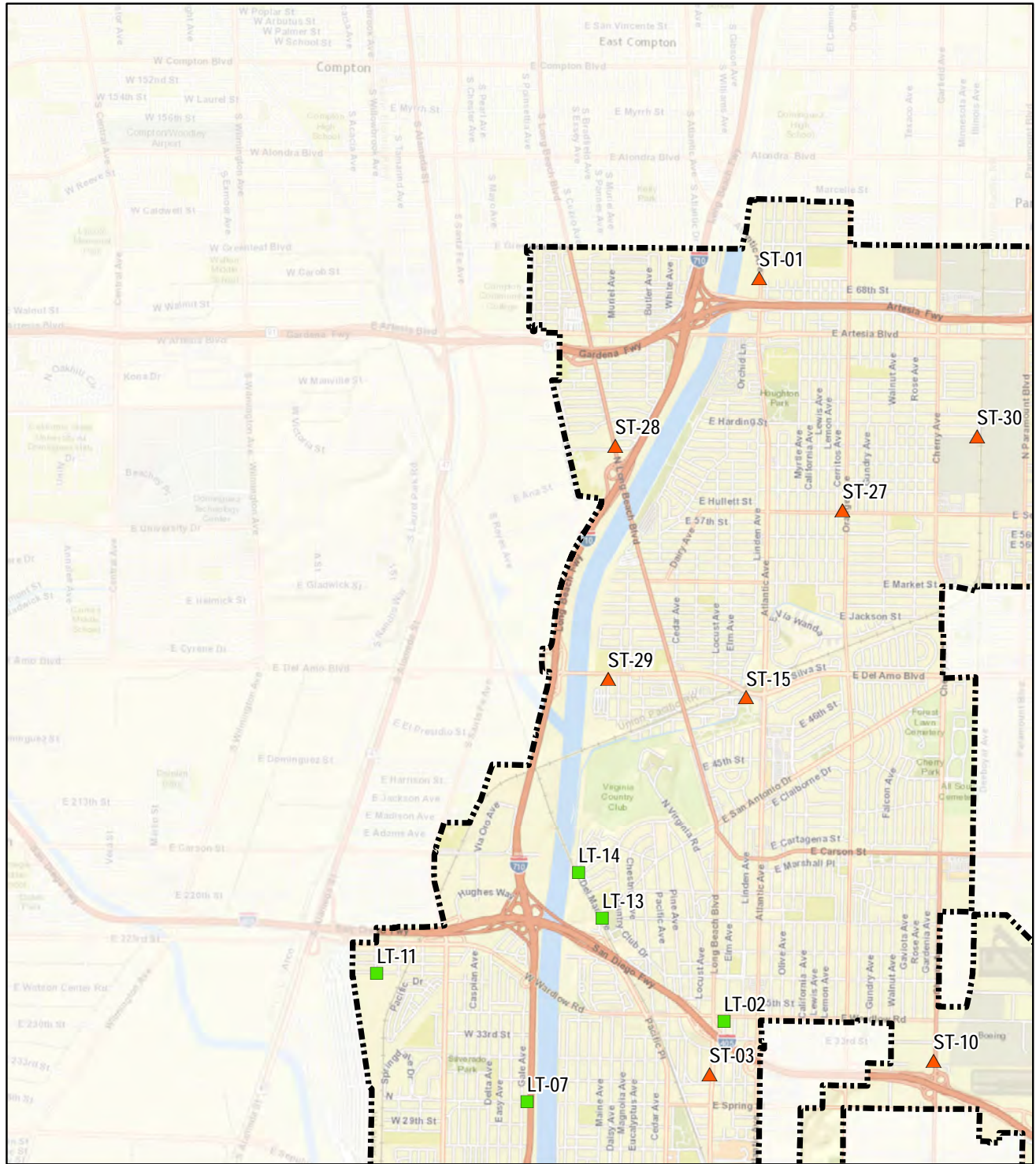


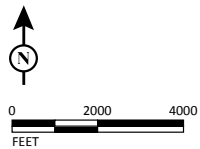
FIGURE 2
Page 2 of 4

City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 2: Area 3, Noise Monitoring Locations



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short

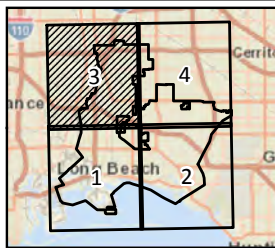
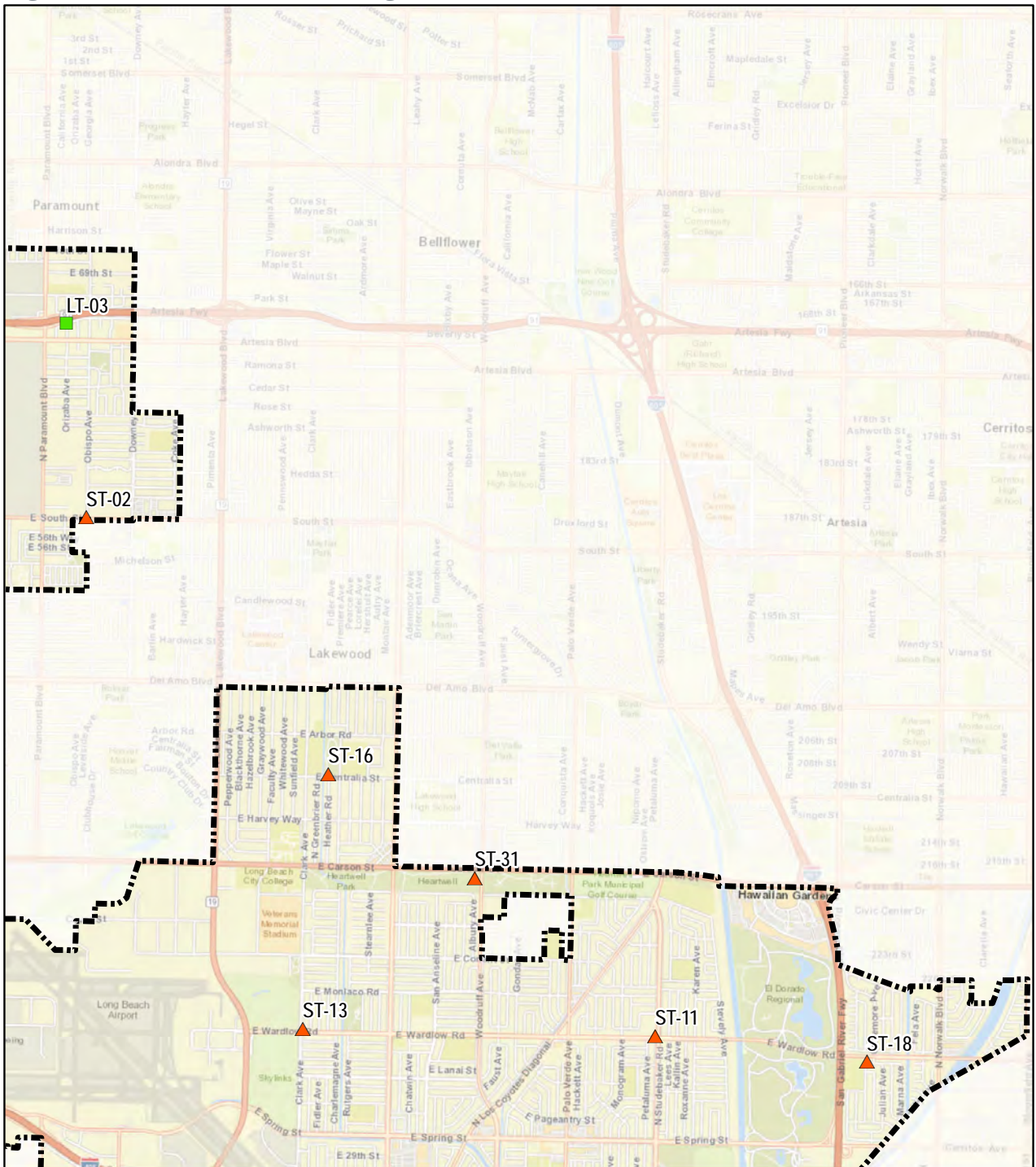


FIGURE 2

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City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 2: Area 4, Noise Monitoring Locations



LSA

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

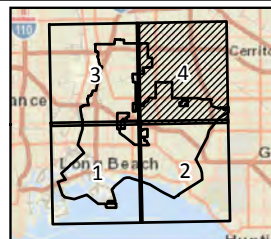
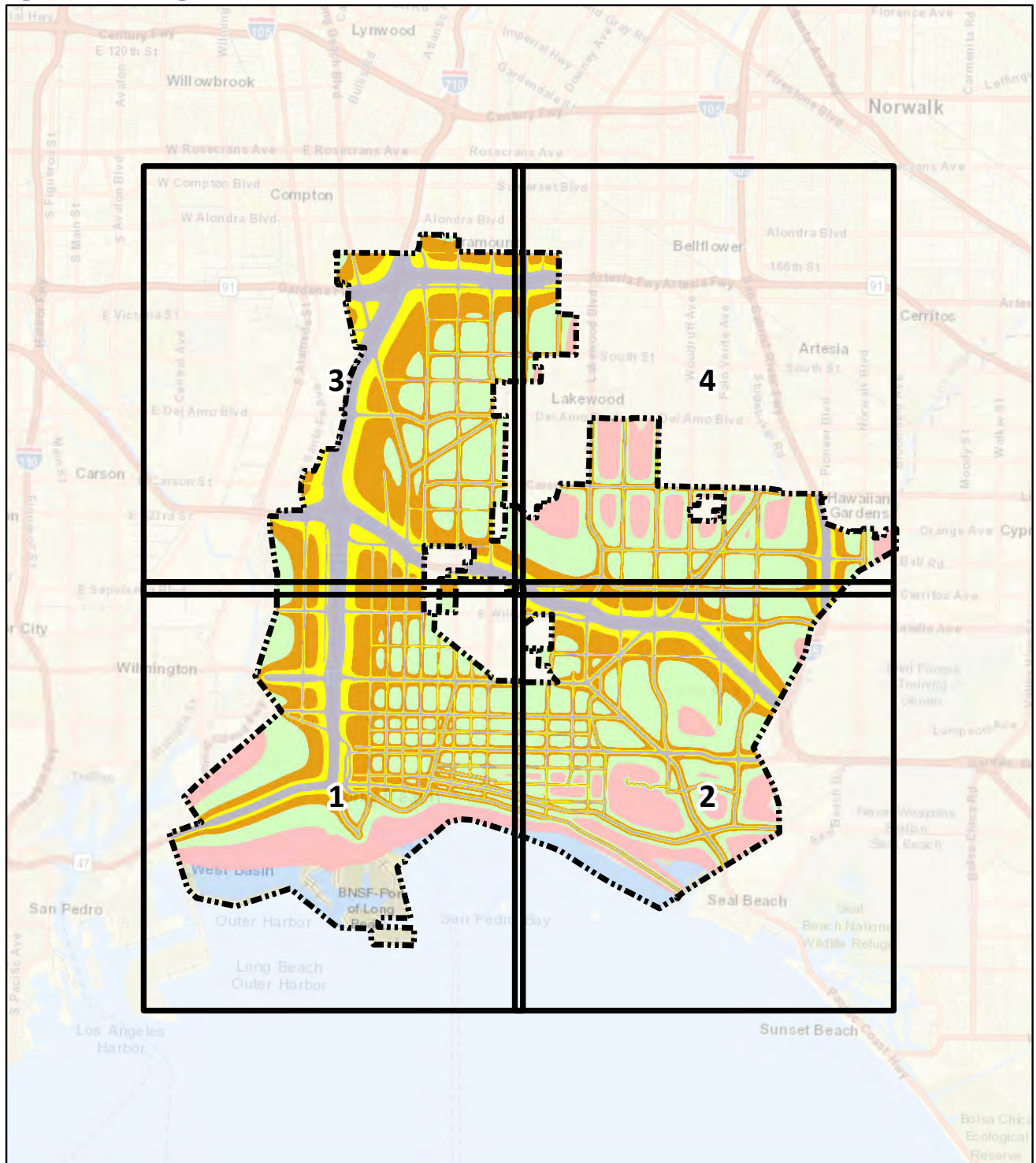


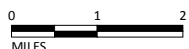
FIGURE 2
Page 4 of 4

City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 3: Existing Traffic Noise Contours Area Overview



LSA



SOURCE: Esri (2016); LSA (5/2017)

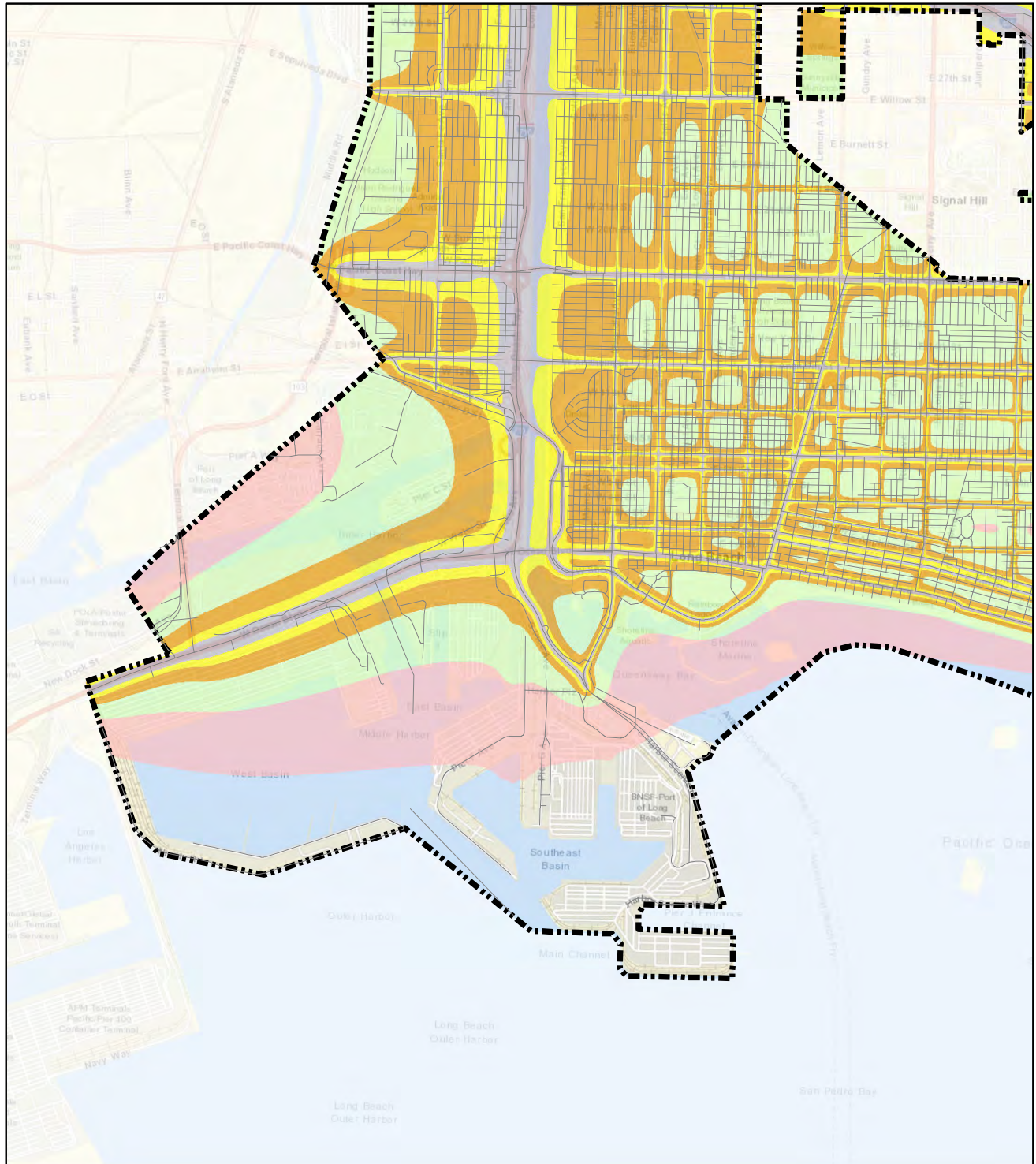
LEGEND

- Long Beach City Boundary
- 55 dBA Ldn
- 60 dBA Ldn
- 70 dBA Ldn
- 65 dBA Ldn
- 75 dBA Ldn

FIGURE 3
Overview

City of Long Beach Noise Element Update
Existing Traffic Noise Contours

Figure 3: Area 1, Existing Traffic Noise Contours



LSA



0 2000 4000
FEET

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

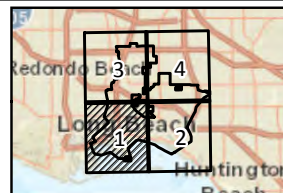
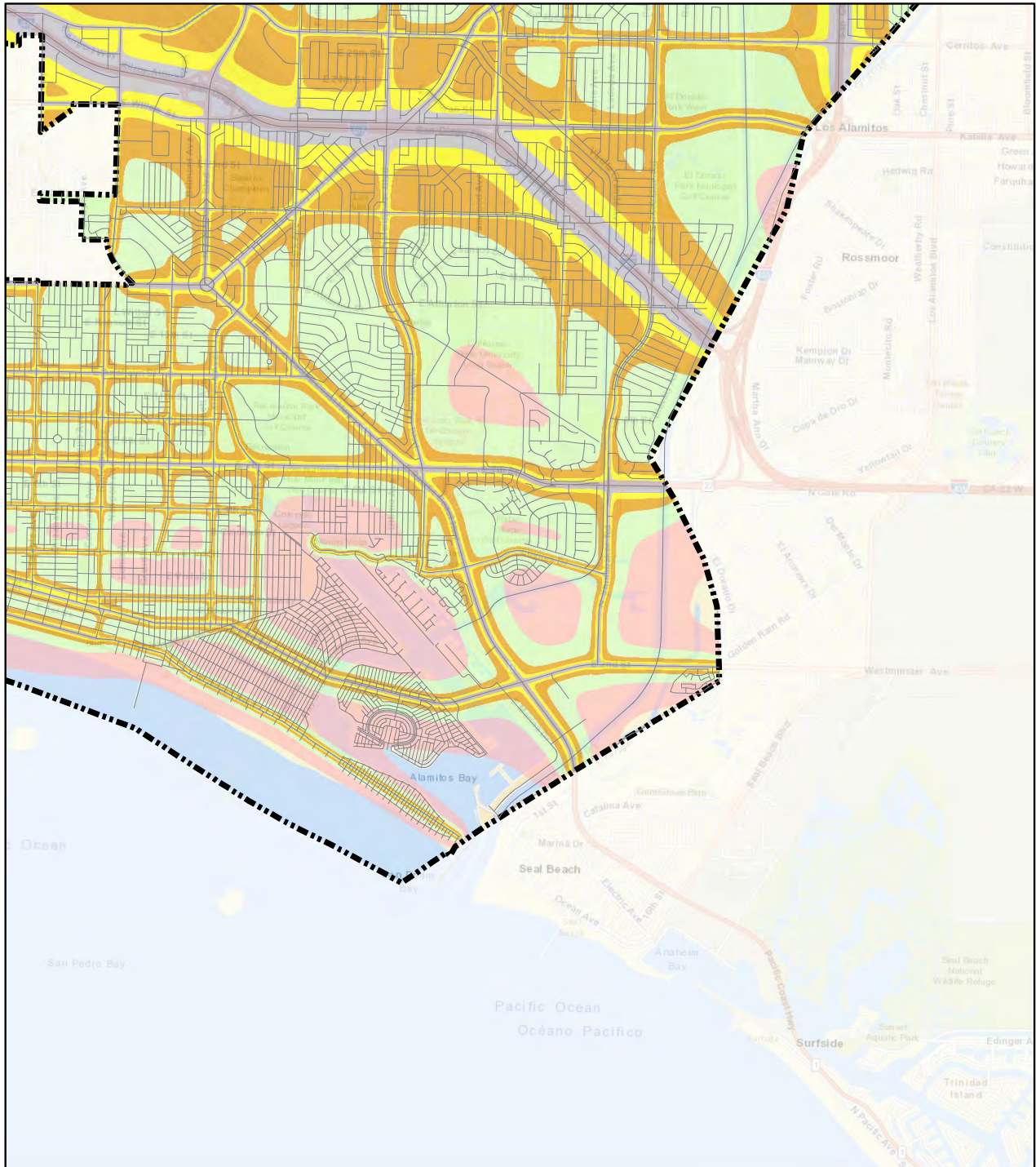


FIGURE 3
Page 1 of 4

City of Long Beach
Noise Element Update
Existing Traffic Noise Contours

SOURCE: Esri (2016); LSA (5/2017)

Figure 3: Area 2, Existing Traffic Noise Contours



LSA



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 55 dBA Ldn

- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

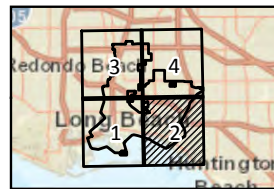
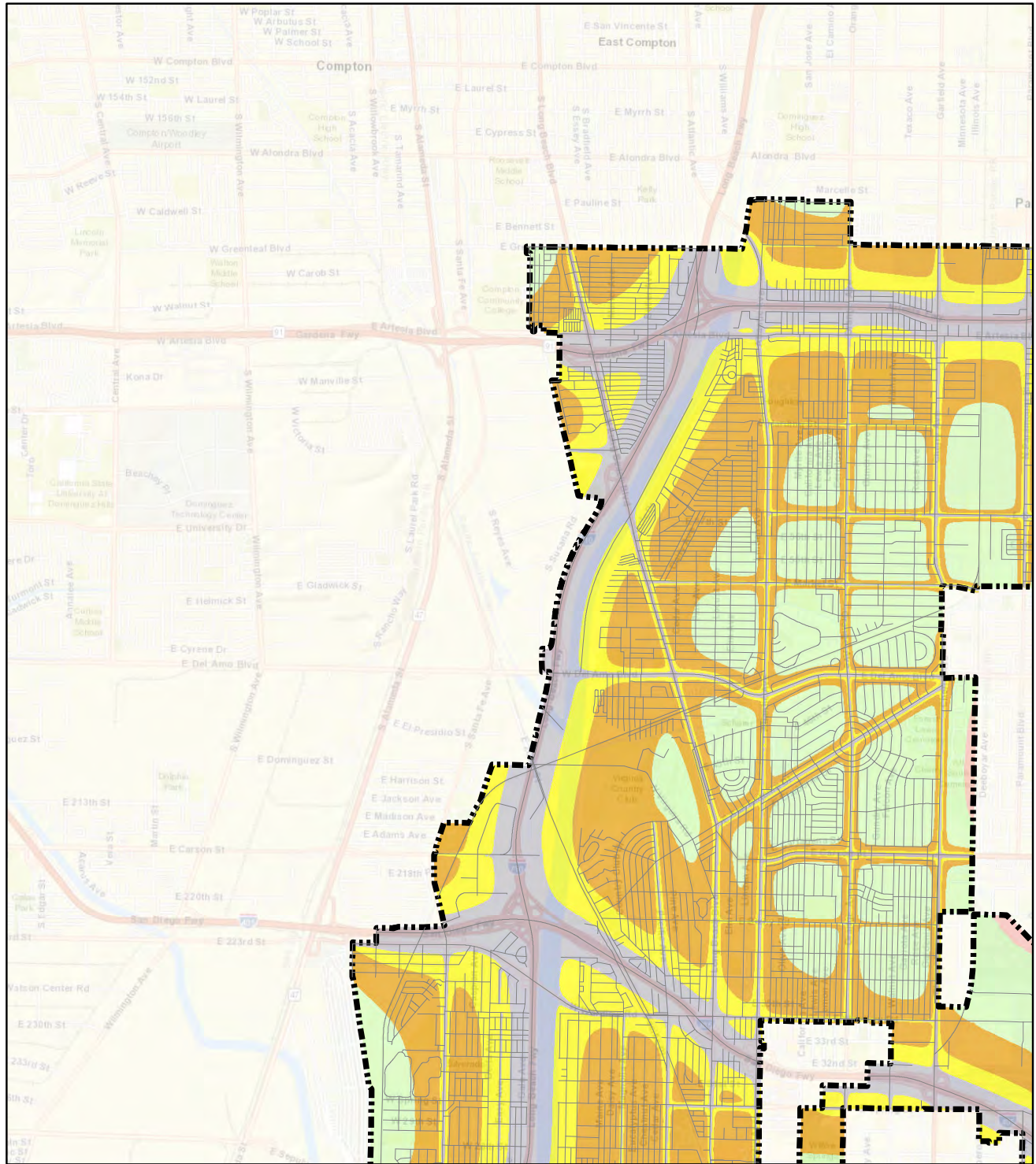


FIGURE 3
Page 2 of 4

City of Long Beach
Noise Element Update
Existing Traffic Noise Contours

Figure 3: Area 3, Existing Traffic Noise Contours



LSA



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FEET

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

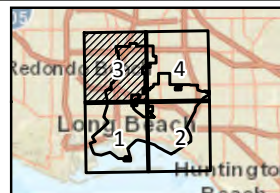


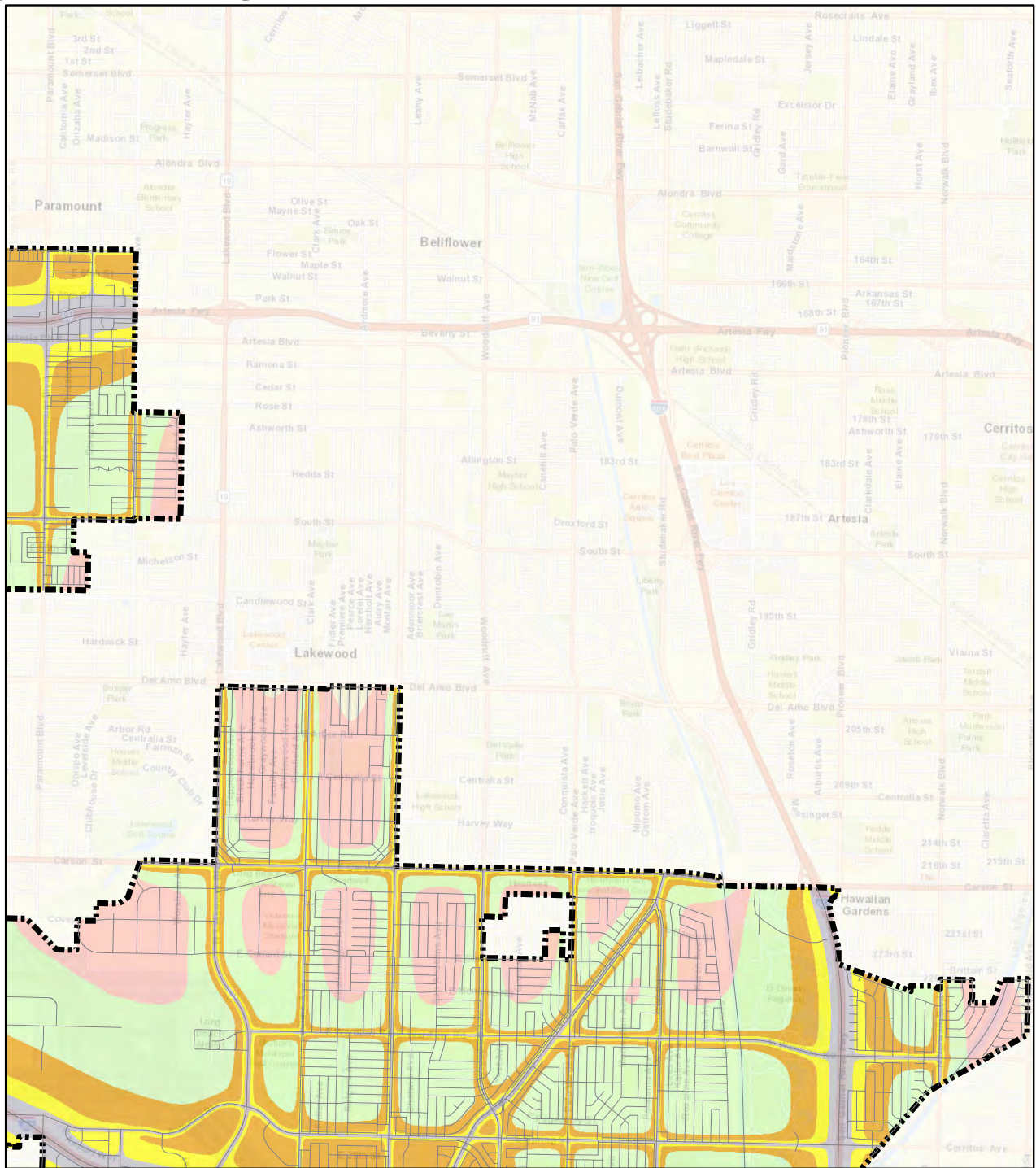
FIGURE 3
Page 3 of 4

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours

SOURCE: Esri (2016); LSA (5/2017)

Figure 3: Area 4, Existing Traffic Noise Contours



LSA



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 55 dBA Ldn

- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

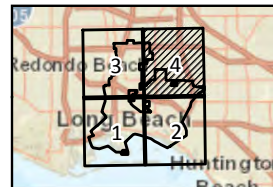
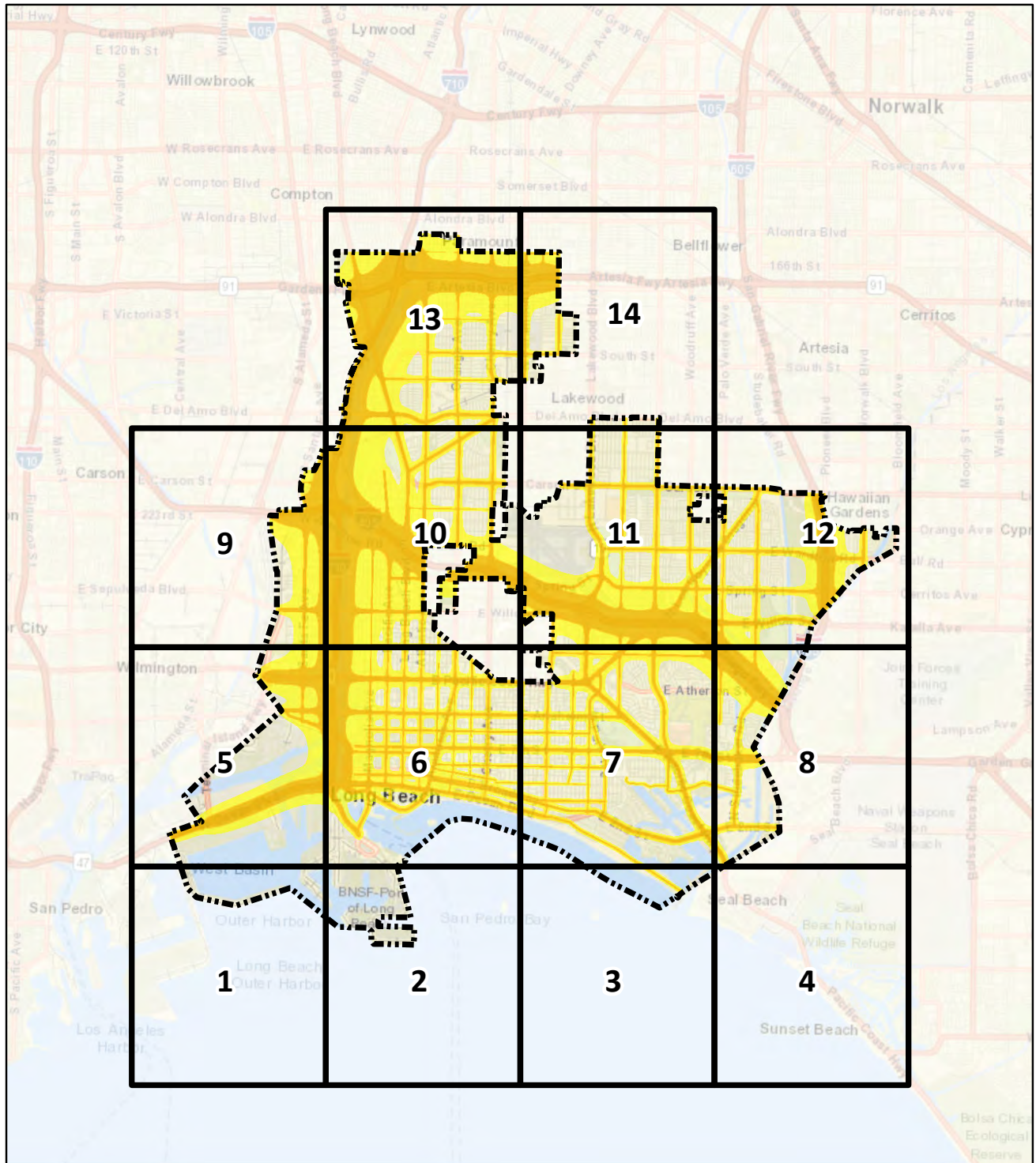


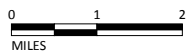
FIGURE 3
Page 4 of 4

City of Long Beach
Noise Element Update
Existing Traffic Noise Contours

Figure 3: Existing Traffic Noise Contours (65 and 70 dba) Area Overview



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Contour Value

65 dBA Ldn

70 dBA Ldn

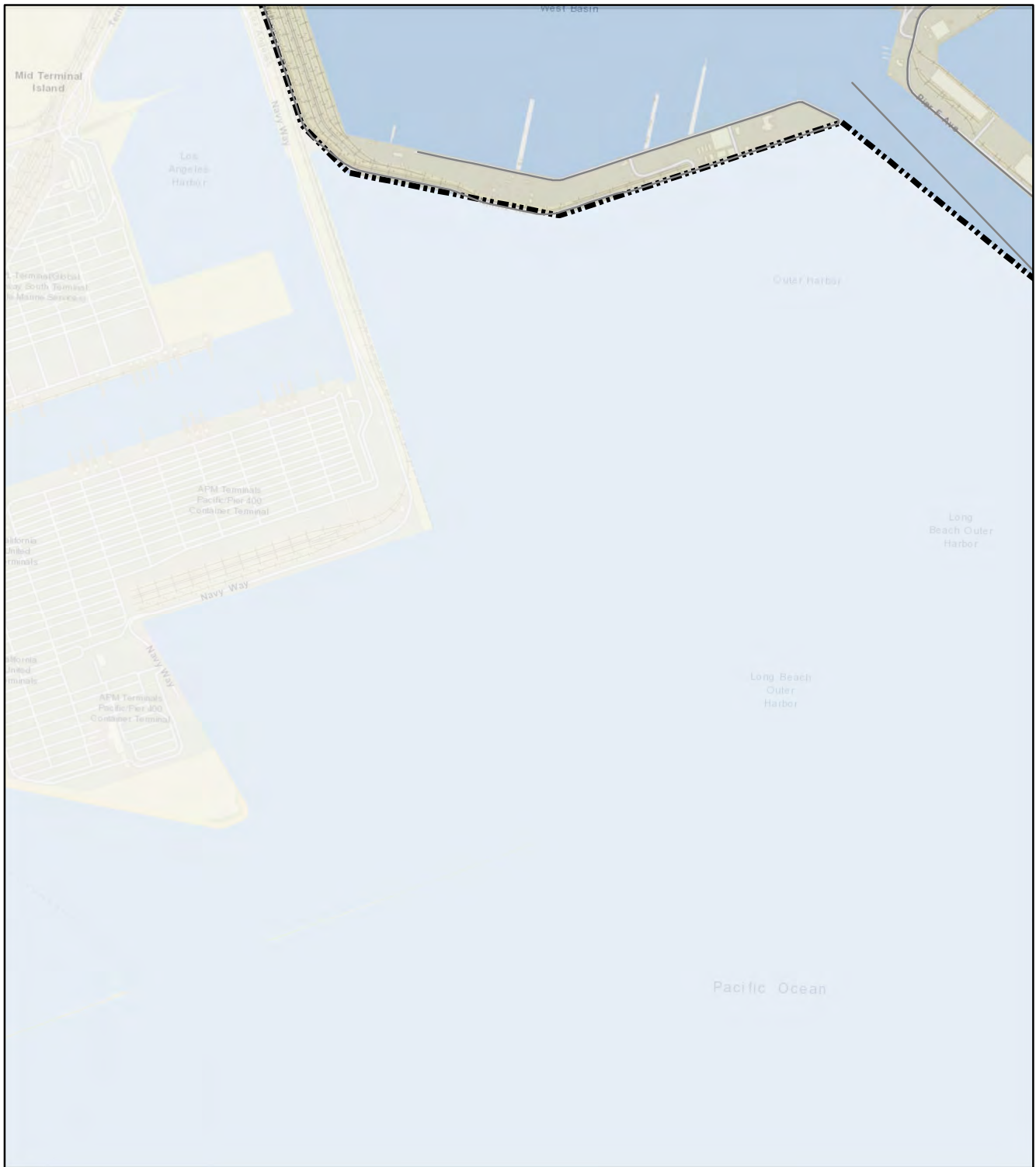
FIGURE 3

Overview

City of Long Beach Noise Element Update

Existing Traffic Noise Contours

Figure 3: Area 1, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

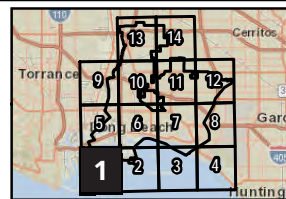
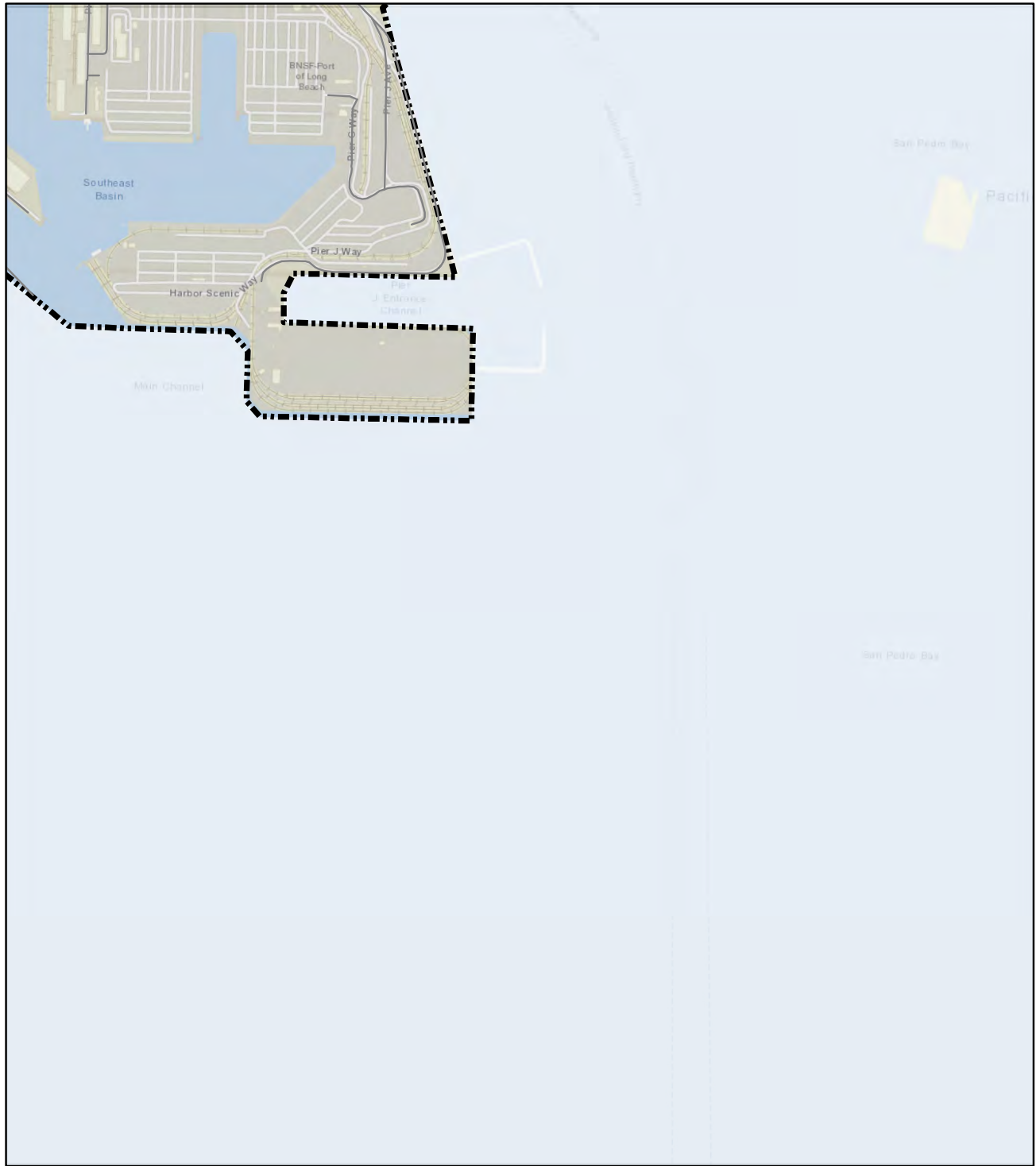


FIGURE 3
Page 1 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 2, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

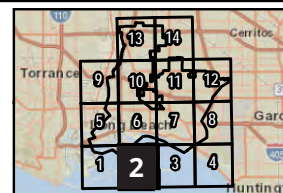
SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

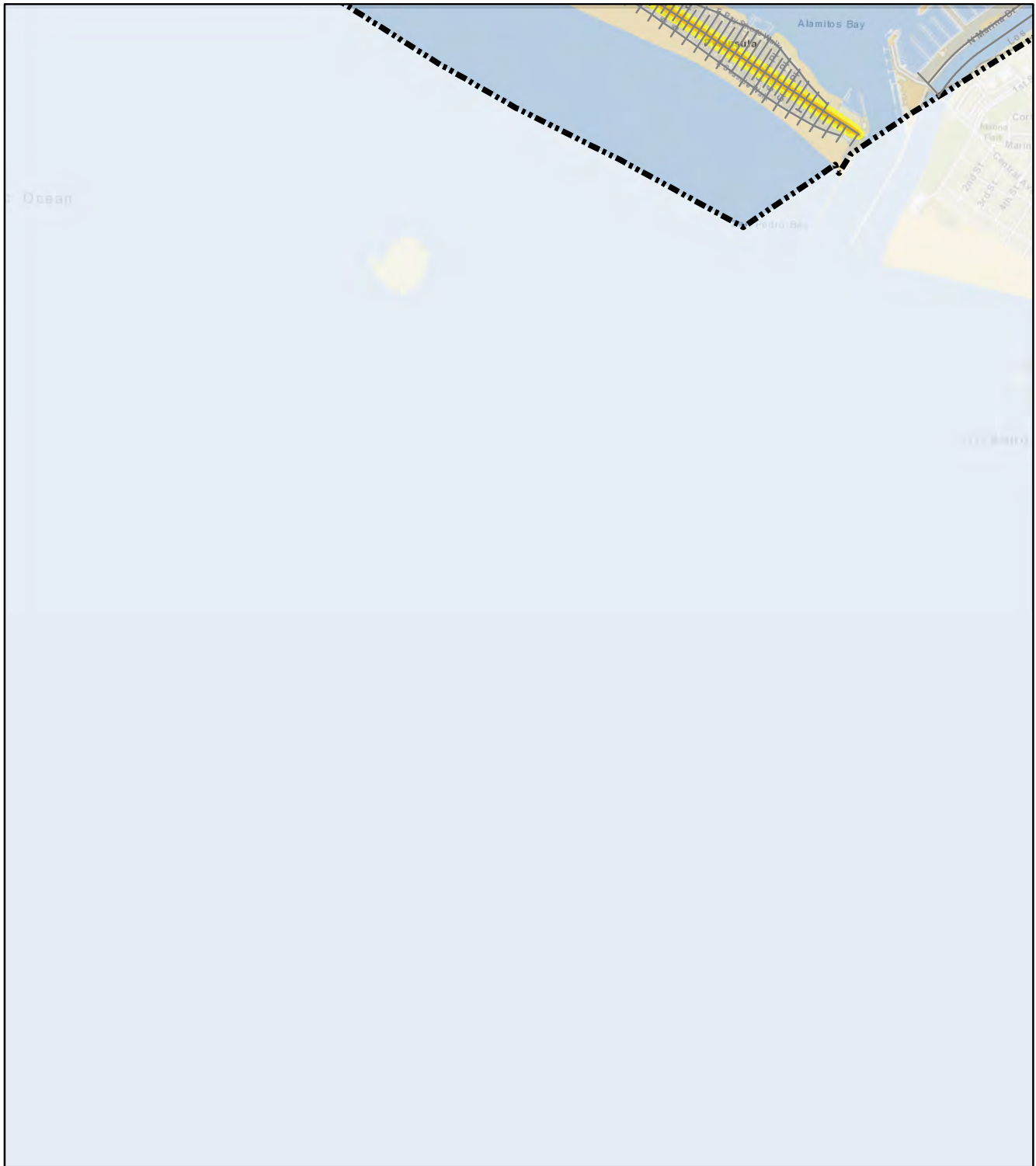


Existing Traffic Noise Contours - 65 and 70 dBA Ldn

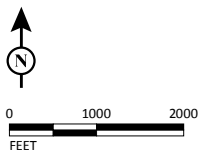
FIGURE 3
Page 2 of 14

City of Long Beach
Noise Element Update

Figure 3: Area 3, Existing Traffic Noise Contours (65 and 70 dba)





LSA





SOURCE: Esri (2016); LSA (5/2017)

LEGEND

-  Long Beach City Boundary
-  City of Long Beach Centerlines

Contour Value

-  65 dBA Ldn
-  70 dBA Ldn

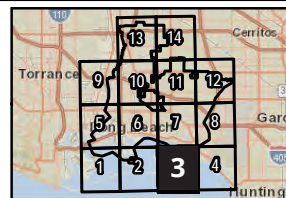
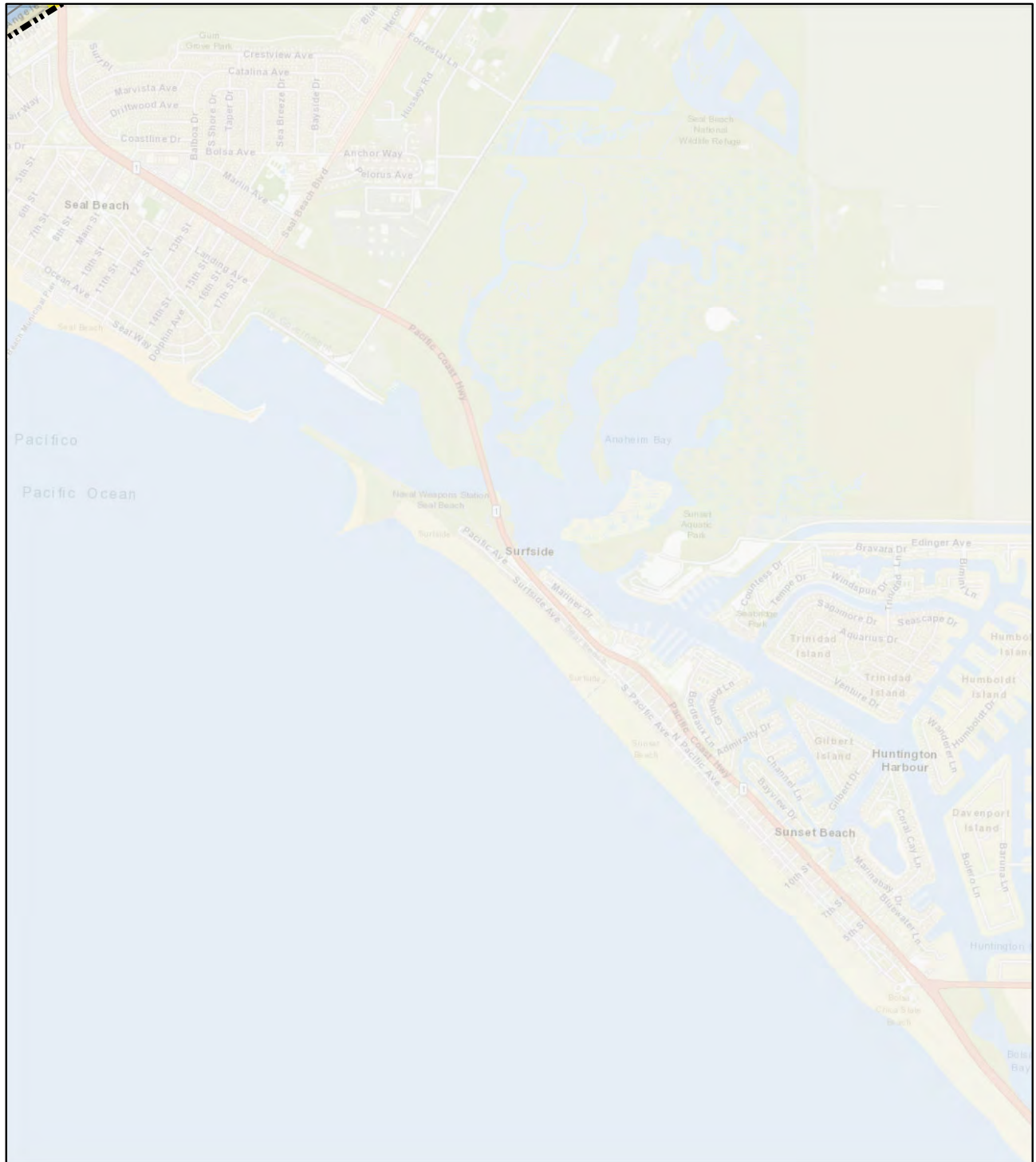


FIGURE 3
Page 3 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 4, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

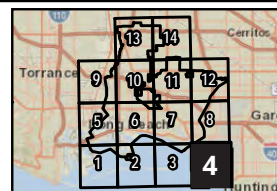
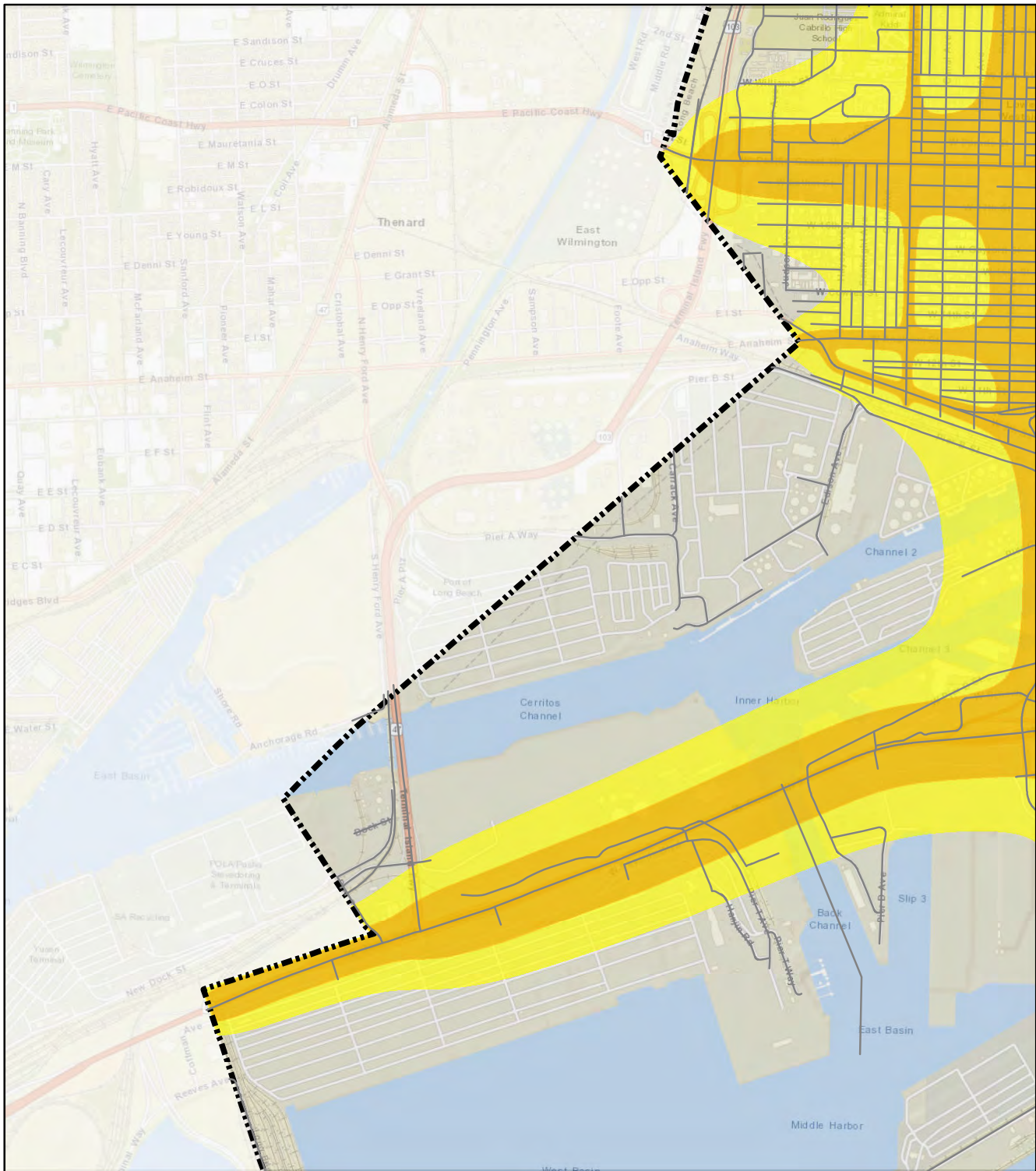


FIGURE 3
Page 4 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 5, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

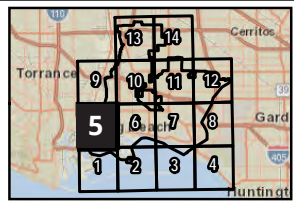
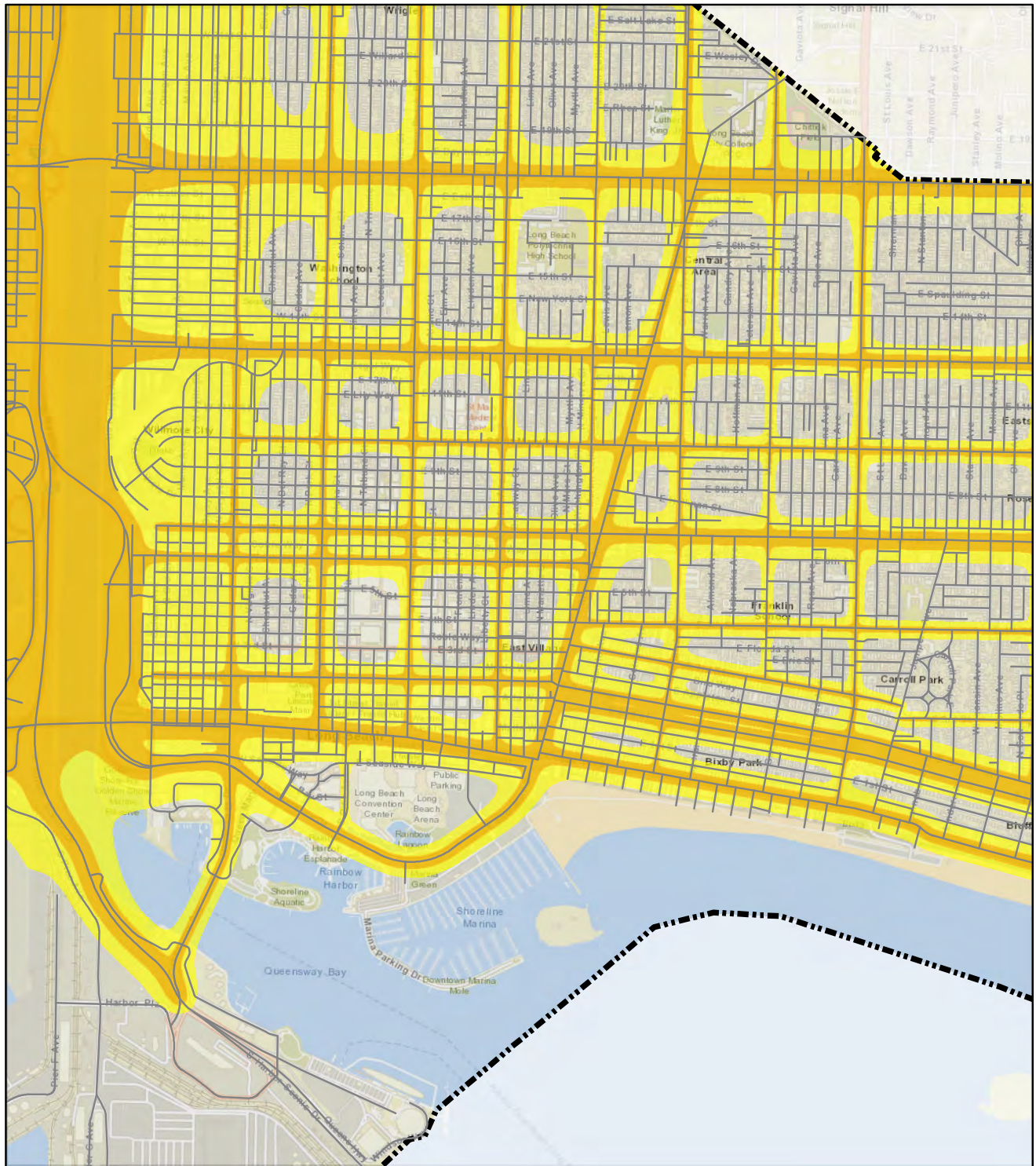


FIGURE 3
Page 5 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 6, Existing Traffic Noise Contours (65 and 70 dba)



LSA

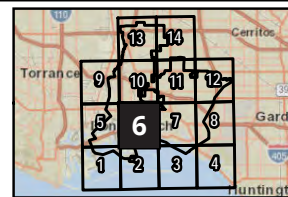


0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value**
- 65 dBA Ldn
- 70 dBA Ldn

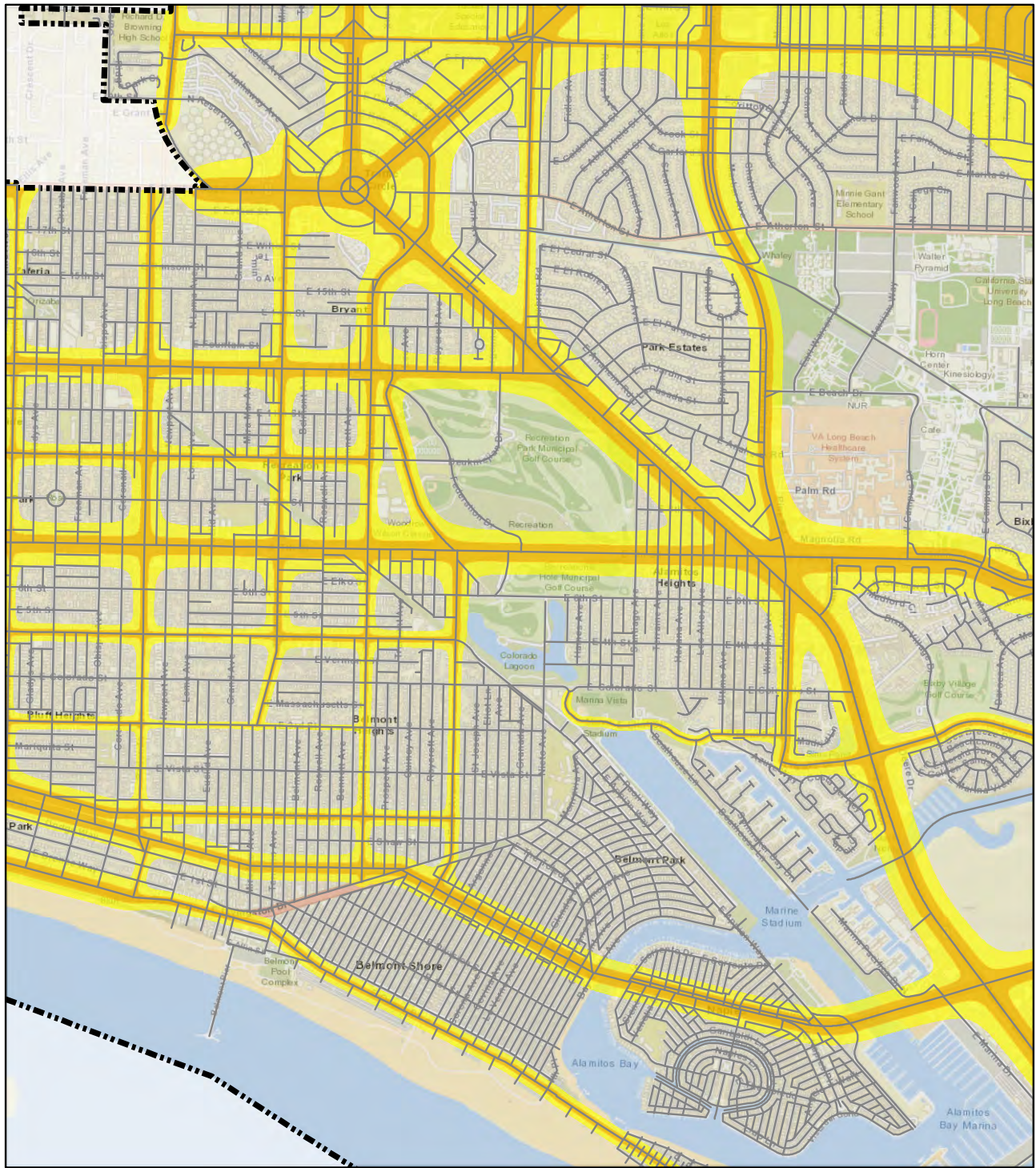


Existing Traffic Noise Contours - 65 and 70 dBA Ldn

FIGURE 3
Page 6 of 14

City of Long Beach
Noise Element Update

Figure 3: Area 7, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 65 dBA Ldn
- 70 dBA Ldn

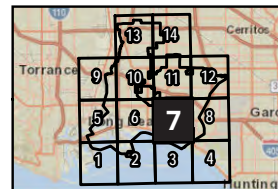
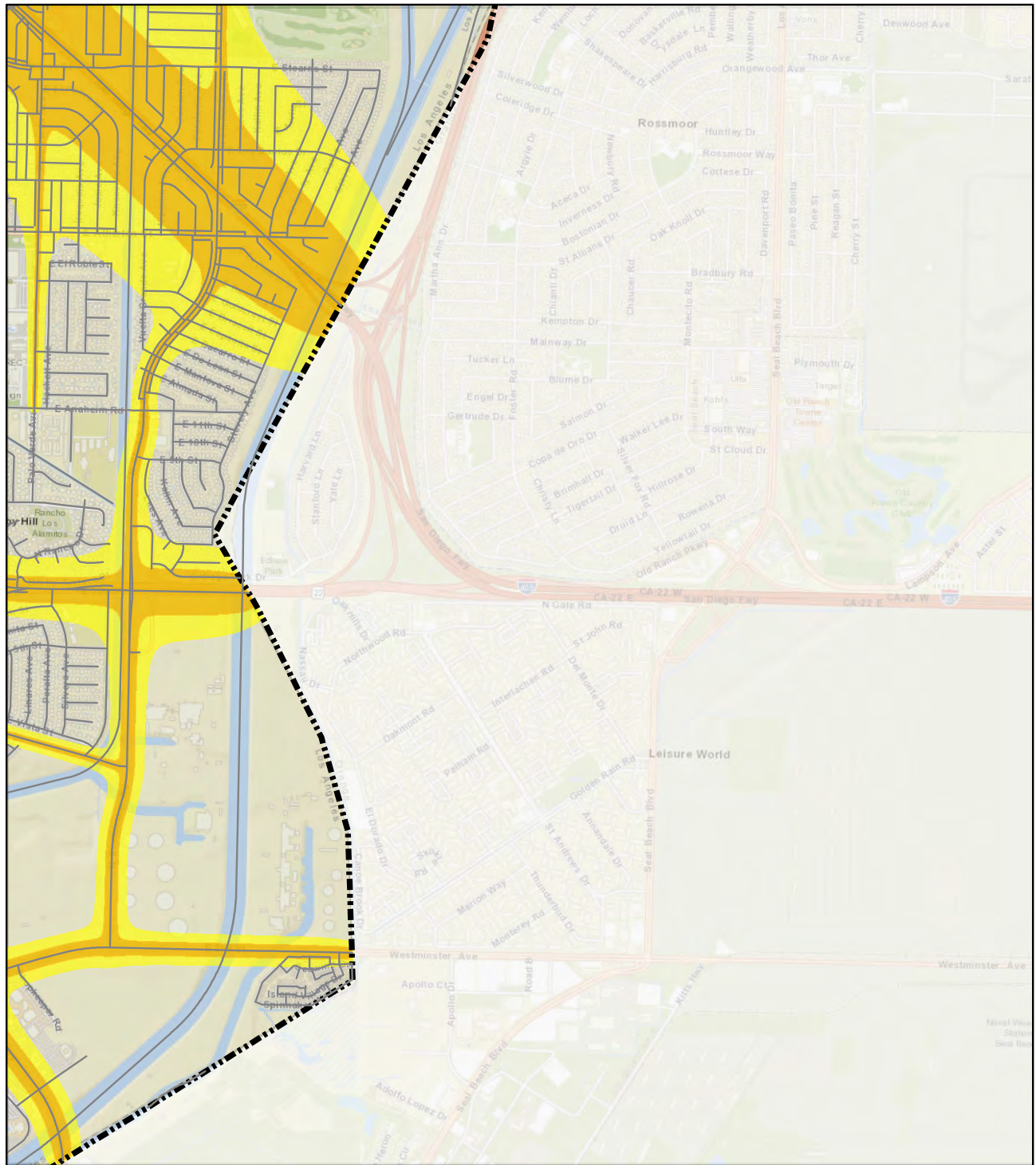


FIGURE 3
Page 7 of 14

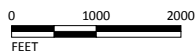
City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 8, Existing Traffic Noise Contours (65 and 70 dba)



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
 - 65 dBA Ldn
 - 70 dBA Ldn

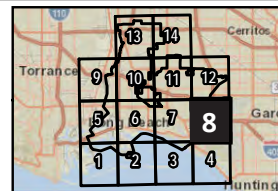
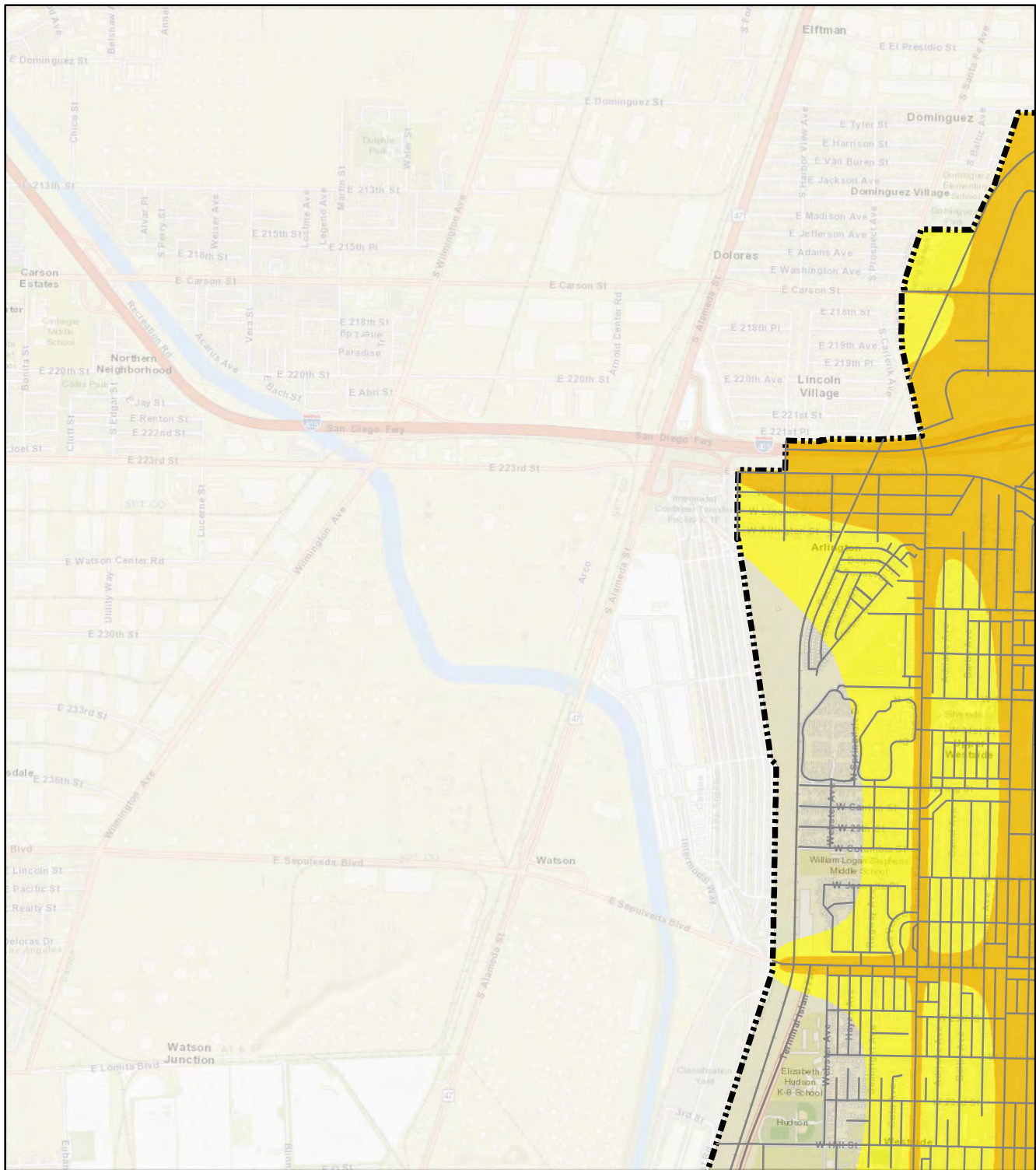


FIGURE 3
Page 8 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

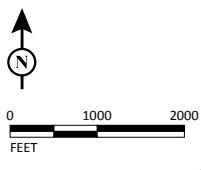
Figure 3: Area 9, Existing Traffic Noise Contours (65 and 70 dba)



LSA

- LEGEND
- Long Beach City Boundary
 - City of Long Beach Centerlines

- Contour Value
- 65 dBA Ldn
 - 70 dBA Ldn



SOURCE: Esri (2016); LSA (5/2017)

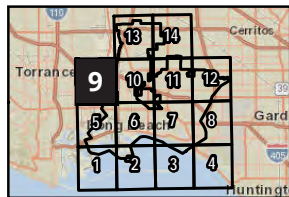
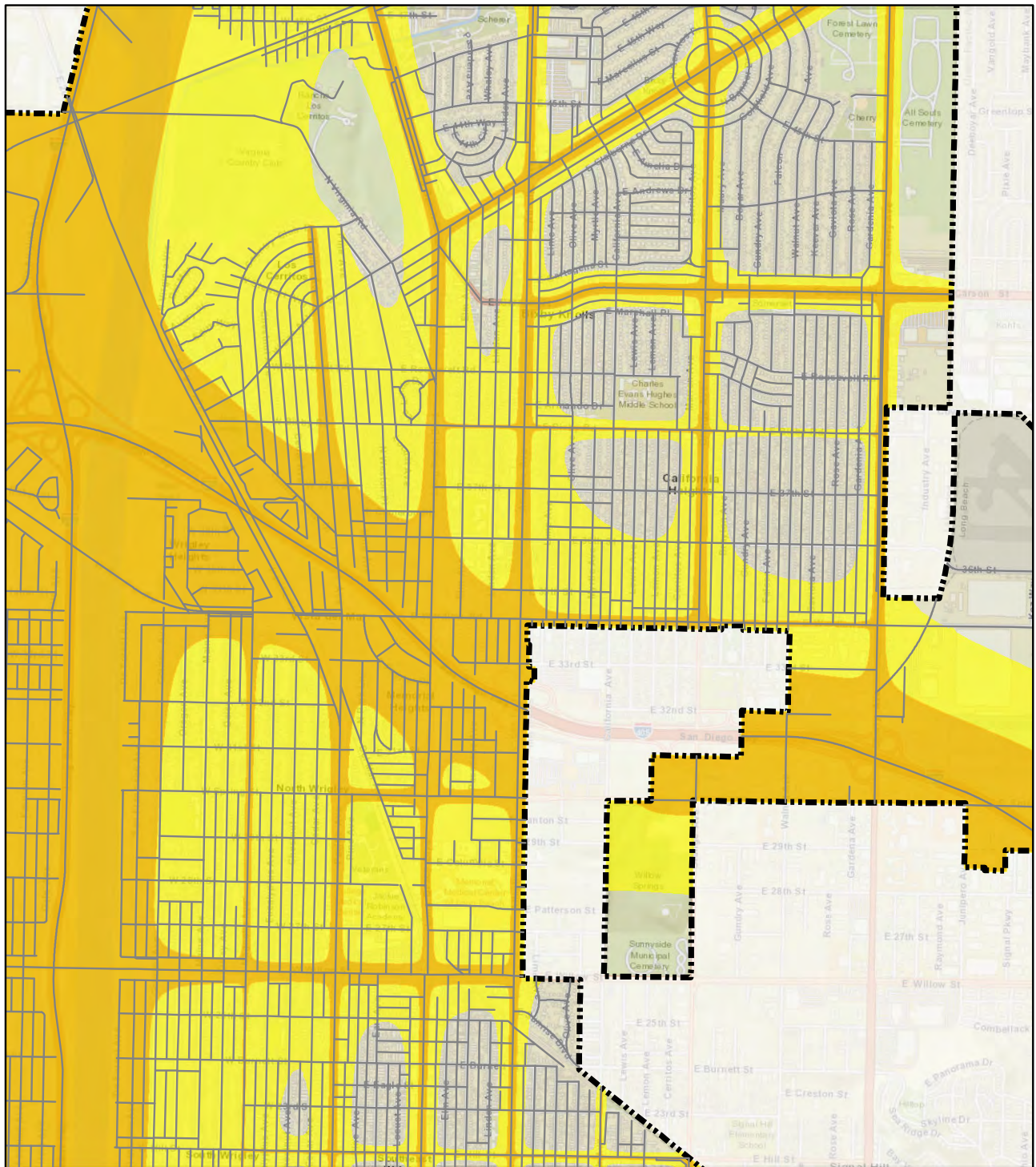


FIGURE 3
Page 9 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 10, Existing Traffic Noise Contours (65 and 70 dba)



LSA



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FEET

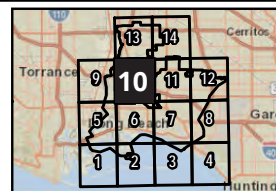
SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

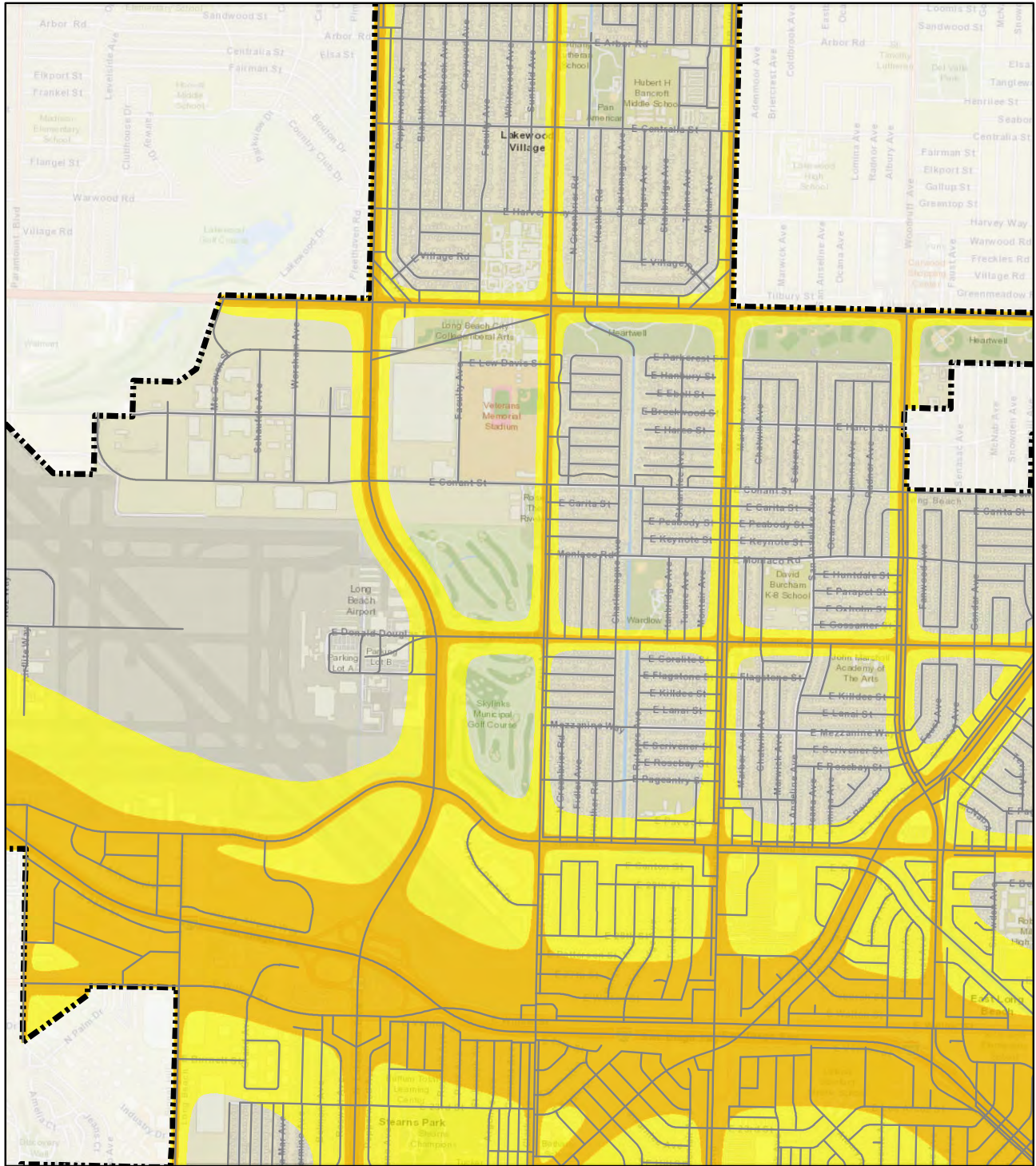


Existing Traffic Noise Contours - 65 and 70 dBA Ldn

FIGURE 3
Page 10 of 14

City of Long Beach
Noise Element Update

Figure 3: Area 11, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 65 dBA Ldn
- 70 dBA Ldn

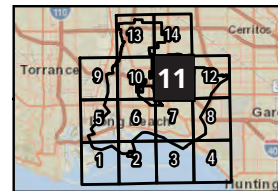
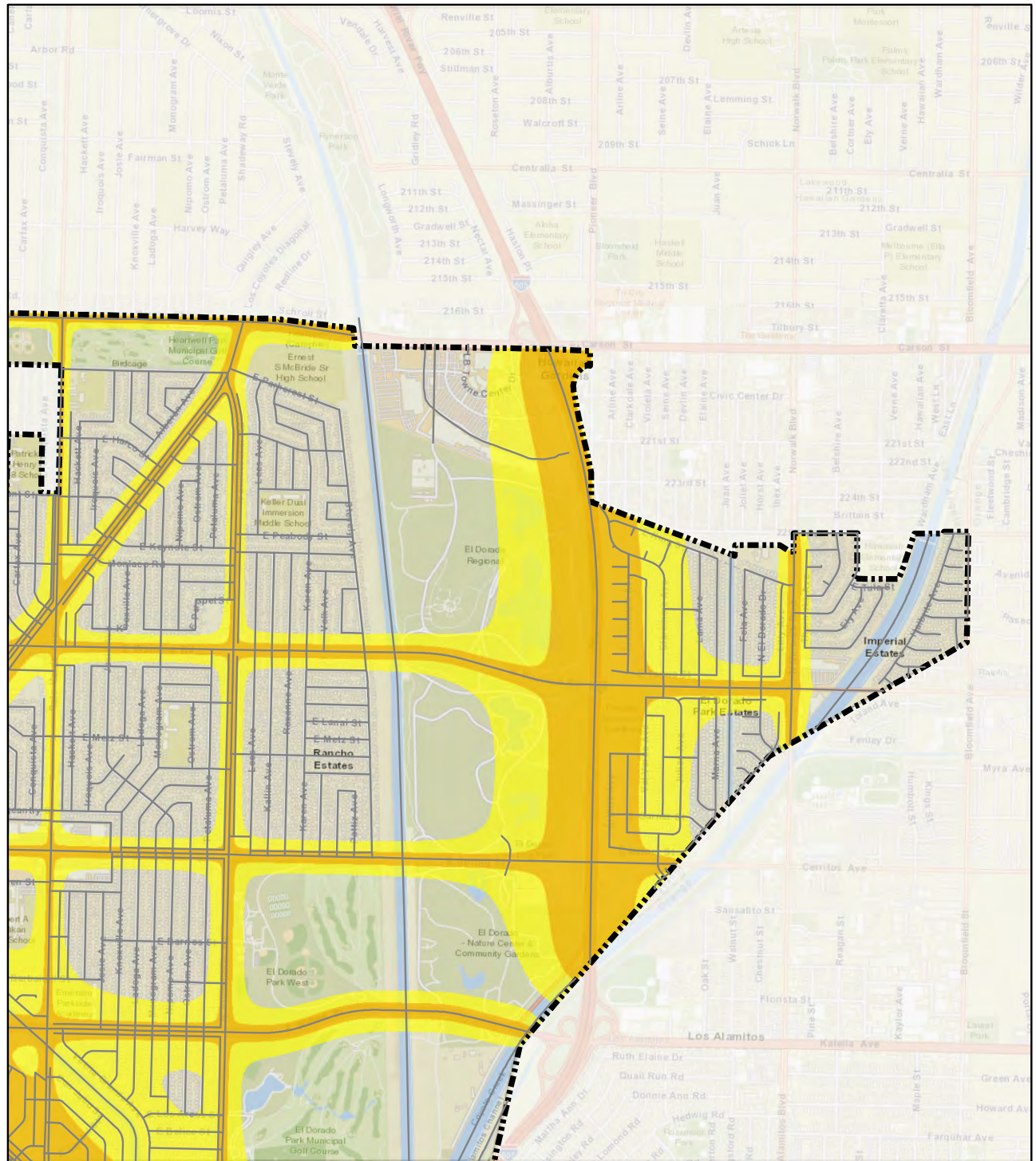


FIGURE 3
Page 11 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 12, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 65 dBA Ldn
- 70 dBA Ldn

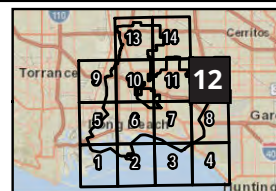
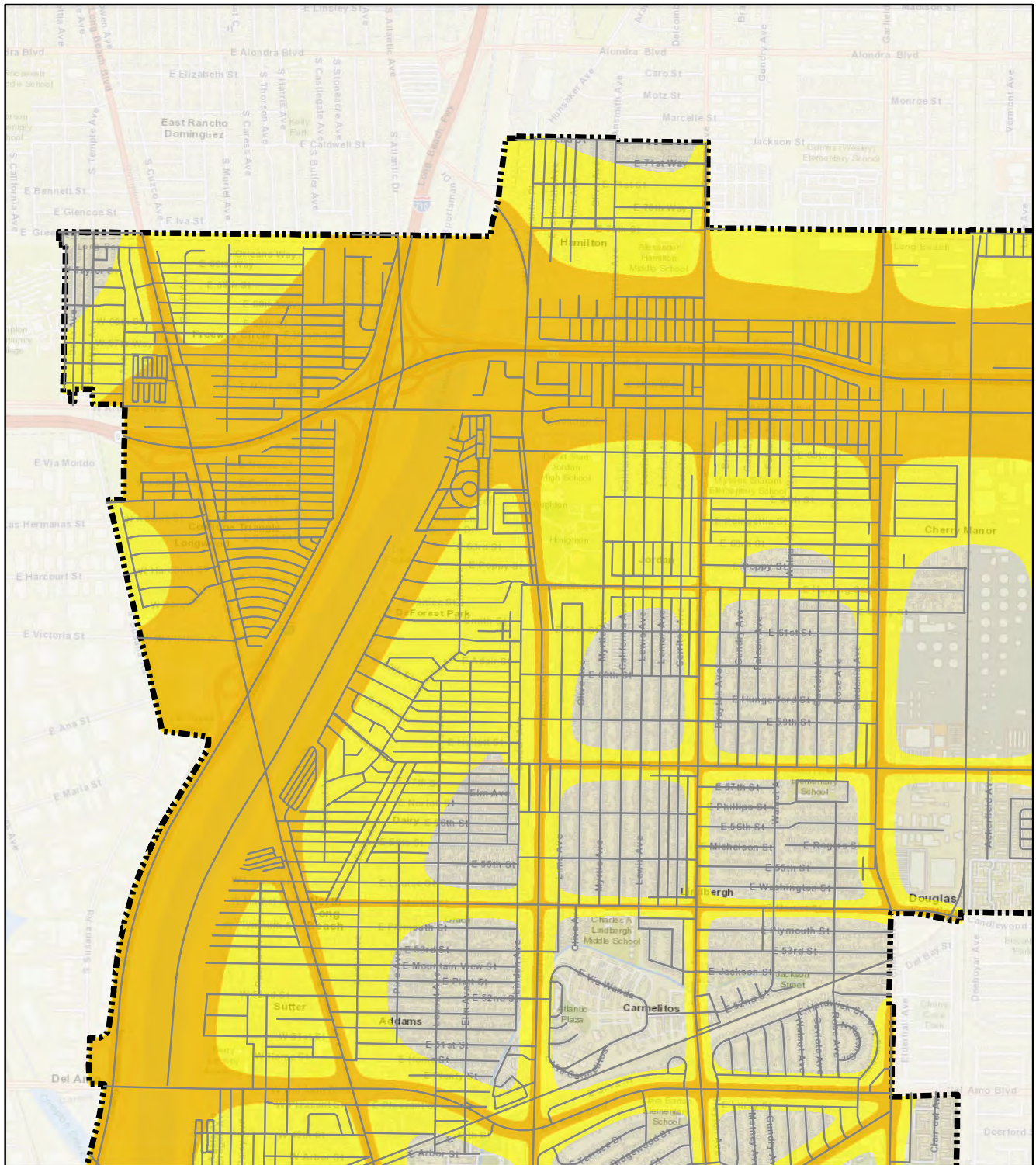


FIGURE 3
Page 12 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 13, Existing Traffic Noise Contours (65 and 70 dba)



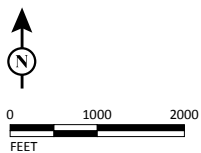
LSA

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn



SOURCE: Esri (2016); LSA (5/2017)

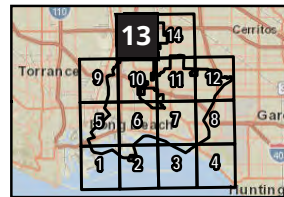
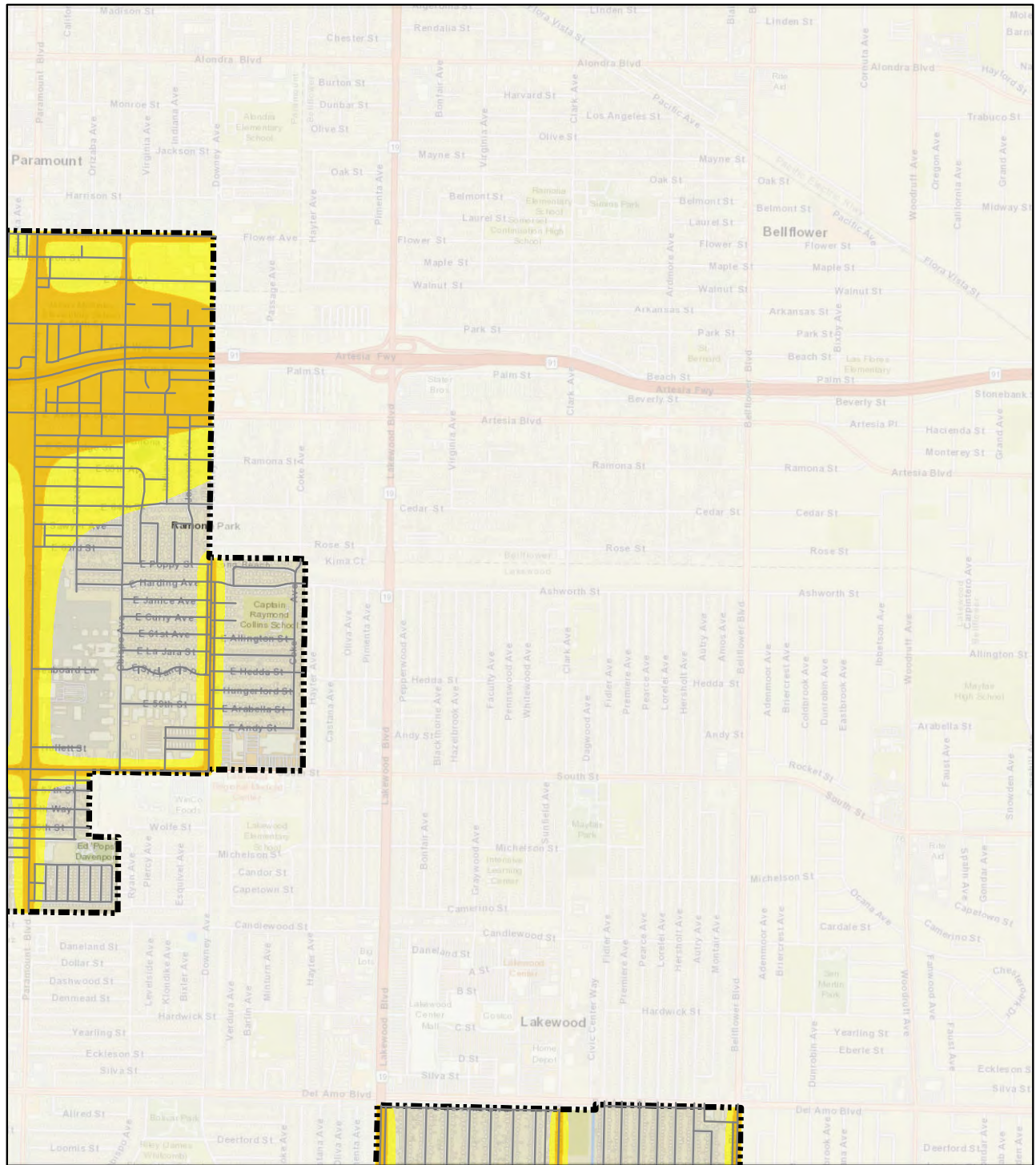


FIGURE 3
Page 13 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 14, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
 - 65 dBA Ldn
 - 70 dBA Ldn

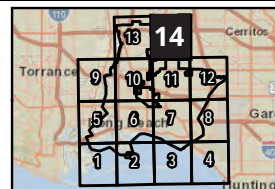


FIGURE 3
Page 14 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

3

3.3 Existing Airport Noise Contours

As stated above, aircraft noise within the City is predominately influenced by operations at the Long Beach Airport. Currently, the Long Beach Noise Airport Noise Office monitors the noise impacts created by aircraft operations at 18 permanent locations. The state-of-the-art noise monitoring system along with the noise budget is utilized to keep aircraft below the State mandated 65 dBA CNEL. Noise sensitive receptors that are located within the 65 dBA CNEL contours (Figure 4, Existing Long Beach Airport Noise Contour) have the potential to experience noise level impacts that may disturb sleep without the implementation of proper noise mitigation.

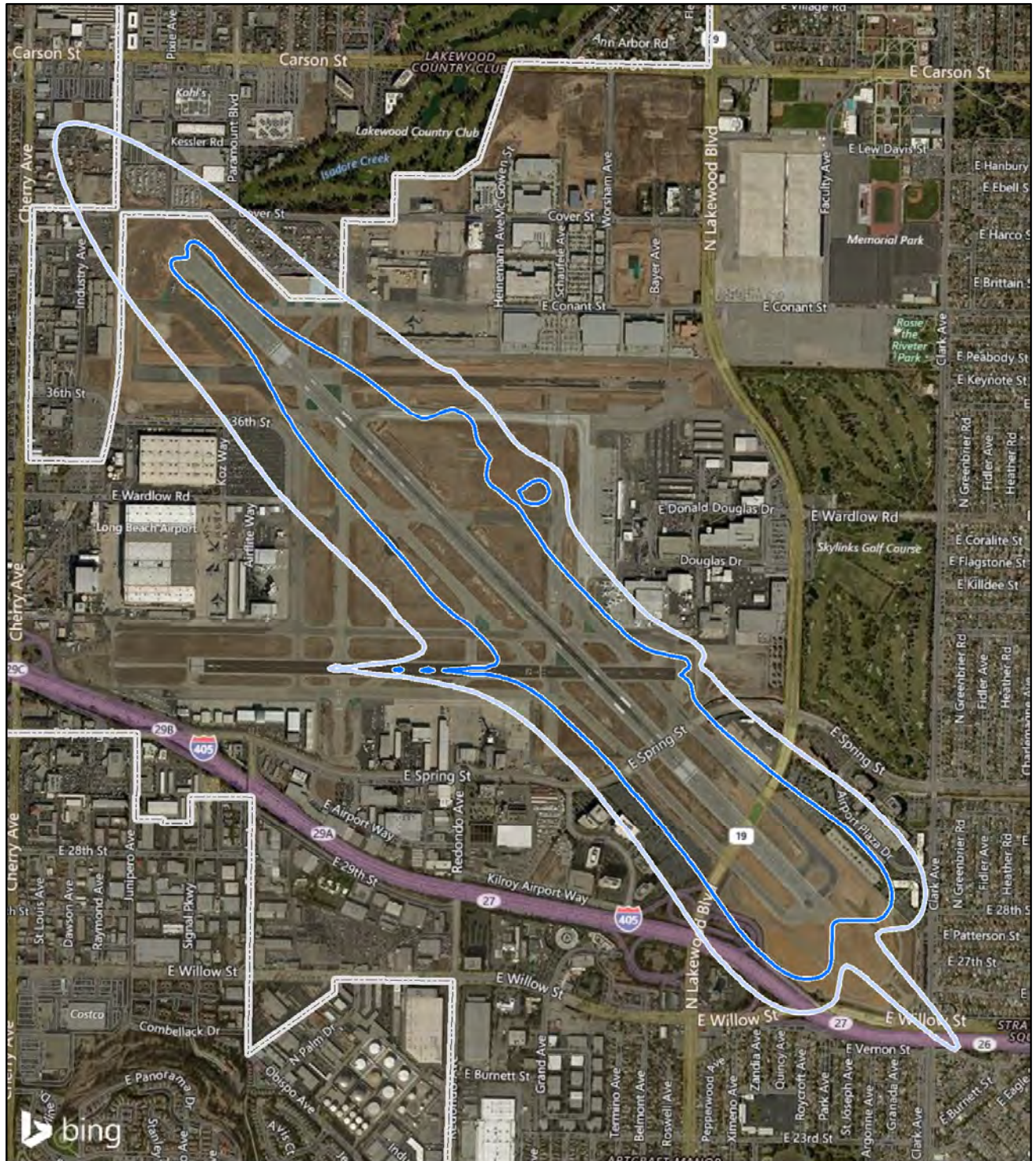
Other regional airports that have the potential for operations to affect citizens of the City include Compton/Woodley Airport (CPM), Los Alamitos Army Airfield (AAF), John Wayne-Santa Ana International Airport (SNA), and Los Angeles International Airport (LAX). All sensitive uses within the City are outside the 65 dBA CNEL contour of each airport.

3.4 Existing Noise and Land Use Compatibility Discussion

As presented in Figure 3, there are portions of the City in which noise sensitive uses fall within a traffic noise contour that may present undesirable noise environments. In addition to elevated traffic noise levels, the City, due to its large population and the numerous commercial or industrial uses, it is understood that noise levels are of concern to residents. The current Draft Land Use Element provides a vision for future development in the City of Long Beach and establishes revised plan areas and neighborhoods. Utilizing the information presented in the Draft Land Use Element, in order to minimize noise conflicts to the greatest extent feasible, the City intends to establish a thorough set of goals, plans and policies in its General Plan Noise Element to limit noise and land use compatibility conflicts where possible. With the recognition of the various neighborhoods, specifically the uses that are contained with each area, more applicable and unique criteria can be established such that the citizens and business operators can work together with the City to create an environment that is livable and enjoyable.



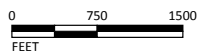
Figure 4: Existing Long Beach Airport Noise Contours



LSA

LEGEND

- 65 dBA CNEL
- 70 dBA CNEL
- City of Long Beach Boundary



SOURCE: Bing (11/2014); Noise Contours - City of Long Beach (4th Quarter, 2016)

FIGURE 4

City of Long Beach Noise Element Update
Existing Long Beach Airport Noise Contours

3.5 References

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Appendix A - Traffic Data



Appendix A - Traffic Data

Appendix A provides a summary of the traffic data utilized to create the existing noise contours presented in this report. The General Plan Mobility Element establishes a context-sensitive street classification plan for all streets within the City of Long Beach. For reference, definitions of the street classification system are listed below:

Regional Corridor

Designed for intraregional and intercommunity mobility, these corridors emphasize traffic movement and include signalized pedestrian crossings. The adjacent land uses should provide continuous mixed-use and commercial land uses with adequate off-street parking to minimize dependency on on-street parking.

Boulevard

Characterized by a long-distance, medium-speed corridor that traverses an urbanized area, boulevards consist of four or fewer vehicle travel lanes, a balanced multimodal function, landscaped medians, on-street parking, narrower travel lanes, more intensive land use oriented to the street, and wide sidewalks. Buildings uniformly line the edges. Multiway boulevards, a variation of the boulevard characteristic of post war neighborhoods, contain a central roadway for through traffic and parallel roadways for access to abutting property parking, and pedestrian and bicycle facilities. Parallel roadways are separated from the through-lane by curbed, landscaped islands that may also provide transit stops and pedestrian facilities.

Major Avenue

A major avenue serves as the major route for the movement of traffic within the City as well as a connector to neighboring cities. Most traffic using a major avenue will end the trip within the City (as opposed to through-traffic). As such, design treatment and traffic operation should give preference to this type of traffic. Long corridors with typically four or more lanes, avenues may be high transit ridership corridors. Goods movement is typically limited to local routes and deliveries.

Minor Avenue

A minor avenue provides for the movement of traffic to neighborhood activity centers and serves as a route between neighborhoods. Avenues serve as a primary bicycle route and may serve local transit routes as well.

Neighborhood Connector

A neighborhood connector street serves trips generated in surrounding or adjacent neighborhoods, and should discourage through-trips that do not end within the neighborhood. Goods movement is restricted to local deliveries only.

Local Street

Local streets primarily provide access to individual residential parcels. The streets are generally two lanes with on-street parking, tree planting strips, and sidewalks. Traffic on a local street should have a trip end on that street, or on a connecting local street, or to a connector.

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Appendix A - Traffic Data

Classification	Roadway Segment	Between		Existing ADT*
Boulevard	Terminal Island Freeway	Willow Street	Pacific Coast Highway	16,900
Major Avenue	Santa Fe Avenue	Dominguez Street	Carson Street	20,800
		Carson Street	Wardlow Road	19,900
		Wardlow Road	Willow Street	24,100
		Willow Street	Pacific Coast Highway	12,000
		Pacific Coast Highway	Anaheim Street	11,600
		Anaheim Street	9th Street	8,000
Neighborhood Connector	Easy Avenue	Wardlow Road	Willow Street	7,700
		Willow Street	Pacific Coast Highway	4,900
Neighborhood Connector	Magnolia Avenue	Wardlow Road	Spring Street	7,500
		Spring Street	Willow Street	8,500
		Willow Street	Hill Street	3,100
		Hill Street	Pacific Coast Highway	2,800
Minor Avenue	Magnolia Avenue	Pacific Coast Highway	Anaheim Street	5,200
		Anaheim Street	10th Street	10,100
		10th Street	7th Street	9,300
		7th Street	6th Street	10,100
		6th Street	3rd Street	7,600
Major Avenue	Magnolia Avenue	3rd Street	Broadway	15,000
		Broadway	Ocean Boulevard	24,700
		Ocean Boulevard	Shoreline Drive	28,500
Boulevard	Magnolia Avenue	Shoreline Drive	Harbor Scenic	21,900
Minor Avenue	Pacific Avenue	North of	Wardlow Road	19,500
		Wardlow Road	Spring Street	24,700
		Spring Street	Willow Street	18,100
		Willow Street	Hill Street	12,200
		Hill Street	Pacific Coast Highway	10,000
Major Avenue	Pacific Avenue	Pacific Coast Highway	Anaheim Street	4,300
		Anaheim Street	10th Street	9,800
		10th Street	7th Street	8,400
		7th Street	6th Street	12,600
		6th Street	3rd Street	15,000
		3rd Street	Broadway	15,100
		Broadway	Ocean Boulevard	14,800
Minor Avenue	Pine Avenue	Ocean Boulevard	Shoreline Drive	900
Boulevard	Long Beach Boulevard	Greenleaf Boulevard	Artesia Boulevard	26,400
		Artesia Boulevard	Victoria Street	28,000
		Victoria Street	Market Street	36,400

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Market Street	Del Amo Boulevard	25,100
		Del Amo Boulevard	San Antonio Drive	24,100
		San Antonio Drive	Bixby Road	25,300
		Bixby Road	Wardlow Road	36,100
		Wardlow Road	Spring Street	30,800
		Spring Street	Willow Street	12,600
		Willow Street	Hill Street	12,100
		Hill Street	Pacific Coast Highway	8,700
		Pacific Coast Highway	Anaheim Street	8,400
		Anaheim Street	10th Street	11,500
		10th Street	7th Street	6,800
		7th Street	6th Street	14,200
		6th Street	3rd Street	7,800
		3rd Street	Broadway	9,800
		Broadway	Ocean Boulevard	6,100
Major Aveue	Atlantic Avenue	70th Street	Artesia Boulevard	33,100
		Artesia Boulevard	Harding Street	18,900
		Harding Street	South Street	22,500
		South Street	Market Street	14,600
		Market Street	Del Amo Boulevard	14,800
		Del Amo Boulevard	San Antonio Drive	12,500
		San Antonio Drive	Carson Street	11,300
		Carson Street	Bixby Road	26,600
		Bixby Road	Wardlow Road	23,600
		Wardlow Road	Spring Street	30,800
		Spring Street	Willow Street	12,600
		Willow Street	Hill Street	12,100
		Hill Street	Pacific Coast Highway	8,700
		Pacific Coast Highway	Anaheim Street	8,400
		Anaheim Street	10th Street	11,500
		10th Street	7th Street	6,800
		7th Street	6th Street	14,200
		6th Street	3rd Street	7,800
		3rd Street	Boardway	9,800
		Boardway	Ocean Boulevard	6,100
Neighborhood Connector	Martin Luther King Jr Avenue	Willow Street	Hill Street	3,300
		Hill Street	Pacific Coast Highway	3,800
		Pacific Coast Highway	Anaheim Street	5,700
		Anaheim Street	10th Street	7,100
		10th Street	7th Street	2,400
		7th Street	6th Street	700

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
Boulevard	Alamitos Avenue	Pacific Coast Highway	Anaheim Street	13,700
		Anaheim Street	10th Street	24,200
		10th Street	7th Street	24,500
		7th Street	6th Street	31,000
		6th Street	4th Street	36,500
		4th Street	3rd Street	29,200
		3rd Street	Broadway	26,900
		Broadway	Ocean Boulevard	28,900
Minor Avenue	Orange Avenue	North of	70th Street	7,400
		70th Street	Artesia Boulevard	8,200
		Artesia Boulevard	Harding Street	8,800
		Harding Street	South Street	12,200
		South Street	Market Street	9,900
		Market Street	Del Amo Boulevard	10,500
		Del Amo Boulevard	San Antonio Drive	11,600
		San Antonio Drive	Carson Street	17,200
		Carson Street	Bixby Road	16,600
		Bixby Road	Wardlow Road	20,100
		Wardlow Road	Spring Street	12,500
Major Avenue	Orange Avenue	Hill Street	Pacific Coast Highway	17,200
Neighborhood Connector	Orange Avenue	Pacific Coast Highway	Alamitos Avenue	30,000
		Alamitos Avenue	Anaheim Street	2,500
		Anaheim Street	10th Street	6,200
		10th Street	7th Street	7,400
		7th Street	4th Street	3,300
		4th Street	3rd Street	5,400
		3rd Street	Broadway	4,600
		Broadway	Ocean Boulevard	3,900
Neighborhood Connector	Walnut Avenue	Wardlow Road	Spring Street	9,300
		Hill Street	Pacific Coast Highway	7,800
		Pacific Coast Highway	Anaheim Street	2,900
		Anaheim Street	10th Street	2,300
		10th Street	7th Street	2,500
		7th Street	4th Street	2,200
		4th Street	3rd Street	1,300
		3rd Street	Broadway	4,600
Major Avenue	Cherry Avenue	70th Street	Artesia Boulevard	21,000
		Artesia Boulevard	Harding Street	31,300
		Harding Street	South Street	23,400
		South Street	Market Street	25,500
		Market Street	Del Amo Boulevard	33,100

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Del Amo Boulevard	San Antonio Drive	43,200
		San Antonio Drive	Carson Street	14,700
		Carson Street	Bixby Road	17,600
		Bixby Road	Wardlow Road	18,100
		Wardlow Road	Spring Street	18,300
		Hill Street	Pacific Coast Highway	16,900
Minor Avenue	Cherry Avenue	Pacific Coast Highway	Anaheim Street	7,900
		Anaheim Street	10th Street	4,400
		10th Street	7th Street	5,700
Neighborhood Connector	Cherry Avenue	7th Street	4th Street	5,300
		4th Street	3rd Street	3,500
		3rd Street	Broadway	7,000
		Broadway	Ocean Boulevard	1,900
Major Avenue	Paramount Boulevard	70th Street	Artesia Boulevard	21,700
		Artesia Boulevard	South Street	31,000
		South Street	Market Street	24,800
Neighborhood Connector	Temple Avenue	Spring Street	Willow Street	12,900
		Willow Street	Hill Street	11,200
		Pacific Coast Highway	Anaheim Street	4,900
		Anaheim Street	10th Street	6,500
		10th Street	7th Street	2,500
		7th Street	4th Street	2,600
		4th Street	3rd Street	2,100
		3rd Street	Broadway	5,500
Neighborhood Connector	Obispo Avenue	70th Street	Artesia Boulevard	6,600
Minor Avenue	Downey Avenue	70th Street	Artesia Boulevard	22,300
		Artesia Boulevard	South Street	19,900
Major Avenue	Redondo Avenue	Spring Street	Willow Street	16,500
		Willow Street	Stearns Street	6,800
		Stearns Street	Pacific Coast Highway	15,100
		Pacific Coast Highway	Anaheim Street	20,600
		Anaheim Street	10th Street	16,800
		10th Street	7th Street	16,400
		7th Street	4th Street	10,700
Minor Avenue	Redondo Avenue	4th Street	3rd Street	4,200
		3rd Street	Broadway	2,700
Neighborhood Connector	Redondo Avenue	Broadway	Ocean Boulevard	2,900

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
Neighborhood Connector	Termino Avenue	Redondo Avenue	Pacific Coast Highway	7,200
		Pacific Coast Highway	Anaheim Street	8,400
		Anaheim Street	10th Street	9,600
		10th Street	7th Street	7,700
		7th Street	4th Street	13,000
		4th Street	3rd Street	5,400
Regional Corridor	Lakewood Boulevard	Del Amo Boulevard	Carson Street	32,700
		Carson Street	Cover Street	35,700
		Cover Street	Conant Street	35,700
		Conant Street	Wardlow Road	35,700
		Wardlow Road	Spring Street	55,000
		Spring Street	Willow Street	29,700
		Willow Street	Stearns Street	37,700
		Stearns Street	Pacific Coast Highway	34,500
		Minor Avenue	Ximeno Avenue	North of Pacific Coast Highway
		Pacific Coast Highway	Anaheim Street	18,800
Neighborhood Corridor	Ximeno Avenue	Anaheim Street	10th Street	12,700
		10th Street	7th Street	5,700
		7th Street	4th Street	6,100
		4th Street	3rd Street	4,500
		3rd Street	Broadway	4,100
		Broadway	Ocean Boulevard	4,100
Neighborhood Connector	Park Avenue	Anaheim Street	7th Street	13,200
		7th Street	4th Street	13,500
		4th Street	Broadway	4,700
		Broadway	2nd Street	7,900
Minor Avenue	Clark Avenue	Del Amo Boulevard	Carson Street	13,800
		Carson Street	Conant Street	17,200
		Conant Street	Wardlow Road	17,100
		Wardlow Road	Spring Street	3,800
		Spring Street	Willow Street	10,900
		Willow Street	Stearns Street	10,000
		Stearns Street	Atherton Street	7,400
		Atherton Street	Anaheim Street	7,700
		Boulevard	Bellflower Boulevard	Del Amo Boulevard
Carson Street	Conant Street			21,200
Conant Street	Wardlow Road			20,100

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Wardlow Road	Spring Street	18,700
		Spring Street	Willow Street	27,000
		Willow Street	Stearns Street	31,400
		Stearns Street	Atherton Street	34,100
		Atherton Street	7th Street	28,700
		7th Street	Loynes Drive	13,400
Minor Avenue	Woodruff Avenue	Carson Street	Conant Street	21,900
		Conant Street	Wardlow Road	22,300
		Wardlow Road	Los Coyotes Diagonal	15,100
		Los Coyotes Diagonal	Spring Street	16,700
		Spring Street	Willow Street	14,500
Minor Avenue	Palo Verde Avenue	Carson Street	Conant Street	11,400
		Conant Street	Los Coyotes Diagonal	16,100
		Los Coyotes Diagonal	Wardlow Road	4,500
		Wardlow Road	Spring Street	5,100
		Spring Street	Willow Street	10,300
		Willow Street	Stearns Street	8,600
		Stearns Street	Atherton Street	8,700
		Atherton Street	Anaheim Street	6,400
Minor Avenue	Studebaker Road	Carson Street	Wardlow Road	10,500
		Wardlow Road	Spring Street	13,000
Major Avenue	Studebaker Road	Spring Street	Willow Street	21,300
		Willow Street	Atherton Street	11,500
		Atherton Street	Anaheim Street	10,500
		Anaheim Street	7th Street	20,500
		7th Street	Loynes Drive	32,800
		Loynes Drive	2nd Street	27,300
Neighborhood Connector	Pioneer Boulevard	South of	Carson Street	11,100
Major Avenue	Norwalk	North of	Wardlow Road	28,500
		South of	Wardlow Road	23,500
Neighborhood Connector	70th Street	Atlantic Avenue	Orange Avenue	25,900
		Paramount Boulevard	Obispo Avenue	21,300
		Obispo Avenue	Downey Avenue	21,300
Major Avenue	Artesia Boulevard	West of	Long Beach Boulevard	9,600
		Long Beach Boulevard	Atlantic Avenue	20,800
		Atlantic Avenue	Orange Avenue	22,500
		Orange Avenue	Cherry Avenue	16,400

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Cherry Avenue	Paramount Boulevard	12,900
		Paramount Boulevard	Obispo Avenue	16,600
		Obispo Avenue	Downey Avenue	17,900
Neighborhood Connector	Harding Street	Atlantic Avenue	Orange Avenue	4,100
		Orange Avenue	Cherry Avenue	2,600
Minor Avenue	Victoria Street	West of	Long Beach Boulevard	21,200
Minor Avenue	South Street	Atlantic Avenue	Orange Avenue	12,300
		Orange Avenue	Cherry Avenue	11,500
Major Avenue	South Street	Cherry Avenue	Paramount Boulevard	14,400
		Paramount Boulevard	Downey Avenue	17,600
		East of	Downey Avenue	22,300
Minor Avenue	Market Street	Long Beach Boulevard	Atlantic Avenue	7,300
		Atlantic Avenue	Orange Avenue	6,300
		Orange Avenue	Cherry Avenue	7,700
		Cherry Avenue	Paramount Boulevard	16,800
Major Avenue	Del Amo Boulevard	West of	Long Beach Boulevard	42,900
		Long Beach Boulevard	Atlantic Avenue	37,000
		Atlantic Avenue	Orange Avenue	28,500
		Orange Avenue	Cherry Avenue	27,500
		East of	Cherry Avenue	36,200
Minor Avenue	San Antonio Drive	Long Beach Boulevard	Atlantic Avenue	20,200
		Atlantic Avenue	Orange Avenue	25,000
		Orange Avenue	Cherry Avenue	29,000
Neighborhood Connector	Carson Street	East of	Santa Fe Avenue	300
Major Avenue	Carson Street	Atlantic Avenue	Orange Avenue	21,000
		Orange Avenue	Cherry Avenue	28,000
		East of	Cherry Avenue	35,100
		West of	Lakewood Boulevard	40,500
		Lakewood Boulevard	Clark Avenue	17,700
		Clark Avenue	Bellflower Boulevard	24,400
		Bellflower Boulevard	Woodruff Avenue	20,700

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

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Classification	Roadway Segment	Between		Existing ADT*
		Woodruff Avenue	Palo Verde Avenue	14,100
		Palo Verde Avenue	Studebaker Road	12,900
		Studebaker Road	Pioneer Boulevard	42,900
Neighborhood Connector	Bixby Road	Long Beach Boulevard	Atlantic Avenue	3,800
		Atlantic Avenue	Orange Avenue	3,800
		Orange Avenue	Cherry Avenue	900
Neighborhood Connector	Conant Street	Clark Avenue	Bellflower Boulevard	6,000
		Bellflower Boulevard	Woodruff Avenue	1,600
		Woodruff Avenue	Palo Verde Avenue	8,400
Major Avenue	Wardlow Road	West of	Santa Fe Avenue	31,700
		Santa Fe Avenue	Easy Avenue	26,300
		Easy Avenue	Magnolia Avenue	29,700
		Magnolia Avenue	Pacific Avenue	22,700
		Pacific Avenue	Long Beach Boulevard	23,300
Minor Avenue	Wardlow Road	Long Beach Boulevard	Atlantic Avenue	14,000
		Atlantic Avenue	Orange Avenue	7,400
		Orange Avenue	Cherry Avenue	4,100
		Lakewood Boulevard	Clark Avenue	20,700
		Clark Avenue	Bellflower Boulevard	10,600
		Bellflower Boulevard	Woodruff Avenue	16,600
		Woodruff Avenue	Los Coyotes Diagonal	11,900
		Los Coyotes Diagonal	Palo Verde Avenue	16,800
		Palo Verde Avenue	Studebaker Road	19,600
		Studebaker Road	Norwalk	31,100
Minor Avenue	Spring Street	#REF!	Long Beach Boulevard	13,800
Major Avenue	Spring Street	Long Beach Boulevard	Atlantic Avenue	10,500
		Atlantic Avenue	Orange Avenue	15,400
		Orange Avenue	Cherry Avenue	17,500
		Cherry Avenue	Temple Avenue	21,900
		Temple Avenue	Redondo Avenue	23,700
		Redondo Avenue	Lakewood Boulevard	12,400
		Lakewood Boulevard	Clark Avenue	30,500
		Clark Avenue	Bellflower Boulevard	24,200
		Bellflower Boulevard	Los Coyotes Diagonal	17,500
		Los Coyotes Diagonal	Woodruff Avenue	16,900
		Woodruff Avenue	Palo Verde Avenue	19,800
		Palo Verde Avenue	Studebaker Road	22,600

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		East of	Studebaker Road	25,400
Major Avenue	Willow Street	West of	Santa Fe Avenue	39,500
		Santa Fe Avenue	Easy Avenue	36,500
		Easy Avenue	Magnolia Avenue	42,700
		Magnolia Avenue	Pacific Avenue	32,900
		Pacific Avenue	Long Beach Boulevard	45,200
		Long Beach Boulevard	Atlantic Avenue	42,500
		Temple Avenue	Redondo Avenue	36,800
		Redondo Avenue	Lakewood Boulevard	33,500
		Lakewood Boulevard	Clark Avenue	31,700
		Clark Avenue	Bellflower Boulevard	28,300
		Bellflower Boulevard	Woodruff Avenue	34,500
		Woodruff Avenue	Palo Verde Avenue	44,900
		Palo Verde Avenue	Studebaker Road	37,800
		East of	Studebaker Road	35,000
Neighborhood Connector	Hill Street	Magnolia Avenue	Pacific Avenue	2,500
		Pacific Avenue	Long Beach Boulevard	2,400
		Long Beach Boulevard	Atlantic Avenue	1,200
		Atlantic Avenue	Martin Luther King Jr Avenue	2,300
		Martin Luther King Jr Avenue	Orange Avenue	2,800
Neighborhood Connector	Stearns Street	Redondo Avenue	Lakewood Boulevard	9,100
		Lakewood Boulevard	Clark Avenue	5,000
Minor Avenue	Stearns Street	Clark Avenue	Bellflower Boulevard	7,700
		Bellflower Boulevard	Palo Verde Avenue	9,400
Regional Corridor	Pacific Coast Highway	Terminal Island Freeway	Santa Fe Avenue	46,500
		Santa Fe Avenue	Easy Avenue	49,200
		Easy Avenue	Magnolia Avenue	46,400
		Magnolia Avenue	Pacific Avenue	46,700
		Pacific Avenue	Long Beach Boulevard	53,100
		Long Beach Boulevard	Atlantic Avenue	41,900
		Atlantic Avenue	Martin Luther King Jr Avenue	48,900

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Martin Luther King Jr Avenue	Orange Avenue	41,800
		Orange Avenue	Walnut Avenue	59,600
		Walnut Avenue	Cherry Avenue	56,200
		Cherry Avenue	Temple Avenue	67,200
		Temple Avenue	Redondo Avenue	62,700
		Redondo Avenue	Termino Avenue	64,800
		Termino Avenue	Lakewood Boulevard	70,800
		Lakewood Boulevard	Clark Avenue	34,700
		Clark Avenue	7th Street	47,600
		7th Street	Loynes Drive	38,700
		Loynes Drive	2nd Street	44,200
		South of	2nd Street	50,400
Boulevard	Los Coyotes Diagonal	Lakewood Boulevard	Clark Avenue	49,600
		Clark Avenue	Bellflower Boulevard	49,500
		Bellflower Boulevard	Woodruff Avenue	41,900
		Woodruff Avenue	Palo Verde Avenue	41,800
		Palo Verde Avenue	Studebaker Road	28,300
Major Avenue	Anaheim Street	West of	Santa Fe Avenue	37,100
		Santa Fe Avenue	Magnolia Avenue	42,400
		Magnolia Avenue	Pacific Avenue	30,300
		Pacific Avenue	Long Beach Boulevard	34,200
		Long Beach Boulevard	Atlantic Avenue	27,300
		Atlantic Avenue	Martin Luther King Jr Avenue	29,500
		Martin Luther King Jr Avenue	Orange Avenue	29,400
		Orange Avenue	Walnut Avenue	25,700
		Walnut Avenue	Cherry Avenue	25,100
		Cherry Avenue	Temple Avenue	28,200
		Temple Avenue	Redondo Avenue	30,900
		Redondo Avenue	Termino Avenue	30,700
		Termino Avenue	Ximeno Avenue	32,300
		Ximeno Avenue	Pacific Coast Highway	24,300
Major Avenue	9th Street	West of	Santa Fe Avenue	14,900
		East of	Santa Fe Avenue	18,900
Minor Avenue	10th Street	Magnolia Avenue	Pacific Avenue	6,500
		Pacific Avenue	Long Beach Boulevard	7,200

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Long Beach Boulevard	Atlantic Avenue	10,900
		Atlantic Avenue	Martin Luther King Jr Avenue	10,300
		Martin Luther King Jr Avenue	Orange Avenue	15,200
		Orange Avenue	Walnut Avenue	11,400
		Walnut Avenue	Cherry Avenue	10,200
		Cherry Avenue	Temple Avenue	13,100
		Temple Avenue	Redondo Avenue	11,200
Neighborhood Connector	10th Street	Redondo Avenue	Termino Avenue	10,500
		Termino Avenue	Ximeno Avenue	12,300
Boulevard	7th Street	West of	Magnolia Avenue	9,000
		Magnolia Avenue	Pacific Avenue	9,900
		Pacific Avenue	Long Beach Boulevard	15,300
		Long Beach Boulevard	Atlantic Avenue	10,800
		Atlantic Avenue	Martin Luther King Jr Avenue	16,000
		Martin Luther King Jr Avenue	Orange Avenue	31,500
		Orange Avenue	Walnut Avenue	36,900
		Walnut Avenue	Cherry Avenue	37,800
		Cherry Avenue	Temple Avenue	46,800
		Temple Avenue	Redondo Avenue	44,400
		Redondo Avenue	Termino Avenue	40,100
		Termino Avenue	Ximeno Avenue	46,400
		Ximeno Avenue	Park Avenue	47,300
		Park Avenue	Bellflower Boulevard	47,100
		Bellflower Boulevard	Studebaker Road	82,300
Major Avenue	6th Street	Shoreline Drive	Magnolia Avenue	10,700
		Magnolia Avenue	Pacific Avenue	11,300
		Pacific Avenue	Long Beach Boulevard	16,200
		Long Beach Boulevard	Atlantic Avenue	8,200
		Atlantic Avenue	Alamitos Avenue	11,300
Minor Avenue	4th Street	Alamitos Avenue	Orange Avenue	10,300
		Orange Avenue	Walnut Avenue	9,900
		Walnut Avenue	Cherry Avenue	8,900
		Cherry Avenue	Temple Avenue	9,400

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Temple Avenue	Redondo Avenue	9,500
Neighborhood Connector	4th Street	Redondo Avenue	Termino Avenue	5,900
		Termino Avenue	Ximeno Avenue	10,900
		Ximeno Avenue	Park Avenue	8,200
Neighborhood Connector	Eliot	Park Avenue	Bellflower Boulevard	5,100
Neighborhood Connector	Loynes	Bellflower Boulevard	Studebaker Road	11,600
Neighborhood Connector	Appian	Park Avenue	2nd Street	4,700
Major Avenue	3rd Street	Shoreline Drive	Magnolia Avenue	4,000
		Magnolia Avenue	Pacific Avenue	13,400
		Pacific Avenue	Long Beach Boulevard	15,300
		Long Beach Boulevard	Atlantic Avenue	12,800
		Atlantic Avenue	Alamitos Avenue	14,100
Neighborhood Connector	3rd Street	Alamitos Avenue	Orange Avenue	6,600
		Orange Avenue	Walnut Avenue	9,700
		Walnut Avenue	Cherry Avenue	9,700
		Cherry Avenue	Temple Avenue	4,700
		Temple Avenue	Redondo Avenue	6,000
		Redondo Avenue	Termino Avenue	1,400
		Termino Avenue	Ximeno Avenue	400
Major Avenue	Broadway	West of	Magnolia Avenue	6,300
		Magnolia Avenue	Pacific Avenue	15,500
		Pacific Avenue	Long Beach Boulevard	15,600
		Long Beach Boulevard	Atlantic Avenue	14,100
		Atlantic Avenue	Alamitos Avenue	15,200
Minor Avenue	Broadway	Alamitos Avenue	Orange Avenue	13,700
		Orange Avenue	Cherry Avenue	12,800
		Cherry Avenue	Temple Avenue	18,700
		Temple Avenue	Redondo Avenue	16,100
		Redondo Avenue	Ximeno Avenue	8,500
		Ximeno Avenue	Park Avenue	7,500
Regional Connector	Ocean Boulevard	West of	Harbor Scenic	42,500
Boulevard		Harbor Scenic	Shoreline Drive	28,900

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Shoreline Drive	Magnolia Avenue	30,400
		Magnolia Avenue	Shoreline Drive	50,500
		Shoreline Drive	Orange Avenue	30,700
		Orange Avenue	Cherry Avenue	32,000
		Cherry Avenue	Temple Avenue	28,900
		Temple Avenue	Redondo Avenue	31,200
Neighborhood Connector	Ocean Boulevard	East of	2nd Street	10,600
Boulevard	2nd Street	Ocean Boulevard	Ximeno Avenue	30,200
		Ximeno Avenue	Park Avenue	34,200
		Park Avenue	Appian	37,700
		Appian	Pacific Coast Highway	47,300
		Pacific Coast Highway	Studebaker Road	38,900
		East of	Studebaker Road	32,300
Boulevard	Shoreline Drive	North of	6th Street	20,000
		6th Street	3rd Street	29,900
		3rd Street	Ocean Boulevard	35,100
		Ocean Boulevard	Magnolia Avenue	25,200
		Magnolia Avenue	Ocean Boulevard	24,700
Interstate	I-710 Freeway	Anaheim Street to Pacific Coast Highway		133,000
		Willow Street to I-405		168,000
		I-405 to Del Amo Boulevard		184,000
		Long Beach Boulevard to SR-91		199,000
Interstate	I-405 Freeway	East of Studebaker Road		261,000
		Studebaker Road to Palo Verde Avenue		267,000
		Palo Verde Avenue to Woodruff Avenue		257,000
		Woodruff Avenue to Bellflower Boulevard		262,000
		Bellflower Boulevard to Lakewood Boulevard		274,000
		Lakewood Boulevard to Cherry Avenue		282,000
		Atlantic Avenue to Long Beach Boulevard		283,000
Interstate	I-605 Freeway	Los Alamitos to Spring Street		167,000
State Route	SR-91	Alameda Street to Long Beach Boulevard		223,000
		Paramount Boulevard to Downey Avenue		273,000
State Route	SR-22	Studebaker Road to Los Angeles/Orange County Line		98,000

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

FINDINGS

Noise Element General Plan and Municipal Code Amendment Application No. 2003-26 (GPA20-001) June 6, 2023

The Long Beach Municipal Code does not require specific findings for the adoption of a General Plan or Zoning Code amendment. The proposed Noise Element, however, is consistent with State law and guidelines; consistent with other elements of the City's General Plan; will not adversely affect the character, livability or appropriate development of the City; and is in conformity with public necessity, convenience, general welfare, and good planning practice. The City of Long Beach makes these findings in support of its adoption of the proposed Noise Element and associated municipal code amendments.

The Noise Element is consistent with California Government Code §65300 requirements for a local general plan. Government Code §65300 requires the City to “adopt a comprehensive, long term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified in Section 65302.” The proposed Noise Element is a required element of the City of Long Beach General Plan. The Noise Element, as well as the combined elements of the General Plan (Land Use, Urban Design, Historic Preservation, Open Space, Housing, Air Quality, Mobility, Seismic Safety, Local Coastal Program, Noise, Public Safety, and Conservation) meet the requirements of the aforementioned Government Code. Per the Government Code, the Noise Element shall identify and appraise noise problems in the community. The Noise Element shall analyze and quantify current and projected noise levels for a number of stationary noise sources; show noise contours which shall be used as a guide for establishing a pattern of land uses that minimizes exposure of community residents to excessive noise; include implementation measures and possible solutions that address existing and foreseeable noise problems; and serve as a guideline for compliance with the State’s noise insulation standards.

The General Plan, as amended by the Noise Element, is internally consistent, within and across elements pursuant to §65300.5. The Noise Element is consistent with and helps support other adopted general plan elements as described below:

- **Land Use** – The Noise Element builds upon and helps implement the Land Use Element (LUE) by reflecting both existing and planned mixes of compatible land uses as guided by the LUE and through new policies that help mitigate noise impacts. A key objective of the Noise Element is to provide noise exposure information for implementation of the LUE. When integrated with the Noise Element, the LUE will show acceptable new land uses in relation to existing and projected noise contours.

- **Housing** – Since residential land use is among the most noise sensitive, noise exposure information provided in the Noise Element must be considered when planning the location of and designing new housing.
- **Mobility** – The circulation system must be correlated with the LUE and is one of the major sources of noise. Thus, identifying ways to minimize noise exposure in the location and design of new transportation facilities is an important consideration, and planned land uses should incorporate project design features to minimize exposure to noise from existing transportation facilities.
- **Open Space** – Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space. Thus, noise exposure levels should be considered when planning for this kind of open space use. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setbacks and landscaping.
- **Urban Design** – Urban design techniques can be employed to mitigate noise impacts. The Urban Design Element therefore complements the Noise Element. The Urban Design Element builds of the LUE PlaceTypes approach to allowing a greater mix of compatible uses within Long Beach neighborhoods in a harmonious manner supported by urban design strategies and policies.

The associated municipal code amendments are consistent with objectives, principles, and standards of the General Plan. Four general goals of the General Plan Noise Element include: a healthy, livable community; equitable distribution of noise; minimizing exposures to excessive noise; and allowing for elements necessary for a dynamic, growing City. The Municipal Code Amendments would not conflict with the City's General Plan, the 2010 Strategic Plan, local coastal program, or any other applicable land use plans and policies. Actually, the Municipal Code Amendments help implement and will create consistency between the updated Noise Element and the City's Noise Ordinance, found within Title 8 of the City's Municipal Code. The code amendments involve amendments to the Noise Ordinance to reflect the changing urban landscape of the City and are not intended to conflict with a program, plan, ordinance, or policy addressing existing land use regulations. The code amendments are consistent with goals, policies and strategies in the existing Land Use Element (LUE) of the General Plan. The 2019 LUE update established a number of mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential and other compatible land uses will be integrated. Proposed amendments to the Noise Ordinance include updates to the boundaries of District Two of the Noise District Map to better reflect and be consistent with the recently adopted LUE PlaceTypes and establishment of a mixed-use land use category and associated noise limits and do not change noise limits for other land use categories.

A key component of the Noise Element update process was robust public engagement to inform the City's noise plan, strategies and priorities. **Public involvement in preparation**

of the plan met the requirements of §65351, which requires the planning agency to provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the planning agency deems appropriate. This involvement included residents of Long Beach, California Native American tribes, other public agencies, community organizations, as well as other stakeholders. Opportunities to provide feedback informing the Noise Element update began in 2017 with a variety of community engagement strategies, including a significant online outreach component, "Listen Up Long Beach," a crowdsourced digital mapping tool for the community to report on local noise issues, and multiple stakeholder meetings and focus groups. In October 2018, City staff held a focus group on Special Events and Outdoor Noise. In September 2019, Development Services Staff supported Special Events & Filming at their Special Events Sound Study community meeting. On May 30, 2019, Development Services staff held a Noise Element Open House. The Draft Noise Element was released for public review and feedback on May 28, 2019. Throughout the outreach and engagement process, staff gathered feedback about noise concerns, opportunities, and priorities from community members. The Proposed Noise Element incorporates feedback received from community members throughout the outreach and engagement process.

The City prepared an Environmental Impact Report (EIR) for the General Plan Noise Element update and associated Noise Ordinance Amendments. The Noise Element builds off the LUE goals, policies and strategies to better reflect land use regulations that support a compatible mix of uses in strategic areas, as established in the LUE. Staff received 21 comments during the public comment period for the draft EIR and responded to the comments in the Final EIR which was made available to the public for review 10 days prior to the hearing and was shared with all interested parties.

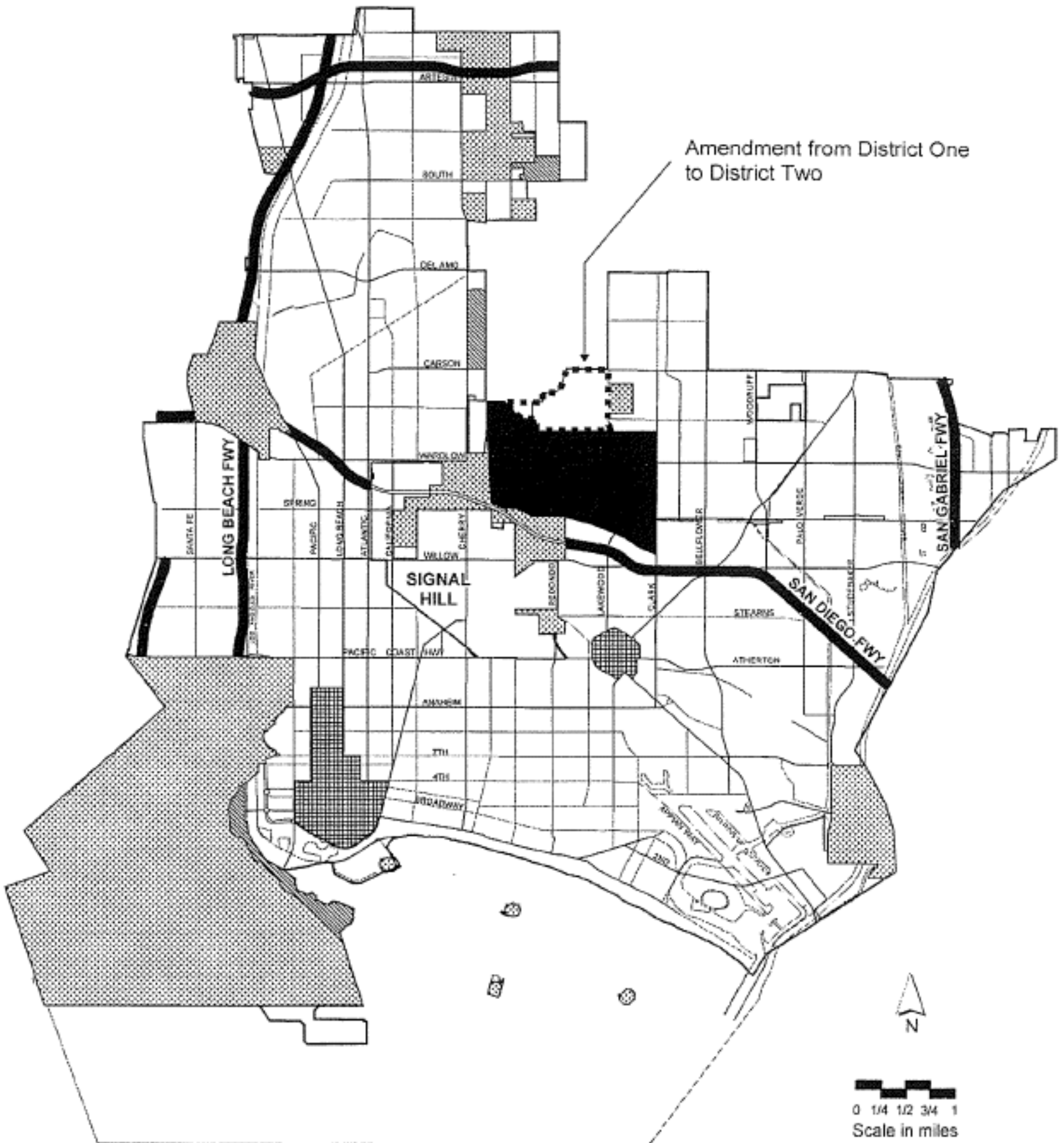
The City did not receive any requests for formal consultation with Native American Tribes pursuant to §65352.3. In accordance with Senate Bill 18 (SB 18) requirements, the City contacted Native American representatives in April 2020 regarding the proposed Noise Element update. The representatives that were contacted were identified through a list of contacts provided by the Native American Heritage Commission (NAHC). As provided in the tribal notices, approval of the project would not result in physical improvements including any physical improvements that would result in the disturbance of such resources. In accordance with Senate Bill 18 and Assembly Bill 52, the City will notify Native American representatives of future projects in the City that require a discretionary action as required.

The General Plan update and Municipal Code Amendments will not adversely affect the character, livability or appropriate development of the City, and is in conformity with public necessity convenience, general welfare, and good planning practice. The Long Beach General Plan Noise Element was first adopted in in 1975, and

Attachment E

the Noise Ordinance was last comprehensively updated in 1977 based on the Noise Element. Since then, the City's physical makeup, population, regional context and the regulatory guidance around noise have changed significantly. As Long Beach transitioned from a Los Angeles suburb to a vibrant, metropolitan community, the soundscape has also inevitably changed. The proposed Noise Element Update aims to replace the existing 1975 Noise Element of the Long Beach General Plan, respectively. The proposed Noise Element updates the City's policy framework to reflect these changes in the City's urban fabric and its soundscape in order to best serve the needs of Long Beach today and in the future. The Noise Element update aims to provide a tailored approach to noise policy across neighborhoods, recognizing the unique characteristics of a mixed-use downtown and major transportation corridor environments. Furthermore, the Noise Element update identifies new strategies and policies to maintain healthy, livable neighborhoods for all residents. As the City's current Noise Ordinance has not been substantively updated since 1977, there are several sections of the current code that include outdated standards, regulations, and references and that would be inconsistent with the proposed Noise Element. Proposed updates to the Noise Ordinance within the municipal code consist of modifications to the boundaries of District Two of the Noise District Map to better reflect and be consistent with the recently adopted LUE PlaceTypes; establishment of a mixed-use land use category and associated noise limits; and text changes to permit designated staff of all departments with noise regulation responsibilities to coordinate with and carry out the duties of the Noise Control Officer as necessary to ensure responsiveness to various kinds of noise complaints. The proposed municipal code amendments are designed to facilitate consistency between the updated Noise Element and the Noise Ordinance.

EXISTING NOISE DISTRICT MAP



Amendment from District One to District Two






* Noise at Long Beach Airport is regulated by State & Federal Laws. It is the responsibility of the Noise Control Officer to address complaints filed against aircraft noise, report all violations to proper enforcing agencies and the Long Beach City Council.

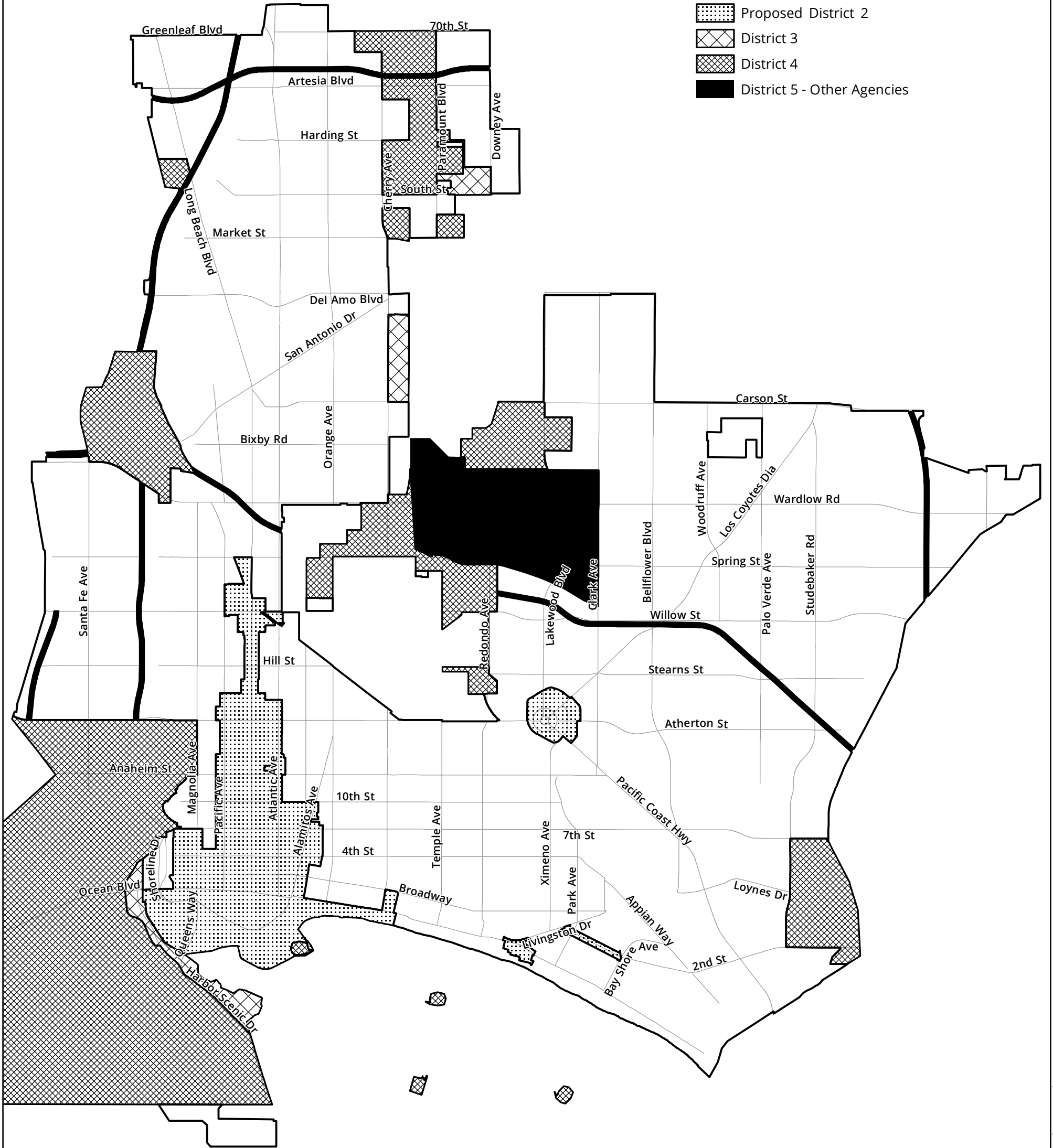
- District 1 - Remainder of the City
- District 2
- District 3
- District 4
- District 5 - Preempted by other Agencies*

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Noise District Map

Noise Districts

-  District 1 - Remainder of City
-  Proposed District 2
-  District 3
-  District 4
-  District 5 - Other Agencies














Map Generated: 11/25/2019

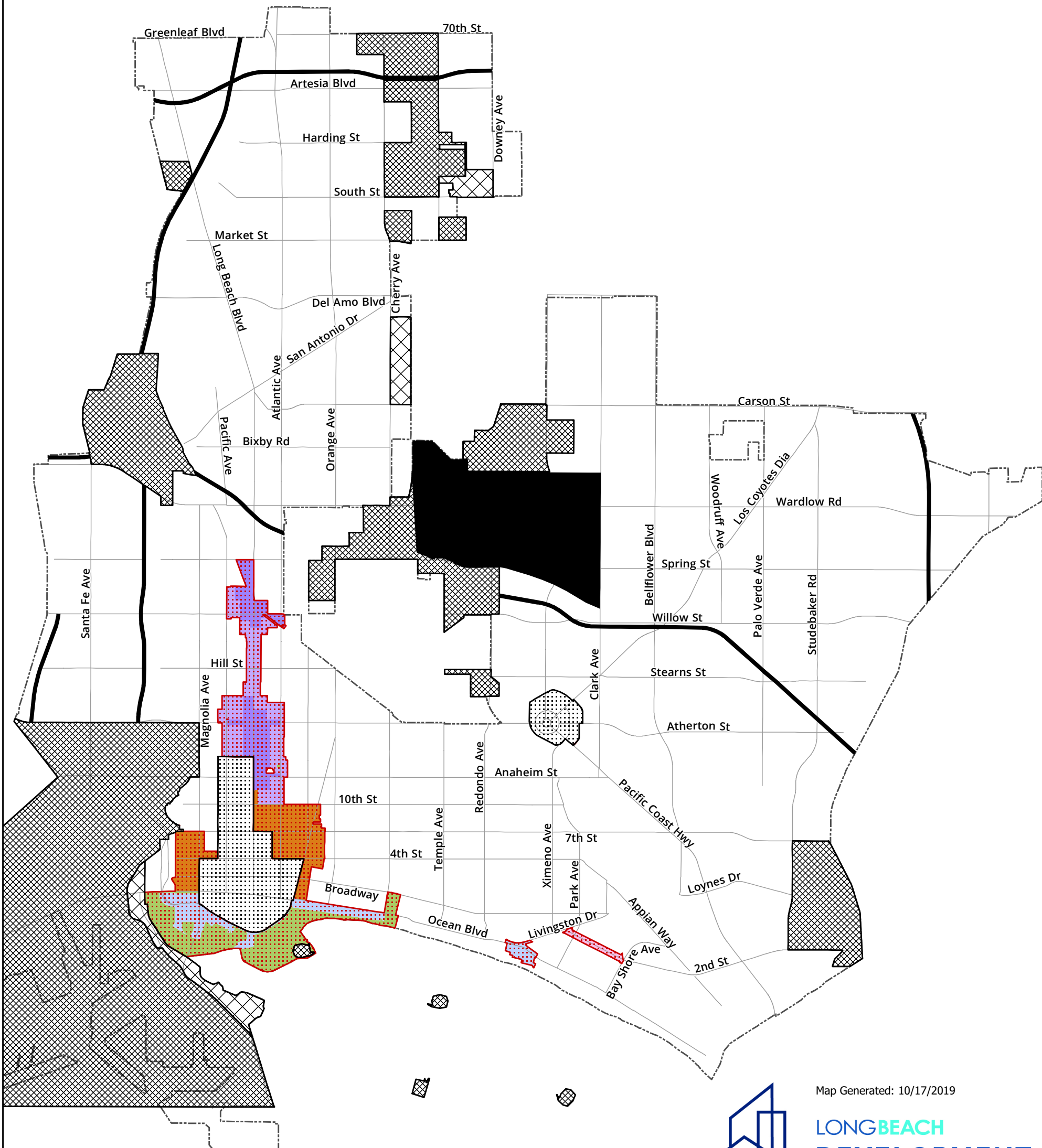


LONG BEACH
DEVELOPMENT
SERVICES

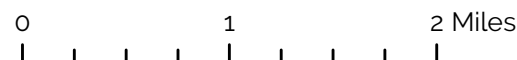
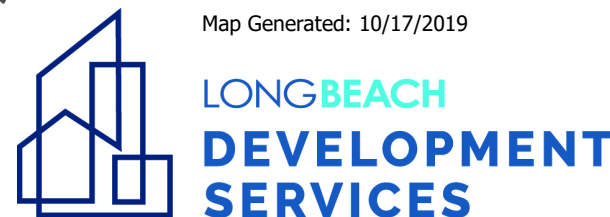


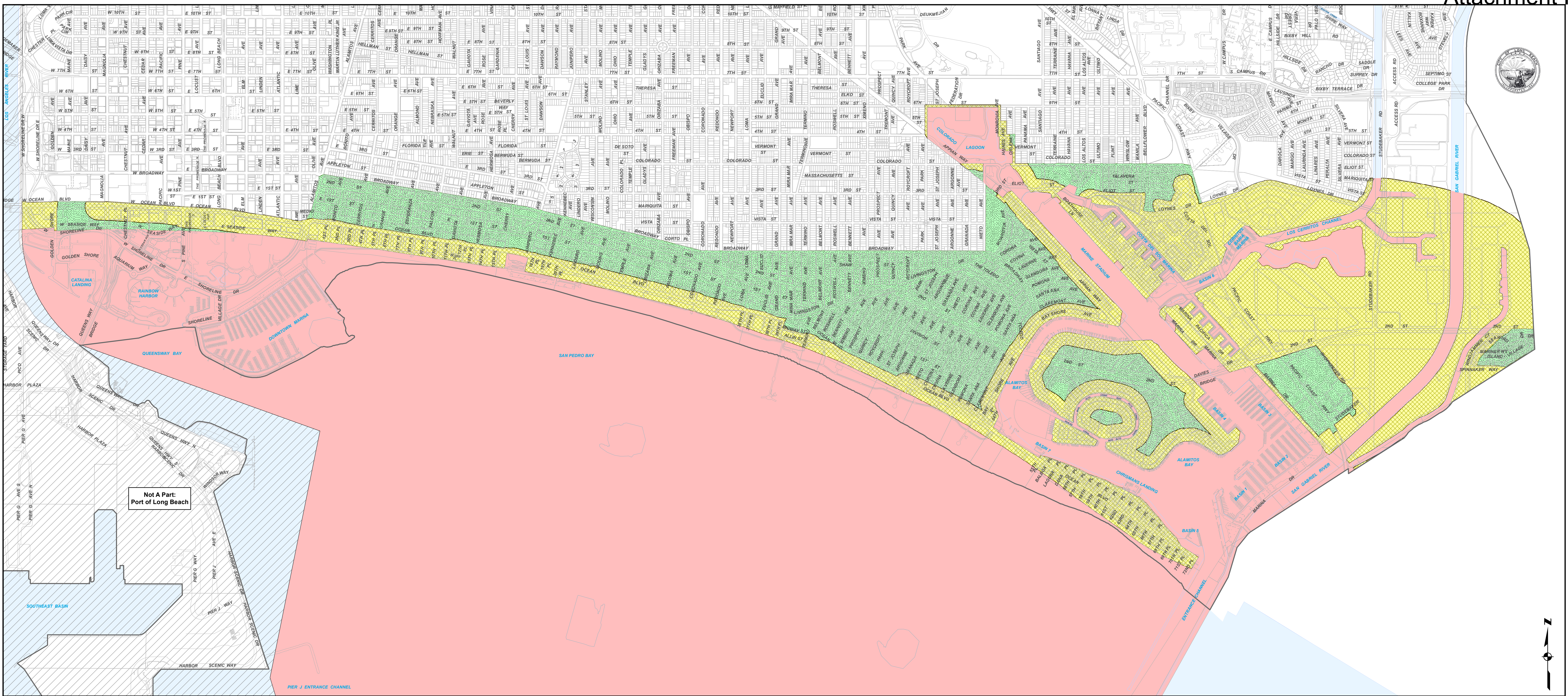
Proposed Noise District Map with PlaceTypes

- | | |
|--|---|
| <p> Proposed Noise District 2</p> <p>Existing Noise Districts</p> <p>District 1 - Remainder of City</p> <p> District 2</p> <p> District 3</p> <p> District 4</p> <p> District 5 - Other Agencies</p> | <p>Long Beach 2040 PlaceType In Proposed District 2</p> <p> DT, Downtown</p> <p> NSC-L, Neighborhood Serving Center or Corridor Low Density</p> <p> OS, Open Space</p> <p> TOD-L, Transit-Oriented Development Low Density</p> <p> TOD-M, Transit-Oriented Development Moderate Density</p> <p> WF, Waterfront</p> |
|--|---|



Map Generated: 10/17/2019





Not A Part: Port of Long Beach



City of Long Beach Coastal Zone

As of January 2023

- Appealable Area
- Coastal Commission Permit Jurisdiction
- Coastal Zone
- Not A Part: Port of Long Beach
- Assessor Parcels
- Waterways

Source: California Coastal Commission Data (Delivered to the City of Long Beach 1/5/2023)
MA-2022-001 (Coastal Commission Hearing Date 12/15/22)
Long Beach Resolution No. RES-21-0076 (Adopted 7/13/2021)

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LONG BEACH DEVELOPMENT SERVICES

FINAL ENVIRONMENTAL IMPACT REPORT
RESPONSE TO COMMENTS AND ERRATA

STATE CLEARINGHOUSE NO. 2019050009

**GENERAL PLAN NOISE ELEMENT AND
AMENDMENTS TO THE CITY'S NOISE ORDINANCE**

CITY OF LONG BEACH

Submitted to:

City of Long Beach
Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, California 90802

Prepared by:

LSA

September 2021

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1.0 INTRODUCTION

This document comprises the Comments and Responses and Errata volume of the Final Environmental Impact Report (EIR) for the City of Long Beach (City) General Plan Noise Element and amendments to the City's Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project) for the City of Long Beach. The purpose of this document is to respond to all comments received by the City regarding the environmental information and analyses contained in the Draft EIR. These responses are intended to clarify information already provided in the Draft EIR and do not constitute new information or require recirculation of the Draft EIR. These responses to comments should be considered part of the Final EIR for consideration by the City Council prior to certification of the Final EIR.

As required by the *California Environmental Quality Act (CEQA) Guidelines (State CEQA Guidelines)* Section 15087, a Notice of Completion (NOC), Notice of Availability (NOA), and copy of the Draft EIR were filed with the State Clearinghouse on March 23, 2021.

The NOA for the proposed project was published in the Press Telegram on March 23, 2021, distributed to various public agencies, citizen groups, Native American representatives, and interested individuals, and filed with the County of Los Angeles (County) Clerk on March 24, 2021. Copies of the Draft EIR were also made available for public review at City Hall and on the City's website. The Draft EIR was circulated for public review for a period of 45 days, from March 23, 2021, to May 6, 2021. Due to a noticing oversight, and in order to ensure that all interested parties had sufficient time to review, the public review period was extended from May 6, 2021, to June 14, 2021. On April 30, 2021, a notice of extension of the public review period was sent to the project distribution list and updated on the City's website.

A total of 21 submittals commenting on the proposed project were received during the public review period or immediately thereafter. Comments were received from local agencies, as well as interested parties.

Comments that address environmental issues are responded to thoroughly in this document. Comments that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; or (3) request the incorporation of additional information not relevant to environmental issues do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. However, the City has attempted to provide a response to each comment.

Section 15088 of the *State CEQA Guidelines*, Evaluation of and Response to Comments, states:

- (a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The lead agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.

(b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.

(c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving the reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.

(d) The response to comments may take the form of a revision to the Draft EIR or may be a separate section in the Final EIR. Where the response to comments makes important changes in the information contained in the text of the Draft EIR, the lead agency should either:

1. Revise the text in the body of the Draft EIR; or
2. Include marginal notes showing that the information is revised in the responses to comments.

Information provided in this Final EIR clarifies, amplifies, or makes minor modifications to the Draft EIR. No significant changes have been made to the information or analysis contained in the Draft EIR because of the responses to comments, and no significant new information has been added that would require recirculation of the Draft EIR document.

All comments, including those that do not address the analysis in the Draft EIR, will be forwarded to the City decision-makers for their consideration during the project approval process.

1.1 INDEX OF COMMENTS RECEIVED

Table A consists of an index list of the local agencies and interested parties that commented on the Draft EIR prior to the close of the public comment period or immediately thereafter. The comments received have been organized by date received and in a manner that facilitates finding a particular comment or set of comments. Each comment letter received is indexed with a number below.

Table A: List of Comments Received

Local Agencies		
L-1	Los Angeles County Sanitation Districts	May 6, 2021
L-2	Long Beach Unified School District	June 14, 2021
Interested Parties		
I-1	Pat Welch	May 13, 2021
I-2	Rae Gabelich	June 9, 2021
I-3	Mark Breslin	June 11, 2021
I-4	Claire Heiss	June 14, 2021
I-5	Claire Heiss	June 14, 2021
I-6	Debra Winter	June 14, 2021
I-7	Elizabeth & Sandra Stepan	June 14, 2021
I-8	Heidi Maerker	June 14, 2021
I-9	James Goodin	June 14, 2021
I-10	Katherine Kelton	June 14, 2021
I-11	Linda Scholl	June 14, 2021
I-12	Linda Scholl	June 14, 2021
I-13	Linda Scholl	June 14, 2021
I-14	Margaret Moustafa	June 14, 2021
I-15	Margaret Moustafa	June 14, 2021
I-16	Mary P. Mills	June 14, 2021
I-17	Randy Schafer	June 14, 2021
I-18	Sandra Stanton	June 14, 2021
I-19	Steven Ozawa	June 14, 2021

1.2 FORMAT OF RESPONSES TO COMMENTS

Responses to each of the comment letters are provided on the following pages. The comment index numbers are provided in the upper right corner of each comment letter, and individual points within each letter are numbered along the right-hand margin of each letter. The City’s responses to each comment letter immediately follow each letter and are referenced by the index numbers in the margins.

An Errata, with text revisions, has been prepared as Section 3.0, to provide corrections and clarifications to the Draft EIR where required.

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2.0 COMMENT LETTERS AND RESPONSES

2.1 FREQUENT COMMENTS AND COMMON RESPONSES

The following responses have been prepared to address frequent and similar comments received on the Draft EIR. These comments and responses are provided prior to the individual comment letters from local agencies and interested individuals and are referenced throughout Section 2.0, Comment Letters and Responses, of this Final EIR. All of the comments summarized below will be forwarded to the City decision-makers for their consideration during the project approval process.

Common Comment No. 1: A number of comments were made during the public review period for the Draft EIR that expressed concerns or comments related to the Draft Noise Element, as provided in Appendix B of the Draft EIR. These comments were not related to the analysis contained in the Draft EIR but rather were related to various components of the Draft Noise Element. Common concerns related to the Draft Noise Element included the categorization of Special Events as temporary rather than stationary noise sources, and requests for mitigation of Special Events noise impacts were made citing the *Governor's Office of Planning and Research, General Plan Guidelines* (2017).

Common Response No. 1: According to the *State CEQA Guidelines* Section 15088(b), CEQA requires that in the response to comments in a Final EIR, "The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections)". In addition, Section 15204.5(a) states, "When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

As described in Chapter 3.0 of the Draft EIR, the proposed project includes the adoption of the new General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80). The Noise Element is a vision document that will guide Long Beach's long-term planning decisions, holistic approach to ambient noise, and provide a framework for general policies including special events. At the request of the Long Beach City Council, the City also prepared a Special Events Noise Study, as a separate effort from the Noise Element Update. As described in Section 3.3.3, this Special Events Noise Study was released to the public on July 17, 2019, and outlined best practices for Special Events noise management. The categorization of Special Events as "temporary" is a planning decision made by the City outside of the general guidelines and policies provided in the Draft Noise Element and analyzed in the Draft EIR. Furthermore, the Draft EIR explains that due to the temporary and often seasonal nature of these events, and the fact that these events require approval through a permitting process, they are not considered representative of typical noise patterns that contribute to the existing ambient noise setting. Special events include a wide range of specific locations, time periods, sound amplification equipment, number of attendees, and other equipment that contribute to a wide range of potential noise levels. Due to the inconsistent natures of these events, regardless of frequency, these events are not considered stationary sources that can be regulated based on static criteria. Rather, each event is regulated according to its temporary and unique characteristics through the special events

permitting process. As described on Page 4.2-31 of the Draft EIR, stationary noise sources could include outdoor speakers; however, stationary noise sources considered in the Draft EIR are permanently installed and assume ongoing use. The operations from permanent stationary sources can be considered part of the existing ambient noise setting. The Draft EIR correctly analyzes the project design strategies proposed by the project and the related amendments to the Noise Ordinance that would ensure exterior and interior noise standards are set relative to applicable land uses in relation to truly stationary noise sources that can be monitored and regulated, resulting in a less than significant impact. As stationary noise sources identified in the Draft EIR would result in less than significant impacts, no mitigation is required.

Furthermore, the Draft EIR is compliant with the *Governor's Office of Planning and Research, General Plan Guidelines (2017)*, which specifically requests that the noise element analyze and quantify, to the extent feasible, noise from the following sources: highways and freeways; primary arterials and major local streets, passenger and freight rail and ground rapid transit; aviation, military, and other facilities related to airport operations; industrial plants; and other stationary sources identified by local agencies that contribute to the noise environment. However, the Draft Noise Element does establish general strategies and policies that help minimize noise impacts, including those that occur on a periodic basis, such as those from special events (Strategy No. 13). As described above, the City does not identify short-term, temporary, and seasonal special events as stationary noise sources that consist of typical noise patterns and contribute to the existing ambient noise setting. Therefore, the City will consider the comments provided; however, comments related to the categorization of Special Events do not comment on the adequacy of the analysis provided in the Draft EIR.

Several comments also requested additional citizen participation for the Special Events permitting process. As stated in the Draft EIR, Policy N 13-2 states that the City's policy is to provide an efficient and standardized process for special events permitting in order to increase predictability for residents and applicants. In 2017–2018, a variety of public engagement strategies were employed as part of the Noise Element update, including a significant online outreach component, "Listen Up Long Beach", a crowd-sourced digital mapping tool for the community to report on local noise issues. Additionally, multiple stakeholder meetings and focus groups were held, and media outreach was conducted via Facebook and Twitter. Feedback gathered from these engagements was included in the Noise Element Existing Conditions Report, released in March 2018. As part of the Special Events Noise Study described above, Development Services staff facilitated focus groups to discuss Special Events and Outdoor Noise at meetings on October 17, 2018. Additionally, Development Services staff supported the City Special Events and Filming team at a public open house on September 26, 2019, for their Special Events Noise Study. City staff will consider the comment and request for additional citizen participation in the permitting process when developing the implementation approach for Policy N 13-2; however, this comment is not a comment on the contents, analysis, or adequacy of the Draft EIR and does not require a response pursuant to CEQA.

Common Comment No. 2: Several comments also request that standards for noise limits be added to the Draft Noise Element in Appendix B as shown in Tables 3.2 and 3.3 of the Draft EIR; commenters also request the inclusion of these tables in the Draft Noise Element as a means of providing enforcement for Special Events (as described below in Common Response No. 2, these

tables do not correspond to Special Events noise; Special Events noise is regulated and enforced by the City Department of Health and Human Services through the City's review during each Special Events permit application process). Comments on the standards for noise limits also included concerns related to the noise standards for various PlaceTypes in the City.

Common Response No. 2: Tables 3.2 and 3.3 of the Draft EIR provide proposed updates to the current Long Beach Municipal Code Section 8.80.160 for Exterior noise limits and Section 8.80.170 for Interior noise limits. These updates are a part of the proposed project, although the Draft Noise Element itself does not update the Noise Ordinance and Municipal Code. The Draft Noise Element appropriately does not include these tables as the purpose of the General Plan Noise Element is to establish goals and policies related to noise, while the Municipal Code and Noise Ordinance establish the actual noise limits for non-transportation related sources and can be updated without creating the need for a General Plan Amendment. Section 3.4.4 of the Final EIR has been revised to clarify "Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of non-transportation related sound within the City." Unlike Tables 3.2 and 3.3, Table 3.1 would not update the Noise Ordinance or Municipal Code, but rather provide limits for transportation sources as part of the Noise Plan and is therefore included in the Draft Noise Element. The Draft Noise Element includes policies that require compliance with the Noise Ordinance, either current or as amended. Furthermore, as described in Project Design Feature (PDF) 4.1.1, amendments to the Municipal Code are included as part of the proposed project to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code.

PlaceTypes were adopted by the City as part of the General Plan Land Use Element and Urban Design Element (LUE/UDE) adopted in 2019; the LUE/UDE Project included a project design feature requiring that the City implement a Zone Change Program designed to resolve any zone change inconsistencies within 5 years of project approval. Therefore, designations of PlaceTypes and zoning are not part of the proposed project and comments related to these adopted land use regulations do not comment on the adequacy of the analysis in this Draft EIR. The proposed Noise Districts identified in the Draft EIR correspond to the previously adopted LUE Placetypes and thus are needed for consistency with the adopted LUE. The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed-use development or are planned for mixed-uses and commercial uses in the future, as established by the adopted LUE. The proposed amendments to the Noise Ordinance include adding Mixed Use as a land use type in Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code, with the corresponding maximum allowable daytime and nighttime decibel levels shown in Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits. These proposed amendments to the tables are needed for consistency with proposed amendments to the Noise District Map. These proposed amendments incorporate mixed uses while maintaining the existing standards for indoor and outdoor noise limits for all other districts including residential and other noise-sensitive land uses such as schools. The No Project alternative would increase project-related land use impacts because no changes to the current General Plan or Municipal Code would occur, resulting in inconsistencies between the Draft Noise Element, Noise Ordinance, and the adopted LUE. These inconsistencies would conflict with State recommendations provided by the State Office of the Attorney General related to the updating of General Plans. Furthermore, without approving the proposed project and adopting the Draft Noise Element, there is the potential for greater project-

related noise impacts because new strategies and policies in the proposed Noise Element aimed at minimizing noise impacts would not be adopted. The strategies and policies established by the proposed project would reduce potential impacts related to incompatible land uses and noise, and would promote a healthy noise environment in the City.

Common Comment No. 3: Comments were also provided regarding the City's noise insulation standards in habitable rooms with doors and windows closed. The comments raised concerns regarding the lack of air conditioning in older buildings that may inhibit the ability to keep windows closed during certain times of the year.

Common Response No. 3: As described in Section 4.2.5.2 in the Draft EIR, these standards are based on the requirements of the California Code of Regulations, Title 24. Therefore, the City will consider the comments provided; however, comments related to the interior noise insulation standards demonstrate concern regarding existing State regulations and the state of existing, older buildings, but do not comment on the adequacy of the analysis provided in the Draft EIR.

Common Comment No. 4: Several comments cited Section 46000 of the California Health and Safety Code related to excessive noise as a hazard to public health.

Common Response No. 4: California Noise Law Section 46000 provides overarching policies at the State level that are incorporated by the City in their creation of their own goals and policies related to noise regulations. As stated in Section 4.2.7 of the Draft EIR, the proposed Noise Element includes strategies and policies that are intended to provide protection for land uses from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City, consistent with the guidance in Section 46000. In addition, as with other laws and regulations enforced by other agencies that protect public health and safety, the City, as the lead agency, has the authority other than CEQA to require measures to protect public health and safety. Furthermore, the A-weighted scale is the weighting scale most commonly used for Occupational Safety and Health Administration (OSHA) regulatory measurements and is therefore used throughout the analysis in the Draft EIR for the analysis of noise-related impacts to public health. The C-weighted scale is not considered in this analysis because the types of sound pressure most appropriately measured by the C-weighted scale are not typical of the ambient noise environment. While the C-weighted scale may be used for special events with low frequency noise, those events are not analyzed in the Draft EIR as part of the ambient noise setting, due to their temporary nature and varying noise characteristics. Section 46000 is also cited in the Regulatory Setting for the Special Events Noise Study (2019) prepared by the City as a separate process from the Draft Noise Element Draft EIR. Therefore, the City will consider the comments provided; however, the Draft EIR appropriately uses the A-weighted scale to address health concerns for noise impacts.

2.2 LOCAL AGENCIES

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**LOS ANGELES COUNTY
SANITATION DISTRICTS**
Converting Waste Into Resources

Robert C. Ferrante

Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

May 6, 2021

Ref. DOC 6119570

Ms. Jennifer Ly, Planner
City of Long Beach
Department of Development Services
Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Ms. Ly:

DEIR Response Letter for Long Beach
General Plan Noise Element and Amendments to the City's Noise Ordinance

The Los Angeles County Sanitation Districts (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on March 23, 2021. The City of Long Beach (City) is located within the jurisdictional boundaries of Districts Nos. 1, 2, 3, 8, and 19. We offer the following comment:

- 4.19 UTILITIES/SERVICE SYSTEMS, *page 4-51*, Wastewater – Wastewater generated in the City is treated at either the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of 259.7 mgd, or the Long Beach Water Reclamation Plant, which has a capacity of 25 mgd and currently processes an average flow of 11.9 mgd.

All other information concerning Districts' facilities and sewerage service contained in the document is current. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacsd.org.

Very truly yours,

Adriana Raza

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

LOS ANGELES COUNTY SANITATION DISTRICTS

LETTER CODE: L-1

DATE: May 6, 2021

RESPONSE L-1-1

The comment states that the Los Angeles County Sanitation Districts (Districts) received the Draft Environmental Impact Report (EIR) for the project on March 23, 2021. The comment also states that the City of Long Beach is within the jurisdictional boundaries of District Nos. 1, 2, 3, 8, and 19.

This comment is introductory in nature and does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State of California Environmental Quality Act (CEQA) Guidelines*. No further response is necessary.

RESPONSE L-1-2

The comment references Page 4-51 of the Draft EIR and states that wastewater generated in the City is treated at either the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of 259.7 mgd, or the Long Beach Water Reclamation Plant, which has a capacity of 25 mgd and currently processes an average flow of 11.9 mgd.

This comment clarifies information provided in the Initial Study (Appendix A) for the discussion of Utilities and Service Systems. While this clarification is noted, as stated on Page 2-13 of the Draft EIR in Section 2.4, Effects Found Not to be Significant, approval of the proposed project is the adoption of the General Plan Noise Element, which does not include or facilitate improvements that would impact wastewater facilities. Therefore, no revisions or further analysis are required.

RESPONSE L-1-3

The comment states that all other information concerning the Sanitation Districts' facilities and service is current and provides contact information for questions.

This comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: LBUSD Comments to DEIR for the Noise Element (SCH NO. 2019050009)
Date: Monday, June 14, 2021 3:35:46 PM
Attachments: [image001.png](#)
[image002.png](#)
[210614_LBUSD Comments to DEIR Noise Element.pdf](#)

For LSA

From: Tracy Nishihira <TNishihira@lbschools.net>
Sent: Monday, June 14, 2021 10:33 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Cc: David Miranda <DMiranda1@lbschools.net>
Subject: LBUSD Comments to DEIR for the Noise Element (SCH NO. 2019050009)

-EXTERNAL-

Good afternoon,

Please find attached the Long Beach Unified School District's comments following review of the Draft EIR for the General Plan Noise Element.

Thank you,



Tracy Nishihira, AIA
Interim Planning Administrator
Long Beach USD – Facilities Development & Planning

Email: tnishihira@lbschools.net
Phone: 562-997-7550 | Cell: 310-339-2507

L-2-1

The content of this email is confidential and intended for the recipient specified in message only. It is strictly forbidden to share any part of this message with any third party, without a written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.



BUSINESS DEPARTMENT – Facilities Development & Planning
Office of the Executive Director
2425 Webster Avenue, Long Beach, CA 90810
(562) 997-7550 Fax (562) 595-8644

June 14, 2021

Ms. Jennifer Ly, Planner
City of Long Beach Development Services, Planning Bureau
411 West Ocean Blvd. Third Floor
Long Beach, CA 90802

[Via US Mail and Email
LBDS-EIR-Comments@LongBeach.gov](mailto:LBDS-EIR-Comments@LongBeach.gov)

RE: Comments on the Draft Environmental Impact Report for the Noise Element (SCH No. 2019050009)

Dear Ms. Ly,

The Long Beach Unified School District (LBUSD or School District) appreciates the opportunity to comment on the Noise Element (Project) Draft Environmental Impact Report (DEIR) prepared by the City of Long Beach. We understand the City of Long Beach is the lead agency for the Project under the California Environmental Quality Act (CEQA).

L-2-2

In addition to established high standards of academic excellence for its students, LBUSD is committed to providing a safe learning and work environment for both students and employees. Thus, the District's primary concern in its review of the DEIR is to distinguish that all potential noise impacts from the Project are properly addressed, analyzed, and mitigated to assure an environment conducive to learning.

According to the DEIR, future construction activities and development would be required to adhere the interior and exterior noise standards under the City's existing Municipal Code. Impacts would, therefore, would be considered less than significant. Additionally, the DEIR proposes strategies and policies that would reduce impacts from construction noise, vibration and stationary noise sources.

L-2-3

Comment: Excessive construction noise, although short-term in nature, could be a nuisance as well as a distraction to effective outdoor and indoor instruction. As such, the level of significance associated with construction noise, vibration and stationary noise sources should be based on a project-specific noise study. Additionally, vibration activities in excess of allowable levels on school properties, they should be limited to hours when school is not in session, not just outside early morning hours.

Proposed Noise Element Strategy No. 12, Policy N 12-5 states that all residential units located within 500 feet of a construction site should be sent a notice regarding the construction schedule.

L-2-4

Comment: Notices should be provided to all noise-sensitive land uses within 500 feet of a construction site, not just residential units. Notices should also be provided to all properties if construction noise exceeds acceptable noise standards at that property. Furthermore, if exceedance of noise levels occurs at a school, LBUSD requests that the City and/or project applicant coordinate with LBUSD's Facilities Branch to avoid construction activities during testing periods.

Once again, LBUSD appreciates the opportunity to participate in the environmental review process. We trust that you share our goal of ensuring there no significant impacts to our schools under the proposed Noise Element.

L-2-5

If you have any questions or concerns, please contact our office at (562) 997-7550.

Sincerely,

David Miranda
Executive Director, Facilities Development & Planning
Long Beach Unified School District

LONG BEACH UNIFIED SCHOOL DISTRICT

LETTER CODE: L-2

DATE: June 14, 2021

RESPONSE L-2-1

This comment is an introductory email that explains that the Long Beach Unified School District's (LBUSD) comments can be found in the provided attachment.

This comment is introductory and does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

RESPONSE L-2-2

The comment expresses LBUSD's appreciation for the opportunity to comment and states that their primary concern to review the Draft EIR to distinguish if all potential noise impacts are properly addressed, analyzed, and mitigated to assure an environment conducive to learning.

Specific comments on the Draft EIR and analysis are provided in the following comments below.

RESPONSE L-2-3

The comment cites the Draft EIR conclusion that construction noise impacts would be less than significant with adherence to the interior and exterior noise standards under the City's existing Municipal Code. The comment states excessive construction noise, although short-term in nature, could be a nuisance as well as a distraction to effective outdoor and indoor instruction. As such, the level of significance associated with construction noise, vibration, and stationary noise sources should be based on a project-specific noise study. Additionally, vibration activities in excess of allowable levels on school properties should be limited to hours when school is not in session, not just outside early morning hours.

Regarding the request for project-specific noise studies to determine the significance of construction and stationary noise levels as well as construction-related vibration, it is currently a requirement of both CEQA and the City to analyze all project impacts to surrounding sensitive uses from both short-term construction noise and vibration as well as long-term stationary noise and vibration sources during the review process for all discretionary projects. As the proposed project is a policy/planning action and does not include or facilitate physical improvements or development, a project-specific noise study is not appropriate as future project details and plans are not available. However, project-specific noise studies would be prepared for future discretionary projects proposed that would result in potential impacts related to construction and/or operational noise. While regulations associated with vibration impacts to schools are not specifically described in the Draft Noise Element EIR or the current version of the Draft Noise Element, Policy N 12-2 requires the City

to “Limit the allowable hours for construction activities and maintenance operations near sensitive uses” and Section 4.2.4.2 of the Draft EIR expressly lists schools as a noise-sensitive receptor that would be considered through this policy.

RESPONSE L-2-4

The comment cites Proposed Noise Element Strategy No. 12 Policy N 12-5 and states that notices should be provided to all noise-sensitive land uses within 500 feet of a construction site, not just residential units. Notices should also be provided to all properties if construction noise exceeds acceptable noise standards at that property. Furthermore, if exceedance of noise levels occurs at a school, LBUSD requests that the City and/or project applicant coordinate with LBUSD’s Facilities Branch to avoid construction activities during testing periods.

This comment will be forwarded to the City decision-makers for their consideration during the project approval process. Further, City staff will consider the comment and request for additional noticing for construction in their determination for the proper implementation of Policy N 12-5; additional requests regarding implementation of this proposed policy do not comment on the adequacy of the analysis provided in the Draft EIR. No further response is necessary.

RESPONSE L-2-5

The comment concludes the letter and provides contact information for the LBUSD office.

This comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

2.3 INTERESTED PARTIES

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From: [LBDS-EIR-Comments](#)
To: [Shelby Cramton](#)
Cc: [Jennifer Ly](#)
Subject: Fw: Noise Element Comments
Date: Thursday, May 13, 2021 12:36:57 PM

For LSA

From: Pat Welch <jpatwelch@gmail.com>
Sent: Thursday, May 13, 2021 1:42 AM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: Noise Element Comments

-EXTERNAL-

The Noise Element seeks to exempt Special Events from some requirements on the basis that they are non-recurring.

This assumption is incorrect based on past experience. Waterford residences are exposed to Special Events almost every weekend, and sometimes two events on a weekend. Foot races can start blaring PA systems as early as 4:30am. Concerts can go to midnight.

The Element also specifies that resident measurements should be taken indoors with the windows closed. Residents can presumably run the air conditioner during the summer.

Another false assumption. Most residents in our older buildings do not have air conditioning. Furthermore, running the air conditioner when you could otherwise open the windows and enjoy the cool ocean breezes is contrary to the Climate Action and Adaptation Plan which wants residents to minimize their carbon footprint.

Thanks,

Pat Welch 310-367-0595

I-1-1

I-1-2



Virus-free. www.avg.com

PAT WELCH

LETTER CODE: I-1

DATE: May 13, 2021

RESPONSE I-1-1

The comment states that the Draft Noise Element seeks to exempt Special Events from some requirements on the basis they are non-reoccurring, but the commenter disagrees with this assumption.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-1-2

The comment states that noise measurements taken indoors with the windows closed assumes residents can run the air conditioner during the summer, but states that most residents in their building do not have air conditioning. In addition, the comment states that running the air conditioner is contrary to the Climate Action and Adaptation Plan, which encourages residents to minimize their carbon footprint.

Please refer to Common Response No. 1 for a discussion of noise measurement standards. While the commenter is correct that reducing the use of air conditioning equipment will also reduce emissions, the City of Long Beach's Climate Action and Adaptation Plan does not prohibit the use of air conditioners, and states that the reduction of emissions can be achieved through various personal actions, such as decreasing reliance on personal motor vehicles.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: Noise Element EIR
Date: Tuesday, June 8, 2021 11:45:33 PM

For LSA

From: RAE GABELICH <hoorae1@aol.com>
Sent: Wednesday, June 9, 2021 1:45 AM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Cc: Al Austin <Al.Austin@longbeach.gov>; Jonathan Kraus <Jonathan.Kraus@longbeach.gov>; Suzie Price <Suzie.Price@longbeach.gov>; Stacy Mungo <Stacy.Mungo@longbeach.gov>; Council District 4 <District4@longbeach.gov>; Council District 7 <District7@longbeach.gov>; RAE GABELICH <hoorae1@aol.com>; Council District 6 <District6@longbeach.gov>
Subject: Noise Element EIR

-EXTERNAL-

Re: Updating the Noise Element of the General Plan

I would like to see a section of this updated document include the use of gas powered leaf blowers on residential properties.

The noise from some of these machines is a daily disturbance across our city. I understand large properties such as golf courses, parks and parkways, but not residential homes.

Personally speaking, six days a week, at 7:45a.m., a homeowner across from my home has their maintenance crew blowing their entire property. This noise can last as long as 2 hours because of the size of their lot. It appears they have one very large messy tree that they do not want to see the leaves and berries on their lanais or driveway. As a result, homes within .25 mile must listen to this nearly 300 days per year.

With today's technology I would like to see our city require that the use of gas powered units, that go above a certain decibel level, be banned in Long Beach. There are surrounding cities that do ban them citywide. Let's take that next step and find a quieter way to maintain our neighborhoods.

Since Long Beach is still working on updating our General Plan that has not been changed since 1975, we are due for some serious adjustments that impact each and every neighborhood.

Thank you for your consideration!

Rae Gabelich

I-2-1

RAE GABELICH

LETTER CODE: I-2

DATE: June 8, 2021

RESPONSE I-2-1

The comment requests the inclusion of gas powered leaf blowers on residential properties as a daily noise disturbance for residences. The comment further requests gas powered units above a certain decibel level be banned.

Operations associated with equipment such as leaf blowers are regulated by the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80). While policies have been included in the City's Draft Noise Element to minimize stationary source operations, specific restrictions regarding operations to leaf blowers are not provided within the Draft Noise Element. Therefore, comments related to the operations of gas-powered leaf blowers do not comment on the adequacy of the analysis provided in the Draft Environmental Impact Report (EIR). This comment will be forwarded to the City decision-makers for their consideration during the project approval process.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: Comments Regarding Noise & EIR
Date: Friday, June 11, 2021 2:21:18 PM

For LSA

From: Mark Breslin <mbreslin@unitedcontractors.org>
Sent: Friday, June 11, 2021 9:11 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: Comments Regarding Noise & EIR

-EXTERNAL-

While some residents may have concerns related to events and programs in the vicinity, it is our view that as residents choosing to live in an urban, vital and culturally rich environment, it comes with the territory. The City of Long Beach continues to become a destination for top line entertainment, events and programs and to limit these due to seasonal noise issues seems shortsighted and frankly NIMBYism that does not account for the community at large.

Every event is not too my liking. All the music is not my favorite. Sounds of the beach and city sometime might be intrusive, but choosing to live on Alamitos Beach (3rd floor right on the beach) and expecting whispers of palm fronds to be the predominant soundscape is unrealistic. We support the events, programs and the sound that comes with it.

Mark Breslin / Karen Marasigan
850 East Ocean # 305
Long Beach CA

I-3-1

MARK BRESLIN

LETTER CODE: I-3

DATE: June 11, 2021

RESPONSE I-3-1

The comment states that the commenter's support for events and programs in the City and the associated sound related to these events and programs.

This comment expresses general support for the proposed project and does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. The comment is noted and no further response is necessary.

June 14, 2021

Planning Bureau, City of Long Beach Development Services, Long Beach, CA 90802
LBDS-EIR-Comments@LongBeach.gov Attention, Jennifer Ly

Re: The current EIR draft: Amplified noise from city-permitted outdoor entertainment on the beach

Dear Ms. Ly:

I object to the current Environmental Impact Report (EIR) draft classifying the city-permitted outdoor entertainment with excessive amplified sound on the beach front venues of Alamitos Beach, the Convention Center parking lot, Rainbow Lagoon, and the Marina Green as temporary.

I-4-1

Given that these events happen repeatedly spring, summer, and fall with noise levels up to and exceeding 90 dBA, up to 12 hours a day, 3 days in a row, year after year, they are not temporary. They are, in fact, a **Stationary Noise Source**.

The amplified noise from these events made my home at 850 East Ocean Blvd unlivable, making objects on shelves shake. I and my neighbors documented the noise level from these events and repeatedly shared the information with the city and asked the city to control the amplified noise. Rather than protecting us as required by California Noise law 46000, the city increased the frequency of these events. In an effort to stay in the home I loved, I installed triple pane windows in my home. It was still unlivable during these events. The sound reverberated in my unit, frequently forcing me to leave my home for days at a time.

I-4-2

The current Noise Element draft states on page 34 that, "Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. [and] . . . prolonged noise exposure in excess of 75 dBA increase[s] body tensions and thereby affect[s] blood pressure and functions of the heart and the nervous system. . . . extended periods of noise exposure above 90 dBA would results in permanent damage." It also states on page 35 that nighttime disturbances--such as the disturbances from setting up and taking down the entertainment facilities--is also a health threat, especially to senior citizens.

I-4-3

I lost hearing in my right ear during the time I lived on East Ocean Blvd. I and the majority of people living in the high-rise buildings on East Ocean are senior citizens.

As a senior citizen with diabetes, this situation forced me at great inconvenience and financial loss to move since the city's behavior indicated it was not planning to protect its residents. Until the city corrects this situation, it will be difficult for me to forgive the city for knowingly violating my right to live in my home without the intrusion of city-permitted excessive, amplified noise which was a hazard to my health.

I urge the city to correct this unacceptable situation by reclassifying Special Events and all other city-permitted events in these beach-front venues as a **Stationary Noise Source** and controlling the amplified noise level from these events by the time it reaches the adjacent high-density buildings on East Ocean Blvd.

I-4-4

Sincerely,

Claire Heiss
Formerly 850 East Ocean Blvd, Unit 1309, Long Beach. Currently 104 Kingfisher Ct., Long Beach

Cc: Robert.Garcia@LongBeach.gov, Tom.Modica@LongBeach.gov, Kelly.Colopy@LongBeach.gov,
Cindy.Allen@LongBeach.gov, Jennifer.Ly@LongBeach.gov.

CLAIRE HEISS

LETTER CODE: I-4

DATE: June 14, 2021

RESPONSE I-4-1

The comment states the commenter's objection to the Draft EIR's classification of city-permitted outdoor entertainment with amplified sound on beachfront venues of Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green as temporary. The comment further states that given the repeat nature of these events, they are Stationary Noise Sources rather than temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-4-2

The comment states that the amplified noise results in shaking shelves and states that they have measured the noise levels and shared this information with the City. The commenter also cites California Noise Law 46000 and states that the City has increased the frequency of events. The comment further states that the sound has forced the commenter to leave their home for days at a time.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. 4 for a discussion on California Noise Law 46000 of the Health and Safety Code. This comment will be forwarded to the City of Long Beach decision-makers for their consideration during the project approval process.

RESPONSE I-4-3

The comment cites the Noise Element draft discussion on damage to human hearing at prolonged noise exposure and states that the Noise Element draft also cites nighttime disturbances as a health threat. The comment concludes that the city-permitted excessive amplified noise is a hazard to their health.

Please refer to Common Response No. 4 for a discussion of noise and public health. This comment will be forwarded to the City decision-makers for their consideration during the project approval process.

RESPONSE I-4-4

The comment requests Special Events and all other city-permitted events in beachfront venues be reclassified as Stationary Noise Sources and that the noise level of these events be controlled for impacts to adjacent high-density buildings on East Ocean Boulevard.

Please refer to Common Response No. 1 for a discussion of Special Events.

June 14, 2021

Planning Bureau, City of Long Beach Development Services, Long Beach, CA 90802
LBDS-EIR-Comments@LongBeach.gov, Attn: Jennifer Ly, Planner

Re: The current Noise Element draft: Amplified sound from city permitted entertainment on the Beach

Dear Ms. Ly:

I object to the absence in the current Noise Element draft of enforceable noise standards for the amplified noise from city-permitted outdoor entertainment on Alamitos Beach, the Convention Center parking lot, Rainbow Lagoon, and the Marina Green permitted by the Department of Special Events and the Convention Center. While these venues have separate names, they are adjacent to each other and constitute one acoustic environment. They are also adjacent to seven high-density, high-rise residential buildings. Given that the city repeatedly permits outdoor entertainment with amplified noise spring, summer, and fall with noise levels up to and exceeding 90 dBA, up to 12 hours a day, 3 days in a row, year after year, to the people who live adjacent to these venues, these Special Events are not temporary. They are a **Stationary Noise Source** and need to be controlled to comply with California Noise Law 46000.

I-5-1

The current Noise Element draft states on page 34 that, "Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. [and] . . . prolonged noise exposure in excess of 75 dBA increase[s] body tensions and thereby affect[s] blood pressure and functions of the heart and the nervous system. . . . extended periods of noise exposure above 90 dBA would results in permanent damage." In the same document, on page 35, it states that nighttime disturbances--such as the disturbances from setting up and taking down the entertainment facilities--is also a health threat, especially to senior citizens.

I lost hearing in my right ear during the time I lived on East Ocean Blvd. I and the majority of people living in the high-rise buildings on East Ocean are senior citizens.

I-5-2

Yet, there is nothing in the current Noise Element draft that protects people living adjacent to these beach-front venues from city-permitted, excessive amplified noise by the time the noise reaches their homes.

As a senior citizen with diabetes, this situation forced me at great inconvenience and financial loss to move since, despite our repeated pleas to the city to control the amplified noise, the city's behavior indicated it was not planning to protect its residents. Until the city corrects this situation, it will be difficult for me to forgive the city for knowingly violating my right to live in my home without the intrusion of city-permitted excessive, amplified noise which was a hazard to my health.

I urge the city to correct this unacceptable situation by including healthy, enforceable noise standards for amplified noise from city-permitted outdoor entertainment adjacent to the residences on East Ocean Blvd downtown by the time the noise reaches the residences.

I-5-3

Sincerely,

Claire Heiss
Formerly 850 East Ocean Blvd, Unit 1309, Long Beach. Currently 104 Kingfisher Ct., Long Beach

Cc: Robert.Garcia@LongBeach.gov, Tom.Modica@LongBeach.gov, Kelly.Colopy@LongBeach.gov,
Cindy.Allen@LongBeach.gov, Jennifer.Ly@LongBeach.gov

CLAIRE HEISS

LETTER CODE: I-5

DATE: June 14, 2021

RESPONSE I-5-1

The comment states the commenter's objection to the Draft EIR's classification of city-permitted outdoor entertainment with amplified sound on beachfront venues of Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green as temporary. The comment further states that given their proximity to each other, these venues should be considered one acoustic environment. Lastly, the comment states that due to the repeat nature of these events, they are Stationary Noise Sources rather than temporary and need to comply with California Noise Law 46000.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. for a discussion on California Noise Law 46000 of the Health and Safety Code.

RESPONSE I-5-2

The comment cites the Noise Element draft discussion on damage to human hearing at prolonged noise exposure and states that the Noise Element draft also cites nighttime disturbances as a health threat. The comment concludes that the current Noise Element draft does not include any protections for people living adjacent to these beach front venues and city-permitted excessive amplified noise is a hazard to their health.

Please refer to Common Response No. 4 for a discussion of noise and public health. This comment will be forwarded to the City of Long Beach decision-makers for their consideration during the project approval process.

RESPONSE I-5-3

The comment urges the City to include healthy, enforceable noise standards for amplified noise from city-permitted outdoor entertainment adjacent to residences on East Ocean Boulevard.

Please refer to Common Response No. 1 for a discussion of Special Events.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: OCEAN RESIDENT: NOISE EIR REVIEW COMMENTS
Date: Monday, June 14, 2021 12:35:55 PM

For LSA

From: Deb Gabaldon <debrawinter50@yahoo.com>
Sent: Monday, June 14, 2021 7:08 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: Fw: OCEAN RESIDENT: NOISE EIR REVIEW COMMENTS

-EXTERNAL-

Subject: OCEAN RESIDENT: NOISE EIR REVIEW COMMENTS

June 14, 2021
City of Long Beach Development Services, Planning Bureau
Long Beach, CA 90802
Email: LBDS-EIR_Comments@LongBeach.gov
Attn: Jennifer Ly, Planner

Review of the Draft Noise Element, December 2019

Dear Ms. Ly:

The following are my concerns:

- The City-owned Special Events area incorporating Alamitos Beach, Marina Green, Rainbow Lagoon, and the Convention Center parking should be considered a single entity subject to the Noise Ordinance requirements. Special Events are held weekly between April and October. These are not "temporary" events as described in the EIR, but are a "Stationary Noise Source" that requires mitigation by the State of California. I-6-1
- Consider resident representation and participation in the Special Events permitting process. I-6-2
- The current Noise Ordinance requirement to measure indoor noise with the windows open (seasonal position) must remain in place. I-6-3
- Noise limits are missing from the document. Tables 3.2. and 3.3 from the EIR (March 2021) need to be added. Without stated noise limits, enforcement is not possible. I-6-4

We have code and regulations that address noise emanating from motorcycles, loud pipes, and fireworks. I would like to see some discussion of responsibility and enforcement needed to keep residents safe from the noise that may be a hazard to our mutual health and welfare.

I-6-5

Debra Winter
411 W Seaside Way, #1403
Long Beach CA 90802

cc:
Robert Garcia, Mayor
Cindy Allen, 2nd District Councilwoman
Tom Modica, City Manager
Kelly Colopy, Director, Department of Health and Human Services

DEBRA WINTER

LETTER CODE: I-6

DATE: June 14, 2021

RESPONSE I-6-1

The comment states that the City-owned Special Events area incorporating Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green should be considered a single entity subject to the Noise Ordinance requirements. The comment further states that given the repeat nature of these events, they are Stationary Noise Sources rather than temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-6-2

The comment requests the City consider resident representation and participation in the Special Events permitting process.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-6-3

The comment states that the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) must remain in place.

This requirement is present in the current Noise Ordinance and is not proposed to be revised under the proposed project. While other potential changes to the Municipal Code and Noise Ordinance are described, the proposed changes to the Municipal Code and Noise Ordinance are appropriately not included in the Draft Noise Element. The Noise Element, as part of the General Plan, is a long-term policy document while the Noise Ordinance and Municipal Code are the tools used to establish and enforce noise limits and can be revised as necessary without amending the General Plan. Therefore, the Draft Noise Element includes policies that require compliance with the Noise Ordinance, either current or as amended. This comment will be forwarded to the City of Long Beach decision-makers for their consideration during the project approval process.

RESPONSE I-6-4

The comment states noise limits are missing from the document and Tables 3.2 and 3.3 from the EIR need to be added for enforcement of stated noise limits.

Please refer to Common Response No. 2 for a discussion of the relation of the tables provided in the Draft EIR for proposed changes to the Noise Ordinance in relation to the Draft Noise Element.

RESPONSE I-6-5

The comment requests a discussion of responsibility and enforcement to keep residents safe from noise that may be hazardous to health and welfare.

Please refer to Common Response No. 4 for a discussion of noise and public health.

June 14, 2021

City of Long Beach Development Services, Planning Bureau

Long Beach, CA 90802

Email: LBDS-EIR_Comments@LongBeach.gov

Attn: Jennifer Ly, Planner

Review of the Draft Noise Element, December 2019

Dear Ms. Ly:

Thank you very much for the opportunity to review the draft Noise Element. All Long Beach citizens are entitled to an environment without intrusions of noise which may be hazardous to their health or welfare. As a resident of the downtown waterfront, my review of the draft Noise Element has brought about the following areas of concern:

I-7-1

These are as communicated to you by the president of ORCA, I strongly support the position of ORCA on this matter.

- Noise limits are missing from the document. Tables 3.2. and 3.3 from the EIR (March 2021) need to be added. Without stated noise limits, enforcement is not possible.

I-7-2

- Indoor noise measurements need to be made with windows in the seasonal (usually open in summer) position. This is the current Noise Ordinance requirement--do not change it! Waterfront homes were built to be cooled by ocean breezes.

I-7-3

- Include a resident's representative in the Special Events permitting process. Many other cities have a review board for special events that has resident membership.

I-7-4

- Ensure that Special Events conducted near homes adjacent to Alamitos Beach, Marina Green, Rainbow Lagoon, and the Convention Center parking lot are

I-7-5



subject to the Noise Ordinance requirements. My home is rattled with excessive amplified noise every weekend between April and October. These are not "temporary" events as described in the EIR, but are a "Stationary Noise Source" that requires mitigation by the State of California.

I-7-5

In addition to the ORCA statements, I am disappointed to say that to my way of thinking the city is not acting in good faith in this matter. The report is very professionally prepared, indeed one might say slick, but the true heart for residents is not there. I do not hear the city asking a core question of how loud do events need to be for the ticket holders to enjoy the music or other sound? Rather, why does the question seem to be, how loud can we permit without getting serious residential pushback? Or, as a resident of this area since I started working at LBCC as a counselor in 1976 (a long time resident), I wonder, is one goal of many of these events and sound systems to make the sound as loud as possible with new technology and heard across the area, because they can? Much of the hurtful behavior in our cities these days may be because an individual says, I will do this (ie hit and run, road rage, shootings, loud cars, scooters zooming down the sidewalk, etc.) because I CAN. As for me, sure I am willing to compromise, but it is abhorrent that the city would try to get around the law by calling the events temporary; every negation of people's human rights can be called temporary but temporary they are not. A vibrant urban area does not need to be a cesspool of noise pollution that we will live to regret as the true effects become better researched and documented. Is this what Long Beach will come to be known for?

I-7-6

Please know that all hard work and your consideration of my views is deeply appreciated. Remember you have great power.

Sincerely,

Elizabeth and Sandra Stepan

525 E Seaside Way

Long Beach, CA

cc:

Robert Garcia, Mayor

Cindy Allen, 2nd District Councilwoman

Tom Modica, City Manager

Kelly Colopy, Director, Department of Health and Human Services

Jim Goodin, President ORCA

ELIZABETH & SANDRA STEPAN

LETTER CODE: I-7

DATE: June 14, 2021

RESPONSE I-7-1

The comment thanks the City for the opportunity to review the Draft Noise Element and provides introductory remarks for specific concerns provided in the following comments.

This comment is introductory and does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

RESPONSE I-7-2

The comment states noise limits are missing from the document and Tables 3.2 and 3.3 from the EIR need to be added for enforcement of stated noise limits.

Please refer to Common Response No. 2 for a discussion of the relation of the tables provided in the Draft EIR for proposed changes to the Noise Ordinance in relation to the Draft Noise Element.

RESPONSE I-7-3

The comment states that the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) must remain in place.

Please refer to Response to Comment I-6-3 above for a discussion of the existing Noise Ordinance.

RESPONSE I-7-4

The comment requests the City consider resident representation and participation in the Special Events permitting process.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-7-5

The comment states that the Special Events near homes adjacent to Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green should be subject to the Noise Ordinance requirements. The comment further states that given the repeat nature of these events, they are Stationary Noise Sources rather than temporary that require mitigation.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-7-6

The comment provides concluding statements about the commenter's disappointment in the classification of events being called temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: Resent with signature: DRAFT NOISE ELEMENT
Date: Monday, June 14, 2021 1:54:46 PM

For LSA

From: Heidi Maerker <sjhbkg@gmail.com>
Sent: Monday, June 14, 2021 8:52 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: Fwd: Resent with signature: DRAFT NOISE ELEMENT

-EXTERNAL-

Resent with correct email

----- Forwarded message -----

From: Heidi Maerker <sjhbkg@gmail.com>
Date: Wednesday, June 9, 2021
Subject: Resent with signature: DRAFT NOISE ELEMENT
To: LBDS-EIR_Comments@longbeach.gov
Cc: Robert.Garcia@longbeach.gov, Cindy.Allen@longbeach.gov,
Tom.Modica@longbeach.gov, Kelly.Colopy@longbeach.gov

June 9, 2021

City of Long Beach Development Services, Planning Bureau

Long Beach, CA 90802

Email: LBDS-EIR_Comments@LongBeach.gov

Attn: Jennifer Ly, Planner

Dear Ms. Ly and City officials,

As I even begin to write this email, I'm dismayed and disheartened. I think why bother?
 Who is listening? We have had severe noise problems in downtown Long Beach for well
 over five years, and nothing has changed. I know you all have heard the many complaints,
 but continue to ignore and not address them.

I've lived in the Villa Riviera for over 30 years. I love Long Beach and have been a big,

I-8-1



huge supporter of our Mayor. This has changed, because his governance has changed.

|1-8-1

We are used to significant, large, noisy events and used to look forward to them. Grand Prix and Gay Pride were events the whole city embraced and participated in. Now, we have loud, noisy, disruptive events almost every single weekend.

It's not sustainable or affordable for homeowners to leave town every weekend. Why should we? We were here to support, invest and shop in the downtown area when no one else would.

|1-8-2

The city and its leaders continue to declare these weekly events as "special events" or "temporary events" and continue to book them without any noise mitigation, despite the fact that there is real harm you're doing to your community members, is a slap in the face.

We can't talk on the phone, watch tv, or drive down the street during these events. As a result, stress and anxiety levels are up for us and our pets.

Couple the decibel ratings with chronic noise from amplified motorcycles, cars, and the fireworks that go for weeks; I'm not exaggerating to say, it's like living in a war zone. Buildings are built with no designated parking spots, resulting in gridlock throughout the city.

|1-8-3

I'm told my building, and The Pacific are zoned as commercial properties. Why? Clearly, we are both residential buildings. This makes it easier for you to do workarounds and limit culpability? Again, without regard to those that live here.

|1-8-4

The phrase "treat others like you'd like to be treated" is applicable here. How would you like to live like this for months at a time? Stay at my house during these high decibel events and tell me how you like it. But, of course, I won't be able to hear you.

|1-8-5

Please do something to protect us and our right to live a peaceful life.

Thank you for your consideration of this matter.

Heidi Maerker
800 E. Ocean Blvd.

Long Beach, CA 90802

cc:

Robert Garcia, Mayor

Cindy Allen, 2nd District Councilwoman

Tom Modica, City Manager

Kelly Colopy, Director, Department of Health and Human Services

HEIDI MAERKER

LETTER CODE: I-8

DATE: June 14, 2021

RESPONSE I-8-1

The comment provides introductory remarks and states concerns on severe noise problems in downtown Long Beach. Specific comments are provided in the following comments.

This comment is introductory and does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

RESPONSE I-8-2

The comment states that significant, large, noise events are now almost every weekend and these events categorized as “special events” or “temporary events” are booked without noise mitigation. The comment further states it is not sustainable or feasible to leave town and the noise results in stress and anxiety for residents.

Please refer to Common Response No. 1 for a discussion of Special Events. This comment will be forwarded to the City of Long Beach (City) decision-makers for their consideration during the project approval process.

RESPONSE I-8-3

The comment states that the decibel ratings with chronic noise amplified from motorcycles, cars, and fireworks is like living in a war zone.

As stated in the Draft Noise Element (Appendix B), the California Department of Motor Vehicles has jurisdiction over vehicle noise emissions within California. California Motor Vehicle Code Section 23130 establishes vehicle noise limits for moving vehicles, including interstate trucks that operate on streets, highways and freeways within the state, and regulates noise impacts on adjacent land uses. The provisions are enforced by the California Highway Patrol and local law enforcement agencies, such as the Long Beach Police Department. Additionally, the current Draft Noise Element has established Policy N 6-7 which states: “*Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard)*”. Lastly, issues related to parking within the City are covered in the City’s Mobility Element of the General Plan are not applicable to the Draft EIR for the Noise Element.

RESPONSE I-8-4

The comment questions the zoning of their residence as a commercial property.

Please refer to Common Response No. 2 for a discussion of the process for determining land use types, zoning districts, and corresponding noise districts.

RESPONSE I-8-5

The comment provides concluding comments requesting the City do something to protect residents.

This comment is conclusory and does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Subject: Fw: Comments to the Noise EIR and the Noise Element
Date: Monday, June 14, 2021 11:40:15 AM
Attachments: [Noise Element EIR 2021 Review--JG.pdf](#)
[Noise Element 2019 Review--JG.pdf](#)

For LSA

From: jimgoodin@aol.com <jimgoodin@aol.com>
Sent: Monday, June 14, 2021 6:28 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Cc: Jennifer Ly <Jennifer.Ly@longbeach.gov>
Subject: Fwd: Comments to the Noise EIR and the Noise Element

-EXTERNAL-

This email has been resent. The original had a bad address.

-----Original Message-----

From: jimgoodin@aol.com
To: LBDS-EIR_Comments@LongBeach.gov <LBDS-EIR_Comments@LongBeach.gov>
Cc: Robert.Garcia@LongBeach.gov <Robert.Garcia@LongBeach.gov>; Cindy.Allen@LongBeach.gov <Cindy.Allen@LongBeach.gov>; Tom.Modica@LongBeach.gov <Tom.Modica@LongBeach.gov>; Kelly.Colopy@LongBeach.gov <Kelly.Colopy@LongBeach.gov>
Sent: Mon, Jun 14, 2021 10:45 am
Subject: Comments to the Noise EIR and the Noise Element

Attached are my review comments to the Draft Noise Element EIR, dated March 2021, and the Draft Noise Element, dated December 2019.

The thrust of my comments are that Special Event entertainment conducted on the waterfront need to be regulated by the Noise EIR, the Noise Element, and the Noise Ordinance. These Special Events conducted every weekend are not "temporary" as classified by the EIR but are a "Stationary Noise Source" that requires mitigation pursuant to the State of California General Plan Guidelines, dated 2017. To the residents that live adjacent to these venues, the events are continuous and a source of undue distress.

Thank you for accepting my input,
James A. Goodin, DPA
600 E. Ocean Blvd, #600

I-9-1

June 14, 2021

City of Long Beach
Development Services, Planning Bureau

Attn: Jennifer Ly, Planner

Re: **Review of the Draft Noise Element Volume 1 EIR, March 2021**

Dear Ms. Ly:

Thank you very much for the opportunity to review the draft EIR. All Long Beach citizens are entitled to an environment without intrusions of noise which may be hazardous to their health or welfare. As a resident of the downtown waterfront, Special Event noise is a major concern.

The waterfront residents of downtown Ocean Blvd are subject to noise hazardous to their health and welfare continuously from April to October each year. The City of Long Beach needs to stop permitting excessive amplified noise from outdoor commercial entertainment that make our homes adjacent to Alamitos Beach, the Conventional Center parking lot, Marina Green, Rainbow Lagoon, etc. unlivable up to three days a week, 12 hours a day, almost every weekend six to seven months a year. As measured from our homes, the amplified noise routinely far exceeds the noise level permitted in the city's industrial areas, let alone residences,

I-9-2

The Office of Special Events and Filming in the City Manager Department classifies these outdoor entertainment events as "temporary" because each event occurs no more than once a year and the facilities are built and torn down before and after each event. However, to the residents who live adjacent to these venues, the events are continuous and a source of unjust distress. The combined effects of excessive, all-day noise, every weekend is not "temporary" as stated in the City's noise documents but is a "Stationary Noise Source" that requires mitigation pursuant to the State of California General Plan Guidelines, dated 2017.

I-9-3

My specific comments are as follows:

Pg 1-4, para 1.5, **AREAS OF CONTROVERSY**. This paragraph lists a number of concerns to the downtown waterfront residents, most of which are ignored. No credible action on impact of noise to waterfront residents. No action on adding noise limits to Noise Element. No action on limiting maximum number of days for Special Events in the same location. No action on making temporary events (Special Events) accountable to noise standards. No action on hiring a sound technician and compliance officer to oversee noise generated from special events. The next paragraph states that the draft EIR addresses each of these areas of concern. Please provide a roadmap since having read the document several times it is not apparent.

I-9-4



Pg 2-3, para 2.2.2, **Scoping Meeting Summary**. Once again a list of public concerns is listed, similar to para 1.5. Once again few of these concerns have been addressed in the document.

I-9-4

Pg 3-9, para 3.4.3.1, **#13 Project Strategies**. "Balance the needs of special events while prioritizing the well-being of residents." An admirable goal; however, throughout the document the health and well-being of residents is secondary to the needs of special events. By classifying Special Events as temporary and not subject to the Noise Element makes this a laughable statement. On the waterfront there are loud special events almost every weekend from April through October, making special events a stationary noise source, not temporary. (See attached list of special events on the waterfront from 2018. The yellow highlights indicate infractions of the current Noise Element and Noise Ordinance.)

I-9-5

Pg 3-13, Table 3-1, footnote 2. "**Interior noise standards** will be satisfied with windows in the closed position." Previous Noise Ordinance specifies "...windows in seasonal position." Many waterfront buildings were built to be kept cool by ocean breezes--they have no air-conditioning. Consequently, during the warm months (corresponding to the Special Event months) windows must be open and interior noise measurements need to be taken with windows open. Do not change this requirement which would have the effect of increasing harmful noise inside waterfront homes.

I-9-6

Pg 3-17, Table 3.2: **Exterior Noise Limits** and Table 3.3: **Interior Noise Limits**. Noise limits have been reinstated, they were missing from the previous draft. However, these noise limit tables need to be included in the Noise Element to ensure they are included in the Noise Ordinance. Without noise limits, these documents have no enforcement mechanism.

I-9-7

Pg 3-26, Figure 3-5. **Proposed Noise District Map**. The Noise District 2 has been extended along Ocean Blvd, east of Alamitos Ave, to include The Villa Riviera (800 E. Ocean) and The Pacific Condominiums (850 E. Ocean) without resident approval. The result being that these several hundred residents would now be subject to higher noise maximums than in their present "residential" noise zoning.

I-9-8

Pg 4.1-11, para 4.1.6, **Policy N 2-1**. Specifying Waterfront Place Type, "Ensure that developments located in commercial or entertainment area do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses." This means loud, disturbing noise should not escape north of Seaside Way along the waterfront. There is not corresponding implementation in the Noise Element. Add this requirement to the Noise Element and Noise Ordinance!

I-9-9

Pg 4.2-1, para 4.2.1, **Scoping Process**, bottom paragraph. "Analysis of special events is not within the scope of this Draft EIR because they are temporary and often seasonal in nature; as such, they are not considered representative of typical noise patterns....Noise Element...Noise Ordinance...neither of these documents set specific noise limits for special events." UNACCEPTABLE! Although each event may be "temporary," having a "temporary" event every weekend from April through October is no longer temporary, but a constant source of irritating

I-9-10



noise driving residents from their homes. They are not "temporary" but are a "Stationary Noise Source" that requires mitigation pursuant to the State of California General Plan Guidelines, dated 2017. (See attached list of special events on the waterfront from 2018. The yellow highlights indicate infractions of the current Noise Element and Noise Ordinance.)

I-9-10

Pg 4.2-3, para 4.2.3.2, **Measurement of Sound**. States the C-weighted scale (db C) is not considered in this analysis since low frequency noise measured by this scale are not typical of the ambient noise environment. But it is these low bass sounds from outdoor entertainment that vibrate the buildings and residents close by. One resident had to move because these vibrations affected her heart. In fact, para 4.2.4.4 lists "low-frequency music" as a vibration source. Add db C maximum readings to Tables 3.2 and 3.3.

I-9-11

Pg 4.2-18, Table 4.2.4: **Community Noise Exposure** indicates that community noise exposure above 70db is "Unacceptable," but Special Events routinely exceed 70db for hours on end. Put maximum limits on Special Event noise.

I-9-12

Pg 4.2-26, **Strategy No. 13** and six sub strategies. "Balance the needs of special events while prioritizing the well-being of residents."

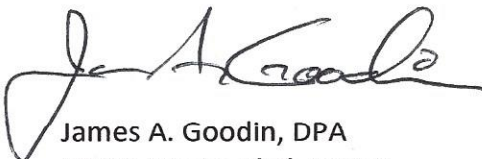
I-9-13

N13-1. Is the purpose of a Special Events Calendar to let residents know when they have to evacuate their homes?

N13-2 through N3-5. Add a residents' representative to the permitting process. Many other Cities have a review board for special events that has resident membership.

I-9-14

Sincerely,



James A. Goodin, DPA
600 E. Ocean Blvd, #1204

cc:

Robert Garcia, Mayor

Cindy Allen, 2nd District Councilwoman

Tom Modica, City Manager

Kelly Colopy, Director, Department of Health and Human Services

Special Events Permitted Near Residences on East Ocean Blvd Downtown

as of May 21, 2018

(See Events at www.longbeach.gov)

Events before 7:00 a.m. and after 10:00 p.m. near East Ocean Boulevard or after 11:00 near the Queen Mary as well as events that have impacted residences with excessive noise as of May 21 are highlighted.

Day	From	To	Date	Location	Event
Tuesday		10:00 p.m.	Mar 20	Convention Center parking lot	The Cove
Tuesday		10:00 p.m.	Mar 27	Convention Center parking lot	The Cove
Friday			April 13	Shoreline Drive	The Grand Prix
Saturday			April 14	Shoreline Drive	The Grand Prix
Sunday			April 15	Shoreline Drive	The Grand Prix
Saturday	11 a.m.	11:00 p.m.	April 28	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	11:00 p.m.	April 29	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	6:00 p.m.	April 29	Shoreline Park	Dutch King's Day
Monday		3:00 a.m.	April 30	Convention Center parking lot	Diesel trucks
Saturday	9 a.m.	3:00 p.m.	May 5	Marina Green	Toyota Fest
Saturday	2 p.m.	11:59 p.m.	May 5	Queen Mary Sea Walk, Valet Lots & Area 6	Freestyle Festival
Sunday	8 a.m.	10:00 a.m.	May 6	Shoreline Park	Race with a View
Sunday	9 a.m.	11:30 a.m.	May 6	Alamitos Bay	Sensa
Saturday	6 a.m.	6:00 p.m.	May 12	Marina Green	Tour of Long Beach
Saturday	2 p.m.	10:00 p.m.	May 12	Shoreline Park	Long Beach Music Fest
Sunday	12:40 p.m.	3:45 p.m.	May 13	E. Ocean Blvd, Shoreline Dr.	Amgen Tour of California
Sunday-Monday	11:00 p.m.	4:00 a.m.	May 13-14	Convention Center parking lot	Take down from Amgen Tour of California
Thursday	5 p.m.	9:00 p.m.	May 17	100 East Ocean Blvd	Live After 5 at The Loop
Friday	11 a.m.	10:30 p.m.	May 18	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Saturday	10 a.m.	11:00 p.m.	May 19	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Sunday	11 a.m.	10:30 p.m.	May 20	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Sunday-Monday	10:30 p.m.	throughout the night	May 20-21	Marina Green/Rainbow Lagoon	Take down from Lesbian & Gay Pride
Saturday	9 a.m.	3:00 p.m.	June 2	Marina Greens	Toyota Fest
Sunday	6 a.m.	4:00 p.m.	June 3	Shoreline Park	Los Angeles River Ride

I-9-15

Special Events Permitted Near Residences on East Ocean Blvd Downtown
as of May 21, 2018

Saturday	7 a.m.	2:00 p.m.	June 9	Shoreline Park	Champions Run for Life, Torch Run
Saturday	9 a.m.	12:00 p.m.	June 9	Marina Green	Walk for hearing
Saturday	11 a.m.	11:00 p.m.	June 9	Harry Bridges Memorial Park & Queen Mary parking lot	Smoking Grooves R&B Event
Sunday	10 a.m.	7:00 p.m.	June 10	Rainbow Lagoon	Dia de San Juan Festival
Thursday	5 p.m.	10:00 p.m.	June 21	100 E. Ocean Blvd	Live After 5 at The Loop
Saturday	7 a.m.	10:00 p.m.	June 23	Shoreline Park	Zero Prostate Cancer Run
Thursday	11 a.m.	6:00 p.m.	June 28	LB Convention Center & Rainbow Lagoon	Dew Tour
Saturday	10 a.m.	10:00 a.m.	June 30	Shoreline Park	Pirate Invasion
Sunday	10 a.m.	9:00 p.m.	June 30	Shoreline Village Marina	Pirate Festival
Sunday	10 a.m.	10:00 p.m.	July 1	Shoreline Park	Pirate Invasion
Sunday	10 a.m.	9:00 p.m.	July 1	Shoreline Village Marina	Pirate Festival
Saturday	11 a.m.	11:00 p.m.	July 7	Harry Bridges Park & Catalina lot & parking lots	Summertime in the LBC
Sunday	10:00	7:00 p.m.	July 8	Marina Green	Long Beach Gospel Fest
Saturday	2 p.m.	10:00 p.m.	July 14	Shoreline Park	Reggie Island Music Festival
Thursday	5 p.m.	10:00 p.m.	July 19	100 East Ocean Blvd.	Live After 5 at The Loop
Saturday	10 a.m.	10:00 p.m.	July 28	Shoreline Park	Love Long Beach Celebration
Sunday	10 a.m.	10:00 p.m.	July 29	Shoreline Park	Love Long Beach Celebration
Saturday	9 a.m.	6:00 p.m.	Aug 4	Alamitos Beach	Copa Cabana Beach Soccer Tournament
Saturday	10 a.m.	3:00 p.m.	Aug 4	Rainbow Lagoon	Beach City Brunch
Sunday	9 a.m.	6:00 p.m.	Aug 5	Alamitos Beach	Copa Cabana Beach Soccer Tournament
Friday	5 p.m.	10:30 p.m.	Aug 10	Rainbow Lagoon	Long Beach Jazz Festival
Saturday	5 p.m.	10:30 p.m.	Aug 11	Rainbow Lagoon	Long Beach Jazz Festival
Sunday	5 p.m.	10:30 p.m.	Aug 12	Rainbow Lagoon	Long Beach Jazz Festival
Sunday	11 a.m.	11:00 p.m.	Aug 12	Harry Bridges Memorial Park & Queen Mary parking lot	Alt Summer Camp
Thursday	5 p.m.	10:00 p.m.	Aug 16	100 E. Ocean Blvd.	Live after 5 at The Loop
Saturday	11 a.m.	11:00 p.m.	Aug 18	Harry Bridges Memorial Park & Queen Mary parking lot	Corridos, Micheladas & Mariscos Festival
Saturday	8:30 a.m.	2:00 p.m.	Sept 15	Shoreline Park	The Butterfly Walk/Run & Flutter
Sunday	7 a.m.	11:00 p.m.	Sept 16	Shoreline Park	Aloha Run

I-9-15

Special Events Permitted Near Residences on East Ocean Blvd Downtown
as of May 21, 2018

Thursday	5 p.m.	10:00 p.m.	Sept 20	100 E. Ocean Blvd.	Live After 5 at The Loop
Saturday	9 a.m.	3:00 p.m.	Sept 22	Marina Green	Japanese Classic Car Show
Saturday	9 a.m.	11:00 a.m.	Sept 22	Rainbow Lagoon	Los Angeles Heart Walk
Saturday	?	?	Sept 29	Marina Green	Music Tastes Good
Sunday	?	?	Sept 30	Marina Green	Music Tastes Good
Saturday	6 a.m.	6:00 p.m.	Oct 6	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	6 a.m.	6:00 p.m.	Oct 7	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	10 a.m.	5:30 p.m.	Oct 14	Rainbow Lagoon	Pagan Pride Day LA/OC
Saturday	7 a.m.	12:00 p.m.	Oct 20	Shoreline Park	Strides for Disability
Saturday	8 a.m.	12:00 p.m.	Oct 27	Shoreline Park	The Children's Clinic Beach Walk
Saturday	3 p.m.	10:00 p.m.	Oct 27	Shoreline Village & Shoreline Park	Long Beach Zombie Walk
Saturday	?	?	Nov 3	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Sunday	?	?	Nov 4	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Saturday	7:30 a.m.	11:00 a.m.	Dec 1	Marina Green Parking	Be the Match Walk/Run
Sunday	6 a.m.	12:00 p.m.	Feb 3	Shoreline Park	Resolution Run
Thursday	3 p.m.	7:00 p.m.	Mar 28	Harry Bridges Memorial Park	Queensway 5K

I-9-15

June 14, 2021

City of Long Beach
Development Services, Planning Bureau

Attn: Jennifer Ly, Planner

Re: **Review of the Draft Noise Element, December 2019**

Dear Ms. Ly:

Thank you very much for the opportunity to review the draft Noise Element. All Long Beach citizens are entitled to an environment without intrusions of noise which may be hazardous to their health or welfare. As a resident of the downtown waterfront, Special Event noise is a major concern.

The waterfront residents of downtown Ocean Blvd are subject to noise hazardous to their health and welfare continuously from April to October each year. The City of Long Beach needs to stop permitting excessive amplified noise from outdoor commercial entertainment that make our homes adjacent to Alamitos Beach, the Conventional Center parking lot, Marina Green, Rainbow Lagoon, etc. unlivable up to three days a week, 12 hours a day, almost every weekend six to seven months a year. As measured from our homes, the amplified noise routinely far exceeds the noise level permitted in the city's industrial areas, let alone residences,

I-9-16

The Office of Special Events and Filming in the City Manager Department classifies these outdoor entertainment events as "temporary" because each event occurs no more than once a year and the facilities are built and torn down before and after each event. However, to the residents who live adjacent to these venues, the events are continuous and a source of unjust distress. The combined effects of excessive, all-day noise, every weekend is not "temporary" as stated in the City's noise documents but is a "Stationary Noise Source" that requires mitigation pursuant to the State of California General Plan Guidelines, dated 2017.

I-9-17

My specific comments are as follows:

State Regulations, page 12. In listing applicable State of California noise regulations, conspicuously missing is California Noise Law 46000 which states, "All Californians are entitled to a{n}...environment without intrusions of noise which may be a hazard to their health or welfare."

I-9-18

Table N-2, page 12, specifies that exceeding 70db is unacceptable, but Special Events routinely exceed 70db for hours on end. City enforcement is required!

I-9-19

Page 24, Special Events. "...with residents living in close proximity to these events, ensuring managed frequency and intensity of these events is a priority for the

I-9-20



City...prioritize the wellbeing of residents." Good sentiment, but it needs to be implemented by the City. | I-9-20

Page 46, Table N-5. Footnote states that Indoor noise measurements are to be made with windows closed. Presently this table specifies windows in seasonal (usually open) configuration. There are many residences along Ocean Blvd that were built to be cooled by ocean breezes. These windows need to be kept open during warm months, when outdoor entertainment is most likely. Do not change indoor noise measurement from measuring with windows open to windows closed. | I-9-21

Pages 66-67. Strategy No. 13 and six sub strategies. "Balance the needs of special events while prioritizing the well-being of residents." | I-9-22

N13-1. Is the purpose of a Special Events Calendar to let residents know when they have to evacuate their homes? | I-9-22

N13-2 through N3-5. Add a residents' representative to the permitting process. Many other Cities have a review board for special events that has resident membership. | I-9-23

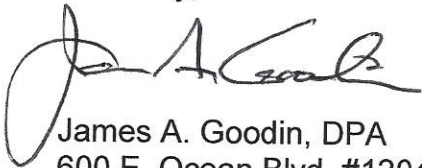
Page 68. Strategy No. 16, "Continually, actively enhance the regulation and management of noise to improve procedures and minimize noise." | I-9-24

N16-6. Add outdoor entertainment noise to the list of nuisance noise strategies to be regularly evaluated and updated. | I-9-24

N 16-7 recommends the City providing a sound-attenuating program such as updated windows for older residences and buildings. Add portable air-conditioning units to allow cooling of residences directly affected by outdoor entertainment noise where the windows would be normally open. | I-9-25

Noise Limits. I could not find the noise limits that are contained in the EIR. Add Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits from the EIR. | I-9-26

Sincerely,


James A. Goodin, DPA
600 E. Ocean Blvd, #1204

cc:

Robert Garcia, Mayor
Cindy Allen, 2nd District Councilwoman
Tom Modica, City Manager
Kelly Colopy, Director, Department of Health and Human Services

JAMES GOODIN

LETTER CODE: I-9

DATE: June 14, 2021

RESPONSE I-9-1

The comment provides introductory statements for specific comment provided below. The comment summarizes their concerns are related to the classification of Special Events as temporary and states that they are Stationary Noise Sources that require mitigation.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-2

The comment states the commenter's general concern related to Special Event noise and health hazards. The comment states noise from Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green makes adjacent homes unlivable often. The comment further states amplified noise at these adjacent homes exceeds noise levels permitted in the City's industrial areas.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-3

The comment states that the outdoor events classified as temporary are continuous and given the repeat nature of these events, these should be considered Stationary Noise Sources that require mitigation rather than temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-4

The comment cites the list of concerns provided in the Draft EIR on Page 1-4, Areas of Controversy, and on Page 2-3, Scoping Meeting Summary, and requests a roadmap for where the concerns are addressed throughout the document.

The list of concerns provided in the Draft Environmental Impact Report (EIR) on Pages 1-4 and 2-3 can also be found in each technical section under the discussion of the scoping process. As described in Sections 4.2.1 and 4.3.1, the concerns raised during the scoping process are related to Special Events noise, which is not analyzed in the Draft EIR for the new Noise Element and proposed amendments to the Noise Ordinance. Therefore, these concerns are adequately addressed in the Draft EIR through the explanation that these concerns are outside the scope for the environmental analysis for the Draft Noise Element. Furthermore, in Section 4.1.1, concerns related to Noise Districts are cited and the reader is referred to Section 4.1.8 in the document that explains the establishment of acoustical neighborhoods would not be consistent with the adopted PlaceTypes in the Land Use Element (LUE). Therefore, the establishment of Noise Districts consistent with PlaceTypes designations, as proposed by the project, rather than the establishment of acoustical neighborhoods, is appropriate for regulating noise. Therefore, the concerns cited in Section 1.5

(Areas of Controversy) and submitted during the scoping process are addressed in the Draft EIR, and no further response is required.

RESPONSE I-9-5

This comment refers to Project Strategy No. 13 and expresses concern that Special Events area classified as temporary. The comment states that as special events occur almost every weekend from April through Octobers, these are a stationary noise source, not temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-6

The comment cites the interior noise standards will be satisfied with windows in the close position, but notes many waterfront buildings do not have air conditioning. In addition, the comment states windows must be open during warmer months that correspond with Special Events and this would result in increasing harmful noise inside waterfront homes.

Please refer to Common Response No. 3 for a discussion of noise measurement standards.

RESPONSE I-9-7

The comment states that noise limits from Table 3.3 from the EIR need to be added to the Noise Element for enforcement of stated noise limits and inclusion in the Noise Ordinance.

Please refer to Common Response No. 2 for a discussion of the relation of the tables provided in the Draft EIR for proposed changes to the Noise Ordinance in relation to the Draft Noise Element.

RESPONSE I-9-8

The comment states that Noise District 2 has been extended without residential approval.

Please refer to Common Response No. 2 for a discussion of the process for determining land use types, zoning districts, and corresponding noise districts.

RESPONSE I-9-9

The comment cites Policy N 2-1 and requests a requirement be added to the Noise Element for noise to not escape north of Seaside Way along the Waterfront.

Policy N 2-1 refers to stationary-source noise standards from commercial and entertainment areas for residential or commercial uses. As described in Section 3.4.4.2 of the Draft EIR, the Waterfront PlaceType is located within District 2. Tables 3.2 and 3.3 in the Draft EIR provide the proposed revisions to the Noise Ordinance that provide maximum exterior and interior noise limits for each land use District (PlaceType). Stationary noise sources adjacent to the Waterfront PlaceType would be subject to the standards shown here, with implementation of Project Design Feature (PDF) 4.1.1 requiring amendments to the Municipal Code for consistency.

RESPONSE I-9-10

The comment states that having a temporary event every weekend from April to October is no longer temporary and states that these are a stationary noise source requiring mitigation pursuant to the *Governor's Office of Planning and Research, General Plan Guidelines (2017)*.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-11

The comment requests the addition of c-weighted scale measurements to be added to Tables 3.2 and 3.3 as a source of low frequency noise and vibration from outdoor entertainment.

Please refer to Common Response No. 1 for a discussion of Special Events, Common Response No. 3 for a discussion of noise standards, and Common Response No. 4 for a discussion of noise measurement methodology.

RESPONSE I-9-12

The comment requests a maximum limit be placed on Special Event noise related to the statement that 70 db for community noise exposure is unacceptable.

Please refer to Common Response No. 1 for a discussion of Special Events. In addition, it should be clarified that noise levels within Table 4.2.4 of the Draft EIR are taken directly from Appendix D of the *Governor's Office of Planning and Research, General Plan Guidelines (2017)*. More specifically, these guidelines are specific to transportation uses within the State and are established to provide guidance to the City of Long Beach's (City) on determining appropriate transportation-related criteria and making planning decisions near sources of roadway noise. Lastly, issues related to parking within the City are covered in the City's Mobility Element of the General Plan are not applicable to the Draft EIR for the Noise Element. Therefore, the City will consider the comments provided; however, comments related to the use of noise level guidelines meant for transportation uses upon Special Events do not comment on the adequacy of the analysis provided in the Draft EIR.

RESPONSE I-9-13

The comment refers to Strategy No. 13 regarding special events and inquires about the purpose of the special event calendar.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-14

The comment requests the City consider resident representation and participation in the Special Events permitting process.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-15

The comment provides the 2018 list of Outdoor Entertainment Events Permitted Near Residents on East Ocean Boulevard Downtown.

This comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. The comment is noted and no further response is necessary.

RESPONSE I-9-16

The comment expresses concern for Special Events noise at residences along the downtown waterfront and requests the City stop permitting excessive amplified noise from outdoor commercial entertainment. The comment also states that noise levels from these events exceed noise levels permitted in industrial areas.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. 2 for a discussion of PlaceTypes and land use decisions related to noise standards.

RESPONSE I-9-17

This comment expresses concern that Special Events area classified as temporary. The comment states that as special events occur almost every weekend from April through Octobers, these are a stationary noise source, not temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-18

The comment states that California Noise Law 46000 is missing from the list of applicable State of California noise regulations.

The comment is correct that California Noise Law Section 46000 of the Health and Safety Code is not specifically mentioned in the Draft EIR; however, these policies at the State level are incorporated by the City in the creation of its own Noise Element which incorporates similar policies and goals. Furthermore, specific policies from Section 46000 are listed in the Draft Noise Element to further demonstrate consistency with these overarching State policies in the development of the City's policies. This comment will be forwarded to the City decision-makers for their consideration during the project approval process.

RESPONSE I-9-19

The comment requests City enforcement for Special Event noise.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-20

The comment requests the City implement management of the frequency and intensity of special events in proximity to residents.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-21

The comment states the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) and requests the City not change the indoor noise measurement standards.

Please refer to Common Response No. 3 for a discussion of noise measurement standards and refer to Response to Comment I-6-3 above for a discussion of the existing Noise Ordinance.

RESPONSE I-9-22

The comment refers to Strategy No. 13 regarding special events and inquires about the purpose of the special event calendar.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-23

The comment requests the City consider resident representation and participation in the Special Events permitting process.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-24

The comment requests that outdoor entertainment noise be added to the list of nuisance noise strategies to be regularly evaluated and updated.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-9-25

The comment requests that portable air-conditioning units be added for residences affected by outdoor entrainment noise where windows would normally be open.

This comment provides a recommendation for the City to retrofit residential buildings and does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. The comment is noted and no further response is necessary.

RESPONSE I-9-26

The comment states noise limits from Tables 3.2 and 3.3 from the Draft EIR need to be added to the Noise Element.

Please refer to Common Response No. 2 for a discussion of the relation of the tables provided in the Draft EIR for proposed changes to the Noise Ordinance in relation to the Draft Noise Element.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: EIR
Date: Monday, June 14, 2021 9:49:19 PM

For LSA

From: Kathy Kelton <kathy.kelton@hotmail.com>
Sent: Tuesday, June 15, 2021 12:44 AM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: EIR

-EXTERNAL-

To Whom it may concern,
Please see the letter submitted by James Goodin, President of ORCA. I cannot state my concerns or issues better than Mr Goodin has in his letter. I concur one hundred percent with his comments.
Katherine Kelton
Long Beach Resident
562-355-5934

I-10-1

Sent from my iPhone

KATHERINE KELTON

LETTER CODE: I-10

DATE: June 14, 2021

RESPONSE I-10-1

The comment refers to the letter submitted by James Goodin (comment letter I-9) and states that the commenter concurs with those comments.

Refer to Response to Comments I-9-1 through I-9-26 above.

From: [Jennifer Ly](#)
To: [Christina Maxwell](#)
Subject: Fw: NOISE EIR COMMENTS
Date: Monday, June 14, 2021 9:52:39 PM

For LSA

From: LINDA SCHOLL <LINDASCHOLL@msn.com>
Sent: Monday, June 14, 2021 4:26 PM
To: Jennifer Ly <Jennifer.Ly@longbeach.gov>; LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>; Linda Tatum <Linda.Tatum@longbeach.gov>; Kelly Colopy <Kelly.Colopy@longbeach.gov>; Cindy Allen <Cindy.Allen@longbeach.gov>; Tom Modica <Tom.Modica@longbeach.gov>; Patricia Diefenderfer <Patricia.Diefenderfer@longbeach.gov>
Cc: Linda Scholl <lscholl2011@gmail.com>
Subject: NOISE EIR COMMENTS

-EXTERNAL-

To: Ms. Jennifer Ly, Planner
Re: Noise Element EIR Comments
Dear Jennifer,

Thank you for the opportunity to provide comments.

California Noise Law 46000 says all residents are entitled to an environment free of noise that causes harm to our health and well-being. Shouldn't this Law and "The California Office of Policy and Research 2017 General Plan Noise Element Guidelines and Appendix D" be included as part of the environmental impact review?

So, if the purpose is to ensure an environment free of harmful noise, then :

1. The City of Long Beach must change the NOISE EIR and NOISE Element and Noise Ordinance to require noise level standard and enforcement of noise standards for outdoor amplified special events. This will allow us to live free of the hazardous and often abusive amplified noise from outdoor commercial entertainment that strips away our entitlement to live in an environment free of harmful noise. Our homes adjacent to Alamitos Beach, the Conventional Center parking lot, Marina Green, Rainbow Lagoon, etc., we are often unable to live in our homes up to three days a week, 12 hours a day, almost every weekend six to seven months a year as shown in the two attachments.
2. Throughout the EIR document, the health and wellbeing of residents must be changed to be the primary consideration- rather than as currently shown to be secondary to the needs of special events. (For instance, change Pg 4.2-26, Strategy No. 13 and six sub strategies. From "Balance the needs of special events while prioritizing the well-being of

I-11-1

I-11-2



- residents" to "Prioritize the needs of residents when planning the special events.") | I-11-2
3. Pg 4.2-1, para 4.2.1, Scoping Process, bottom paragraph. It is disingenuous and not acceptable as currently written. Although each event may be "temporary," having a "temporary" event every weekend from April through October is a constant source of irritating PROLONGED NUISANCE noise that drives residents from their homes. Special events may be for fixed duration, but nonetheless they are a "Stationary Noise Source" that requires mitigation pursuant to the State of California General Plan Guidelines, dated 2017. | I-11-3
 4. Add specific noise limits Pg 4.2-18, Table 4.2.4: Community Noise Exposure indicates that community noise exposure above dB is "Unacceptable," but Special Events routinely exceed dB for hours on end. Put maximum limits on Special Event noise for special events in the Noise Element...Noise Ordinance...NOISE EIR." | I-11-4
 5. Pg 3-13, Table 3-1, footnote 2. "Interior noise standards will be satisfied with windows in the closed position." Change this to "...windows in seasonal position" as the previous Noise Ordinance specifies. | I-11-5
 6. Pg 3-17, Table 3.2: Exterior Noise Limits and Table 3.3: Interior Noise Limits. Noise limits have been reinstated, they were missing from the previous draft. However, these noise limit tables need to be included in the Noise Element to ensure they are included in the Noise Ordinance. Without noise limits, these documents have no enforcement mechanism. | I-11-6
 7. Pg 3-26, Figure 3-5. Proposed Noise District Map. The Noise District 2 has been extended along Ocean Blvd, east of Alamitos Ave, to include The Villa Riviera (800 E. Ocean) and The Pacific Condominiums (850 E. Ocean) without resident approval. The result being that these several hundred residents are now subject to higher noise maximums than in their present "residential" noise zoning. Why is this? | I-11-7
 8. Pg 4.1-11, para 4.1.6, Policy N 2-1. Specifying Waterfront Place Type, "Ensure that developments located in commercial or entertainment area do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses." This means loud, disturbing noise should not escape north of Seaside Way along the waterfront. There is no corresponding implementation in the Noise Element. Add this requirement to the Noise Element and Noise Ordinance! Measure from different location heights as unobstructed locations will receive higher noise levels. | I-11-8
 9. Pg 4.2-3, para [4.2.3.2](#), Measurement of Sound. States the C-weighted scale (dB C) is not considered in this analysis since low frequency noise measured by this scale are not | I-11-9



typical of the ambient noise environment. But it is these low bass sounds from outdoor entertainment that vibrate the buildings and residents close by. One resident had to move because these vibrations affected her heart. The Long Beach 1975 Noise Element clearly identifies bass sounds as the source of many complaints.

I-11-9

10. para [4.2.4.4](#) lists "low-frequency music" as a vibration source. Add dB C maximum readings to Tables 3.2 and 3.3.

I-11-10

11. N13-1. What is the purpose of a Special Events Calendar? Shall residents read and run from their homes?

I-11-11

12. N13-2 through N3-5. Include residents' representatives to the permitting process as included at many other cities.

I-11-12

Respectfully,

Linda Scholl, 700. E. Ocean Blvd., Long Beach, CA 90802

LINDA SCHOLL

LETTER CODE: I-11

DATE: June 14, 2021

RESPONSE I-11-1

The comment cites California Noise Law 46000 and requests that this law and The California Office of Policy and Research 2017 General Plan Noise Element Guidelines and Appendix D be included as part of the environmental impact review. The comment continues to state the City of Long Beach must change the Noise EIR, Noise Element, and Noise Ordinance to require noise level standards and enforcement for outdoor amplified special events. The comment cites that homes adjacent to events at these event spaces occur often and references an attachment, which is a schedule of special events.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. 4 for a discussion of California Noise Law 46000 of the Health and Safety Code.

RESPONSE I-11-2

The comment requests that the health and wellbeing of residents be the primary consideration in the EIR and requests Strategy No. 13 be revised from “Balance the need of special events while prioritizing the well-being of residents” to “Prioritize the needs of residents when panning the special events.”

This comment provides a recommendation for revisions to Strategy No. 13 in the Draft Noise Element. This comment will be considered by the City of Long Beach (City); however, this comment does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. The comment is noted and no further response is necessary.

RESPONSE I-11-3

The comment states that given the schedule of special events from April through October, these events are a source of prolonged nuisance and are Stationary Noise Sources rather than temporary that require mitigation.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-11-4

The comment requests a maximum limit be placed on Special Event noise.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-11-5

The comment states the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) and requests the City not change the indoor noise measurement standards.

Please refer to Common Response No. 3 for a discussion of noise measurement standards and refer to Response to Comment I-6-3 above for a discussion of the existing Noise Ordinance.

RESPONSE I-11-6

The comment states that noise limits from Tables 3.2 and 3.3 from the Draft EIR need to be added to the Noise Element.

Please refer to Common Response No. 2 for a discussion of the relation of the tables provided in the Draft EIR for proposed changes to the Noise Ordinance in relation to the Draft Noise Element.

RESPONSE I-11-7

The comment questions the Noise District map and related noise maximums for zoning districts.

Please refer to Common Response No. 2 for a discussion of the process for determining land use types, zoning districts, and corresponding noise districts.

RESPONSE I-11-8

The comment cites Policy N 2-1 and requests a requirement be added to the Noise Element for noise to not escape north of Seaside Way along the Waterfront.

Policy N 2-1 refers to stationary-source noise standards from commercial and entertainment areas for residential or commercial uses. As described in Section 3.4.4.2 of the Draft EIR, the Waterfront PlaceType is located within District 2. Tables 3.2 and 3.3 in the Draft EIR provide the proposed revisions to the Noise Ordinance that provide maximum exterior and interior noise limits for each land use District (PlaceType). Stationary noise sources adjacent to the Waterfront PlaceType would be subject to the standards shown here, with implementation of Project Design Feature (PDF) 4.1.1 requiring amendments to the Municipal Code for consistency.

RESPONSE I-11-9

The comment requests the addition of c-weighted scale measurements to be added to the analysis as a source of low frequency noise and vibration from outdoor entertainment.

Please refer to Common Response No. 1 for a discussion of Special Events, Common Response No. 3 for a discussion of noise standards, and Common Response No. 4 for a discussion of noise measurement methodology.

RESPONSE I-11-10

The comment requests the addition of c-weighted scale measurements to be added to Tables 3.2 and 3.3 as a source of low frequency noise and vibration from outdoor entertainment.

Please refer to Common Response No. 2 for a discussion of Special Events, Common Response No. 3 for a discussion of noise standards, and Common Response No. 4 for a discussion of noise measurement methodology.

RESPONSE I-11-11

The comment refers to Strategy No. 13 regarding special events and inquires about the purpose of the special event calendar.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-11-12

The comment requests the City consider resident representation and participation in the Special Events permitting process.

Please refer to Common Response No. 1 for a discussion of Special Events.

From: [Jennifer Ly](#)
To: [Christina Maxwell](#)
Subject: Fw: 2019 Noise Element Comments
Date: Monday, June 14, 2021 3:02:31 PM
Attachments: [2018 Special Events permitted near residences on East Ocean downtown.docx](#)

For LSA

From: LINDA SCHOLL <LINDASCHOLL@msn.com>
Sent: Monday, June 14, 2021 2:50 PM
To: Jennifer Ly <Jennifer.Ly@longbeach.gov>; LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Cc: Patricia Diefenderfer <Patricia.Diefenderfer@longbeach.gov>; Cindy Allen <Cindy.Allen@longbeach.gov>; Linda Tatum <Linda.Tatum@longbeach.gov>; Kelly Colopy <Kelly.Colopy@longbeach.gov>; Robert Garcia <Robert.Garcia@longbeach.gov>; Suzie Price <Suzie.Price@longbeach.gov>; allison.spindler-ruiz@longbeach.gov <allison.spindler-ruiz@longbeach.gov>
Subject: 2019 Noise Element Comments

-EXTERNAL-

To: Ms. Jennifer Ly, Planner
Re: Noise Element Comments

Dear Jennifer,

Thank you for the opportunity to provide comments:

1. Noise level standards and enforcement for outdoor amplified special events must be added to the Noise Element, Noise EIR, and Noise Ordinance.
 - a. These events generate loud, booming noise of excessive levels and prolonged durations, often exceeding 90 dB. They are held adjacent to residences (at the Long Beach Waterfront, Convention Center, Rainbow Lagoon, and the Queen Mary Events Park) all day and into the evening Saturday, Sunday and often Friday, almost every weekend from April to November. The bass levels of noise are so loud that residents often must literally flee our homes. You often can't hear the telephone or watch the TV. You often cannot sleep. (See attached list of 2018 Events.)
 - b. Because they are of such prolonged duration and excessive noise levels, they are a "Stationary Noise Source" that is required by the State to be mitigated.
 - c. The City of Long Beach must include and enforce noise standards and regulations for all special events that it sanctions (permits). Minimization of noise emissions from all government controlled or sanctioned activities should be a priority." And "local noise reduction programs need to address the problems specific to each community, with the ultimate goals being the reduction of complaint frequency

I-12-1

I-12-2

I-12-3



and ...the provision of a healthful noise environment for all residents of the community.” (These guidelines are per page 373 of the 2017 California Office of Planning and Research General Plan Guidelines for the Model Noise Ordinance.)

↑
I-12-3

d. Most special events along the shoreline should not be described as "temporary." The word temporary is inaccurate and misleading, as you can see by the descriptions above. The text should be changed to accurately describe event noise regulations, management, mitigation and enforcement.

I-12-4

2. Page 46, Table N-5. The 2019 Noise Element must be changed back to match the 1975 Noise Element that clearly identifies the older construction needs and requires “noise levels to be measured from the residences’ windows in seasonal positions (usually open in the summer) position.” Many homes along the shoreline (built before the events park and noise sources were established) were built to be cooled by ocean breezes, and they do not have air conditioning.

I-12-5

3. Please add to state regulations, page 12: “According to the California Noise Law 46000, all Californians are entitled to an environment without intrusions of noise which are may be a

I-12-6

Respectfully,

Linda Scholl, 700 E. Ocean Blvd., Long Beach, CA 90802

2018

Outdoor Entertainment Events

Permitted Near Residences on East Ocean Blvd Downtown

Events permitted before 7:00 a.m. and after 10:00 p.m. near East Ocean Blvd or after 11:00 near the Queen Mary are highlighted in the 2nd and 3rd column.

Events with decibel levels 2 or more times the noise limit recorded at the residences are highlighted in the last column.

Day	From	To	Date	Location	Event
Tuesday		10:00 p.m.	Mar 20	Convention Center parking lot	The Cove
Tuesday		10:00 p.m.	Mar 27	Convention Center parking lot	The Cove
Friday			April 13	Shoreline Drive	The Grand Prix
Saturday			April 14	Shoreline Drive	The Grand Prix
Sunday			April 15	Shoreline Drive	The Grand Prix
Saturday	11 a.m.	11:00 p.m.	April 28	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	11:00 p.m.	April 29	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	6:00 p.m.	April 29	Shoreline Park	Dutch King's Day
Monday		3:00 a.m.	April 30	Convention Center parking lot	Take-down from Dutch King's Day
Saturday	9 a.m.	3:00 p.m.	May 5	Marina Green	Toyota Fest
Saturday	2 p.m.	11:59 p.m.	May 5	Queen Mary Sea Walk, Valet Lots & Area 6	Freestyle Festival
Sunday	8 a.m.	10:00 a.m.	May 6	Shoreline Park	Race with a View
Sunday	9 a.m.	11:30 a.m.	May 6	Alamitos Bay	Sensa
Saturday	6 a.m.	6:00 p.m.	May 12	Marina Green	Tour of Long Beach
Saturday	2 p.m.	10:00 p.m.	May 12	Shoreline Park	Long Beach Music Fest
Sunday	2 p.m.	10:00 p.m.	May 13	Shoreline Park	Long Beach Music Fest
Sunday-Monday	10:00 p.m.	4:00 a.m.	May 13-14	Shoreline Park	Take-down from Long Beach Music Fest
Friday	11 a.m.	10:30 p.m.	May 18	Marina Green/Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Saturday	11 a.m.	10:30 p.m.	May 19	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Sunday	11 a.m.	10:30 p.m.	May 20	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Sunday-Monday	11:00 p.m.	8:00 a.m.	May 20-21	Marina Green/Rainbow Lagoon	Take-down from the Pride Festival
Saturday	9 a.m.	3:00 p.m.	June 2	Marina Greens	Toyota Fest
Sunday	6 a.m.	4:00 p.m.	June 3	Shoreline Park	Los Angeles River Ride
Saturday	7 a.m.	2:00 p.m.	June 9	Shoreline Park	Champions Run for Life, Torch Run
Saturday	9 a.m.	12:00 p.m.	June 9	Marina Green	Walk for hearing
Saturday	11 a.m.	11:00 p.m.	June 9	Harry Bridges Memorial Park & Queen Mary parking lot	Smoking Grooves R&B Event
Sunday	10 a.m.	7:00 p.m.	June 10	Rainbow Lagoon	Dia de San Juan Festival
Saturday	7 a.m.	10:00 p.m.	June 23	Shoreline Park	Zero Prostate Cancer Run

I-12-8

2018

Outdoor Entertainment Events

Permitted Near Residences on East Ocean Blvd Downtown

Saturday	11 a.m.	9:00 p.m.	June 23	Harry Bridges Memorial Park	Thirty-Second Annual Bayou Festival
Sunday	11 a.m.	9:00 p.m.	June 24	Harry Bridges Memorial Park	Thirty-Second Annual Bayou Festival
Thursday	11 a.m.	6:00 p.m.	June 28	Convention Center & Rainbow Lagoon	Dew Tour
Friday	11 a.m.	9:00 p.m.	June 29	Convention Center & Rainbow Lagoon	Dew Tour
Saturday	11 a.m.	8:00 p.m.	June 30	Convention Center & Rainbow Lagoon	Dew Tour
Saturday	10 a.m.	10:00 a.m.	June 30	Shoreline Park	Pirate Invasion
Saturday	10 a.m.	9:00 p.m.	June 30	Shoreline Village Marina	Pirate Festival
Sunday	10 a.m.	10:00 p.m.	July 1	Shoreline Park	Pirate Invasion
Sunday	10 a.m.	9:00 p.m.	July 1	Shoreline Village Marina	Pirate Festival
Sunday	11 a.m.	4:00 p.m.	July 1	Convention Center & Rainbow Lagoon	Dew Tour
Sunday	10 p.m.	all night?	July 1-2	Convention Center parking lot	Take-down from the Dew Tour
Wednesday	10 a.m.	10:00 p.m.	July 4	Queen Mary	Queen Mary – All American 4 th of July
Saturday	11 a.m.	11:00 p.m.	July 7	Harry Bridges Park, Catalina lot & parking lots A9-A15	Summertime in the LBC
Sunday	10:00	7:00 p.m.	July 8	Marina Green	Long Beach Gospel Fest
Saturday	2 p.m.	10:00 p.m.	July 14	Shoreline Park	Reggie Island Music Festival
Saturday	2 p.m.	10:00 p.m.	July 21	Alamitos Beach	Kaskade Sun Soaked 2018
Saturday	9:45 p.m.	10:00 p.m.	July 21	Alamitos Beach	Fireworks
Friday	5 p.m.	11:00 p.m.	July 27	Rainbow Lagoon	Long Beach Crawfish Festival
Saturday	10 a.m.	10:00 p.m.	July 28	Shoreline Park	Love Long Beach Celebration
Sunday	10 a.m.	10:00 p.m.	July 29	Shoreline Park	Love Long Beach Celebration
Saturday	9 a.m.	6:00 p.m.	Aug 4	Alamitos Beach	Copa Cabana Beach Soccer Tournament
Saturday	10 a.m.	3:00 p.m.	Aug 4	Rainbow Lagoon	Beach City Brunch
Sunday	9 a.m.	6:00 p.m.	Aug 5	Alamitos Beach	Copa Cabana Beach Soccer Tournament
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Saturday	11 a.m.	11:00 p.m.	Aug 18	Harry Bridges Memorial Park & Queen Mary parking lot	Corridos, Micheladas & Mariscos Festival
Saturday	12 p.m.	11:00 p.m.	Aug 18	Rainbow Lagoon	LB BBQ Festival

I-12-8

2018

Outdoor Entertainment Events

Permitted Near Residences on East Ocean Blvd Downtown

Sunday	12 p.m.	11:00 p.m.	Aug 19	Rainbow Lagoon	LB BBQ Festival
Wednesday	9 p.m.	9:15 p.m.	Aug 29		Fireworks from Taste of Downtown Long Beach
Friday	5 p.m.	11:00 p.m.	Sept 7	Rainbow Lagoon	LB Lobster Festival
Saturday	12 p.m.	11:00 p.m.	Sept 8	Rainbow Lagoon	LB Lobster Festival
Sunday	12 p.m.	11:00 p.m.	Sept 9	Rainbow Lagoon	LB Lobster Festival
Saturday	8:30 a.m.	2:00 p.m.	Sept 15	Shoreline Park	The Butterfly Walk/Run & Flutter
Sunday	7 a.m.	11:00 p.m.	Sept 16	Shoreline Park	Aloha Run
Saturday	9 a.m.	3:00 p.m.	Sept 22	Marina Green	Japanese Classic Car Show Set-up at 5:30 a.m.
Saturday	9 a.m.	11:00 a.m.	Sept 22	Rainbow Lagoon	Los Angeles Heart Walk
Monday	9:45 p.m.	10:00 p.m.	Sept 24	Queen Mary?	Unannounced fireworks
Friday		late afternoon	Sept 28	Marina Green	Set-up for Music Tastes Good
Saturday	?	10:00 p.m.	Sept 29	Marina Green	Music Tastes Good
Sunday	?	10:00 p.m.	Sept 30	Marina Green	Music Tastes Good
Saturday	6 a.m.	6:00 p.m.	Oct 6	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	6 a.m. 5:30 a.m.	6:00 p.m.	Oct 7	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	10 a.m.	5:30 p.m.	Oct 14	Rainbow Lagoon	Pagan Pride Day LA/OC
Saturday	7 a.m.	12:00 p.m.	Oct 20	Shoreline Park	Strides for Disability
Saturday	8 a.m.	12:00 p.m.	Oct 27	Shoreline Park	The Children's Clinic Beach Walk
Saturday	3 p.m.	10:00 p.m.	Oct 27	Shoreline Village & Shoreline Park	Zombie Walk
Saturday	?	?	Nov 3	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Sunday	?	?	Nov 4	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Saturday	7:30 a.m.	11:00 a.m.	Dec 1	Marina Green Parking	Be the Match Walk/Run
Monday	7 p.m.	1:00 a.m.	Dec 31	Queen Mary	Past and Present New Year's Eve

I-12-8

LINDA SCHOLL

LETTER CODE: I-12

DATE: June 14, 2021

RESPONSE I-12-1

The comment states the commenter's general concern related to Special Event noise and health hazards. The comment states that noise from Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green and requests noise level standards for special events be added to the Noise Element, EIR, and Noise Ordinance. The comment further states that amplified noise at these adjacent homes exceeds 90 dB.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-12-2

The comment states that given the prolonged duration and excessive noise levels, these events are a Stationary Noise Source that require mitigation.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-12-3

The comment states that the City must include and enforce noise standards and regulations for all special events that it sanctions (permits).

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-12-4

The comment states special events should not be considered temporary and requests the analysis be revised to describe these events with regulations, management, mitigation, and enforcement.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-12-5

The comment states the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) and requests the City not change the indoor noise measurement standards as many buildings do not have air conditioning.

Please refer to Common Response No. 3 for a discussion of noise measurement standards and refer to Response to Comment I-6-3 above for a discussion of the existing Noise Ordinance.

RESPONSE I-12-6

The comment states that California Noise Law 46000 is missing from the list of applicable State of California noise regulations.

Please refer to Common Response No. 4 for a discussion of California Noise Law 46000 of the Health and Safety Code. This comment refers to the noise regulations listed in the Draft Noise Element as provided in Appendix B and does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. The comment is noted and no further response is necessary.

RESPONSE I-12-8

The comment provides the 2018 list of Outdoor Entertainment Events Permitted Near Residents on East Ocean Boulevard Downtown.

This comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. The comment is noted and no further response is necessary.

From: [Jennifer Ly](#)
To: [Christina Maxwell](#)
Subject: Fw: Attachments to prior NOISE EIR comments
Date: Monday, June 14, 2021 9:53:12 PM
Attachments: [2018 Special Events permitted near residences on East Ocean downtown.docx](#)
[2018 Special Events permitted near residences on East Ocean downtown.docx](#)

From: LINDA SCHOLL <LINDASCHOLL@msn.com>
Sent: Monday, June 14, 2021 4:29 PM
To: Jennifer Ly <Jennifer.Ly@longbeach.gov>
Subject: Attachments to prior NOISE EIR comments

-EXTERNAL-

Hi Jennifer, please attach these two lists of special events to my Noise EIR comments sent just now.

1-13-1

Thank you,

Linda Scholl

2018

Outdoor Entertainment Events

Permitted Near Residences on East Ocean Blvd Downtown

Events permitted before 7:00 a.m. and after 10:00 p.m. near East Ocean Blvd or after 11:00 near the Queen Mary are highlighted in the 2nd and 3rd column.

Events with decibel levels 2 or more times the noise limit recorded at the residences are highlighted in the last column.

Day	From	To	Date	Location	Event
Tuesday		10:00 p.m.	Mar 20	Convention Center parking lot	The Cove
Tuesday		10:00 p.m.	Mar 27	Convention Center parking lot	The Cove
Friday			April 13	Shoreline Drive	The Grand Prix
Saturday			April 14	Shoreline Drive	The Grand Prix
Sunday			April 15	Shoreline Drive	The Grand Prix
Saturday	11 a.m.	11:00 p.m.	April 28	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	11:00 p.m.	April 29	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	6:00 p.m.	April 29	Shoreline Park	Dutch King's Day
Monday		3:00 a.m.	April 30	Convention Center parking lot	Take-down from Dutch King's Day
Saturday	9 a.m.	3:00 p.m.	May 5	Marina Green	Toyota Fest
Saturday	2 p.m.	11:59 p.m.	May 5	Queen Mary Sea Walk, Valet Lots & Area 6	Freestyle Festival
Sunday	8 a.m.	10:00 a.m.	May 6	Shoreline Park	Race with a View
Sunday	9 a.m.	11:30 a.m.	May 6	Alamitos Bay	Sensa
Saturday	6 a.m.	6:00 p.m.	May 12	Marina Green	Tour of Long Beach
Saturday	2 p.m.	10:00 p.m.	May 12	Shoreline Park	Long Beach Music Fest
Sunday	2 p.m.	10:00 p.m.	May 13	Shoreline Park	Long Beach Music Fest
Sunday-Monday	10:00 p.m.	4:00 a.m.	May 13-14	Shoreline Park	Take-down from Long Beach Music Fest
Friday	11 a.m.	10:30 p.m.	May 18	Marina Green/Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Saturday	11 a.m.	10:30 p.m.	May 19	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Sunday	11 a.m.	10:30 p.m.	May 20	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Sunday-Monday	11:00 p.m.	8:00 a.m.	May 20-21	Marina Green/Rainbow Lagoon	Take-down from the Pride Festival
Saturday	9 a.m.	3:00 p.m.	June 2	Marina Greens	Toyota Fest
Sunday	6 a.m.	4:00 p.m.	June 3	Shoreline Park	Los Angeles River Ride
Saturday	7 a.m.	2:00 p.m.	June 9	Shoreline Park	Champions Run for Life, Torch Run
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Sunday	10 a.m.	7:00 p.m.	June 10	Rainbow Lagoon	Dia de San Juan Festival
Saturday	7 a.m.	10:00 p.m.	June 23	Shoreline Park	Zero Prostate Cancer Run

1-13-1

2018

Outdoor Entertainment Events

Permitted Near Residences on East Ocean Blvd Downtown

Saturday	11 a.m.	9:00 p.m.	June 23	Harry Bridges Memorial Park	Thirty-Second Annual Bayou Festival
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Saturday	2 p.m.	10:00 p.m.	July 21	Alamitos Beach	Kaskade Sun Soaked 2018
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Friday	5 p.m.	11:00 p.m.	July 27	Rainbow Lagoon	Long Beach Crawfish Festival
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1-13-1

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Permitted Near Residences on East Ocean Blvd Downtown

Sunday	12 p.m.	11:00 p.m.	Aug 19	Rainbow Lagoon	LB BBQ Festival
Wednesday	9 p.m.	9:15 p.m.	Aug 29		Fireworks from Taste of Downtown Long Beach
Friday	5 p.m.	11:00 p.m.	Sept 7	Rainbow Lagoon	LB Lobster Festival
Saturday	12 p.m.	11:00 p.m.	Sept 8	Rainbow Lagoon	LB Lobster Festival
Sunday	12 p.m.	11:00 p.m.	Sept 9	Rainbow Lagoon	LB Lobster Festival
Saturday	8:30 a.m.	2:00 p.m.	Sept 15	Shoreline Park	The Butterfly Walk/Run & Flutter
Sunday	7 a.m.	11:00 p.m.	Sept 16	Shoreline Park	Aloha Run
Saturday	9 a.m.	3:00 p.m.	Sept 22	Marina Green	Japanese Classic Car Show Set-up at 5:30 a.m.
Saturday	9 a.m.	11:00 a.m.	Sept 22	Rainbow Lagoon	Los Angeles Heart Walk
Monday	9:45 p.m.	10:00 p.m.	Sept 24	Queen Mary?	Unannounced fireworks
Friday		late afternoon	Sept 28	Marina Green	Set-up for Music Tastes Good
Saturday	?	10:00 p.m.	Sept 29	Marina Green	Music Tastes Good
Sunday	?	10:00 p.m.	Sept 30	Marina Green	Music Tastes Good
Saturday	6 a.m.	6:00 p.m.	Oct 6	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	6 a.m. 5:30 a.m.	6:00 p.m.	Oct 7	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	10 a.m.	5:30 p.m.	Oct 14	Rainbow Lagoon	Pagan Pride Day LA/OC
Saturday	7 a.m.	12:00 p.m.	Oct 20	Shoreline Park	Strides for Disability
Saturday	8 a.m.	12:00 p.m.	Oct 27	Shoreline Park	The Children's Clinic Beach Walk
Saturday	3 p.m.	10:00 p.m.	Oct 27	Shoreline Village & Shoreline Park	Zombie Walk
Saturday	?	?	Nov 3	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Sunday	?	?	Nov 4	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Saturday	7:30 a.m.	11:00 a.m.	Dec 1	Marina Green Parking	Be the Match Walk/Run
Monday	7 p.m.	1:00 a.m.	Dec 31	Queen Mary	Past and Present New Year's Eve

1-13-1

LINDA SCHOLL

LETTER CODE: I-13

DATE: June 14, 2021

RESPONSE I-13-1

The comment requests a review of the two lists of special events provided as attachments to the previous comment letters (I-11 and I-12) submitted by the same commenter. The attachments provide the 2018 list of Outdoor Entertainment Events Permitted Near Residents on East Ocean Boulevard Downtown.

This comment does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. The comment is noted and no further response is necessary.

From: [Jennifer Ly](#)
To: [Moustafa, Margaret](#); LBDS-EIR-Comment@LongBeach.gov
Cc: [Robert Garcia](#); [Tom Modica](#); [Kelly Colopy](#); [Cindy Allen](#)
Subject: Re: comment on EIR draft
Date: Monday, June 14, 2021 2:01:13 PM
Attachments: [Outlook-LBDS Email.png](#)
[Outlook-facebook.c.png](#)
[Outlook-twitter.co.png](#)
[Outlook-cid_image0.png](#)

Received, thank you.

Jennifer Ly
Planner

Long Beach Development Services | Planning Bureau
 411 W. Ocean Blvd., 3rd Fl. | Long Beach, CA 90802
 Office: 562-570-6368



From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Monday, June 14, 2021 1:58 PM
To: LBDS-EIR-Comment@LongBeach.gov <LBDS-EIR-Comment@LongBeach.gov>
Cc: [Robert Garcia](mailto:Robert.Garcia@longbeach.gov) <Robert.Garcia@longbeach.gov>; [Tom Modica](mailto:Tom.Modica@longbeach.gov) <Tom.Modica@longbeach.gov>; [Kelly Colopy](mailto:Kelly.Colopy@longbeach.gov) <Kelly.Colopy@longbeach.gov>; [Cindy Allen](mailto:Cindy.Allen@longbeach.gov) <Cindy.Allen@longbeach.gov>; [Jennifer Ly](mailto:Jennifer.Ly@longbeach.gov) <Jennifer.Ly@longbeach.gov>
Subject: comment on EIR draft

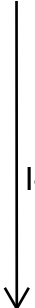
-EXTERNAL-

Dear Ms. Ly:

I object to the current Environmental Impact Report (EIR) draft classifying the city-permitted outdoor entertainment events with excessive amplified noise on the geographically connected beach front venues of Alamitos Beach, the Convention Center parking lot, Rainbow Lagoon, and the Marina Green as temporary.

Given that these events happen repeatedly spring, summer, and fall with noise levels up to and exceeding 90 dBA, up to 12 hours a day, up to 3 consecutive days, year after year, they are not temporary.

I-14-1



They are, in fact, a **Stationary Noise Source** emanating from the same acoustical neighborhood.

↑ I-14-1

The amplified noise from these events frequently make my home at 850 East Ocean Blvd unlivable days at a time. The amplified bass sounds from these events penetrate the units in my building facing the ocean and come into my unit on the other side of the building, causing me anxiety and chest pains when the noise vibrates my lungs.

I-14-2

I and my neighbors documented the noise level from these events and shared the information with the city. We repeatedly asked the city to control the amplified noise but, rather than protecting us as required by California Noise law 46000 and California’s General Plan Guidelines dated 2017, the city increased the frequency of these events.

The current Noise Element draft states on page 34 that, “.. prolonged noise exposure in excess of 75 dBA increase[s] body tensions and thereby affect[s] blood pressure and functions of the heart and the nervous system .. extended periods of noise exposure above 90 dBA would results in permanent damage.”

I-14-3

As is commonly known, sensitivity to noise increases with age. I and the majority of the residents on East Ocean Blvd are senior citizens. Isn’t it a form of elder abuse to knowingly and repeatedly violate senior citizens’ right to live in their home without the intrusion of city-permitted excessive, amplified noise which is a hazard to their health? As a senior citizen, this situation forced me at great inconvenience and expense to move from the home I had planned to live in forever to another location. I am fortunate that I was able to piece together my finances to escape this unhealthy situation. There are others who are not as fortunate.

To credibly claim that Long Beach is a livable city, the city must classify all city-permitted events on beach-front venues for what they are, a **Stationary Noise Source**; it must control the city-permitted amplified outdoor entertainment noise emanating from the beach venues by the time the noise reaches the adjacent high-density residential buildings.

I-14-4

Sincerely,

Dr. Margaret Moustafa

Formerly 850 East Ocean Blvd, Unit 1309, Long Beach. Currently 104 Kingfisher Ct., Long Beach

MARGARET MOUSTAFA

LETTER CODE: I-14

DATE: June 14, 2021

RESPONSE I-14-1

The comment states the commenter's objection to the Draft EIR's classification of city-permitted outdoor entertainment with amplified sound on beachfront venues of Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green as temporary. The comment further states that due to the repeat nature of these events, they are Stationary Noise Sources emanating from the same acoustical neighborhood rather than temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-14-2

The comment states that the amplified noise results in anxiety and chest pain and states that they have measured the noise levels and shared this information with the City. The commenter also cites California Noise Law 46000 and states that the City has increased the frequency of events.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. 4 for a discussion of California Noise Law 46000 of the Health and Safety Code.

RESPONSE I-14-3

The comment cites the Noise Element draft discussion of the effects of prolonged noise exposure on blood pressure, heart function and the nervous systems. The comment concludes that the city-permitted excessive amplified noise is a hazard to their health and the health of senior citizens.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. 4 for a discussion of public health.

RESPONSE I-14-4

The comment requests Special Events and all other city-permitted events in beachfront venues be reclassified as Stationary Noise Sources and that the noise level of these events be controlled for impacts to adjacent high-density buildings.

Please refer to Common Response No. 1 for a discussion of Special Events.

From: [Jennifer Ly](#)
To: [Christina Maxwell](#)
Subject: Fw: comment on the Noise Element draft
Date: Monday, June 14, 2021 2:09:57 PM

For LSA

From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Monday, June 14, 2021 2:07 PM
To: LBCS-EIR-Comments@LongBeach.gov <LBCS-EIR-Comments@LongBeach.gov>
Cc: Robert Garcia <Robert.Garcia@longbeach.gov>; Tom Modica <Tom.Modica@longbeach.gov>; Kelly Colopy <Kelly.Colopy@longbeach.gov>; Cindy Allen <Cindy.Allen@longbeach.gov>; Jennifer Ly <Jennifer.Ly@longbeach.gov>
Subject: comment on the Noise Element draft

-EXTERNAL-

Planning Bureau, City of Long Beach Development Services
Attention, Jennifer Ly

Re: The current NOISE ELEMENT draft: Amplified noise from city-permitted outdoor entertainment on the beach

Dear Planning Bureau:

The current Noise Element draft lacks enforceable, healthy noise standards for city-permitted outdoor entertainment events with excessive amplified noise emanating from the geographically connected beach front venues of Alamitos Beach, the Convention Center parking lot, Rainbow Lagoon, and the Marina Green by the time the noise reaches the residents in the adjacent high-density, high-rise buildings.

I-15-1

Given that these events happen repeatedly spring, summer, and fall with noise levels up to and exceeding 90 dBA, up to 12 hours a day, up to 3 consecutive days, year after year, they are not temporary. They are, in fact, a **Stationary Noise Source** emanating from the same acoustical neighborhood.

The amplified noise from these events frequently make my home at 850 East Ocean Blvd unlivable days at a time. The amplified bass sounds from these events penetrate the units facing the ocean in my building and come into my unit on the other side of the building, causing me anxiety and chest pains when the noise vibrates my lungs.

I-15-2

I and my neighbors documented the noise level from these events and shared the information with the city. We repeatedly asked the city to control the amplified noise but, rather than protecting us as required by California Noise law 46000 and California’s General Plan Guidelines dated 2017, the city increased the frequency of these events.

The Noise Element draft states on page 34 that, “.. prolonged noise exposure in excess of 75 dBA increase[s] body tensions and thereby affect[s] blood pressure and functions of the heart and the nervous

I-15-3



system .. extended periods of noise exposure above 90 dBA would results in permanent damage.”

As is commonly known, sensitivity to noise increases with age. I and the majority of the residents on East Ocean Blvd are senior citizens. Isn't it a form of elder abuse to knowingly and repeatedly violate senior citizens' right to live in their home without the intrusion of city-permitted excessive, amplified noise which is a hazard to their health? As a senior citizen, this situation forced me at great inconvenience and expense to move from the home I had planned to live in forever to another location. I am fortunate that I was able to piece together my finances to escape this unhealthy situation. There are others who are not as fortunate.

I-15-3

To credibly claim that Long Beach is a livable city, the city must have healthy, enforceable noise standards for all city-permitted events on beach-front venues; it must control the prolonged, excessive city-permitted amplified outdoor entertainment noise repeatedly emanating from the beach venues by the time the noise reaches the adjacent high-density residential buildings. It's the right thing to do and it is state law.

I-15-4

Sincerely,

Dr. Margaret Moustafa

Formerly 850 East Ocean Blvd, Unit 1309, Long Beach. Currently 104 Kingfisher Ct., Long Beach

Cc: Robert.Garcia@LongBeach.gov, Tom.Modica@LongBeach.gov, Kelly.Colopy@LongBeach.gov,
Cindy.Allen@LongBeach.gov, Jennifer.Ly@LongBeach.gov.

MARGARET MOUSTAFA

LETTER CODE: I-15

DATE: June 14, 2021

RESPONSE I-15-1

The comment states that the Noise Element lacks enforceable standards for city-permitted outdoor entertainment with amplified sound on beachfront venues of Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green. The comment further states that due to the repeat nature of these events, they are Stationary Noise Sources emanating from the same acoustical neighborhood rather than temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-15-2

The comment states that the amplified noise results in anxiety and chest pain and states that they have measured the noise levels and shared this information with the City. The commenter also cites California Noise Law 46000 and states that the City as increased the frequency of events.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. 4 for a discussion of California Noise Law 46000 of the Health and Safety Code.

RESPONSE I-15-3

The comment cites the Noise Element draft discussion of the effects of prolonged noise exposure on blood pressure, heart function and the nervous systems. The comment concludes that the city-permitted excessive amplified noise is a hazard to their health and the health of senior citizens.

Please refer to Common Response No. 1 for a discussion of Special Events and Common Response No. 4 for a discussion of public health.

RESPONSE I-15-4

The comment requests Special Events and all other city-permitted events in beachfront venues be reclassified as Stationary Noise Sources and that the noise level of these events be controlled for impacts to adjacent high-density buildings.

Please refer to Common Response No. 1 for a discussion of Special Events.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Subject: Fw: Comments to draft Noise EIR and draft Noise Element
Date: Monday, June 14, 2021 11:24:17 AM
Attachments: [Noise Element EIR 2021_Review--MPM.pdf](#)
[Noise Element 2019_Review--MPM.pdf](#)

For LSA

From: Pat Mills <mpmills@yahoo.com>
Sent: Monday, June 14, 2021 6:22 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Cc: Jennifer Ly <Jennifer.Ly@longbeach.gov>
Subject: Fw: Comments to draft Noise EIR and draft Noise Element

-EXTERNAL-

Resent. Original had bad address.

----- Forwarded Message -----

From: Pat Mills <mpmills@yahoo.com>
To: LBDS-EIR_Comments@LongBeach.gov <lbs-eir_comments@longbeach.gov>
Cc: Robert.Garcia@longbeach.gov <robert.garcia@longbeach.gov>; Cindy.Allen@LongBeach.gov <cindy.allen@longbeach.gov>; Tom.Modica@LongBeach.gov <tom.modica@longbeach.gov>; Kelly.Colopy@LongBeach.gov <kelly.colopy@longbeach.gov>
Sent: Monday, June 14, 2021, 11:07:21 AM PDT
Subject: Comments to draft Noise EIR and draft Noise Element

Please see my attached comments to the Draft Noise Element EIR, dated March 2021, and the Draft Noise Element, dated December 2019.

We residents that live along downtown Ocean Blvd are subject to hazardous noise continuously from April to October each year. Special Event Entertainment conducted on the waterfront needs to be regulated by the Noise EIR, the Noise Element, and the Noise Ordinance. These Special Events conducted every weekend are not "temporary" as classified by the EIR but are a "Stationary Noise Source" that requires mitigation pursuant to the State of California General Plan Guidelines, dated 2017. To the residents that live adjacent to these venues, the events are continuous and a source of undue distress.

Thank you,
 Mary P. Mills
 600 E. Ocean Blvd

I-16-1

June 14, 2021

City of Long Beach
Development Services, Planning Bureau

Attn: Jennifer Ly, Planner

Re: Review of the Draft Noise Element Volume 1, March 2021

Dear Ms. Ly:

Thank you very much for the opportunity to review the draft EIR. All Long Beach citizens are entitled to an environment without intrusions of noise which may be hazardous to their health or welfare. As a resident of the downtown waterfront, my review of the draft EIR has brought about the following areas of concern:

I-16-2

- Special Events along the shoreline should not be considered "Temporary" and, as such, not subject to the Noise Ordinance rules. Special Events disturb my peace and quiet almost every weekend from April to October. The composite of all these Special Events are a "Stationary Noise Source" required by the State to be mitigated.
- Waterfront homes were built to be cooled by ocean breezes in the summer. My home does not have air conditioning. Compliance indoor noise measurements need to be made with windows in the seasonal (usually open in the summer) position as is the present case. This EIR would change indoor noise measurements to having the windows in the closed position, adding to my discomfort during summer months.
- Residents submitted several hundred pages of comments during the review of the previous Draft EIR, see EIR page 1-4, AREAS OF CONTROVERSY. I don't see where any of these comments have been incorporated in the latest draft.

I-16-3

I-16-4

I-16-5

Sincerely,



Mary P. Mills
600 E. Ocean Blvd., #1204

cc:

Robert Garcia, Mayor
Cindy Allen, 2nd District Councilwoman
Tom Modica, City Manager
Kelly Colopy, Director, Department of Health and Human Services

June 14, 2021

City of Long Beach
Development Services, Planning Bureau

Attn: Jennifer Ly, Planner

Review of the Draft Noise Element, December 2019

Dear Ms. Ly:

Thank you very much for the opportunity to review the draft Noise Element. All Long Beach citizens are entitled to an environment without intrusions of noise which may be hazardous to their health or welfare. As a resident of the downtown waterfront, my review of the draft Noise Element has brought about the following areas of concern:

I-16-6

- Noise limits are missing from the document. Tables 3.2. and 3.3 from the EIR (March 2021) need to be added. Without stated noise limits, enforcement is not possible.
- Indoor noise measurements need to be made with windows in the seasonal (usually open in summer) position. This is the current Noise Ordinance requirement--do not change it! Waterfront homes were built to be cooled by ocean breezes. My home does not have air conditioning.
- Include a resident's representative in the Special Events permitting process. Many other cities have a review board for special events that has resident membership.
- Ensure that Special Events conducted near homes adjacent to Alamitos Beach, Marina Green, Rainbow Lagoon, and the Convention Center parking lot are subject to the Noise Ordinance requirements. My home is rattled with excessive amplified noise every weekend between April and October. These are not "temporary" events as described in the EIR, but are a "Stationary Noise Source" that requires mitigation by the State of California.

I-16-7

I-16-8

I-16-9

I-16-10

Sincerely,


Mary P. Mills
600 E. Ocean Blvd., #1204

cc:

Robert Garcia, Mayor
Cindy Allen, 2nd District Councilwoman
Tom Modica, City Manager
Kelly Colopy, Director, Department of Health and Human Services

MARY P. MILLS

LETTER CODE: I-16

DATE: June 14, 2021

RESPONSE I-16-1

The comment provides introductory statements for specific comments provided below. The comment summarizes that their concerns are related to the classification of Special Events as temporary and states that they are Stationary Noise Sources that require mitigation pursuant to the *Governor's Office of Planning and Research, General Plan Guidelines (2017)*. The comment states that Special Events need to be regulated by the Noise EIR, Noise Element, and Noise Ordinance.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-16-2

The comment provides introductory remarks for specific concerns on the Draft EIR provided in the following comments.

This comment is introductory and does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

RESPONSE I-16-3

This comment expresses concern that Special Events area classified as temporary. The comment states that as special events occur almost every weekend from April through Octobers, these are a stationary noise source, not temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-16-4

The comment states the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) and requests that the City not change the indoor noise measurement standards as many buildings do not have air conditioning.

Please refer to Common Response No. 3 for a discussion of noise measurement standards and refer to Response to Comment I-6-3 above for a discussion of the existing Noise Ordinance.

RESPONSE I-16-5

The comment cites the list of concerns provided in the Draft EIR on Page 1-4, Areas of Controversy, and on Page 2-3, Scoping Meeting Summary, and states that they do not see these concerns addressed throughout the document.

Please refer to Response to Comment 1-9-4 above for a discussion of how the Draft EIR adequately addresses the concerns listed in Section 1.5 (Areas of Controversy), which describes key issues raised during the scoping process and public review period.

RESPONSE I-16-6

The comment provides introductory remarks for specific concerns on the Draft Noise Element provided in the following comments.

This comment is introductory and does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

RESPONSE I-16-7

The comment states that noise limits are missing from the document and Tables 3.2 and 3.3 from the EIR need to be added for enforcement of stated noise limits.

Please refer to Common Response No. 2 for a discussion of the tables provided in the Draft EIR and for proposed changes to the Noise Ordinance in relation to the Draft Noise Element.

RESPONSE I-16-8

The comment states the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) and requests that the City not change the indoor noise measurement standards.

Please refer to Common Response No. 3 for a discussion of noise measurement standards and refer to Response to Comment I-6-3 above for a discussion of the existing Noise Ordinance.

RESPONSE I-16-9

The comment requests that the City consider resident representation and participation in the Special Events permitting process.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-16-10

The comment states the commenter's objection to the Draft EIR's classification of city-permitted outdoor entertainment with amplified sound on beachfront venues of Alamitos Beach, the Convention Center Parking Lot, Rainbow Lagoon, and Marina Green as temporary. The comment further states that given the repeat nature of these events, they are Stationary Noise Sources rather than temporary.

Please refer to Common Response No. 1 for a discussion of Special Events.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: Comments on noise
Date: Monday, June 14, 2021 9:16:49 AM

For LSA

From: randyjschafer@gmail.com <randyjschafer@gmail.com>
Sent: Monday, June 14, 2021 2:46 AM
To: 'jimgoodin' <jimgoodin@aol.com>
Cc: robin.f.schafer@gmail.com <robin.f.schafer@gmail.com>; Council District 2 <District2@longbeach.gov>; LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: RE: Comments on noise

-EXTERNAL-

Jim, thanks for your reply. I understand easier to manage performers who have permits than the motorcycle / hotrod crew, but it seems we should be enforcing the laws on the books. I suppose no reason we can't do both as city council handles the creation of new laws and police the enforcement of existing ones.

Randy

Randy J. Schafer
 Cell: (732) 822-3341
 efax: (732) 875-0527
 Skype: randy.schafer
 LinkedIn: <https://www.linkedin.com/in/randyschafer>

From: jimgoodin <jimgoodin@aol.com>
Sent: Sunday, June 13, 2021 1:00 PM
To: randyjschafer@gmail.com; LBDS-EIR-Comments@longbeach.gov
Cc: robin.f.schafer@gmail.com; district2@longbeach.gov
Subject: Re: Comments on noise

Thank you Randy for your response. The difference between street noise and entertainment noise is that street noise is already illegal and needs enforcement. The waterfront entertainment noise is presently permitted with no limits. Those of us adjacent need some noise mitigation to live normal lives. When we call the police they respond that they do not have jurisdiction since it is a Special Event. Your location is several buildings down from the most egregious loud entertainment so maybe it is not so bothersome, and you can close your windows.

Jim Goodin

I-17-1

I-17-2

On Sunday, June 13, 2021, 12:44 PM, randyschafer@gmail.com <randyschafer@gmail.com> wrote:

Responding to the email address for comments, copying my wife Robin Schafer, Jim Goodin of ORCA community and Cindy Allen's office.

My apartment in the Pacific faces both the marina and Ocean Blvd. While beach noise is troubling – a tyranny of mostly non-residents on the locals imprisoned in their units in the area, it is in my judgment, trivial compared to the noise pollution from vehicles on Ocean Blvd. The concerts are generally limited in duration and conclude before most people go to sleep. And the noise associated with a performance is part-and-parcel of that performance. The noise from vehicles is never-ending – even nine floors up. And I can drive my Prius silently up and down Ocean Blvd, meaning the act of transportation – unlike entertainment, need not come with an overbearing degree of noise. In the case of the vehicles, my belief is that the noise is meant to impress; to convey power. Gratuitously; for no purpose relevant to transportation. Attacking the party noise is aiming at the wrong problem. It is, metaphorically, addressing the body bruise because it is simpler to go after the more serious problem such as arterial sclerosis. Fix the bruise if you like, but please get on with cleaning the arteries. And do NOT, by any means, claim victory of any note by addressing the bruises and leaving the arterial process to progress.

I intend to repeat these thoughts at the Jun 28 ORCA meeting at the Riviera.

Thank you.

Randy

Randy J. Schafer

Cell: (732) 822-3341

efax: (732) 875-0527

Skype: randy.schafer

LinkedIn: <https://www.linkedin.com/in/randyschafer>

I-17-3

RANDY SCHAFFER

LETTER CODE: I-17

DATE: June 14, 2021

RESPONSE I-17-1

The comment is part of an email exchange with James Goodin for his previous reply provided in Response to Comment I-17-2 below. The comment requests enforcement of illegal street noise as well as permitted entertainment noise.

This comment does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

RESPONSE I-17-2

The comment is part of an email exchange and provides James Goodin's response to the comment provided in Response to Comment I-17-3 below. The comment states that waterfront entertainment is presently permitted with no limits and police respond to complaints stating they have no jurisdiction since it is a special event. The comment states mitigation is needed.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-17-3

The comment is part of an email exchange between the commenter and James Goodin and states that the commenter's opinion that the noise pollution on Ocean Boulevard is a greater concern to them than the noise from entertainment events. The commenter requests addressing noise from transportation.

Please refer to Response to Comment I-8-3 above for a discussion of vehicle noise emissions and regulations in the State of California.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: Draft Noise Element
Date: Monday, June 14, 2021 3:10:07 PM

For LSA

From: Sandra Stanton <sandrastanton9@icloud.com>
Sent: Monday, June 14, 2021 10:00 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: Draft Noise Element

-EXTERNAL-

June 14, 2021

City of Long Beach Development Services, Planning Bureau
Long Beach, CA 90802
Email: LBDS-EIR_Comments@LongBeach.gov
Attn: Jennifer Ly, Planner

Review of the Draft Noise Element, December 2019

Dear Ms. Ly:

Thank you very much for the opportunity to review the draft Noise Element. All Long Beach citizens are entitled to an environment without intrusions of noise which may be hazardous to their health or welfare. As a resident of the downtown waterfront, my review of the draft Noise Element has brought about the following areas of concern:

I-18-1

- Noise limits are missing from the document. Tables 3.2. and 3.3 from the EIR (March 2021) need to be added. Without stated noise limits, enforcement is not possible.

I-18-2

- Indoor noise measurements need to be made with windows in the seasonal (usually open in summer) position. This is the current Noise Ordinance requirement--do not change it! Waterfront homes were built to be cooled by ocean breezes.

I-18-3

Include a resident's representative in the Special Events permitting process. Many other cities have a review board for special events that has resident membership.

I-18-4

- Ensure that Special Events conducted near homes adjacent to Alamitos Beach, Marina Green, Rainbow Lagoon, and the Convention Center parking lot are subject to the Noise Ordinance requirements. My home is rattled with excessive amplified noise every weekend between April and October. These are not "temporary" events as described in the EIR, but are a "Stationary Noise Source" that requires mitigation by the State of California.

I-18-5

As a six year resident of The Pacific at 850 East Ocean Blvd., I am hopeful that post-pandemic times will not bring the same or even higher levels of noise affecting those of us whose homes face the marina and the ocean. I love living in Long Beach and in the downtown area. I am hopeful that the city will make every effort to consider the residents of the downtown waterfront residents in creating and enforcing Noise [Ordinances](#). One thing that would be especially helpful would be enforcement of the loud pipes ordinance.

I-18-6

Sincerely,
Sandra Stanton
850 East Ocean Blvd. #1409
Long Beach, CA 90802

cc:
Robert Garcia, Mayor
Cindy Allen, 2nd District Councilwoman
Tom Modica, City Manager
Kelly Colopy, Director, Department of Health and Human Services

SANDRA STANTON

LETTER CODE: I-18

DATE: June 14, 2021

RESPONSE I-18-1

The comment thanks the City for the opportunity to review the Draft Noise Element and provides introductory remarks for specific concerns provided in the following comments.

This comment is introductory and does not address the adequacy or completeness of the Draft Environmental Impact Report (EIR); does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

RESPONSE I-18-2

The comment states that noise limits are missing from the document and that Tables 3.2 and 3.3 from the EIR need to be added for enforcement of stated noise limits.

Please refer to Common Response No. 2 for a discussion of Special Events.

RESPONSE I-18-3

The comment states that the current Noise Ordinance requirements to measure indoor noise with the windows open (seasonal position) must remain in place.

Please refer to Response to Comment I-6-3 above for a discussion of the existing Noise Ordinance.

RESPONSE I-18-4

The comment requests that the City consider resident representation and participation in the Special Events permitting process.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-18-5

The comment requests that Special Events be subject to the Noise Ordinance requirements and states that these events should be considered stationary noise sources rather than temporary requiring mitigation.

Please refer to Common Response No. 1 for a discussion of Special Events.

RESPONSE I-18-6

The comment provides concluding remarks and states that enforcement of the loud pipes ordinance would be helpful.

This comment does not address the adequacy or completeness of the Draft EIR; does not raise environmental issues; and does not request the incorporation of additional information relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the *State CEQA Guidelines*. No further response is necessary.

From: [LBDS-EIR-Comments](#)
To: [Christina Maxwell](#)
Cc: [Jennifer Ly](#)
Subject: Fw: Excessive noise from various private events on public beach properties.
Date: Monday, June 14, 2021 1:51:27 PM

For LSA

From: Steven Ozawa <ozawafarms1@yahoo.com>
Sent: Monday, June 14, 2021 7:38 PM
To: LBDS-EIR-Comments <LBDS-EIR-Comments@longbeach.gov>
Subject: Excessive noise from various private events on public beach properties.

-EXTERNAL-

Good Morning Jim. The various events held in Long Beach supports the entire Long Beach business community. To continue being considered a desirable destination city we cannot put unreasonable demands on them. One suggestion may be limiting the hours of night events. I personally enjoy the various events we host throughout the city. I am sure every metropolitan city have similar issues they deal with. This is only my opinion on the excessive noise issues. Thank You. Steven Ozawa. 850 E. Ocean Blvd suite # 1602.

I-19-1

Sent from my iPhone

STEVEN OZAWA

LETTER CODE: I-19

DATE: June 14, 2021

RESPONSE I-19-1

The comment states that events held in Long Beach support the business community and should not have unreasonable demands placed on them. The comment also suggests to limit the hours of night events in relation to excessive noise.

Please refer to Common Response No. 1 for a discussion of Special Events.

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3.0 ERRATA

This section of the Final Environmental Impact Report (EIR) provides changes to the Draft EIR that have been made to clarify, correct, or add to the environmental impact analysis for the proposed General Plan Noise Element project (proposed project). Such changes are a result of further review of the Draft EIR. The changes described in this section are minor changes that do not constitute significant new information that alter the outcome of the environmental analysis or require recirculation of the document (*State California Environmental Quality Act [State CEQA] Guidelines* Section 15088.5).

Such changes to the Draft EIR are indicated in this section under the appropriate Draft EIR section. With the exception of changes to tables and figures, deletions are shown with ~~strikethrough~~ and additions are shown with underline.

- 1) The second to last sentence of the first paragraph on Page 3-16 of Section 3.0, Project Description, of the Draft EIR has been revised as follows:

These proposed changes maintain ~~current~~ existing standards for indoor and outdoor noise limits for all other districts including ~~for~~ residential and other noise-sensitive land uses such as schools.

- 2) The last sentence of the first paragraph on Page 3-16 of Section 3.0, Project Description, of the Draft EIR has been revised as follows:

The total area of District Two, including its expanded boundaries, is limited to a total of 4.6 percent of the City's land area.

- 3) The second sentence of the second paragraph on Page 3-16 of Section 3.0, Project Description, of the Draft EIR has been revised as follows:

Geographically, the proposed District Two boundaries expand upon the existing area to include additional portions of Downtown, Midtown, Central, ~~and West Long Beach~~ and key Waterfront areas, as well as portions of Belmont Shore.

- 4) Policy N 13-6 has been corrected to reflect the Draft Noise Element and is revised as follows on Pages 4.2-27 and 4.3-10 of the Draft EIR:

Policy N 13-6: Stay up-to-date with sound mitigation technology and noise assessment methods for ~~-Special Events~~

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4.0 DRAFT ENVIRONMENTAL IMPACT REPORT

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NOISE element

City of Long Beach General Plan

Volume I: Draft Environmental Impact Report

State Clearinghouse No. 2019050009

March 2021



creating livable environments



LONG BEACH
DEVELOPMENT
SERVICES

CITY OF
LONG BEACH

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VOLUME I:

DRAFT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2019050009

**GENERAL PLAN NOISE ELEMENT AND
AMENDMENTS TO THE CITY'S NOISE ORDINANCE**

CITY OF LONG BEACH

Submitted to:

City of Long Beach
Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802

Prepared by:



March 2021

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, before taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide both the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

This Executive Summary has been prepared according to *State CEQA Guidelines* Section 15123 for the Draft EIR for the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). This Draft EIR has been prepared for the City of Long Beach (City) to analyze the proposed project's potential impacts on the environment; to propose mitigation measures for identified potentially significant impacts that would minimize, offset, or otherwise reduce or avoid those environmental impacts; and to discuss alternatives that could reduce the potentially significant impacts of the proposed project.

1.2 SUMMARY OF LOCATION AND SETTING

The location for the Noise Element project (also referred to as the "planning area") encompasses the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County (County), California. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower, and the unincorporated community of Rancho Dominguez; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the unincorporated community of Rossmoor. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

Regional access to the City is provided by Interstate 710 (I-710, which traverses the western portion of the City from north to south), Interstate 405 (I-405, which traverses the central portion of the City from northwest to southeast), State Route 91 (SR-91, which traverses the northernmost portion of the City from east to west), State Routes 103 and 47 (SR-103 and SR-47, respectively, which traverse the western border of the City from north to south), and State Route 1 (SR-1, which traverses the central portion of the City from east to west), commonly referred to as Pacific Coast Highway (PCH or SR-1). In addition, Interstate 605 and State Route 22 (I-605 and SR-22, respectively, located northeast and east of the City) provide access to the eastern portion of the City.

In addition, a variety of bus transit routes maintained by the Metropolitan Transportation Authority (Metro), Long Beach Transit, and the Orange County Transportation Authority (OCTA) provide both regional and local access to and within the City. Metro also provides passenger rail service via the Blue Line, which connects the City to Metro's regional transportation system throughout greater Los

Angeles County. A variety of bicycle lanes and paths serve the City, including regional connections along PCH, the San Gabriel River pathway, and the Los Angeles River pathway.

1.3 SUMMARY OF THE PROJECT DESCRIPTION

The proposed project involves both the adoption of a new General Plan Noise Element Project and amendments to the City's Noise Ordinance, Long Beach Municipal Code (LBMC) Section 8.80, which regulates noise and implements the policies of the Noise Element. These project components are summarized below. See Chapter 3.0, Project Description, for a complete description of the project components.

1.3.1 Proposed Noise Element

The proposed project is the adoption of a new General Plan Noise Element (included as Appendix B of this Draft EIR), which would replace the City's existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

The topics of noise and vibration are introduced with a discussion of the function of a Noise Element and its role within other planning and regulatory frameworks, the community engagement involved in shaping the element, and concepts for implementing the vision of the element. The Noise Element also includes information related to noise fundamentals, such as the characteristics of sound, measurement of sound and definitions of acoustical terms, physiological effects of exposure to noise, and common sound levels and their noise sources.

As part of the Noise Element, the City has established 16 strategies related to noise, which would aid review of future projects and their associated environmental impacts. In addition to the 16 strategies, the proposed Noise Element contains numerous policies that work together to achieve the goals of creating a healthy, livable community with the equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city. These citywide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

Chapter 5 of the proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

Chapter 6.0 of the proposed Noise Element includes implementation measures (comprised of tools and strategies), which are intended to be used to effectively implement the goals and policies contained in the Noise Plan. Implementation tools consist of the City's regulatory processes, such as zoning regulations, the Noise Ordinance which is being updated as part of this project, development review, building and housing codes, CEQA compliance, City noise procedures and management,

interagency coordination, and enforcement. The implementation strategies summarize goals and policies from the Noise Plan and identify the responsible City departments and general timeframes for completion. Periodic progress reports will be prepared every two to three years to ensure that the City is adhering to implementation strategies outlined in the Noise Element.

1.3.2 Proposed Noise Ordinance Amendments

The City of Long Beach Noise Ordinance is contained in Title 8, Health and Safety, Chapter 8.80, Noise, of the City's Municipal Code. Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise.

As detailed in Chapter 3.0, Project Description, several amendments to the Noise Ordinance would be included as part of the proposed project.

1.3.3 Project Design Feature

A Project Design Feature (PDF) is a specific component of the proposed project that has been incorporated in the project design to reduce potential environmental effects. This PDF is a part of the proposed project and does not constitute a mitigation measure. It is, however, included in this Draft EIR because it is intended to reduce potential project impacts. If applicable, PDFs are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for each environmental topic.

Project Design Feature 4.4.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, the project shall implement a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.

1.4 ALTERNATIVES

As required by CEQA, the No Project Alternative to the proposed project was selected for consideration in the alternatives analysis. However, it should be noted that two other alternatives, including the Alternative Site and Reduced Project Alternatives, were determined to be infeasible.

- **Alternative 1: No Project Alternative.** This alternative would involve no amendments to the City of Long Beach's (City) General Plan or the Long Beach Municipal Code Noise Ordinance. The existing General Plan Noise Element (1975) and the current Noise Ordinance would continue to guide and regulate the City's noise environment.

The alternatives analysis is described in greater detail in Chapter 5.0, Alternatives.

1.5 AREAS OF CONTROVERSY

Pursuant to *State CEQA Guidelines* Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City or that were raised during the scoping process and the scoping meeting held on May 30, 2019. Key environmental issues and concerns raised in the response to the Initial Study/Notice of Preparation (IS/NOP) scoping process or at the scoping meeting were all related to noise, but many comments were directed at existing special events that occur in the City, and not related to the scope of the Noise Element EIR. The following issues were raised during the scoping process: (1) concerns regarding the health and welfare of City residents being impacted by the existing noise environment and noise exposure in the City, especially in the Downtown and Waterfront areas; (2) concerns that the noise complaint process with the City is ineffective; (3) recommendations that the Noise Element should include regulations limiting noise levels; (4) recommendations that the Noise Element should include regulations limiting the maximum number of days permitted special events are allowed or can exceed allowable noise levels; (5) recommendations that acoustical neighborhoods should be considered instead of land uses when regulating allowable noise limits; (7) requests to measure existing noise conditions from residences located near special event locations; and (8) recommendations for changes to the City's current practices, such as making temporary events accountable to existing noise standards, hiring a sound technician and compliance officer to oversee standards related to noise generated from special events, and directing all amplified sounds away from City residences.

Please note that these are not exhaustive lists of areas of controversy, but rather key issues that were raised during the scoping process and public review period for the IS/NOP.

This Draft EIR addresses each of these areas of concern or controversy in detail as they relate to the proposed project, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts of the proposed project.

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.1 identifies the potential environmental impacts and level of significance associated with implementation of the proposed project. Table 1.1 also identifies cumulative impacts resulting from the proposed project. Environmental topics addressed in this Draft EIR include land use and planning, noise, and transportation.

Refer to Section 2.0, Introduction, of this Draft EIR for a discussion of additional effects found not to be significant through the IS/NOP process, including aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire.

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
4.1: LAND USE AND PLANNING		
<p>Threshold 4.1.2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p> <p>Less Than Significant Impact.</p> <p>General Plan. The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City’s Noise Ordinance. Proposed amendments to the City’s Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with existing elements of the General Plan because they are consistent with the intent of the proposed Noise Element.</p> <p>The goals and policies in the proposed Noise Element are intended to provide protection for land uses, as identified in the Land Use Element (LUE), from excessive noise. The Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. These goals and policies would reduce potential impacts related to incompatible uses and noise, and would promote a healthy environment to accommodate future projections in housing, population, and employment in the City.</p> <p>As described in detail throughout Table 4.1.3, in Section 4.1, Land Use and Planning, the strategies and policies included in the proposed Noise Element are internally consistent with the City’s General Plan LUE, Urban Design Element (UDE), Housing Element, Open Space and Recreation Element, and Mobility Element. The proposed Noise Element would not result in inconsistencies with the Air Quality Element, Conservation Element, Historic Preservation Element, Public</p>	<p>No mitigation is required. However, the proposed project would be required to adhere to the following project design feature related to land use and planning.</p> <p>Project Design Feature 4.1.1: To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, a program shall be implemented to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.</p>	<p>Less than Significant Impact.</p>

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>Safety, or Seismic Safety Element because, although these elements, together with the Noise Element, would serve to guide the overall development and urban form of the City, the Noise Element is not specifically interrelated with the goals, policies, and strategies of these elements. Therefore, the proposed project would be consistent with the applicable goals and policies outlined in the City’s General Plan. Impacts are considered less than significant, and no mitigation is required.</p> <p>Airport Land Use Plans. The proposed Noise Element includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. The proposed Noise Element also includes Policy N 10-9, which requires the evaluation of potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). As such, the proposed project would be consistent with applicable airport land use plans because future development would be required to evaluate potential noise impacts associated with discretionary development and ensures compatibility with the noise environment under the airport land use plans. Further, proposed amendments to the City’s Noise Ordinance would not conflict with adopted airport land use plans. Therefore, the proposed project would be consistent with adopted airport land use plans. Impacts are considered less than significant, and no mitigation is required.</p> <p>Municipal Code. Several amendments to the Noise Ordinance (Long Beach Municipal Code [LBMC] Chapter 8.80, Noise) would be included as part of the proposed project. In the Section 8.80.030, Administration and Enforcement, of the City’s Municipal Code, text would be added to clarify and expand the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes.</p>		

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>Proposed amendments to the Noise Ordinance also include updates to the boundaries of the noise districts to better reflect and be consistent with the recently adopted LUE PlaceTypes. The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed use development or are planned for mixed-uses and commercial uses in the future. The proposed amendments to the Noise Ordinance also include adding mixed use as a land use type in Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City’s Municipal Code. These proposed amendments would be consistent with proposed amendments to the Noise District Map.</p> <p>Upon approval of the proposed project, these amendments would result in project consistency with the City’s Municipal Code. Additionally, the proposed amendments would ensure consistency between the proposed Noise Element and the City’s Municipal Code. To ensure that the proposed project complies with and would not conflict with or impede the City’s Municipal Code, including the Noise Ordinance, the proposed project includes Project Design Feature 4.1.1, which requires the implementation of a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. All inconsistencies between the Noise Element and Municipal Code are required to be resolved through text amendments within 36 months following project approval. Therefore, with incorporation of Project Design Feature PDF 4.1.1, the proposed project would be consistent with the City’s Municipal Code. No mitigation is required.</p>		

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>Cumulative Land Use and Planning Impacts.</p> <p>Less Than Significant Impact. The cumulative impact area for land use for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would be less than significant.</p> <p>Implementation of the proposed project would not conflict with applicable land use documents. The project would also address potential inconsistencies with the City’s Noise Ordinance (as outlined in Project Design Feature PDF No. 4.1.1), which would reduce cumulative project impacts related to potential Municipal Code inconsistencies to a less than significant level. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, land use impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.</p>	<p>No mitigation is required. Refer to Project Design Feature PDF 4.1.1, above.</p>	<p>Less than Significant Impact.</p>
4.2: NOISE		
<p>Threshold 4.2.1: Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p> <p>Less Than Significant Impact.</p> <p>Short-Term Construction-Related Noise Impacts. The proposed project involves the adoption of the General Plan Noise Element and</p>	<p>No mitigation is required.</p>	<p>Less than Significant Impact.</p>

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would generate noise. However, since construction noise is regulated by the Noise Ordinance, noise impacts associated with construction activities are discussed below.</p> <p>Construction activities associated with future development could result in substantial temporary or periodic increases in ambient noise levels at development sites throughout the City. Construction activities as part of future projects could adversely affect nearby noise-sensitive land uses. Proposed changes to the Noise Ordinance maintain current standards for interior noise levels for residential uses and schools and add a “mixed-use” land use type with corresponding maximum daytime and nighttime decibel levels to Table C in Section 8.80.170 of the City’s Municipal Code. Changes to exterior standards only consist of the addition of the “mixed use” land use type to District 2 in Table A in Section 8.80.160 of the City’s Municipal Code and would not result in any changes to the maximum noise criteria outlined in Section 8.80.160. Therefore, any future construction activities and development would be required to adhere to the same exterior and interior noise standards for noise-sensitive receptors as required under the City’s existing Municipal Code regulations. Impacts would, therefore, be considered less than significant.</p> <p>Construction noise is permitted by the City’s Municipal Code when activities occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays. No construction would be permitted on Sundays. Construction noise impacts are currently exempt from specific noise levels limits; these limits would not change under the proposed project, and impacts would therefore be considered less than significant.</p> <p>Additionally, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas</p>		

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>and other locations near noise-sensitive uses where possible. Policies N 12-1 through N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City’s Municipal Code, and encourage construction best practices that reduce noise. Therefore, short-term construction-related noise impacts would be less than significant. No mitigation is required.</p> <p>Long-Term Stationary-Source Noise Impacts. Future development projects may include the installation or creation of new stationary sources of noise, or could include the development of new sensitive land uses in the vicinity of existing noise sources.</p> <p>The proposed Noise Element includes policies and strategies to protect sensitive receptors from stationary noise sources and encourage land use compatibility. Strategy No. 1 applies site planning and other design standards to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes. Policies N 1-1 through N 1-9 integrate noise considerations into the land use planning process to prevent new noise conflicts, requires noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptors, and ensures that project site design and function minimize noise. In addition, any new noise-generating sources would be subject to compliance with Chapter 8.80, Noise (including the amendments proposed as part of the project), which sets exterior and interior noise standards for the various land uses within the City.</p> <p>The proposed Noise Element includes policies and strategies that would ensure future development projects incorporate site planning and project design strategies to protect sensitive receptors from stationary noise sources in excess of acceptable levels. Additionally, the proposed project includes amendments to the Noise Ordinance to better reflect</p>		

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Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>and be consistent with the recently adopted LUE PlaceTypes. Finally, the proposed project does not change the exterior and interior noise standards for the various land uses (except to update the boundaries of the Noise Districts and add Mixed Use as a land use type). Therefore, implementation of the proposed project, which includes no physical development, would not expose persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.</p> <p>Long-Term Traffic Noise Impacts. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE and buildout of the General Plan. This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. Traffic noise increase under the recently adopted LUE would be up to 2.1 dBA, which is considered less than the threshold of perceptibility for humans (i.e., 3 dBA). Therefore, traffic noise that is regulated under the proposed project would not be readily perceptible in suburban or urban outdoor environments.</p> <p>The noise contours presented in the proposed Noise Element would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element would include allowable interior and exterior noise exposure levels from transportation sources for various land uses proposed by the Noise Element. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. Adherence to allowable interior and exterior noise exposure levels from transportation sources would ensure that noise impacts resulting from transportation sources would be less than significant.</p>		

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>Additionally, Strategy Nos. 6 through 8, included in the proposed Noise Element, are aimed at managing traffic-related noise. The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies to better reflect the recently adopted LUE PlaceTypes and reduce long-term transportation noise impacts. Therefore, implementation of the proposed project would not allow the exposure of persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.</p>		
<p>Threshold 4.2.2: Would the project generate excessive ground-borne vibration or ground-borne noise levels?</p> <p>Less Than Significant Impact. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would generate vibration or noise. However, future construction activities considered by the proposed Noise Element could result in the generation of ground-borne vibration.</p> <p>Chapter 8.80 of the City’s Noise Ordinance would continue to limit the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any future construction activities would be required to comply with the Noise Ordinance requirements. Therefore, future construction activities would not result in the exposure of sensitive receptors to excessive ground-borne vibration or noise levels.</p> <p>The proposed Noise Element also includes policies and strategies that protect sensitive receptors from vibration in excess of acceptable levels including Strategy No. 12, which minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Therefore, implementation of the proposed project would not expose persons to excessive ground-borne</p>	<p>No mitigation is required.</p>	<p>Less than Significant Impact.</p>

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
vibration and/or ground-borne noise levels, and impacts are considered less than significant. No mitigation is required.		
<p>Threshold 4.2.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</p> <p>No Impact. Aircraft noise in the City of Long Beach is primarily related to aircraft operations at Long Beach Airport, Los Angeles International Airport, and John Wayne Airport. Long Beach Airport is located centrally within the City, approximately 3 miles northeast of downtown.</p> <p>The proposed Noise Element includes Strategy No. 10, which requires measures to minimize the adverse effects of aircraft-related noise. The proposed Noise Element also includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would have the potential to expose people residing or working in the project area to excessive noise levels. Therefore, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. No mitigation is required.</p>	No mitigation is required.	No Impact.
<p>Cumulative Noise Impacts.</p> <p>Less Than Significant Impact. The cumulative area for noise impacts is the planning area and any sensitive receptors within the planning area.</p> <p>Cumulative growth within the City could result in temporary or periodic increases in ambient noise levels at development sites throughout the City. However, construction-related noise would be temporary and would no longer occur once construction of individual future projects is</p>	No mitigation is required.	Less than Significant Impact.

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>completed. In addition, future construction activities would be subject to compliance with the City’s Noise Ordinance and proposed amendments to the City’s Noise Ordinance to ensure that noise impacts from construction sources are reduced. In addition, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses, where possible. Policies N 12-1 through N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City’s Municipal Code, and encourage construction best practices that reduce noise. Because implementation of the proposed project does not result in any physical construction activities that would produce noise, the proposed project would not be considered to have a cumulatively considerable contribution to the total noise environment in the City.</p> <p>The proposed project would not create a cumulatively considerable contribution to regional noise conditions as it does not include any physical improvements or development. Implementation of the proposed project would not impact traffic volumes and would not generate a significant impact under cumulative noise conditions. Additionally, implementation of the proposed Noise Element strategies and policies would require the City to consider noise and land use compatibility issues when evaluating individual future development proposals. Finally, the future noise contours and allowable interior and exterior noise exposure levels from transportation sources for various land uses included in the proposed Noise Element as described above are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise.</p> <p>For the reasons stated above, implementation of the proposed project would not result in a substantial cumulative increase in noise. Further, the proposed project involves the adoption of the General Plan Noise</p>		

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable noise impacts. Therefore, noise impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.</p>		
<p>4.3: TRANSPORTATION</p>		
<p>Threshold 4.3.1: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?</p> <p>Less Than Significant Impact. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to traffic. However, since the proposed Noise Element is intended to manage transportation noise, general transportation impacts are discussed below.</p> <p>General Plan Mobility Element. The planning area includes multiple sources of noise related to mobility, including vehicles, rail, aircraft, and watercraft. Proposed Noise Element Strategy Nos. 6 through 11 are aimed at managing mobility-related noise. Strategies include minimizing vehicular traffic noise in residential areas and near noise-sensitive land uses; promoting multimodal mobility to reduce noise generated from vehicular traffic; implementing street design and maintenance practices to minimize vehicular noise impacts; minimizing train noise in residential areas and near noise-sensitive land uses; minimizing the adverse effects of aircraft-related noise; and minimizing watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible. These strategies and their associated policies further the goals of the Mobility Element. Therefore, the proposed Noise Element would be consistent with the overall intent of the City’s General Plan Mobility Element.</p>	<p>No mitigation is required.</p>	<p>Less than Significant Impact.</p>

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City’s Noise Ordinance. Proposed amendments to the City’s Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with the Mobility Element because they are consistent with the intent of the proposed Noise Element.</p> <p>It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE and buildout of the City. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions.</p> <p>The proposed Noise Element includes detailed future traffic noise contours. The noise contours would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element includes allowable interior and exterior noise levels from transportation sources for various land uses. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise.</p> <p>The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies aimed at managing long-term transportation noise impacts. Overall, the proposed Noise Element is consistent with assumptions made in, and the intent of, the Mobility Element. Therefore, implementation of the proposed project would not conflict with the Mobility Element.</p>		

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
<p>Congestion Management Program. Since implementation of the project would not result in increases in volume-to-capacity ratio, the proposed project would not result in significant impacts with respect to the Congestion Management Program (CMP). Therefore, implementation of the proposed project would not conflict with the Los Angeles County CMP.</p> <p>As discussed above, the proposed project would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.</p>		
<p>Cumulative Transportation Impacts.</p> <p>Less Than Significant Impact. The cumulative impact area for transportation for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own transportation consistency analysis and would be reviewed for consistency with adopted programs, plans, ordinances or policies addressing the circulation system. For this reason, cumulative impacts associated with inconsistency of future development with adopted programs, plans, ordinances, or policies addressing the circulation system would be less than significant. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered a policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, transportation impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.</p>	<p>No mitigation is required.</p>	<p>Less than Significant Impact.</p>

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2.0 INTRODUCTION

2.1 OVERVIEW

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts associated with the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project) in the City of Long Beach (City). The City is the "public agency which has the principal responsibility for carrying out or approving the project" and, as such, is the "Lead Agency" for this project under the California Environmental Quality Act of 1970 (CEQA) (*State CEQA Guidelines for Implementation of CEQA* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. This Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. The anticipated project approvals associated with the proposed project are described in Chapter 3.0, Project Description.

An Initial Study (IS) (LSA, May 2019) (provided in Appendix A of this Draft EIR) was prepared for the proposed project. Following preparation of the IS, the City of Long Beach, as the Lead Agency, determined that the proposed project may have a significant effect on the environment and that an EIR would be required to more fully evaluate potential adverse environmental impacts that may result from development of the project. As a result, this Draft EIR has been prepared in accordance with CEQA, as amended (Public Resources Code [PRC] Section 21000, et seq.), and the CEQA Guidelines for Implementation of CEQA (California Code of Regulations [CCR], Title 14, Section 15000, et seq.). This Draft EIR also complies with the procedures established by the City for the implementation of CEQA.

Questions regarding the preparation of this Draft EIR and the City's review of the proposed project should be referred to the following:

Jennifer Ly, Planner
City of Long Beach Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802
Phone: (562) 570-6368
Email: LBDS-EIR-Comments@LongBeach.gov

2.2 ENVIRONMENTAL REVIEW PROCESS

The California Environmental Quality Act (CEQA) Public Resources Code (PRC) Section 21000, et seq., requires that a public agency prepare an EIR when the public agency finds substantial evidence that the project may have a significant effect on the environment (PRC Section 21080 (d)). The basic purposes of CEQA are to:

1. Inform governmental decision makers and the public about the potential significant environmental effects of proposed activities;
2. Identify the ways that environmental damage can be avoided or significantly reduced;

3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

In compliance with the *State CEQA Guidelines*, the City has taken steps to maximize opportunities for the public and other public agencies to participate in the environmental review process. The City conducted the scoping process and held a public scoping meeting, issued a Notice of Preparation (NOP) for the proposed project, and determined that an EIR was required to evaluate the potentially significant environmental effects of the proposed project and related actions. Further, this Draft EIR is subject to public review and comment. These topics related to the environmental review process are described in further detail below.

2.2.1 Initial Study and Notice of Preparation

The City, as the Lead Agency, originally prepared an Initial Study (IS) and issued a Notice of Preparation (NOP) on an EIR for the original project on May 17, 2019, which was distributed via the State Clearinghouse (SCH). The SCH issued a project number for the EIR (SCH No. 2019050009). The primary purpose of preparing the Initial Study was to scope the environmental analysis and evaluate potential environmental impacts that may result from project approval. The Initial Study was also used to scope out environmental issues that were determined to be “less than significant” or “no impact.”

In accordance with the *State CEQA Guidelines*, Section 15082, the NOP was circulated to responsible agencies and individuals for a period of 32 days, during which time written comments were solicited pertaining to environmental issues and topics that the EIR should evaluate.

Responses to the IS/NOP were received from the following agencies and groups:

- California Department of Transportation (Caltrans), District 7
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Native American Heritage Commission (NAHC)
- Ocean Residents Community Association (ORCA)

The following individuals submitted written comments on the NOP:

- Linda Scholl
- Diana Lejins
- Katherine Kelton
- Leroy M. J. Keife
- Sarah Bedy
- Kathy Kelton
- Robert Fox
- Bob Kelton
- Maria Gonzalez
- Margaret Moustafa
- Gregory Samaras
- Laurence Gresko
- Genny Hulbrock
- William Sheehan
- Dianne Sundstrom
- Robert W. Cash
- Phil Dandridge
- Mary M. Hester

- Thomas Dorich
- Claire Heiss
- Feeruza Shah
- James A. Goodin
- Heidi Maerker
- Sandra Stanton
- Dennis L. Stone
- Pat Welch

2.2.2 Scoping Meeting Summary

The City held a public scoping meeting to present the original project and to solicit input from interested individuals regarding environmental issues that should be addressed in the Draft EIR. The scoping meeting was held on May 30, 2019 from 6:00 p.m. to 7:30 p.m. at Bixby Park Social Hall, located at 130 Cherry Avenue in the City of Long Beach. Key environmental issues and concerns raised in the response to the IS/NOP scoping process or at the scoping meeting were all related to noise, but many comments were directed at existing special events that occur in the City, and not related to the scope of the Noise Element EIR. The following issues were raised during the scoping process:

- Concerns that the health and welfare of City residents are impacted by the existing noise environment and noise exposure in the City, especially in the Downtown and Waterfront areas.
- Concerns that the noise complaint process with the City is ineffective.
- Recommendations that the Noise Element should include regulations limiting noise levels.
- Recommendations that the Noise Element should include regulations limiting the maximum number of days permitted special events are allowed or can exceed allowable noise levels.
- Recommendations that acoustical neighborhoods should be considered instead of land uses when regulating allowable noise limits.
- Requests to measure existing noise conditions from residences located near special event locations.
- Recommendations for changes to the City's current practices, such as making temporary events accountable to existing noise standards, hiring a sound technician and compliance officer to oversee standards related to noise generated from special events, and directing all amplified sounds away from City residences.

Please note that these are not exhaustive lists of areas of controversy, but rather key issues that were raised during the scoping process. The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A includes the IS/NOP and copies of written comments received in response to the IS/NOP, as well as written comment cards received in response to the public scoping meeting.

2.2.3 Draft EIR

This Draft EIR is being distributed to numerous public agencies and other interested parties for review and comment. The Draft EIR is also available at the location listed below. It should be noted that this location may not be open to the public due to the ongoing COVID-19 public health concerns. Copies of the Draft EIR are also available on the City's website, which is provided below.

City of Long Beach City Hall
411 West Ocean Boulevard, First Floor
Long Beach, CA 90802
Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m.
Note City closure dates on alternating Fridays: www.longbeach.gov/furlough
Saturday and Sunday, Closed

The Draft EIR is also available on the City's website:

<http://www.longbeach.gov/lbds/planning/environmental/reports/>

All comments received from agencies and individuals on the Draft EIR will be accepted during the public review period, which will not be less than 45 days, in compliance with CEQA. All comments on the Draft EIR should be sent to the following City contact person:

Jennifer Ly, Planner
City of Long Beach Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802
Phone: (562) 570-6368
Email: LBDS-EIR-Comments@LongBeach.gov

Comments will only be accepted in written form via e-mail and/or hardcopy letter delivered to the above-referenced e-mail and mailing addresses, respectively. After the public review and comment period, written responses to all comments received pertaining to environmental issues will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by responsible public agencies will be distributed to those agencies for review at least 10 days (in accordance with Section 15088 of the *State CEQA Guidelines*) prior to consideration and approval of the Final EIR by the Planning Commission and City Council. Upon completion of the Final EIR and other required documentation, the City Council may certify the Final EIR, adopt findings relative to the proposed project's environmental effects after implementation of mitigation measures, and approve or deny the project.

2.3 SCOPE OF THIS DRAFT EIR

This Draft EIR has been prepared to evaluate environmental impacts that may result from implementation of the proposed project. As the Lead Agency, the City has the authority for preparation of this Draft EIR and, after the comment/response process, certification of the Final EIR (FEIR) and approval of the proposed project as described in this Draft EIR.

The City has the authority to make decisions on discretionary actions relating to development of the proposed project. As previously stated, this Draft EIR is intended to serve as an informational document to be considered by the City during deliberations on the proposed project. This Draft EIR evaluates and mitigates a reasonable worst-case scenario of potential impacts associated with the proposed project.

As previously stated, the City is the Lead Agency for the proposed project under CEQA (*State CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary actions. This Draft EIR provides information to the Lead Agency and other public agencies, the general public, and decision makers regarding the potential environmental impacts from construction and operation of the proposed project. The purpose of the public review of the Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the *State CEQA Guidelines* states the following regarding standards from which adequacy is judged:

“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”

Under CEQA (PRC Section 21002.1[a]):

“The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.”

As previously discussed in Chapter 1.0, Executive Summary, an EIR is the most comprehensive form of environmental documentation identified in CEQA and the *State CEQA Guidelines* and provides the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

2.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by *State CEQA Guidelines* Section 15128, this Draft EIR identifies the potential effects of the proposed project that were determined not to be significant and adverse, and therefore, not addressed in the Draft EIR. The proposed project would not result in adverse impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural

resources, utilities and service systems, and wildfire. These issues are briefly discussed below along with the substantiation for why they were determined not to be significant.

2.4.1 Aesthetics

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or developments that would result in impacts to scenic vistas. The project would not result in changes to height or density of land uses, and consequently, the project would not impact views of scenic resources in the planning area. As a result of implementation of the proposed project, the existing scenic quality of the planning area would remain unchanged and sources of light and glare in the planning area would remain the same as existing conditions. Each future discretionary project within the City would be evaluated individually and project-specific mitigation would be proposed as needed. For these reasons, approval of the proposed project would not result in substantial adverse impacts to aesthetics. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.2 Agricultural and Forestry Resources

The planning area is almost entirely developed and is not used for agricultural or forestry purposes. No properties within the planning area are designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor are there areas zoned for agricultural or forestry uses. Further, there are no areas protected by a Williamson Act contract. As such, implementation of the proposed project would not result in environmental changes that could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. Furthermore, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to agricultural and forestry resources. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.3 Air Quality

The planning area includes the entirety of the City of Long Beach, which is part of the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) adopted the *2016 Air Quality Management Plan* (2016 AQMP) in March 2017.

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would conflict with the 2016 Air Quality Management Plan (AQMP), result in an exceedance of SCAQMD criteria pollutant emission thresholds, result in increased short- or long-term emissions, or generate odors within the planning area. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.4 Biological Resources

In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. These urban areas do not contain mapped habitat for any sensitive biological species as identified on local/regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Although the majority of the planning area is urban in nature, the City contains a number of open space areas (e.g., El Dorado Regional Park, the Los Angeles and San Gabriel Rivers, Los Cerritos Wetlands, beaches along the Pacific Ocean shoreline, rights-of-way, marinas, bays, riparian habitat, and wetlands) that have the potential to support sensitive biological resources. However, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources. Existing habitat and species would not be affected as a result of implementation of the proposed project.

According to the National Wetlands Inventory managed by the USFWS, although the majority of the planning area is urban in nature, the planning area does contain riparian habitat that has the potential to support sensitive biological resources; however, the planning area does contain State and federally protected wetlands that have the potential to support sensitive biological resources.¹ As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

The Migratory Bird Treaty Act (MBTA) and California Fish and Game Code 3503 protect most native bird species from destruction or harm. This protection extends to individuals, as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list. Implementation of the proposed project would not result in impacts related to interference with the movement of species within wildlife corridors. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

The City of Long Beach Municipal Code (Ordinance C-7642) regulates the care and removal of trees on public property and is intended to preserve and protect the community's urban forest and to promote the health and safety of City trees. The City's Municipal Code requires that a municipal permit from the City of Long Beach Director of Public Works be obtained prior to the removal of trees on City-owned property. The City's Tree Maintenance Policy also requires a 1:1 replacement ratio and payment of a fee that is equivalent to a City-approved 15-gallon tree. Implementation of the proposed project would not conflict with the City's tree preservation policies. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise

¹ United States Fish and Wildlife Service (USFWS). National Wetlands Inventory. Website: <https://www.fws.gov/wetlands/data/mapper.html> (accessed March 25, 2020).

Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

There are no adopted Habitat Conservation Plans (HCP), Natural Communities Conservation Plans (NCCP), or other similar plans within the City.

For the reasons stated above, the proposed project would not result in significant impacts to biological resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.5 Cultural and Tribal Cultural Resources

Implementation of the proposed project would not cause a substantial change in the significance of a historical, archaeological, or tribal cultural resource.

CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project’s Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]). The proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to historical resources.

The City’s General Plan Land Use Element aims to minimize potential impacts to unknown archaeological resources through compliance with applicable federal, State, and local guidelines. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to archaeological resources. Similarly, the proposed project would not disturb any human remains.

For the reasons stated above, the proposed project would not result in significant impacts to cultural resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.6 Energy

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require energy consumption. As such, the proposed project would not result in an environmental impact due to wasteful, inefficient,

or unnecessary consumption of energy resources because the project would not require energy consumption, nor would it conflict with state or local plans for renewable energy or energy efficiency. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.7 Geology and Soils

Given the City's location in the seismically active area of Southern California, portions of the planning area are located within a Fault Zone, as designated by the California Department of Conservation (DOC) and United States Geological Survey (USGS). According to the City's General Plan Seismic Safety Element (1988), the most prominent fault zone in the City is the Newport-Inglewood Fault Zone, which transverses the City from the northwest to the southeast. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. Future individual projects subject to discretionary approval would be required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current applicable building codes. As such, implementation of the proposed project would not expose people or structures to substantial adverse effects related to the risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related failure (e.g., liquefaction or landslides).

As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts related to substantial soil erosion, unstable soils, expansive soils, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Compliance with applicable building codes in effect at the time future projects are proposed and preparation of site-specific geology and soils engineering studies would ensure that future projects would not result in impacts related to substantial soil erosion, unstable soils, expansive soils, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would impact paleontological resources. As a result of implementation of the proposed project, the existing paleontological setting would remain unchanged.

For the reasons stated above, the proposed project would not result in significant impacts to geology and soils. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.8 Greenhouse Gas Emissions

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would directly or indirectly generate GHG emissions or conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.9 Hazards and Hazardous Materials

Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and an irritant or strong sensitizer.¹ Hazardous substances include all chemicals regulated under the United States Department of Transportation "hazardous materials" regulations and the United States Environmental Protection Agency (EPA) "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would involve the transport, use, or disposal of hazardous materials; create a hazard to the public or the environment through the release of hazardous materials; emit hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of any school; result in a significant impact related to a known hazardous materials site pursuant to Government Code Section 65965.5, and therefore, would not create a significant hazard to the public or the environment; interfere with air traffic patterns, conflict with established Federal Aviation Administration (FAA) flight protection zones, or conflict with building height standards established by the FAA for structures on and adjacent to the Long Beach Airport; interfere with an adopted emergency response plan or emergency evacuation plan; nor expose people or structures to a significant risk of loss, injury, or death from wildland fires. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Further, future individual projects subject to discretionary approval would be required to comply with all policies set forth in the City's Emergency Operations Plan and the General Plan Public Safety Element (1978). Therefore, this issue is not evaluated further in this Draft EIR.

2.4.10 Hydrology and Water Quality

The City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order

¹ A "sensitizer" is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor, 2017. Appendix A TO Sections 1910.1200—Health Hazard Criteria, Section A.4, Respiratory or Skin Sensitization. Website: <https://www.osha.gov/dsg/hazcom/hazcom-appendix-a.html> [accessed March 25, 2020]).

No. R4-2014-0024, NPDES No. CAS004003. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the violation of water quality standards or waste discharge requirements. Further, future projects would be designed to implement Storm Water Prevention Plans, Construction Best Management Practices (BMPs), Low Impact Development (LID) Plans, and other mitigation, where necessary, to mitigate adverse impacts related to water quality standards or waste discharge requirements.

The City is highly urbanized, with infrastructure in place to accommodate future development projects. Approximately 60 percent of the City's existing water supply consists of groundwater extracted from the local Central Basin of the Los Angeles groundwater basin, with the remaining 40 percent consisting of imported water purchased from the Metropolitan Water District of Southern California.¹ As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the depletion of groundwater supplies or interference with groundwater recharge. Additionally, implementation of the proposed project would not result in the alteration of existing drainage patterns or alterations to the course of a stream or river. The proposed project does not include or facilitate physical improvements that would be at risk of inundation in the event of flood, tsunami, or seiche events. Lastly, the proposed project addresses the noise environment in the City and does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

For the reasons stated above, the proposed project would not result in significant impacts to hydrology and water quality. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.11 Mineral Resources

According to the City's General Plan Conservation Element (1973), the mineral resources within the City have historically consisted of oil and natural gas. However, over the last century, oil and natural gas extractions have diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale as compared to past historic levels. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the loss of availability of a known mineral resource of value. As a result of project implementation, availability of existing mineral resources and locally important mineral resource recovery sites would remain unchanged. Any future

¹ Long Beach Water Department (LBWD). Water Sources. Website: <https://lbwater.org/water-sources/> (accessed March 25, 2020).

discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.12 Population and Housing

In its existing condition, the City is urbanized and includes a range of housing types and land uses that provide housing and employment opportunities to its residents. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development and would not directly or indirectly induce substantial unplanned population growth. No physical improvements are proposed as part of the project, and therefore, no new homes, businesses, roads, or other infrastructure would be constructed within the City as a result of project implementation. As a result of project implementation, no existing people or housing would be displaced, and the construction of replacement housing would not be necessary. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.13 Public Services

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that may require fire protection services, police protection services, or school services. Additionally, implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks, recreational facilities, or other public facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not necessitate the need for new fire, police, school, parks and recreation, or other public facilities. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.14 Recreation

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to recreational facilities. Additionally, implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks or recreational facilities. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not result in impacts to park and recreation. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.15 Tribal Cultural Resources

As discussed in Section 2.4.5, Cultural Resources, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k) because the project involves the adoption of the General

Plan Noise Element and amendments to the City's Noise Ordinance. As a planning/policy action, the proposed project does not include or facilitate any physical improvements or development that would result in impacts to historical resources.

The proposed project would be required to comply with Assembly Bill (AB) 52 and Senate Bill (SB) 18 regarding tribal consultation. In compliance with AB 52 and SB 18, letters were distributed to the following local Native American tribal representatives on April 1, 2020:

- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales
- Gabrieleno Tongva Indians of California Tribal Council, Robert Dorame
- Gabrieleno/Tongva Nation, Sandonne Goad
- Gabrieleno-Tongva Tribe, Charles Alvarez
- Soboba Band of Luiseno Indians, Joseph Ontiveros
- Torres Martinez Desert Cahuilla Indians, Michael Mirelez
- Gabrielino-Tongva Tribe, Linda Candelaria

The letters are included as Appendix C of this Draft EIR. The letters provide each tribe the opportunity to request consultation with the City regarding the project. In compliance with AB 52, tribes have 30 days from the date of receipt of notification to request consultation on the project. SB 18 mandates that tribes receive 45 days from the date of receipt of notification to request consultation on the project. No responses from tribal representatives were received during the consultation period. As such, the tribal consultation process is considered closed.

As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements that would result in impacts to tribal cultural resources.

For the reasons stated above, the proposed project would not result in significant impacts to tribal cultural resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.16 Utilities and Service Systems

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Implementation of the project would not require water usage or wastewater generation, and does not include any utility improvements related to water or wastewater. Similarly, as a policy/planning action, the project does not include or facilitate any physical improvements or development that would generate solid waste. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be

proposed as needed. As such, impacts to utilities and service systems would be less than significant. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.17 Wildfire

In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. California Department of Forestry and Fire Protection (CAL FIRE) publishes maps that predict the threat of fire in individual counties in the State. Local responsibility areas and State or federal responsibility areas are classified as either very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The planning area is not located in or near a State Responsibility Area and does not include land classified as VHFHSZ as defined by CAL FIRE.¹ The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in exacerbated wildfire risk. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.5 FORMAT OF THE EIR

Pursuant to *State CEQA Guidelines*, Section 15120(c), this Draft EIR contains the information and analysis required by *State CEQA Guidelines*, Sections 15122 through 15131. Each of the required elements is covered in one of the Draft EIR chapters described below.

Chapter 1.0: Executive Summary

Chapter 1.0 contains the Executive Summary of the Draft EIR, listing all significant project impacts and the level of significance of each impact. The summary is presented in a tabular format.

Chapter 2.0: Introduction

Chapter 2.0 contains a discussion of the purpose and intended use of the Draft EIR. A summary discussion of effects found not to be significant and, therefore, not included in the Draft EIR analysis is also included in this chapter.

Chapter 3.0: Project Description

Chapter 3.0 includes a discussion of the project's geographical setting, the history of the planning area, the project's goals, objectives, characteristics, and components, and the anticipated discretionary action for the project.

Chapter 4.0: Environmental Analysis, Impacts, and Mitigation Measures

Chapter 4.0 includes an analysis of the proposed project's environmental impacts. It is organized into the following topical sections: land use and planning, noise, and transportation/traffic. The

¹ California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in Local Responsibility Areas. Los Angeles County. September 2011.

environmental setting discussions describe the “existing conditions” of the environment in the planning area and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the *State CEQA Guidelines*).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the proposed project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2[a] of the *State CEQA Guidelines*).

Chapter 4.0 also includes a discussion of the cumulative effects of the proposed project within the analysis of each environmental topic when considered in combination with other projects, causing related impacts as required by Section 15130 of the *State CEQA Guidelines*. Cumulative impacts are based on the anticipated General Plan build out scenario.

Chapter 5.0: Alternatives to the Proposed Project

In accordance with *State CEQA Guidelines* Section 15126.6, the alternatives discussion in Chapter 5.0 describes a reasonable range of alternatives that could feasibly attain the basic objectives of the project and that are capable of eliminating any significant adverse environmental effects or reducing them to a less than significant level. The alternative analyzed in Chapter 5.0 includes the No Project Alternative. Other alternatives commonly considered, including the Reduced Project Alternative and the Alternate Location Alternative, are not applicable due to the nature of the proposed project being a policy/planning action that does not include or facilitate any physical improvements or development. The substantive reasons for the elimination of such alternatives are provided in this chapter. The environmentally superior alternative is also identified.

Chapter 6.0: Long-Term Implications of the Project

Chapter 6.0 includes CEQA-mandated discussions required by Section 15126.2 of the *State CEQA Guidelines* regarding: (a) significant irreversible environmental changes that would result from implementation of the proposed project, (b) significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible, and (c) growth-inducing impacts of the proposed project.

Chapter 7.0: List of Preparers and Persons Consulted

Chapter 7.0 provides a list of the preparers of the Draft EIR and the General Plan Noise Element, as well as persons consulted during preparation of the Draft EIR.

Chapter 8.0: References

Chapter 8.0 provides the references used in this Draft EIR.

2.6 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the *State CEQA Guidelines*, an EIR may reference all or portions of another document that is a matter of public record or is generally available to the public. Information from the documents that have been incorporated by reference has been briefly summarized in the

appropriate sections of this Draft EIR, along with a description of how the public may obtain and review these documents. These documents include:

- City of Long Beach General Plan Elements (as amended) (website: <http://www.longbeach.gov/lbds/planning/advance/general-plan/>)
- City of Long Beach Municipal Code and other titles referenced herein (website: https://www.municode.com/library/ca/long_beach/codes/municipal_code?nodetid=16115)
- Proposed Long Beach General Plan Noise Element (December 2019) (Appendix B) (website: <http://www.longbeach.gov/lbds/planning/advance/general-plan/>)

Documents that are incorporated by reference are available for review at the website links noted above and at the City of Long Beach, Department of Development Services, 411 West Ocean Boulevard, 3rd Floor, Long Beach, California 90802.

3.0 PROJECT DESCRIPTION

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts that may result from implementation of the proposed General Plan Noise Element Project and amendments to the City of Long Beach's (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Chapter 8.80), which regulates noise and implements the policies of the General Plan Noise Element (proposed project). As Lead Agency, the City has the authority for preparation of this Draft EIR and, after the comment/response process, certification of the Final EIR and approval of the proposed project as described in this Draft EIR. The City and Responsible Agencies have the authority to make decisions on discretionary actions related to the approval of the proposed project. This Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. This Draft EIR evaluates for a reasonable worst-case scenario of potential environmental impacts associated with the proposed project and provides mitigation where necessary. The analysis in this Draft EIR is based on the General Plan Draft Noise Element (City of Long Beach, December 2019) (Appendix B).

3.1 PROJECT LOCATION AND SETTING

As illustrated in Figure 3-1, Project Location (figures provided at the end of this chapter), the location for the Noise Element project (also referred to as the "planning area") encompasses the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County (County), California. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower, and the unincorporated community of Rancho Dominguez; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the unincorporated community of Rossmoor. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

Regional access to the City is provided by Interstate 710 (I-710, which traverses the western portion of the City from north to south), Interstate 405 (I-405, which traverses the central portion of the City from northwest to southeast), State Route 91 (SR-91, which traverses the northernmost portion of the City from east to west), State Routes 103 and 47 (SR-103 and SR-47, respectively, which traverse the western border of the City from north to south), and State Route 1 (SR-1, which traverses the central portion of the City from east to west), commonly referred to as Pacific Coast Highway (PCH or SR-1). In addition, Interstate 605 and State Route 22 (I-605 and SR-22, respectively, located northeast and east of the City) provide access to the eastern portion of the City.

In addition, a variety of bus transit routes maintained by the Metropolitan Transportation Authority (Metro), Long Beach Transit, and the Orange County Transportation Authority (OCTA) provide both regional and local access to and within the City. Metro also provides passenger rail service via the Blue Line, which connects the City to Metro's regional transportation system throughout greater Los Angeles County. A variety of bicycle lanes and paths serve the City, including regional connections along PCH, the San Gabriel River pathway, and the Los Angeles River pathway.

3.2 LONG BEACH GENERAL PLAN

The proposed project is the adoption of a new General Plan Noise Element (included as Appendix B of this Draft EIR), which would replace the City's existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan.

The Long Beach General Plan represents a comprehensive approach for managing the community's future. The Long Beach General Plan also reflects the City's long-term strategy for directing physical, economic, and cultural development. The General Plan is a legally binding policy document intended to serve as a guide for developers and communities and to inform decisions made by City officials regarding future development and the management of land and natural resources.

In relation to development, the Long Beach General Plan serves as a blueprint guiding the type of community the City desires for its future, and also provides the means by which that desired future can be attained. The General Plan establishes goals, policies, and a vision for the future and utilizes text, maps, and graphic illustrations to express the organization of the physical, environmental, economic, and social environment sought by the community in order to achieve a healthful, functional, and desirable place in which to reside and work.

3.2.1 State General Plan Requirements

Government Code Section 65302 et seq. requires that every city and county in the State of California (State) prepare and adopt a "comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which both the City Planning Commission and the City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules that will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include the following seven mandatory elements: Land Use, Circulation,¹ Housing, Conservation, Open Space, Noise, and Safety. While these seven elements are

¹ The Circulation Element, as required by State law, is titled the Mobility Element in the City's current General Plan.

required, State law also allows flexibility in how each local jurisdiction structures these elements. In addition to these seven elements, the existing Long Beach General Plan includes elements addressing the following issues beyond those required by State law: Historic Preservation, Air Quality, Seismic Safety, and Urban Design.¹ While State law does not mandate discussion of these issues, once adopted, “optional” issues have the same force and effect as policies related to the General Plan elements required by the State. In addition, the City also has a certified Local Coastal Program (LCP) governing land use in coastal areas of the City. As required by the California Coastal Act, the City’s LCP is consistent with the land use plan, goals, objectives, and policies established in the City’s General Plan.

Government Code Section 65040.2 requires the State Office of Planning and Research (OPR) to adopt and periodically revise the General Plan Guidelines (GPG). The 2017 GPG are used to guide cities and counties in the State regarding the preparation and content of general plans. In order to streamline the process and reduce costs associated with adopting or amending a general plan, the 2017 GPG provides free online tools and resources, promotes increased use of online data, and includes templates and sample policies.

Government Code Section 65302(f) states that a Noise Element should identify and assess noise problems in the community. Specifically, the noise element should analyze and quantify current and projected noise levels for the following sources:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight online railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including, but not limited to, railroad classification yards; and
- Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

Noise contours should be shown for the above sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (L_{dn}). Additionally, the noise contours should be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise. Further, the Noise Element should include implementation measures and feasible solutions that address existing and foreseeable noise problems. Once adopted, this Noise Element will carry the same legal weight as any of the seven

¹ The City of Long Beach General Plan Urban Design Element (UDE) was adopted in December 2019 and replaced the 1975 Scenic Routes Element.

mandatory elements and will be consistent with all the other elements, as required by Government Code Section 65300.5.

3.2.2 General Plan Consistency

In addition to providing a comprehensive strategy for directing future growth, State law mandates that the General Plan be internally consistent. Specifically, Government Code Section 65300.5 requires the various components of a General Plan to, “comprise an integrated, internally consistent and compatible statement of policies.” The three primary components required to maintain internal General Plan consistency are as follows:

1. **Equal Status among General Plan Elements.** All elements of a General Plan have equal status and no one General Plan element takes precedence over any other. As such, the General Plan elements must be consistent in order to avoid potential conflicts between or among the elements.
2. **Consistency between Elements and within Individual Elements.** All General Plan elements must be consistent with each other. For example, policies and implementation strategies outlined in one General Plan element must not require or encourage an action that would be prohibited or discouraged by policies and implementation strategies in another General Plan element.
3. **General Plan Text, Diagram, and Map Consistency.** Text, diagrams, and maps must be consistent with one another and with goals and policies outlined in all elements of the General Plan.

The Noise Element interrelates with policies in other elements of the General Plan, including the Land Use Element, the Urban Design Element, the Housing Element, the Mobility Element, and the Open Space Element. The interrelationship between the Noise Element and the five other elements should be acknowledged in order to prepare an integrated General Plan. The relationship between noise and the aforementioned elements is described below.

- **Land Use Element.** In December 2019, the City adopted a new Land Use Element (LUE), which replaced the previous 1989 LUE. The updated LUE introduces the concept of “PlaceTypes,” which replaces the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each PlaceType is defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE. The proposed Noise Element provides existing and future noise contours that may be used, along with the LUE, to evaluate future land use proposals.
- **Urban Design Element.** In December 2019, the City adopted the Urban Design Element (UDE), which replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City’s PlaceTypes

established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors. In addition, the City intends to utilize the UDE to foster healthy, sustainable neighborhoods; promote compact and connected development; minimize and fill in gaps in the urban fabric of existing neighborhoods; improve the cohesion between buildings, roadways, public spaces, and people; and improve the economic vitality of the City. Urban design techniques and policies, such as incorporation of noise attenuation methods, can be employed to mitigate noise impacts and are included in both the UDE and proposed Noise Element.

- **Housing Element.** The 2014 Housing Element covers an eight-year planning period (from October 15, 2013, to October 15, 2021) and includes discussion regarding adequate sites for new housing and standards for housing stock. The Housing Element identifies policies, programs, and objectives that focus on conserving and improving existing affordable housing; providing adequate sites for new housing; assisting in development of affordable housing; removing governmental constraints to housing development; and promoting equal housing opportunities. Since residential uses are considered noise sensitive, the noise exposure and contour information provided in the Noise Element can be utilized for future planning efforts, and helps to identify potential noise constraints.
- **Mobility Element.** The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents through transportation and mobility planning. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the Mobility Element.
- **Open Space Element.** The 2002 Open Space Element covers four topic areas related to open space: the preservation of natural resources, the managed production of resources, public health and safety, and outdoor recreation. Excessive noise can adversely affect the enjoyment of recreation activities in designated open space. As such, noise exposure levels should be considered when planning open space. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setbacks and landscaping.

It is also important to note that the General Plan aims to balance competing objectives and community priorities. As such, in interpreting goals, policies, and implementation strategies in the General Plan, care must be given to determine the “best fit” for the action to be taken, aimed towards achieving the City’s short-term and long-term priorities.

3.2.3 Comprehensive Nature of the General Plan

The Long Beach General Plan establishes goals, policies, and implementation strategies aimed at guiding the physical, social, environmental, and economic environments. In addition to addressing the State-mandated components of a General Plan, the Long Beach General Plan also responds to current and future issues the City faces. In order to fully address these issues, the Long Beach General Plan planning area encompasses the current City limits, while also keeping in mind the regional context of its planning efforts. For example, certain issues such as traffic, transit, air quality, and greenhouse gas (GHG) emissions have both a local and regional component. In such cases, the

General Plan addresses the degree to which the City's interests, values, and concerns are congruent or conflict with existing regional policies. Furthermore, it is also the role of the Long Beach General Plan to define the extent to which the City can address local issues as well as those issues that require cooperative actions among several jurisdictions.

3.3 PROJECT HISTORY

3.3.1 Noise Element Update

The City's Noise Element was last updated in 1975, and at that time, it was implemented through a 1977 Noise Ordinance. Since then, the City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly. In order to allow for increased flexibility in responding to such changes, the City proposes to update and replace the existing 1975 Noise Element with a new Noise Element.

The Noise Element update will also incorporate and respond to important policy objectives of the General Plan Land Use Element (LUE), adopted in December 2019, which encourages mixed land uses. This is critical to the broader goal of attaining more sustainable development patterns in the future by better linking land use and transportation, allowing residents and employees to live and work in proximity to the goods and services they access on a daily basis, and encouraging the co-location of jobs and housing. Because of the nature of noise levels, some degree of elevated noise is anticipated to allow the range of previously mentioned uses to co-exist; the Noise Element update seeks to balance goals to maintain a healthy noise environment with the ability to achieve the above-stated objectives contained in the recently updated LUE, which include the sustainable development patterns and economic development derived from mixed land uses and accommodating an array of regional and visitor-serving uses.

The Noise Element update will accomplish the following:

- Guide physical development in the City based on the projected population increases through the year 2040;
- Provide a tailored approach to noise policy across neighborhoods, recognizing the unique characteristics of areas that are currently or anticipated to contain more mixed uses, such as Downtown, major transportation corridor environments, and major activity centers in the City;
- Limit noise exposure, particularly in areas with nearby housing, hospital, school or day care center uses;
- Improve the health of City residents through urban planning approaches; and
- Respond to changing technologies.

3.3.2 Initial Study/Notice of Preparation

The City, as the Lead Agency, prepared an Initial Study (IS) and issued a Notice of Preparation (NOP) for an EIR for the proposed project on May 17, 2019, which was distributed via the State Clearinghouse (SCH). In accordance with the *State CEQA Guidelines*, Section 15082, the NOP was circulated to responsible agencies and individuals for a period of 32 days, during which time written comments were solicited pertaining to environmental issues and topics that the Draft EIR should evaluate.

On May 30, 2019, a public meeting was held at the Bixby Park Community Center, located at 130 Cherry Avenue in Long Beach. The meeting functioned as a joint open house/scoping meeting intended to solicit input regarding the proposed Noise Element, as well as input regarding the scope and content of this Draft EIR.

A total of 53 public comment letters were received at the public scoping meeting and during the public review period or shortly thereafter. Many of the comment letters received were related to a study that was concurrently being prepared on noise and noise management of special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR.

For more discussion regarding the IS/NOP prepared for the project and the scoping process, refer to Chapter 1.0, Introduction.

3.3.3 Special Events

On April 17, 2018, in response to concerns about special events noise voiced by Downtown residents living within proximity of the City's waterfront, the Long Beach City Council directed City staff to prepare a Special Events Noise Study in order to better understand noise impacts related to special events. The report was released to the public by the City on July 17, 2019, and outlined best practices that the City could implement to better manage noise from special events—a number of which have already been implemented by the City. Those best practices include strategies such as improving interdepartmental coordination among departments, which regulate special events noise and respond to noise complaints; installing professional sound level meters to monitor decibel levels during special events and making decibel readings publicly available; and generally improving outreach and notification to residents. The study also informed the update to the City's General Plan Noise Element.

3.4 PROPOSED PROJECT

The proposed project is a new General Plan Noise Element, which would replace the City's existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan. The following discussion summarizes the key components of the proposed Noise Element.

3.4.1 Project Summary

The proposed project includes the approval of an updated Noise Element for incorporation into the City's General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

The topics of noise and vibration are introduced with a discussion of the function of a Noise Element and its role within other planning and regulatory frameworks, the community engagement involved in shaping the element, and concepts for implementing the vision of the element. The Noise Element also includes information related to noise fundamentals, such as the characteristics of sound, measurement of sound and definitions of acoustical terms, physiological effects of exposure to noise, and common sound levels and their noise sources.

The proposed project would also include several amendments to the City's Noise Ordinance (Long Beach Municipal Code, Chapter 8.80, Noise).

3.4.2 Project Objectives

The City has established the following intended objectives, which would aid decision-makers in their review of the project and its associated environmental impacts:

1. Create and maintain a healthy noise environment in Long Beach.
2. Balance business practices within dynamic, active, and engaging areas to promote activity, including special events, while respecting adjacent sensitive uses.
3. Create allowances associated with noise so that Long Beach can thrive as a dynamic, growing city.
4. Limit the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.
5. Strive for a more equitable distribution of noise.
6. Apply site planning, building design, street design, and other design strategies to reduce noise impacts.
7. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.
8. Generally maintain the current allowable interior and exterior noise thresholds as identified in the City Municipal Code Chapter 8.80, while better accommodating mixed land uses as contemplated by the recently updated General Plan Land Use Element.

3.4.3 Proposed Noise Element

3.4.3.1 Project Strategies

As part of the Noise Element, the City has established the following strategies related to noise, which would aid review of future projects and their associated environmental impacts:

1. Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential – Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.
2. Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.
3. Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, and Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.
4. Protect and buffer noise sensitive areas and uses through effective building design and material selection.
5. Implement best practices to reduce impacts of noise from industrial sources.
6. Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.
7. Promote alternative forms of mobility to reduce noise generated from vehicular traffic.
8. Implement street design and maintenance practices to minimize vehicular noise impacts.
9. Minimize train noise in residential areas and near noise-sensitive land uses.
10. While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.
11. Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.
12. Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.
13. Balance the needs of special events while prioritizing the well-being of residents.
14. Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

15. Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.
16. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

In addition to these 16 strategies, the proposed Noise Element contains numerous policies that work together to achieve the goals of creating a healthy, livable community with the equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city. These citywide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

3.4.3.2 Noise Plan

Chapter 5 of the proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management. Figure 3-2, Existing Major Sources of Noise, shows existing major sources of noise in the planning area. Each of these six topic areas will be discussed in more detail below.

(1) PlaceType Characteristics and Land Use Compatibility. As noted previously, the updated LUE allows for a greater mix of land uses throughout the City through the establishment of PlaceTypes in place of standard parcel-by-parcel land use designations. The PlaceTypes allow for greater flexibility and a mix of compatible land uses to create more complete communities comprised of residential neighborhoods, employment centers, and open space areas. PlaceTypes identified within the LUE establish neighborhood form, character, and community scaled districts structured around development patterns, streetscape design, and urban form. In addition, these PlaceTypes range in development intensity and activity. Policies in the proposed Noise Element correspond to the LUE PlaceTypes that reflect differentiated area characteristics. Refer to Strategy Nos. 1 through 5 in Section 2.4.2, Project Strategies, related to PlaceType characteristics and land use compatibility.

The 14 PlaceTypes included in the LUE are illustrated in Figure 3-3, Land Use Element PlaceTypes, and described in further detail below.

1. **Open Space PlaceType.** The Open Space (OS) PlaceType aims to promote and conserve the emotional and physical health of the City's residents through the provision of natural environments, which include recreational open space; scenic, natural, or cultural features; and utilities and/or infrastructure with environmentally sensitive resources. Allowable uses within this PlaceType include parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons, and limited commercial recreation uses that support existing programs and facilities.

2. **Founding and Contemporary Neighborhood PlaceType.** The Founding and Contemporary Neighborhood (FCN) PlaceType represents the City's low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing (Contemporary Neighborhoods), which are predominantly characterized by single-family uses separated by large commercial centers.
- 3–4. **Multi-Family Residential—Low and Moderate PlaceTypes.** The Multi-Family Residential (MFR-L and MFR-M) PlaceTypes aim to provide a variety of housing options (i.e., condominium duplex, triplex, and garden apartment uses) adjacent to neighborhood-serving commercial uses to meet the range of lifestyles of the City's community members.
- 5–6. **Neighborhood-Serving Centers and Corridors—Low and Moderate PlaceTypes.** Commercial corridors and centers are located throughout the City. As such, the Neighborhood-Serving Centers and Corridors (NSC-L and NSC-M) PlaceTypes aim to locate low- to moderate- intensity mixed uses (i.e., residential/retail) near these areas in an effort to provide goods and services near housing.
- 7–8. **Transit-Oriented Development—Low and Moderate PlaceTypes.** The City is currently served by bus, shuttle, and other transit services. In particular, the Metro Blue Line light rail has a significant presence along Long Beach Boulevard and the City's Downtown area. As such, the Transit-Oriented Development (TOD-L and TOD-M) PlaceTypes aim to provide multi-family residential uses near areas adjacent to the Metro Blue Line and the continuation of mixed-uses (residential and community-serving commercial uses) at a higher intensity to promote a pedestrian-friendly, active streetscape.
9. **Community Commercial PlaceType.** The Community Commercial (CC) PlaceType allows for auto-oriented commercial development along primary arterials in the City, with residential uses strictly prohibited. Allowable uses within this PlaceType include commercial uses that serve community-based needs for goods and services.
10. **Industrial PlaceType.** The Industrial (I) PlaceType would allow for light industrial research parks, warehousing or storage activities, industrial manufacturing, and machining operations in areas generally separated from residential uses. Allowable uses within this PlaceType include research and development activities, storage, industrial, and manufacturing activities, tank farms, and oil-drilling activities.
11. **Neo-Industrial PlaceType.** The Neo-Industrial (NI) PlaceType encourages light industrial activities, particularly those related to innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, and information industries. Allowable uses within this PlaceType include light industrial, clean manufacturing, offices, commercial uses to support business endeavors, and repurposed buildings with live/work artist studios.

12. **Regional-Serving Facility PlaceType.** Due to its size and location between the City of Los Angeles and the County of Orange, the City of Long Beach is home to a variety of regional-serving facilities that serve the sub-region and region. Primary examples of these facilities include, but are not limited to, the following: medical centers; the Port of Long Beach; Long Beach City College; the Long Beach Airport; California State University Long Beach; the Department of Motor Vehicles; the City's Health Department; and Ability First (provides programs for children and adults with disabilities or special needs). Allowable uses within this Regional-Serving Facility (RSF) PlaceType include medical centers, higher education campuses, port services, airport uses, regional destination retail centers (i.e., Douglas Park) and recreation uses, public facilities, and the Southeast Area Specific Plan (SEASP) area.
13. **Downtown PlaceType.** The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area.
14. **Waterfront PlaceType.** The Waterfront (WF) PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline Area waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific).

(2) Mobility. The planning area includes multiple sources of noise related to mobility, including vehicles, rail, aircraft, and watercraft. Figure 3-4, Future Traffic Noise Contours (2040), shows the future traffic noise contours, which are consistent with the LUE and Mobility Element assumptions. For more detailed future traffic noise contours, see Figures 4.2-1(a) through 4.2-1(e) in Section 4.2, Noise. Table 3.1, below, identifies allowable interior and exterior noise exposure levels from transportation sources for various land uses proposed by the Noise Element.

Strategy Nos. 6 through 11, in Section 3.4.2, Project Strategies, are aimed at managing mobility-related noise.

(3) Construction. Construction activities are a recurrent source of noise throughout the planning area, the duration of which can range in length from a few hours to several months. The type of construction equipment and duration of activities greatly affect the amount of noise and vibration created. Typical construction activities include hauling materials, site preparation, grading, building erection, and other specialized construction activities. Construction activities are regulated by the City's Municipal Code, which limits typical construction activities to occur Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturdays from 9:00 a.m. to 6:00 p.m.

Strategy No. 12 in Section 3.4.2, Project Strategies, above, is aimed at managing construction-related noise.

Table 3.1: Maximum Allowable Noise Exposure from Transportation Sources

PlaceType	Uses	CNEL (dBA)	
		Interior ^{1,2}	Exterior ³
Open Space ● Open Space (OS)	Playgrounds, neighborhood parks	N/A	70
	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
Neighborhoods ● Founding and Contemporary Neighborhood (N) ● Multi-Family Residential-Low (MRF-L) ● Multi-Family Residential-Moderate (MRF-M)	Single-family, duplex and multiple-family	45	65
	Mobile home park	N/A	65
Mixed-Use ● Neighborhood-Serving Center or Corridor – Low (NC-L) ● Neighborhood-Serving Center or Corridor – Low (NC-M) ● Transit-Oriented Development – Low (TOD-L) ● Transit-Oriented Development – Moderate (TOD-M)	Single-family	45	65
	Mobile home park	N/A	65
	Multiple-family, mixed-use	45	65 ⁴
	Transient lodging-motels, hotels	45	65
	Sports arenas, outdoor spectator sports	N/A	N/A
	Auditoriums, concert halls, amphitheaters	45	N/A
	Office buildings, business, commercial and professional	50	N/A
Employment ● Community Commercial (CC) ● Industrial (I) ● Neo-Industrial (NI)	Manufacturing, utilities, agriculture	N/A	N/A
	Office buildings, business, commercial and professional	50	N/A
Unique ● Regional Serving Facility (RSF) ● Downtown (DT) ● Waterfront (WF)	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
	Government Facilities – offices, fire stations, community buildings	45	N/A
	Places of Worship, churches	45	N/A
	Libraries	45	N/A
	Multiple-family, mixed-use	45	65 ⁴
	Utilities	N/A	N/A
	Cemeteries	N/A	N/A

Source: Proposed Long Beach General Plan Noise Element, Table N-5 (December 2019).

¹ Interior habitable environment excludes bathrooms, closets, and corridors.

² Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.

³ Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multifamily residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.

⁴ Within the NC-M, TOD-L, TOD-M, DT and WF PlaceType designations, exterior space standards apply only to common outdoor recreational areas.

CNEL = community noise equivalent level

dBA = A-weighted decibels

N/A = not applicable

(4) Special Events. Special events regularly occur within the planning area, including community festivals, runs/walks, holiday celebrations, the Long Beach Grand Prix, the Long Beach Marathon, the Long Beach Lesbian and Gay Pride Parade and Celebration, the Jazz Festival, film production, and events hosted at the Queen Mary and the Convention Center. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. As such, the Noise Element aims to manage the distribution and intensity of noise from special events in order to prioritize the wellbeing of residents.

Strategy No. 13, in Section 3.4.2, Project Strategies, above, is aimed at managing noise related to special events.

(5) Environmental Equity and Social Justice. Creating a more equitable distribution of noise is one of the four primary goals of the proposed Noise Element. Environmental justice ensures the equitable treatment and meaningful participation of marginalized groups, as well as enforcement of environmental laws, regulations, and policies as they may disproportionately affect these groups. Environmental justice and social equity, as they relate to noise, are important aspects of planning for a healthy noise environment for all residents of the City.

Strategy Nos. 14 and 15, in Section 3.4.2, Project Strategies, above, are aimed at managing noise impacts related to environmental justice and social equity.

(6) Noise Management. The City is responsible for regulating noise and creating buffers from sources of noise to surrounding noise-sensitive uses. Noise regulations can be managed and imposed through ensuring compliance with CEQA on a project-specific basis. Through the review of discretionary projects and in compliance with CEQA, noise mitigation measures are formulated to limit and reduce excessive noise.

Strategy No. 16, in Section 3.4.2, Project Strategies, above, discusses minimizing noise impacts through management and regulation.

3.4.3.3 Administration and Implementation

Chapter 6 of the proposed Noise Element includes implementation measures (comprised of tools and strategies), which are intended to be used to effectively implement the goals and policies contained in the Noise Plan. Implementation tools consist of the City's regulatory processes, such as zoning regulations, the Noise Ordinance (which is being updated as part of this project), development review, building and housing codes, CEQA compliance, City noise procedures and management, interagency coordination, and enforcement. The implementation strategies summarize goals and policies from the Noise Plan and identify the responsible City departments and general timeframes for completion. Periodic progress reports will be prepared every two to three years to ensure that the City is adhering to implementation strategies outlined in the Noise Element.

3.4.4 Proposed Noise Ordinance Amendments

The City of Long Beach Noise Ordinance is contained in Title 8, Health and Safety, Chapter 8.80, Noise, of the City's Municipal Code. Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise.

As outlined in the following subsections, several amendments to the Noise Ordinance would be included as part of the proposed project. Deletions are shown with ~~strike through~~, and additions are shown with underline.

3.4.4.1 Municipal Code Section 8.80.030

In Long Beach Municipal Code Section 8.80.030, Administration and Enforcement, the following underlined text would be added to clarify and expand the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes:

The noise control program established by this Chapter shall be administered by the noise control office as designated by the City Manager. An official within the noise control office shall be appointed as the Noise Control Officer and shall be a person with sufficient knowledge of environmental acoustics to enforce noise regulations. All departments with noise regulation responsibilities may, based on circumstance and need, carry out the duties of the Noise Control Officer to help ensure that noise complaints from the public are adequately addressed. This includes, but is not limited to, taking noise measurements and acting as a case manager, upon receiving a noise complaint. Such duties may include coordination with relevant departments and public agencies as appropriate and conduct other actions necessary to facilitate resolution of the noise complaint.

3.4.4.2 Municipal Code Section 8.80.150

Section 8.80.150 of the Long Beach Municipal Code, *Exterior noise limits—Sound levels by receiving land use district*, regulates exterior noise limits by receiving land uses, which are delineated by noise districts, as shown in the Noise District Map found in Section 8.80.160. Proposed amendments to the Noise Ordinance include updates to the boundaries of the noise districts to better reflect and be consistent with the recently adopted General Plan Land Use Element (LUE) PlaceTypes. The General Plan LUE PlaceTypes established a number of mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential, and other compatible land uses will be integrated. Refer to Figure 3-5, Proposed Noise District Map, which shows the proposed refinements to the noise district boundaries.

Currently, District Two consists of areas that contain predominantly commercial uses with other land use types also present. The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed-use development or are planned for mixed uses and commercial uses in the future. Largely, this is accomplished by refining District Two boundaries and adding mixed use as a land use type in existing Table A in

Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code, with the corresponding maximum allowable daytime and nighttime decibel levels shown in Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits, below, respectively. These proposed changes maintain current standards for indoor and outdoor noise limits for residential and other noise-sensitive land uses such as schools. The total area of District Two, including its expanded boundaries, is limited to a total of 4 percent of the City's land area.

The areas included in the District Two boundaries were determined based on geography, PlaceType, and existing and anticipated activity centers and development patterns. Geographically, the proposed District Two boundaries expand upon the existing area to include additional portions of Downtown, Midtown, Central, and West Long Beach and key Waterfront areas, as well as portions of Belmont Shore. Based on PlaceType, the proposed area of District Two generally includes areas found in the Downtown (DT), Waterfront (WF), Transit-Oriented Development Moderate Density (TOD-M), Transit-Oriented Development Low Density (TOD-L) PlaceTypes and a select area in the Neighborhood Serving Center or Corridor – Low Density (NSC-L) PlaceType. In general, these areas tend to be high intensity, mixed-use areas that are served by transit, function as regional destinations, and incorporate visitor-serving uses. For example, the areas that have the Waterfront (WF) PlaceType that are included in District Two encompass uses such as the Queen Mary, the Long Beach Aquarium of the Pacific, and Shoreline Village. Second Street, between Livingston Drive and Bay Shore Avenue in Belmont Shore, is included within proposed District Two as a major pedestrian commercial area ("Area D" of the Coastal Zone) within the City. The Belmont Pool Complex and nearby major retail center are also included within proposed District Two. As proposed, District Two would not include any areas designated primarily for residential uses (such as Founding and Contemporary Neighborhood [FCN] and Multi-Family Residential – Low and Moderate [MFR-L and MFR-M]). The proposed expansion of District Two is intended to include existing and planned areas designated for mixed-use and major activity centers in the City to align noise districts with the relevant LUE PlaceTypes.

3.4.4.3 Municipal Code Section 8.80.160

Table A, Exterior Noise Limits, in Long Beach Municipal Code Section 8.80.160, *Exterior noise limits—Correction for character of sound*, would be updated to include mixed-use land uses under District Two. Table 3.2, Exterior Noise Limits, below, shows the proposed text amendment. In this table, District Two is modified to be defined as "*Mixed-use or predominantly commercial with other land use types also present.*" This change implements in the Municipal Code the expansion of District Two as described in Section 3.4.4.2, above.

Table 3.2: Exterior Noise Limits

Receiving Land Use District	Maximum Noise Criteria (dB L _{max})	
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
District One — Predominantly residential with other land use types also present	50	45
District Two — <u>Mixed-use or p</u> Predominantly commercial with other land use types also present	60	55
District Three ¹ — Predominantly industrial with other land use types also present	65	65
District Four ¹ — Predominantly industrial with other land types use also present	70	70
District Five — Airport, freeways, and waterways regulated by other agencies	Regulated by other agencies and laws	

Source: City of Long Beach Municipal Code, Section 8.80.160, Table A, Exterior Noise Limits (adopted 1977, amended 2009).

¹ Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.
dB = decibel(s)

L_{max} = maximum instantaneous noise level

3.4.4.4 Municipal Code Section 8.80.170

Table C in Long Beach Municipal Code Section 8.80.170, *Interior noise limits—Maximum sound levels*, would be updated to include interior noise limits for mixed uses. Table 3.3, Interior Noise Limits, below, shows the proposed text amendment. As shown in Table 3.3, the mixed-use land use district is introduced into the table with interior noise limits of 45 dBA from 10:00 p.m. to 7:00 a.m. (nighttime) and 50 dBA from 7:00 a.m. to 10:00 p.m. (daytime). This is based on existing allowable interior noise levels (dBA) for the residential land use district.

Table 3.3: Interior Noise Limits

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10:00 p.m.–7:00 a.m.	35
		7:00 a.m. –10:00 p.m.	45
<u>All</u>	<u>Mixed-Use</u>	<u>10:00 p.m.–7:00 a.m.</u>	<u>45</u>
		<u>7:00 a.m. –10:00 p.m.</u>	<u>50</u>
All	School	7:00 a.m. –10:00 p.m. (while school is in session)	45
Hospitals and designated quiet zones, and noise-sensitive zones		Any time	40

Source: City of Long Beach Municipal Code, Section 8.80.170, Table C (adopted 1977, amended 2009).

dBA = A-weighted decibel(s)

Similar to the proposed changes to exterior noise levels, the proposed changes maintain current standards for interior noise levels for residential uses and schools and add a “mixed-use” land use type with corresponding maximum daytime and nighttime decibel levels.

3.4.5 Project Design Feature

A Project Design Feature (PDF) is a specific component of the proposed project that has been incorporated in the project design to reduce potential environmental effects. This PDF is a part of the proposed project and does not constitute a mitigation measure. It is, however, included in this Draft EIR because it is intended to reduce potential project impacts. If applicable, PDFs are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for each environmental topic.

Project Design Feature 4.1.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, the project shall implement a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.

3.5 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The discretionary actions to be considered by the City as a part of the proposed project include:

- **General Plan Update/Amendment:** The project would require amendments to the City's General Plan to replace the existing General Plan Noise Element with a new General Plan Noise Element.
- **Noise Ordinance Amendment:** The project would require adoption of an ordinance amending the City's Noise Ordinance to ensure consistency with the updated Noise Element.
- **Municipal Code Amendment(s):** The project may require ordinances amending additional sections of the City's Municipal Code, related to noise, to ensure consistency with the updated Noise Element.
- **Certification of the EIR:** The project would require certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program.

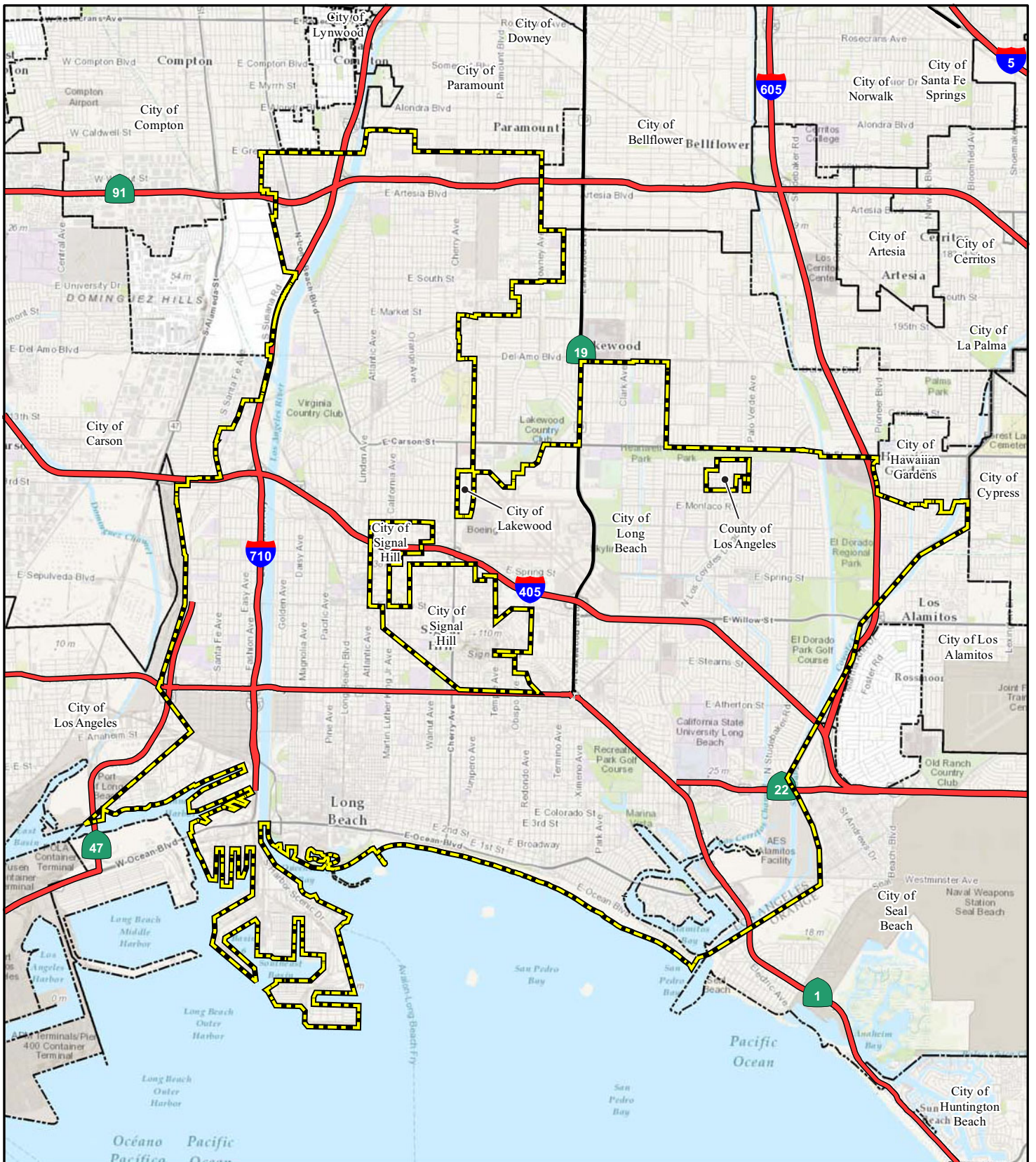

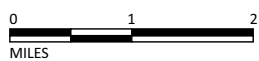


FIGURE 3-1

LSA

LEGEND

 Project Area (City of Long Beach)



SOURCE: Bing Maps (c. 2008); ESRI (2008)

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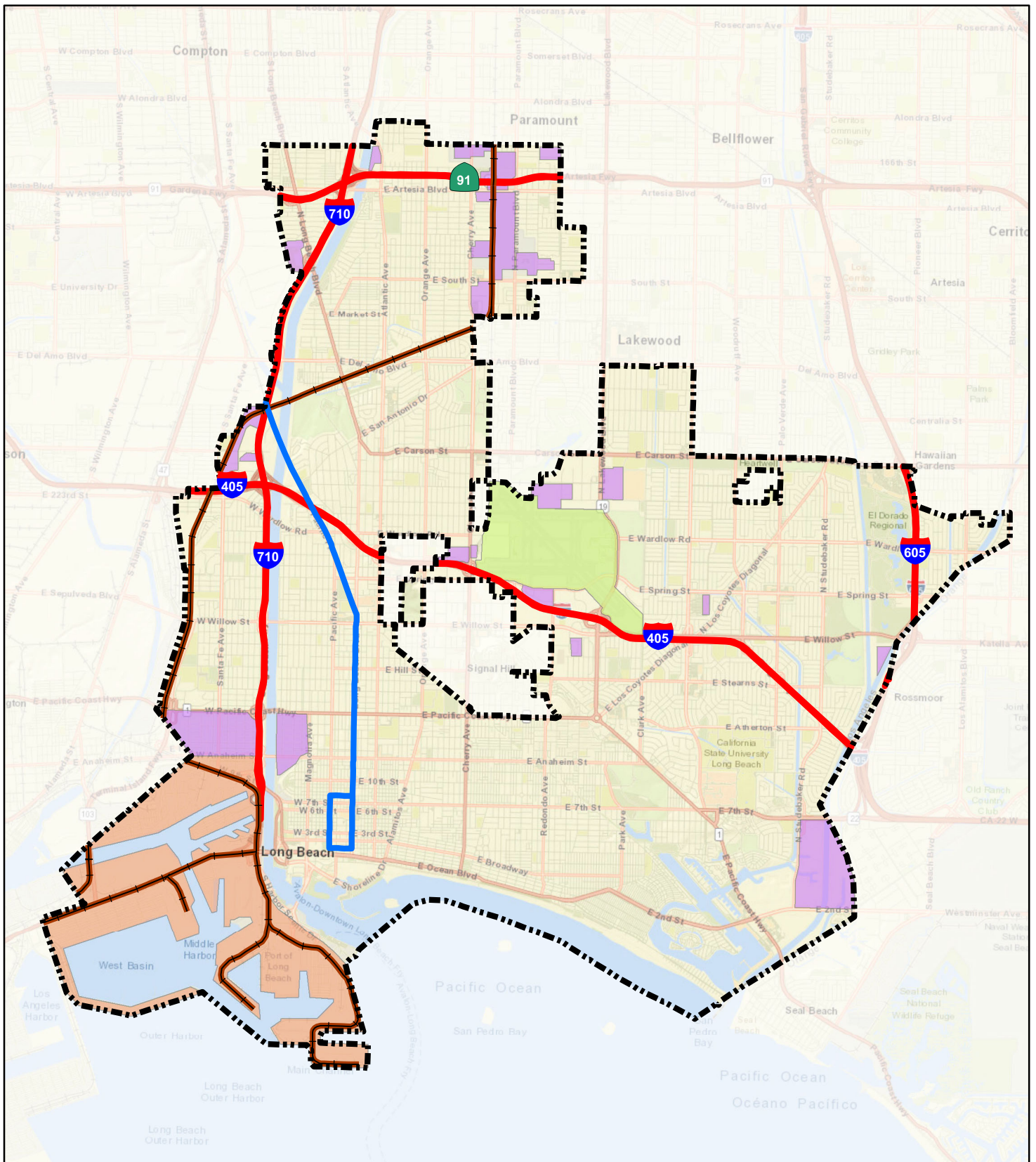
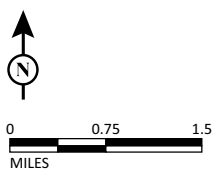


FIGURE 3-2

LSA

LEGEND

- Long Beach City Boundary
- Long Beach Airport
- Port of Long Beach
- Industrial Area
- Freeway
- Metro Blue Line
- Freight Line



SOURCE: Esri (2016); LSA (5/2017)

I:\CLB1901\G\Existing Noise Sources.cdr (5/28/2019)

*Long Beach General Plan
Noise Element
Existing Major Sources of Noise*

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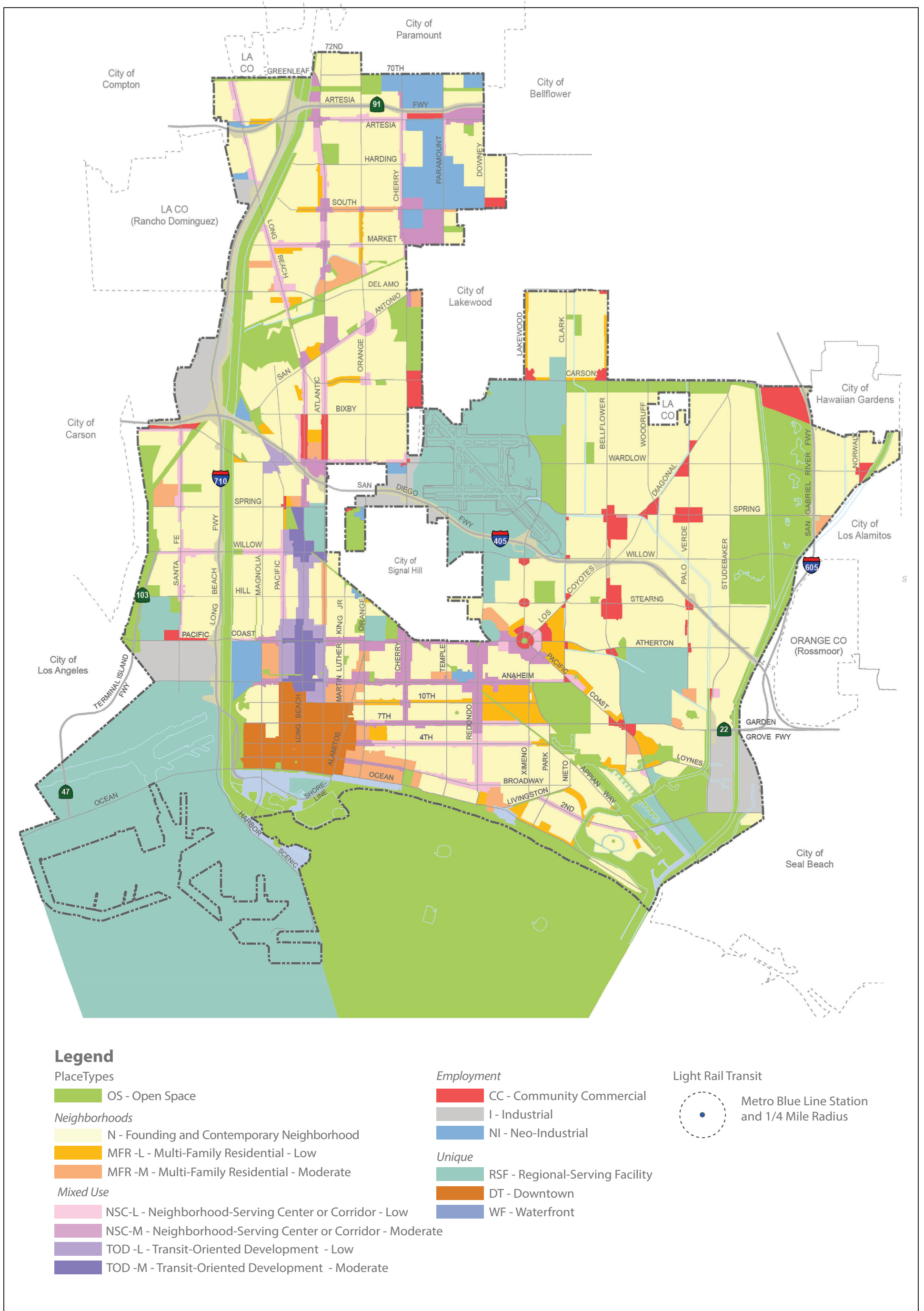
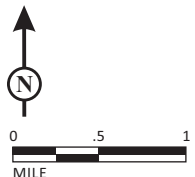


FIGURE 3-3

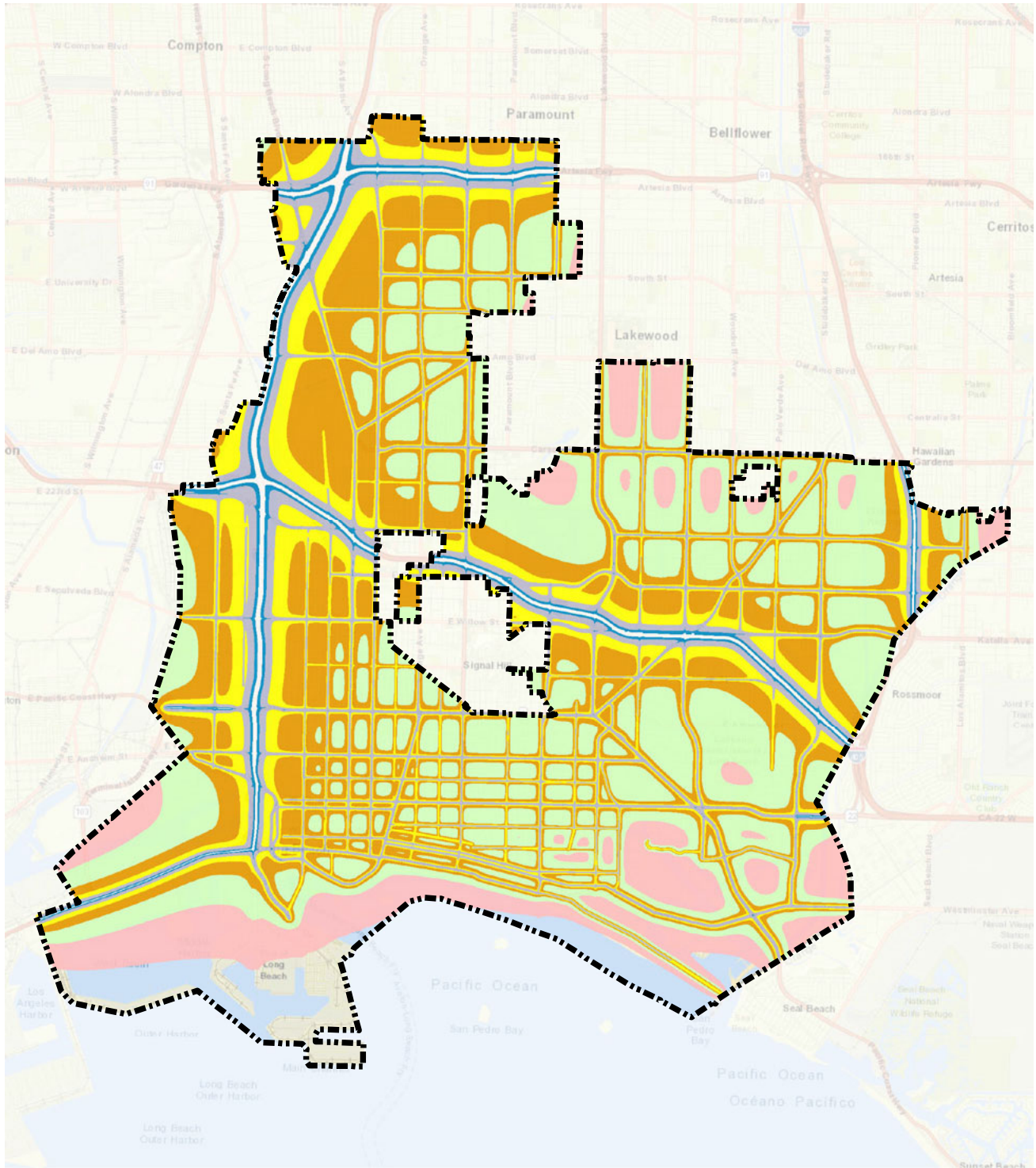
LSA



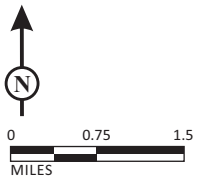
SOURCE: Long Beach General Plan Land Use Element, December 2019

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LSA



LEGEND

- Long Beach City Boundary
- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

FIGURE 3-4

*Long Beach General Plan
Noise Element*

Future Traffic Noise Contours (2040)

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

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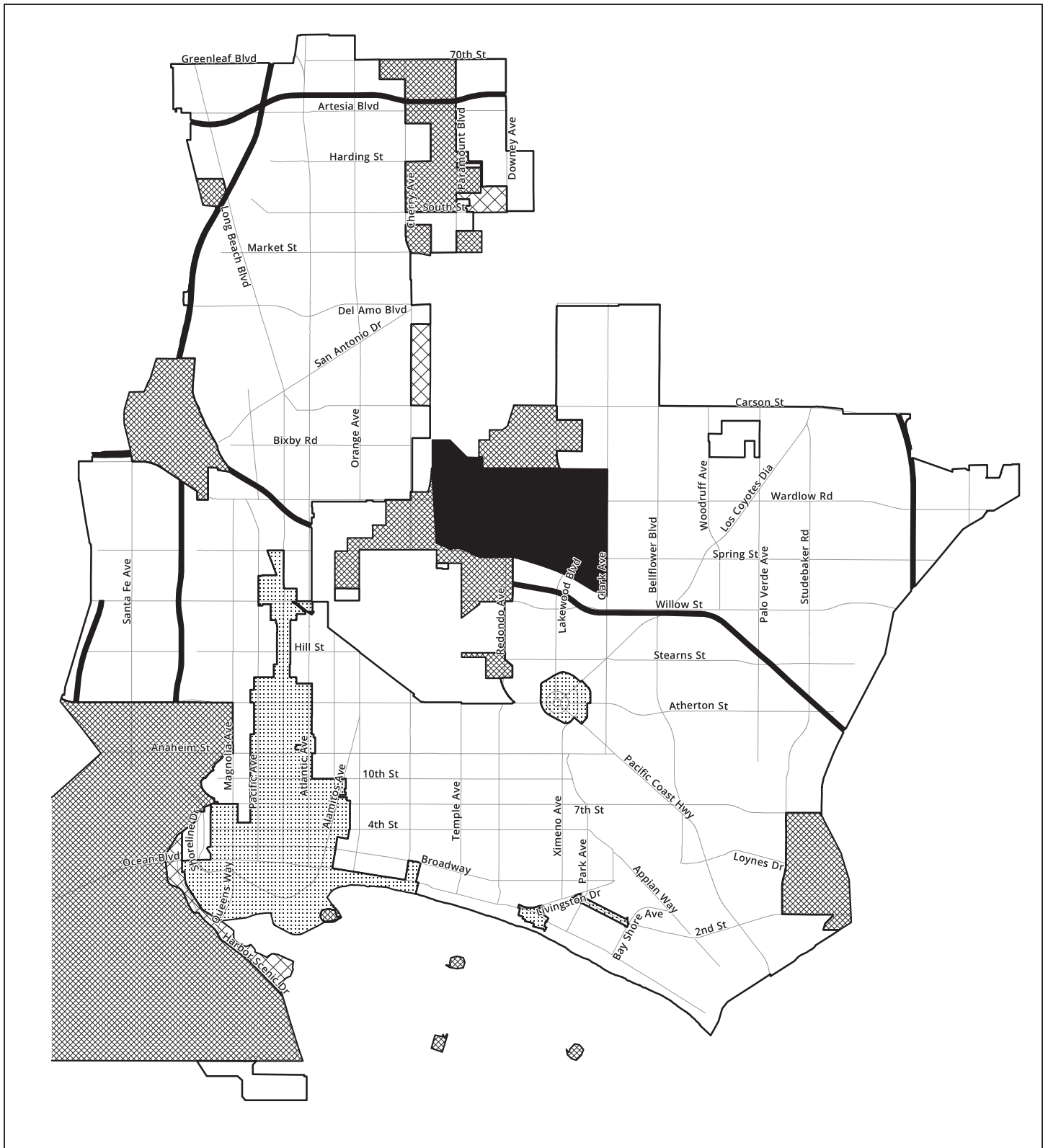
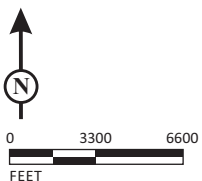


FIGURE 3-5

LSA



Noise Districts

- District 1 - Remainder of City
- District 2
- District 3
- District 4
- District 5 - Other Agencies

SOURCE: City of Long Beach Development Services

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*Long Beach General Plan
Noise Element
Proposed Noise District Map*

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4.0 EXISTING ENVIRONMENTAL SETTING, ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION MEASURES

The following chapter contains three sections, each of which addresses one environmental topic outlined in Appendix G of the Guidelines for the California Environmental Quality Act (*State CEQA Guidelines*) (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000–15397).

For each environmental topic analyzed, the Draft Environmental Impact Report (EIR) includes a detailed explanation of the existing conditions, thresholds of significance that will be applied to determine whether the proposed General Plan Noise Element and amendments to the City’s Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project) impacts are significant or less than significant, analysis of the environmental impacts, and a determination of whether the proposed project would have a significant impact if implemented. A “significant impact” or “significant effect” means “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (14 CCR 15382). Each environmental topic section in Chapter 4.0 also includes a discussion of the cumulative effects of the project when considered in combination with other projects causing related impacts, as required by Section 15130 of the *State CEQA Guidelines*.

Each of the three sections is organized into subsections, as follows:

- **Introduction** briefly describes the topics and issues covered in the section.
- **Scoping Process** describes the comment letters received during the public review period of the Initial Study/Notice of Preparation (IS/NOP) that are related to the topic.
- **CEQA Baseline** describes the existing conditions which formulate the baseline for the environmental review of the proposed project.
- **Methodology** describes the approach and methods employed to complete the environmental analysis for the issue under investigation.
- **Existing Environmental Setting** describes the physical conditions that exist at the present time that may influence or affect the issue under investigation. This section focuses on physical site characteristics that are relevant to the environmental topic being analyzed.
- **Regulatory Setting** lists and discusses the laws, ordinances, regulations, and policies that relate to the specific environmental topic and how they apply to the proposed project.
- **Proposed Noise Element Goals, Strategies, and Policies** lists the proposed goals, strategies, policies, and implementation measures from the Noise Element that are applicable to the analysis of each topical section of the Draft EIR.

- **Thresholds of Significance** provides the thresholds that are the basis of the conclusions of significance, which are primarily the criteria in Appendix G of the *State CEQA Guidelines*.
- **Project Impacts** describes the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence is presented to show the cause-and-effect relationship between the proposed project and potential changes in the environment. The exact magnitude, duration, extent, frequency, and range or other parameters of a potential impact are ascertained to the extent feasible to determine whether impacts may be significant. In accordance with CEQA, potential project impacts, if any, are classified as follows for each of the environmental topics discussed in this Draft EIR.
 - **Significant Adverse Impact.** Significant adverse impacts are those that cannot be fully mitigated or avoided. If the project is approved, decision makers are required to adopt a statement of overriding considerations pursuant to *State CEQA Guidelines* Section 15093 explaining why the project benefits outweigh the unavoidable adverse environmental effects caused by these significant adverse environmental impacts.
 - **Less than Significant Impact with Mitigation Incorporated.** This classification refers to significant environmental impacts that can be feasibly mitigated or avoided. If the project is approved, decision makers are required to make findings pursuant to *State CEQA Guidelines* Section 15091 that adverse significant impacts have been mitigated to the maximum extent feasible through implementation of mitigation measures.
 - **Less than Significant Impact.** Less than significant impacts are environmental impacts that have been identified but are not significant. No mitigation is required for less than significant impacts.
 - **No Impact.** A “no impact” determination is made when the proposed project is found to have no environmental impact.

- **Mitigation Measures and Project Design Features**

Mitigation Measures are project-specific measures that would be required for the project to avoid, minimize, rectify, reduce, eliminate, or compensate for a potentially significant adverse impact.

Project Design Features (PDFs) are specific components of the proposed project that have been incorporated to reduce potential environmental effects. PDFs are also described in Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for every environmental topic.

- **Level of Significance after Mitigation** describes the significance of potential impacts after implementation of mitigation measures. Potential significant unavoidable impacts are clearly stated in this section.

- **Cumulative Impacts** refers to potential environmental changes to the existing physical conditions that may occur as a result of project implementation together with all other reasonably foreseeable, planned, and approved future projects producing related impacts. Section 15355 of the *State CEQA Guidelines* defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. For each of the environmental topics considered in this Draft EIR, the geographic scope of the cumulative analysis is defined. For example, the geographic scope of the cumulative analysis for potential cumulative land use and planning impacts includes all areas within the entire 50 square miles within the limits of the City of Long Beach (referred to the “planning area” throughout this Draft EIR).

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4.1 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (EIR) analyzes the direct land use impacts associated with the long-term implementation of the proposed General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). The key focus of the analysis is the potential for the proposed Noise Element and amendments to the City's Noise Ordinance to conflict with relevant policy and planning documents. The consistency analysis in this section was prepared in accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the following documents: the proposed General Plan Noise Element (December 2019) (Appendix B of this Draft EIR), the City of Long Beach's (City) existing General Plan (as amended), the City's Municipal Code, the Los Angeles County Airport Land Use Plan (ALUP) (1991), and the Orange County Airport Environs Land Use Plan (AELUP) for the Joint Forces Training Base (JFTB) at Los Alamitos (1975).

4.1.1 Scoping Process

The City received a total of 53 public comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix A of this Draft EIR. Many of the comment letters received were related to a separate study that was concurrently being prepared regarding noise associated with special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR. Four comment letters included comments related to land use and planning impacts related to the Draft EIR. Several letters suggested that acoustical neighborhoods¹ should be considered instead of areas defined by land uses. Refer to page 4-29 in Section 4.1.8, Project Impacts, for discussion related to the use of Noise Districts rather than acoustical neighborhoods.

4.1.2 CEQA Baseline

During the preparation of the Initial Study (IS), the City was in the process of updating and adopting a new proposed Land Use Element (LUE) and Urban Design Element (UDE). Since the time the Notice of Preparation (NOP) was published (May 2019), the Long Beach City Council adopted the new Land Use Element (2019) and Urban Design Element (2019) at a public hearing on December 3, 2019. The new LUE, which replaced the previous 1989 LUE, introduced the concept of "PlaceTypes," which replaced the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. The new UDE replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors.

¹ An acoustical neighborhood is defined as an area in which sound is experienced by a group of people in that area. Specific land use and zoning designations would not necessarily be considered when designating an acoustical neighborhood. Designation of an acoustical neighborhood would be subjective by nature due to the differing experiences of users.

The new LUE and UDE have been incorporated into the land use consistency analysis of the Draft EIR for the purpose of evaluating land use impacts associated with project implementation. Therefore, the current General Plan LUE and UDE form the baseline for addressing project-related land use impacts.

4.1.3 Methodology

The impact analysis of this section considers the physical impacts of the proposed project related to land use compatibility and considers whether or not there are potential inconsistencies of the proposed project with applicable planning documents from the City and other agencies with relevant plans or policies. However, it should be noted that the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development. Consistency of a project with an applicable plan is made by the Lead Agency when it acts on the project. The analysis in this Draft EIR discusses the findings of policy review and is meant to provide a guide for decision-makers during policy interpretation.

A project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts. This Draft EIR section determines whether any project inconsistencies with public land use policies and documents would be significant and whether mitigation is feasible. Under this approach, a policy conflict is not in and of itself considered a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse, while in other cases such an inconsistency may not result in significant physical impacts.

4.1.4 Existing Environmental Setting

4.1.4.1 Existing Planning Area

The General Plan addresses all land within the City's jurisdictional limits and corresponding Sphere of Influence. Throughout this Draft EIR, these areas are referred to as the "planning area."

The planning area encompasses 50 square miles (approximately 33,000 acres) within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in the southern region of Los Angeles County. The planning area is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach. The planning area also includes the Port of Long Beach.

4.1.4.2 Existing Land Uses

As illustrated by Table 4.1.1 and Figure 4.1-1 (all figures are included at the end of this section), existing land uses in the City include a mix of residential, commercial, open space, industrial, institutional, and transportation, communications, and utility uses. Figure 4.1-1, Existing Land Uses, shows the planning area of the City and existing land uses within the planning area. Table 4.1.1 and Figure 4.1-1 are based on data provided by SCAG’s 2016 Land Use Information for Los Angeles County dataset.² It should be noted that there are some limitations to these sets of data. Per the City’s General Plan LUE, the City maintains 2,750 acres of parks and open space. Further, the 3,520 acres of land that comprise the Port of Long Beach are categorized as “Transportation, Communications, and Utilities” and “Industrial” as shown in the table below. These land uses are described in further detail below.

Table 4.1.1: Existing Citywide Land Uses

Land Use Type	Acreage	Percentage of Total Acreage
Agricultural	20.86	0.06%
Commercial and Services	1,377.54	4.18%
Education	744.48	2.26%
Facilities	666.44	2.02%
General Office	375.26	1.14%
Mixed Commercial and Industrial	0.77	0.01%
Mixed Residential	3.11	0.01%
Mixed Residential and Commercial	53.78	0.16%
Mobile Homes and Trailer Parks	141.24	0.43%
Single-Family Residential	7,940.42	24.10%
Multi-Family Residential	3,260.34	9.90%
Industrial	1,487.71	4.52%
Open Space and Recreation	1,869.58	5.67%
Under Construction	4.50	0.01%
Undevelopable	119.12	0.36%
Vacant	2,414.32	7.33%
Water	88.92	0.27%
Transportation, Communications, and Utilities	12,378.81	37.57%
Total	32,947.20	100.00%

Source: Southern California Association of Governments (SCAG). 2016 Land Use Information for Los Angeles County. Website: <https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county> (accessed April 2, 2020).

4.1.4.3 Residential Uses

Residential uses are the predominant land use currently characterizing the City, comprising approximately 44 percent of the City’s total land area (approximately 11,399 acres) (refer to Table 4.1.2, below). Most of this land area is comprised of low-density single-family homes (approximately 24 percent; 7,940.42 acres).

² Southern California Association of Governments (SCAG). 2016 Land Use Information for Los Angeles County. Website: <https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county> (accessed April 2, 2020).

Table 4.1.2: Existing Citywide Residential Land Uses

Land Use Type	Acreage	Percentage of Residential Acreage	Percent of Total Acreage in City
Single-Family Residential	7,940.42	69.66%	24.10%
Mixed Residential	3.11	0.03%	9.90%
Mixed Residential and Commercial	53.78	0.47%	0.16%
Mobile Homes and Trailer Parks	141.24	1.24%	0.43%
Multi-Family Residential	3,260.34	28.60%	9.90%
Total Residential Acreage	11,398.89	100.00%	44.49%

Source: Southern California Association of Governments (SCAG). 2016 Land Use Information for Los Angeles County. Website: <https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county> (accessed April 2, 2020).

Note: Citywide acreage is 32,947.20.

Existing residential uses are distributed throughout the planning area and vary widely in type and density. For example, residential uses include detached single-family homes, mixed-style homes (i.e., duplexes, triplexes, and townhomes), and moderate- to high-density housing (i.e., apartments and condominiums). Higher density residential uses are located closer to the City’s Downtown area whereas lower density uses are located throughout the City and along its urban edge. The primary contributing factor for the wide range of housing densities and styles in the City is attributable to the time period during which the housing units were constructed. For example, single-family units on smaller lots with separate, detached garages were built from 1900 to 1930, whereas single-family homes built between 1930 and 1950 were developed at a mass-scale on larger lot sizes. However, from 1960 to 1980, housing units began to be developed within existing urban neighborhoods, thereby leading to higher-density housing developments. Large-scale housing development trends and the development of high-density housing units began in the 1980s and continue to the present day.

Commercial and Office Uses. Commercial/services and general office uses comprise approximately 4 percent and 1 percent of the total planning area, respectively (1,377.54 acres and 375.26 acres, respectively).

Commercial uses in the planning area consist primarily of commercial corridors, traditional retail strip commercial uses, pedestrian-oriented neighborhood retail areas, and auto-dominated shopping centers. The primary commercial core in the City is the Downtown area, which is located in the southernmost portion of the City in between the Los Angeles River and Alamitos Boulevard. While the City’s Downtown serves as its primary commercial hub, there are several smaller commercial districts located throughout the City that serve surrounding residential neighborhoods. In addition, several commercial corridors are present in the City; they connect the Downtown area with surrounding communities. Examples of these corridors include, but are not limited to, Long Beach Boulevard, Pacific Avenue, Atlantic Avenue, and Alamitos Avenue.

Office uses are found throughout the planning area, primarily near commercial corridors and centers. Larger office buildings are primarily located in the Downtown area, near the Long Beach Airport, and along Long Beach Boulevard and San Antonio Drive. Existing office buildings range in

height from two to 30 stories and typically accommodate parking through the use of parking structures.

Industrial Uses. Industrial uses comprise approximately 5 percent of the planning area (1,487.71 acres). Heavy industrial uses in the City are primarily located near the Port of Long Beach, rail lines, and freeways. Older industrial uses are located adjacent to residential uses, whereas newer industrial uses are located adjacent to each other and are separated from residential and commercial uses. Industrial uses in the City include activities associated with the Port of Long Beach, trucking, packaging, assembly, light manufacturing, fabrication shops, food processing, auto and marine repair shops, and outdoor storage areas.

Institutional and Government Uses. Institutional and government uses include education and facilities uses, each of which comprise approximately 2 percent of the planning area (744.48 acres and 666.44 acres, respectively). These uses consist of civic uses, schools, colleges/universities, medical facilities, libraries, and community centers. Examples of institutional and governmental uses include the Long Beach Civic Center, California State University Long Beach, Long Beach City College, several private colleges and universities, Long Beach Memorial Medical Center, the Veterans Administration Long Beach Medical Center, St. Mary Medical Center, Pacific Hospital of Long Beach, and Community Hospital. These uses are generally located in the southwestern, central, and southeastern portions of the City.

Open Space Uses. As identified by Table 4.1.1, open space and recreational uses in the City comprise approximately 6 percent of the City (1,869.58 acres) and range from small mini parks to large special use areas. The percentage of open space uses reported by SCAG underrepresents the total amount of park acreage in the City, as in reality, as described in the City's LUE, the City maintains approximately 2,750 acres of parks and open space uses (approximately 8.34 percent of the total planning area). The most prominent open space areas in the City include El Dorado Regional Park, cemeteries, golf courses, marinas, bays, and wetlands. The majority open space uses are located along waterways and are scattered throughout residential neighborhoods.

Transportation, Communications, and Utilities. Transportation, communications, and utilities uses comprise approximately 38 percent of the total planning area in the City (12,379 acres). These areas are typically situated along utility corridors (e.g., transmission power lines), roadways, and freeways, and also include the Port of Long Beach and Long Beach Airport.

4.1.4.4 Neighborhoods and Community Plan Areas

While the City consists of many distinct land uses, there are nine primary community plan areas that combine to form the City's unique identity (refer to Figure 4.1-2, Community Plan Areas). These community plan areas are listed and briefly described below.

1. **North Long Beach.** The North Long Beach area is located west of Interstate 710 (I-710) and includes the residential and industrial areas located west of Cherry Avenue and residential uses north of the Union Pacific Railroad (UPRR). This area predominantly consists of residential and commercial uses; however, North Long Beach is also home to several public schools and a retail/business district.

2. **Bixby Knolls.** The Bixby Knolls area consists of the California Heights, Los Cerritos, Bixby Knolls, Bixby Highlands, Scherer Park, Ridgewood Heights, and Ranton Circle neighborhoods. This community is home to several historic resources as many of the residential units consist of custom homes built between the 1920s and 1940s. This area also includes a retail corridor along Atlantic Avenue between San Antonio Drive and the Interstate 405 (I-405) freeway.
3. **Westside and Wrigley.** The Westside and Wrigley community is located west of I-710 and includes the Westside and Arlington neighborhoods. The majority of the housing units in this area are single-family detached homes, also constructed between the 1920s and 1940s. This community is also home to Cabrillo High School, the Villages at Cabrillo, and the Long Beach Jobs Center.
4. **Eastside.** The Eastside area is bound by the Cities of Los Alamitos and Hawaiian Gardens to the East, the City of Lakewood to the north, and the I-405 freeway to the south. This community is the largest of the nine community plan areas. Predominant uses in the Eastside area include low-density post-World War II housing, shopping centers, schools, religious institutions, and parks. This community plan area also contains an 800-acre open space area that features a community center and a 100-acre nature center, basketball and volleyball courts, a skate park, an archery range, picnic areas, a disc golf course, tennis courts, an 18-hole golf course, playgrounds, and a fishing lake and pond.
5. **Central.** The Central area includes both the Central Area West and Central Area East neighborhoods. The primary uses in this community plan area are residential and commercial. In addition to being one of several historic areas within the City, the Central area is also home to Cambodia Town, a 1-mile long business corridor along Anaheim Street.
6. **Traffic Circle.** The Traffic Circle area consists of a large multi-lane roundabout at the intersection of Pacific Coast Highway (PCH) and Lakewood Boulevard, as well as the Stearns Park, Alamitos Ridge, and Bryant School neighborhoods. Within this area, commercial and high-density residential uses are concentrated adjacent to the roundabout, with more traditional suburban residential neighborhoods located further north.
7. **Downtown.** The Downtown area is the primary commercial hub in the City. This area consists of the Washington School, Wilmore City, West End, East Village, Promenade, North Pine, and the Downtown Shoreline neighborhoods. As the economic center of the City, the Downtown is comprised of commercial, financial, institutional, entertainment, retail, maritime, and high-density/moderate density residential uses.
8. **Midshore.** The Midshore area is comprised of Alamitos Beach, Rose Park, Franklin School, Bluff Heights, and Bluff Park, most of which are considered historic residential districts. While Midshore is home to several historic residential homes, new high-density residential units line Ocean Avenue within this community plan area.
9. **Southeast.** The Southeast area is comprised of Alamitos Heights, Belmont Heights, Belmont Shore, Belmont Park, Naples, Peninsula, Recreation Park, University Park Estates, and the

Southeast Area Specific Plan (SEASP) neighborhoods. This area is predominantly characterized by residential and commercial uses; however, the variety and type, and architectural styles of residential and commercial uses are unique to each neighborhood within this area.

4.1.5 Regulatory Setting

4.1.5.1 Federal Policies and Regulations

There are no federal land use policies or regulations that are applicable to the proposed project with respect to land use regulation.

4.1.5.2 State Policies and Regulations

California Government Code Section 65300. California planning law requires every city and county in California to adopt a “comprehensive, long-term general plan for physical development.” State law also requires the General Plan to identify goals and policies for the planning area as they relate to land use and development, provide a framework within which local decision-makers can make land use decisions, provide the public with an opportunity to participate in the decision-making process, and inform the community of the regulations guiding environmental protection and land use development decisions within the City.

State law also requires a General Plan to address seven mandatory topics, which include land use, circulation, housing, conservation, open space, noise, and safety, but allows for flexibility in how these topics are addressed within the General Plan. While these seven elements are required, State law allows for local jurisdictions to adopt “optional” elements beyond those required by law. However, once adopted, these “optional” elements have the same force and effect as policies related to those elements required by State law.

The current Long Beach General Plan includes elements that address each of the seven mandatory issue areas required by State law, but goes beyond these required elements by adopting the Historic Preservation Element (2010), the Air Quality Element (1996), the Seismic Safety Element (1988), and the Urban Design Element (2019).

4.1.5.3 Local and Regional Plans and Policies

The City is covered by several planning documents and programs that have varying degrees of regulation. Pursuant to *State CEQA Guidelines* Section 15125 (d), applicable regional, local, and conservation land use policies and guidelines from each of these planning documents are described below. The following paragraphs explain the regulations, plans, and policies applicable to the proposed project.

Los Angeles County Airport Land Use Plan. Consistent with requirements established by the Federal Aviation Administration (FAA), the County of Los Angeles adopted the Los Angeles County Airport Land Use Plan (ALUP) on December 19, 1991. The overall intent of this plan is to protect public health, safety, and welfare in the County of Los Angeles by ensuring the orderly expansion of airports and the adoption of land use patterns strategies that minimize the public’s exposure to excessive noise and safety hazards around public use airports. The Los Angeles ALUP establishes

regulations for over 10 airports in the region, including the Long Beach Airport. The Long Beach Airport is centrally located within the planning area and is within the jurisdiction of the Los Angeles County Airport Land Use Commission (ALUC) and is subject to regulations established in the Los Angeles County ALUP.

The Los Angeles County ALUP outlines compatibility concerns related to noise and safety impacts to surrounding communities that could adversely affect the viability of the airport. Specifically, the Los Angeles County ALUP aims to protect the health, safety, and welfare of residents within the County through the establishment of Runway Protection Zones (easements for which land uses adjacent to the airport need to be controlled) and noise regulations (established in the Airport Noise Compatibility Ordinance).

Orange County Airport Environs Land Use Plan for the Joint Forces Training Base-Los Alamitos. The Los Alamitos Joint Forces Training Base (JFTB) is situated in the City of Los Alamitos and contains the Army Aviation Support Facility and the 1st Battalion of the 140th Aviation Regiment of the California Army National Guard. The facility has two runways that are aligned northeast to southwest.

The Los Alamitos JFTB is within the jurisdiction of the Orange County ALUC, which is required to prepare and adopt an airport environs land use plan (AELUP) for each of the airports within its jurisdiction. As such, the Orange County AELUP for the Los Alamitos JFTB was adopted in 1975 and has since been revised numerous times, with the last revision occurring in 2016.

The Orange County AELUP for the Los Alamitos JFTB aims to safeguard the general welfare of residents within the vicinity of the airport and to ensure the continued operation of the airport. Specifically, the plan seeks to protect the public from adverse aircraft noise and safety impacts. The Orange County AELUP for the Los Alamitos JFTB aims to achieve these goals by regulating land use patterns within the “airport influence area.” Specifically, airport influence areas are defined as areas where current or future airport-related noise, overflight, safety, and/or airspace protection may significantly impact land uses or necessitate land use restrictions. The southeastern boundary of the City of Long Beach is located within a portion of the Los Alamitos JFTB airport influence area, and as such, is subject to regulations outlined in the Orange County AELUP for the Los Alamitos JFTB.

City of Long Beach General Plan. The City’s General Plan establishes goals, policies, and strategies that combine to serve as a “blueprint” directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space and Recreation, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Urban Design, and Mobility Elements. The Land Use Element (2019) and Urban Design Element (2019) are the most recent General Plan elements to be adopted, as part of the City’s larger effort to update older elements of its General Plan.

Noise Element. The existing Noise Element, which was adopted in 1975, identifies noise-sensitive land uses and noise sources, and defines areas of noise impacts. The proposed project addressed in this Draft EIR includes the adoption of a new General Plan Noise Element (included as Appendix B of this Draft EIR), which would replace the City’s existing 1975 Noise Element. As

required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan.

Land Use Element. The City originally adopted its General Plan LUE on July 1, 1989, and subsequently revised the LUE in March 1990, and April 1997. A new LUE was adopted in December 2019. This plan formulated the following broad-range goals guiding land use in the City: manage growth, encourage economic development, revitalize the Downtown area, allow for the construction of new housing, encourage the development of affordable housing, emphasize strong neighborhoods, maintain existing public facilities, and maintain and/or improve the circulation system.

The LUE introduces the concept of "PlaceTypes," which replaced the prior approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each PlaceType is defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City.

Urban Design Element. The UDE was approved by the City Council in December 2019. The decision to include a UDE in the City's General Plan grew from the City's stated need to provide an urban framework that addresses the varying aesthetic characteristics associated with the historic districts, traditional neighborhoods, auto-oriented commercial centers, urbanized centers, and corridors located throughout the City. As the City continues to evolve, the UDE seeks to shape the urban environment by preserving the character of existing neighborhoods that define the City's unique physical and aesthetic character while allowing for the continued evolution and improvement of the City in areas targeted for new development.

The UDE defines the physical aspects of the urban environment. Specifically, the UDE enhances the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors. It is the City's intention that creating great places would provide gathering spaces for community members to meet and provide a space for spontaneous activities to occur. By improving the urban fabric, the City would allow for new development that would complement the existing historical development while serving as a unique and distinctive feature of the City.

Mobility Element. The Mobility Element, which was adopted in 2013, addresses the movement of people and goods via automobiles, transit, bicycles, and other modes. It addresses key issues such as trip reduction; parking, bicycle, and pedestrian access; traffic flow; transportation improvements and funding; and traffic safety.

2013–2021 Housing Element. The City's 2013–2021 Housing Element (Housing Element) was adopted for the current planning cycle in January 2014 and was certified by the California Department of Housing and Community Development in April 2014. The City's Housing Element reflects the State's housing unit construction goals as allocated by SCAG in the Regional Housing Needs Assessment for the years between 2014 and 2021. The Housing Element analyzes current

housing needs, estimates future housing needs, considers potential sites for additional housing, and establishes goals, policies, and programs in response to both current and future housing needs.

Conservation Element. The Conservation Element was adopted in 1973. The primary objective of the Conservation Element is to provide direction regarding the conservation, development, and utilization of natural resources. It identifies the City's natural resources and provides goals and policies for their preservation, development, and wise use. This element addresses harbors, water supply (as a resource) and water quality (including river, bay, and ocean water quality, and potable drinking water), terrestrial and marine biological resources, mineral resources, visual resources, soils and beaches, and open space.

Open Space and Recreation Element. The Open Space and Recreation Element, which was adopted in 2002, addresses the provision of parklands and recreation programs for the City's residents. Specific recreational issues and policies contained in the Open Space and Recreation Element include parks and recreation facilities, recreation programs, shared facilities, coastal recreation and support facilities, marine recreation, and public access.

Seismic Safety Element. The Seismic Safety Element, which was adopted in 1988, provides goals and policies to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from seismic hazards.

Public Safety Element. The Public Safety Element, which was adopted in 1975, provides goals and policies to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from natural and human-induced hazards. The Public Safety Element specifically addresses urban fire hazards, coastal hazards, geologic hazards, crime prevention, utility-related hazards, hazardous materials, flood hazards, and disaster planning.

Historic Preservation Element. The Historic Preservation Element, which was adopted in 2010, addresses the protection and sustainability of the City's historic resources. Goals and policies presented within the Historic Preservation Element are intended to recognize, maintain, and protect the community's unique historical, cultural, and archeological sites and structures.

Air Quality Element. The Air Quality Element, which was adopted in 1996, bridges the Land Use and Mobility Elements of the City's General Plan to better recognize the relationship between land use patterns, transportation planning, and air quality, and identifies a broad range of actions that could contribute to cleaner air in the City and surrounding region. The Air Quality Element identifies a series of policies, programs, and strategies that encourage fewer vehicle trips, increased opportunities for alternative transportation modes and fuels, and land use patterns that can be efficiently served by a diversified transportation system.

City of Long Beach Zoning Code. Zoning is the division of a city or county into districts and the application of development regulations specific to each district. The City of Long Beach Zoning Code, Title 21 of the Municipal Code, includes regulations concerning where and under what conditions a business may operate in the City. It also establishes zone-specific height limits, setback requirements, parking ratios, and other development standards, for residential and commercial

sites. The City is currently in the process of establishing Title 22 in order to facilitate a substantial update to the City's Zoning Code consistent with the recently adopted LUE. The intention is to fully transition from Title 21, which is the currently established zoning chapter within the City's Municipal Code, to Title 22, which will eventually regulate zoning throughout the City.

The Zoning Code is a primary tool for implementing the City's General Plan. It is the intent of the City that the General Plan LUE and the Zoning Code are consistent to ensure that goals and policies outlined in the General Plan and development standards outlined in the Zoning Code are implemented in a manner that is identifiable with the City's overall vision for the City. As illustrated by Figure 4.1-3, Zoning Districts, the primary existing zoning districts in the City include residential, commercial, and industrial uses.

In addition to establishing zoning districts, the City's Zoning Code also defines 32 Planned Development Districts throughout the City. All of these Planned Development Districts are more comprehensive than traditional zoning districts and are intended to allow for increased flexibility for development within these areas.

4.1.6 Proposed Noise Element Strategies and Policies

The following proposed strategies and policies contained in the proposed Noise Element are applicable to the analysis of Land Use and Planning and would replace existing policies and strategies outlined in the City's existing Noise Element following project approval:

Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- **Policy N 1-1:** Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts.
- **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.
- **Policy N 1-5:** Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses.

Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

- **Policy N 2-1:** Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.

- **Policy N 2-2:** Require mitigation measures for new high-generating uses adjacent to sensitive receptors.

Strategy No. 3: Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.

- **Policy N 3-1:** Provide sufficient spatial separation between industrial uses and sensitive receptors. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise.
- **Policy N 3-5:** Where sensitive receptors are located adjacent to industrial uses, reduce noise impacts through the use of noise barriers, restriction of operating hours, and investment in noise cancelling technology.
- **Policy N 3-6:** Mitigate off-site impacts from port operations and consider development of grant programs for off-site port-related noise mitigations.

Strategy No. 4: Protect and buffer noise sensitive areas and uses through effective building design and material selection.

Strategy No. 5: Implement best practices to reduce impacts of noise from industrial sources.

- **Policy N 5-6:** Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible.

Strategy No. 6: Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

- **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.
- **Policy N 6-2:** Use the “Land Use Compatibility Guidelines” and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.
- **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.
- **Policy N 6-5:** Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.

- **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.
- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.

Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.

- **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.
- **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.
- **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.
- **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public right-of-way.

Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.

- **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.
- **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.

Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.
- **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.
- **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.

- **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.
- **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible.
- **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.
- **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.
- **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.
- **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.
- **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.
- **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.
- **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

Strategy No. 12: Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

- **Policy N 12-1:** Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.
- **Policy N 12-2:** Limit the allowable hours for construction activities and maintenance operations near sensitive uses.

- **Policy N 12-3:** As part of the City’s Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform.
- **Policy N 12-4:** Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.
- **Policy N 12-5:** Encourage the following construction best practices:
 - Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
 - Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
 - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.
 - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
 - All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.”
 - A “noise disturbance coordinator” should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.
- **Policy N 12-6:** Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.

Strategy No. 15: Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.

- **Policy N 15-1:** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.
- **Policy N 15-2:** Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize noise impacts.

Strategy No. 16: Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

- **Policy N 16-5:** Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices.
- **Policy N 16-8:** Ensure adequate resources are provided for enforcement of City noise regulations.

4.1.7 Thresholds of Significance

The following thresholds of significance criteria are based on Appendix G of the *State CEQA Thresholds of Significance*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact related to land use and planning if it would:

Threshold 4.1.1: Physically divide an established community

Threshold 4.1.2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

The IS (Appendix A) determined that the approval of the proposed project is considered a policy/planning action and does not include or facilitate any physical improvements that would result in the division of any established communities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, Threshold 4.1.1 will not be discussed further in this Draft EIR.

4.1.8 Project Impacts

Threshold 4.1.2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The City of Long Beach General Plan, City of Long Beach Municipal Code, the Los Angeles County ALUP, and the Orange County AELUP for the Los Alamitos JFTB, are applicable to the proposed project and consistency with these applicable local and regional plans are discussed below.

General Plan. The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance. Proposed amendments to the City's Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with existing elements of the General Plan because they are consistent with the intent of the proposed Noise Element.

Approval of the proposed project would ensure that the proposed Noise Element would serve as the guiding document to create and maintain a healthy noise environment in the City and manage the

exposure of community residents to excessive noise generated by future development in the City. The proposed Noise Element would be consistent with California Government Code Section 65302 as it addresses one of the seven required elements (Noise) in the City's General Plan. The proposed Noise Element, together with the other General Plan Elements, would serve to guide the overall development and urban form of the entire City through the horizon year 2040.

The goals and policies in the proposed Noise Element are intended to provide protection for land uses, as identified in the LUE, from excessive noise. The Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. These goals and policies would reduce potential impacts related to incompatible uses and noise, and would promote a healthy environment to accommodate future projections in housing, population, and employment in the City.

In addition to the LUE, the Noise Element is related to other mandated elements, including Housing, Circulation, and Open Space. Recognition of the interrelationship of noise and these four other mandated elements is necessary in order to prepare an integrated general plan. In addition, the Noise Element is related to policies in the Urban Design Element, an optional element under state law. As described in detail throughout Table 4.1.3 and summarized below, the strategies and policies included in the proposed Noise Element are internally consistent with the following elements of the City's General Plan.

Land Use Element (2019). A key objective of the Noise Element is to provide noise exposure information for use in the LUE. California Government Code Section 65302(f) states that: "The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise." The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE. The proposed Noise Element provides existing and future noise contours that may be used, along with the LUE, to evaluate future land use proposals.

The proposed Noise Element also includes goals and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No.1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9, Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, and Policy N 10-2). Therefore, the proposed Noise Element would be consistent with the overall intent of the LUE.

Urban Design Element (2019). The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric and public spaces; and defining edges, thoroughfares, and corridors. In addition, the City intends to utilize the UDE to foster healthy, sustainable neighborhoods; promote compact and connected development; minimize and fill in gaps in the urban fabric of existing neighborhoods; improve the cohesion between buildings, roadways, public spaces, and people; and improve the economic vitality of the City.

Urban design techniques and policies, including noise attenuation measures (refer to Policy N 1-2 and Policy N 3-1), can be employed to minimize noise impacts and are included in the proposed Noise Element. The proposed Noise Element also includes strategies and policies that incorporate urban design strategies to provide buffers to noise sensitive uses, and that capitalize on urban design techniques within business and employment center PlaceTypes to minimize noise impacts on surrounding and adjacent uses (refer to Policy N 1-5 and Strategy No. 3). Therefore, the proposed Noise Element would be consistent with the overall intent of the UDE.

Open Space and Recreation Element (2002). The 2002 Open Space Element covers four topic areas related to open space: the preservation of natural resources, the managed production of resources, public health and safety, and outdoor recreation. Excessive noise can adversely affect the enjoyment of recreation activities in designated open space. As such, noise exposure levels should be considered when planning open space. The proposed Noise Element includes noise exposure information for use in planning open space. Additionally, the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise that would minimize noise impacts on open space and recreation areas (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed Noise Element would be consistent with the overall intent of the Open Space and Recreation Element.

Housing Element (2014). The 2014 Housing Element covers an eight-year planning period (from October 15, 2013, to October 15, 2021) and includes discussion regarding adequate sites for new housing and standards for housing stock. The Housing Element identifies policies, programs, and objectives that focus on conserving and improving existing affordable housing; providing adequate sites for new housing; assisting in development of affordable housing; removing governmental constraints to housing development; and promoting equal housing opportunities. Since residential uses are considered noise sensitive, the noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts, and helps to identify potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed Noise Element would be consistent with the overall intent of the Housing Element.

Mobility Element (2013). The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents and visitors through transportation and mobility planning. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the Mobility Element. Additionally, the proposed project includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (Strategy N. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). These strategies and policies further

the goals of the Mobility Element. Therefore, the proposed Noise Element would be consistent with the overall intent of the City’s General Plan Mobility Element.

The proposed Noise Element would not result in inconsistencies with the Air Quality Element (1996), Conservation Element (1973), Historic Preservation Element (2010), Public Safety (2002), or Seismic Safety Element (1988) because although these elements, together with the Noise Element, would serve to guide the overall development and urban form of the City, the Noise Element is not specifically interrelated with the goals, policies, and strategies of these elements.

For further detailed discussion related to the proposed Noise Element’s consistency with adopted applicable elements of the City’s General Plan, refer to Table 4.1.3 below.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Land Use Element (2019)	
<p>Overview. The proposed Noise Element provides existing and future noise contours that may be used, along with the LUE, to evaluate future land use proposals. The proposed Noise Element also includes goals and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with the overall intent of the City’s General Plan Land Use Element.</p>	
<p>Goal No. 1: Implement Sustainable Planning and Development Practices</p>	<p>Consistent. The proposed Noise Element includes policies requiring noise attenuation measures (refer to Policy N 1-2 and Policy N 3-1), which would help minimize impacts resulting from the implementation of sustainable planning and development practices, which encourage compact, mixed-use developments in certain areas of the City such as downtown, along corridors and surrounding transit stations to create walkable environments in certain areas.</p> <p>The proposed project also includes updates to the boundaries of the Noise District Map found in Section 8.80.160 of the City’s Municipal Code to better reflect and be consistent with LUE PlaceTypes (refer to Figure 3-5 in Section 3.0, Project Description). The General Plan LUE PlaceTypes established a number of mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential and other compatible land uses will be integrated.</p> <p>The proposed project would also include updates to Table A, Exterior Noise Limits, in Long Beach Municipal Code Section 8.80.160, Exterior noise limits—Correction for character of sound, to include mixed-use land uses under District Two and Table C in Long Beach Municipal Code Section 8.80.170, Interior noise limits—Maximum sound levels, to be updated to include interior noise limits for mixed-uses.</p> <p>As such, the proposed project would be complementary to this goal of implementing sustainable planning and development practices. Therefore, the proposed project would be consistent with Goal No. 1 of the LUE.</p>

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 2: Strengthen the City’s Fiscal Health by Stimulating Continuous Economic Development and Job Growth.</p>	<p>Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations related to the City’s economic development. The proposed project would not result in any conflicts related to the strengthening of the City’s fiscal health. Additionally, the proposed project would help support the implementation of this goal by managing the distribution and intensity of noise from special events in order to prioritize the wellbeing of residents. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. The proposed Noise Element includes Strategy No. 13 and policies Policy N 13-1 through Policy N 13-6, which include measures that would balance the needs of special events while prioritizing the well-being of residents. The Special Events Noise Study prepared by City Staff and released to the public on July 17, 2019 was also used to inform the update to the City’s Noise Ordinance and the General Plan Noise Element. The Special Events Noise Study outlined best practices that the City could implement to better manage noise from special events—a number of which have already been implemented by the City. Therefore, the proposed project would be consistent with Goal No. 2 of the LUE.</p>
<p>Goal No. 3: Accommodate Strategic Growth and Change</p>	<p>Consistent. The proposed project would be consistent with this goal because the proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources. The LUE identified specific areas for targeted growth. The proposed Noise Element and amendments to the Noise Ordinance would help meet this goal of accommodating strategic growth and change by protecting strategic growth areas from excessive noise and vibration sources by requiring noise attenuation measures to be incorporated into development and redevelopment (refer to Policy N 1-2 and Policy N 3-1). Additionally, the noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts to accommodate strategic growth. Therefore, the proposed project would be consistent with Goal No. 3 of the LUE.</p>
<p>Goal No. 4: Support Neighborhood Preservation and Enhancement</p>	<p>Consistent. The proposed Noise Element includes strategies and policies to apply site planning and design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes (refer to Strategy No. 1 and policies Policy N 1-1 through Policy N 1-9). These policies support the City’s goal of preserving and enhancing neighborhoods for generations to come. Therefore, the proposed project would be consistent with Goal No. 4 of the LUE.</p>

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 5: Diversify Housing Opportunities</p>	<p>Consistent. The LUE includes the Multi-Family, Neighborhood Center, Transit-Oriented Development, Neo-Industrial, Downtown, and Waterfront PlaceTypes, which all allow a range of housing types at varying densities, including single-family homes, duplexes, triplexes, garden apartments, condominiums, mixed-use, live/work lofts, and mid- and high-rise residential towers.</p> <p>The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for these diverse housing opportunities allowed by the LUE, and helps to identify potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with Goal No. 5 of the LUE.</p>
<p>Goal No. 6: Ensure a Fair and Equitable Land Use Plan</p>	<p>Consistent. Creating a more equitable distribution of noise is one of the four primary goals of the proposed Noise Element. Additionally, the proposed Noise Element includes strategies and policies that are complementary to this Goal and include measures to reduce the disproportionate environmental noise burdens affecting low-income and minority population (Strategy No. 15 and policies Policy N 15-1 through Policy N 15-7). Therefore, the proposed project would be consistent with Goal No. 6 of the LUE.</p>
<p>Goal No. 7: Provide Reliable Public Facilities and Infrastructure to Encourage Investment</p>	<p>Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations, which ensure that the City’s infrastructure and public facilities will be functional and economically sustainable. The proposed project, which is a planning/policy action, would not result in any conflicts with the functionality or economic sustainability of Long Beach’s infrastructure and public facilities. Therefore, the proposed project would be consistent with Goal No. 7 of the LUE.</p>
<p>Goal No. 8: Increase Access to, Amount of and Distribution of Green and Open Space</p>	<p>Consistent. The proposed project includes noise exposure information for use in planning open space. Additionally, the proposed Noise Element includes Policy N 1-5, which encourages the incorporation of urban design strategies such as courtyards, paseos, alleys, plazas, and open space areas to provide a buffer to noise sensitive uses. This policy encourages an increase in the amount of and distribution of open space areas. Therefore, the proposed project would be consistent with Goal No. 8 of the LUE.</p>

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 9: Preserve, Protect, Restore and Reconnect with Natural Resources</p>	<p>Consistent. Excessive noise can adversely affect the enjoyment of recreation activities in designated open space areas. As such, noise exposure levels should be considered when planning open space. The proposed Noise Element includes noise exposure information for use for in planning open space. Additionally the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 9 of the LUE.</p>
<p><i>Open Space and Recreation Element (2002)</i></p>	
<p>Overview. The proposed Noise Element includes noise exposure information for use for in planning open space. Additionally, the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise that would minimize noise impacts on open space and recreation areas (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with the overall intent of the City’s General Plan Open Space and Recreation Element.</p>	
<p>Goal No. 1: Open space for the preservation of natural resources.</p>	<p>Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations related to the preservation of natural resources in the City. Additionally, the proposed Noise Element includes noise exposure information for use for in planning open space. The proposed Noise Element also includes strategies and policies that prevent land use conflicts related to noise, which would help facilitate the preservation of open space (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 1 of the Open Space and Recreation Element.</p>
<p>Goal No. 2: Open space for the managed production of resources.</p>	<p>Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations related to the management of resources in the City. Additionally, the proposed Noise Element includes noise exposure information for use in planning open space, which would facilitate the provision of open space. Therefore, the proposed project would be consistent with Goal No. 2 of the Open Space and Recreation Element.</p>
<p>Goal No. 3: Open space for public health and safety.</p>	<p>Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations related to public health and safety. Additionally, the proposed Noise Element includes noise exposure information for use for in planning open space, which would facilitate the provision of open space. Additionally the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise, which would ensure a healthy noise environment (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2).</p>

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	Therefore, the proposed project would be consistent with Goal No. 3 of the Open Space and Recreation Element.
Goal No. 4: Open space for recreation and recreational facilities.	Consistent. The proposed Noise Element includes noise exposure information for use in planning open space, which would facilitate the provision of open space. Additionally the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 4 of the Open Space and Recreation Element.
<i>Housing Element (2014)</i>	
Overview. The proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with the overall intent of the City’s Housing Element.	
Goal No. 1: Provide housing assistance and preserve publicly assisted units.	Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations, which provide housing assistance. The proposed project would not result in any conflicts with the provision of housing assistance or the preservation of publicly assisted units. The proposed project would not result in any conflicts with providing housing assistance and preservation of publicly assisted units. The proposed Noise Element includes strategies and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise, which would help preserve publically assisted units (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 1 of the Housing Element.
Goal No. 2: Address the unique housing needs of special needs residents.	Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations, which address the housing needs of special needs residents. The proposed project would not result in any conflicts with the unique housing needs of special needs residents. The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for diverse housing opportunities allowed by the LUE, and helps to identity potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with Goal No. 2 of the Housing Element.
Goal No. 3: Retain and improve the quality of existing housing and neighborhoods.	Consistent. The proposed Noise Element includes strategies and policies aimed at protecting existing neighborhoods and existing programs by apply site planning and design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes (Strategy No. 1 and policies Policy N 1-1 through Policy N 1-9). These policies support the City’s goal to retain and improve the quality of existing housing and neighborhoods. Therefore, the proposed project would be consistent with Goal No. 3 of the Housing Element.
Goal No. 4: Provide increased opportunities for the construction of high quality housing.	Consistent. The proposed project would not result in any conflicts with providing increased opportunities for the construction of high quality housing. The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for the diverse housing opportunities allowed by the LUE, and helps to identity potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with Goal No. 4 of the Housing Element.
Goal No. 5: Mitigate government constraints to housing investment and affordability.	Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations, which address constraints to housing investment and affordability in the City. The proposed project would not result in any conflicts with respect to the mitigation of government constraints to housing investment and affordability. Therefore, the proposed project would be consistent with Goal No. 5 of the Housing Element.
Goal No. 6: Provide increased opportunities for home ownership.	Consistent. Implementation of this goal is ongoing and is reflected in existing programs and regulations, which increase opportunities for home ownership in the City. The proposed project would not result in any conflicts with increasing opportunities for home ownership. The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for the diverse housing opportunities allowed by the LUE, and helps to identity potential noise constraints. Therefore, the proposed project would be consistent with Goal No. 6 of the Housing Element.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 7: Fair and equal housing opportunity.</p>	<p>Consistent. Existing programs to ensure fair housing would continue with approval of the proposed project. The proposed project would not result in any conflicts with the provision of fair and equal housing opportunity.</p> <p>Additionally, implementation of the proposed Noise Element would result in a more equitable distribution of noise. The proposed Noise Element includes strategies and policies that include measures to reduce the disproportionate environmental noise burdens affecting low-income and minority population (refer to Strategy No. 15 and policies Policy N 15-1 through Policy N 15-7). Therefore, the proposed project would be consistent with Goal No. 7 of the Housing Element.</p>
<p><i>Urban Design Element (2019)</i></p>	
<p>Overview. The proposed Noise Element includes strategies and policies that incorporate urban design strategies to provide buffers to noise sensitive uses, and that capitalize on urban design techniques within business and employment center PlaceTypes to minimize noise impacts on surrounding and adjacent uses (Policy N 1-5, Strategy No. 3). Therefore, the proposed project would be consistent with the overall intent of the City’s UDE.</p>	
<p>Goal No. 1: Creating Great Places</p>	<p>Consistent. As described in the UDE, creating great places allows for friends and strangers to interact in a space that encourages activity, spontaneity, exploration, and discovery. Great Places encourage businesses to relocate for both the quality of life of employees and their families.</p> <p>The proposed Noise Element includes strategies and policies that incorporate urban design strategies to provide buffers to noise sensitive uses, and that capitalize on urban design techniques within business and employment center PlaceTypes to minimize noise impacts on surrounding and adjacent uses (Policy N 1-5, Strategy No. 3). Therefore, the proposed project would be consistent with Goal No. 1 of the UDE.</p>
<p>Goal No. 2: Urban Fabric</p>	<p>Consistent. As described in the UDE, defining patterns within the existing urban fabric successfully expresses what makes Long Beach unique, and is reflective of the neighborhoods and context of the City. It allows for the establishment of new development patterns that do not detract from successful, historical development patterns, but rather builds upon and celebrates the pre-existing Urban Fabric, both natural and man-made, as a component of place.</p> <p>The proposed Noise Element includes strategies and policies aimed at protecting existing neighborhoods and existing programs by applying site planning and design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes (Strategy No. 1 and policies Policy N 1-1 through Policy N 1-9). Therefore, the proposed project would be consistent with Goal No. 2 of the UDE.</p>

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 3: Public Spaces</p>	<p>Consistent. As described in the UDE, integrating public spaces allows for the community to come together for informal and formal events, where public art can be put on display, where both children and adults can engage in physical activities, and where civic engagement can occur. These Public Spaces are informed by the context of Long Beach and its history of diversity, uniqueness, and civic involvement.</p> <p>The proposed Noise Element includes Policy N 1-5, which encourages the incorporation of urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses. This policy encourages the integration of public spaces in the City. Therefore, the proposed project would be consistent with Goal No. 3 of the UDE.</p>
<p>Goal No. 4: Edges, Thoroughfares, and Corridors</p>	<p>Consistent. As described in the UDE, edges, thoroughfares, and corridors reflect the uniqueness of the natural and urban environments and the neighborhoods that they traverse. Natural and man-made edges, such as the Pacific Ocean, Port of Long Beach, Los Angeles River, and San Gabriel River, act as catalysts for improved environmental health, quality of life, and opportunities for non-motorized modes of transit. Thoroughfares act to define the larger commercial activities of the City, while at the same time integrating pedestrian amenities that allow for transitioning into adjacent districts. Corridors are the heart of the community where individual neighborhood characteristics are celebrated, opportunities for the ‘public room’ concept are provided, and a wide-array of multimodal transportation options is supported. Functioning corridors enhance the quality of adjacent neighborhoods, connectivity to them, and accessibility to goods and services.</p> <p>The proposed Noise Element includes goals and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed Noise Element would support development that would preserve these Edges, Thoroughfares, and Corridors. Therefore, the proposed project would be consistent with Goal No. 4 of the UDE.</p>

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Mobility Element (2013)	
<p>Overview. The future noise contours presented in the proposed Noise Element are consistent with the goals contained in the Mobility Element. Additionally, the proposed Noise Element includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (refer to Strategy N. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). These strategies and policies further the goals of the mobility element. Therefore, the proposed project would be consistent with the overall intent of the City’s General Plan Mobility Element.</p>	
<p>Goal No. 1: Create an efficient, balanced, multimodal mobility network.</p>	<p>Consistent. The proposed Noise Element includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (Strategy No. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). Therefore, the proposed project would be consistent with Goal No. 1 of the Mobility Element.</p>
<p>Goal No. 2: Maintain and enhance air, water, and ground transportation capacity.</p>	<p>Consistent. The proposed Noise Element includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (Strategy N. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). Encouraging multimodal mobility would further the maintenance and enhancement of air, water, and ground transportation capacity. Therefore, the proposed project would be consistent with Goal No. 2 of the Mobility Element.</p>
<p>Goal No. 3: Lead the region by example with innovative and experimental practices.</p>	<p>Consistent. PlaceTypes included in the LUE, such as Neo-Industrial, represent an innovative approach to creating and retaining employment while reducing the environmental impacts of those uses. The proposed Noise Element includes strategies and policies related to site planning and other design strategies to reduce noise impacts and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would facilitate innovative and experimental practices and would be consistent with Goal No. 3 of the Mobility Element.</p>

Source: City of Long Beach General Plan, as amended.

For the reasons cited above and as detailed in Table 4.1.3, the proposed project would be consistent with the applicable goals and policies outlined in the City’s General Plan. Impacts would be considered less than significant, and no mitigation is required.

Airport Land Use Plans. The Los Angeles County ALUP establishes regulations for over 10 airports in the region, including the Long Beach Airport, which is centrally located within the planning area. The Los Angeles County ALUP outlines compatibility concerns related to noise and safety impacts to surrounding communities that could adversely affect the viability of the airport. Specifically, the Los Angeles County ALUP aims to protect the health, safety, and welfare of residents within the County through the establishment of Runway Protection Zones (easements for which land uses adjacent to the airport need to be controlled) and noise regulations (established in the Airport Noise Compatibility Ordinance). The Orange County AELUP for the Los Alamitos JFTB seeks to protect the public from adverse aircraft noise and safety impacts. The Orange County AELUP for the Los Alamitos JFTB aims to achieve these goals by regulating land use patterns within the “airport

influence area.” Specifically, airport influence areas are defined as areas where current or future airport-related noise, overflight, safety, and/or airspace protection may significantly impact land uses or necessitate land use restrictions.

The proposed Noise Element includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. The proposed Noise Element also includes Policy N 10-9, which requires the evaluation of potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). As such, the proposed project would be consistent with applicable airport land use plans because development under the proposed Noise Element would be required to evaluate potential noise impacts associated with discretionary development and ensures compatibility with the noise environment under the airport land use plans. Further, proposed amendments to the City’s Noise Ordinance would not conflict with adopted airport land use plans. Therefore, the proposed project would be consistent with adopted airport land use plans. Impacts would be considered less than significant, and no mitigation is required.

Municipal Code. As described in Section 3.4.4, Proposed Noise Ordinance Amendments, in Chapter 3.0, Project Description, several amendments to the Noise Ordinance (LBMC Chapter 8.80, Noise) would be included as part of the proposed project. In the City’s Municipal Code Section 8.80.030, Administration and Enforcement, text would be added to clarify and expand the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes.

Proposed amendments to the Noise Ordinance also include updates to the boundaries of the noise districts shown in the Noise District Map found in Section 8.80.160 to better reflect and be consistent with the recently adopted LUE PlaceTypes (see Figure 3-5, Proposed Noise District Map, in Chapter 3.0, Project Description, for a map of the proposed boundaries). The LUE establishes several mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential and other compatible land uses will be integrated. Currently, District Two consists of areas that contain predominantly commercial uses with other land use types also present. The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed-use development or are planned for mixed-uses and commercial uses in the future. The proposed amendments to the Noise Ordinance also include adding Mixed Use as a land use type in Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City’s Municipal Code, with the corresponding maximum allowable daytime and nighttime decibel levels shown in Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits (see Chapter 3.0, Project Description, for further information). These proposed amendments to the tables would be consistent with proposed amendments to the Noise District Map. These proposed amendments also maintain current standards for indoor and outdoor noise limits for residential and other noise-sensitive land uses such as schools.

Overall, the proposed amendments to the Noise Ordinance would update the boundaries of the Noise Districts to better align with higher intensity, mixed-use PlaceTypes in the LUE and would add

Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170. As such, implementation of the proposed project would ensure that the PlaceTypes as designated in the LUE would be consistent with the Noise Districts, and would also ensure that noise characteristics in an area are associated with land uses allowable by PlaceType. Noise characteristics are associated with specific land uses, rather than an acoustical neighborhood, and are therefore best regulated through the establishment of Noise Districts consistent with adopted PlaceTypes. For example, residential land uses, such as in Founding and Contemporary Neighborhoods, have lower noise limits than mixed-use land uses. Further, the establishment of acoustical neighborhoods would not be consistent with the adopted PlaceTypes in the LUE. Lastly, the reliance on land uses to establish Noise Districts provides a more objective measure as compared to using an acoustical neighborhood, which is subject to discretion and is inherently more subjective. Therefore, the establishment of Noise Districts consistent with PlaceType designations, as proposed by the project, rather than the establishment of acoustical neighborhoods, is appropriate for regulating noise.

Upon approval of the proposed project, these amendments would result in project consistency with the City's Municipal Code. Additionally, the proposed amendments would ensure consistency between the proposed Noise Element and the City's Municipal Code. To ensure that the proposed project complies with and would not conflict with or impede the City's Municipal Code, including the Noise Ordinance, the proposed project includes Project Design Feature 4.1.1, which requires the implementation of a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. All inconsistencies between the Noise Element and Municipal Code are required to be resolved through text amendments within 36 months following project approval. Therefore, with incorporation of Project Design Feature PDF 4.1.1, the proposed project would be consistent with the City's Municipal Code. No mitigation is required.

4.1.9 Level of Significance Prior to Mitigation

There would be no potentially significant impacts related to land use and planning.

4.1.10 Mitigation Measures and Project Design Features

4.1.10.1 Mitigation Measures

The proposed project would not require any mitigation measures related to land use and planning.

4.1.10.2 Project Design Features

The proposed project would be required to adhere to the following project design feature related to land use and planning.

Project Design Feature 4.1.1

To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, a program shall be implemented to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal

Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.

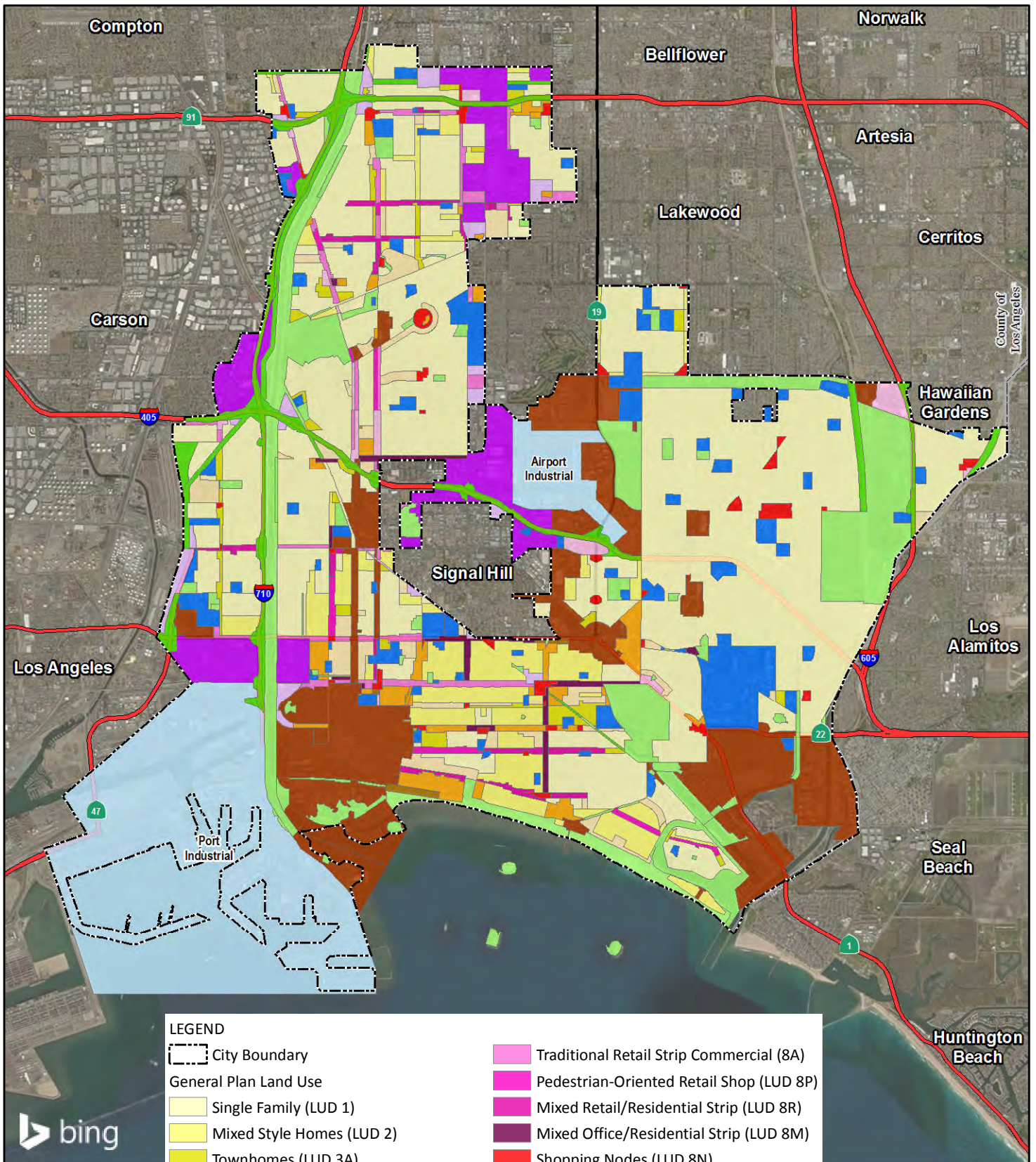
4.1.11 Level of Significance after Mitigation

Project implementation would not result in significant unavoidable adverse impacts related to land use and planning. No mitigation is required.

4.1.12 Cumulative Land Use Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative impact area for land use for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would be less than significant.

Implementation of the proposed project would not conflict with applicable land use documents and would achieve consistency with PlaceTypes established by the recently adopted LUE. The proposed project includes amendments to the Noise Ordinance, including updates to the boundaries of the noise districts and amendments to Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code, to better reflect and be consistent with PlaceTypes established by the LUE. As such, project implementation would reduce cumulative project impacts related to any inconsistencies with the City's General Plan. The project would also address potential inconsistencies with the City's Noise Ordinance (as outlined in Project Design Feature PDF No. 4.1.1), which would reduce cumulative project impacts related to potential Municipal Code inconsistencies to a less than significant level. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered a policy/planning actions and do not include or facilitate any physical improvements that would potentially result in cumulatively considerable impacts. Therefore, land use impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

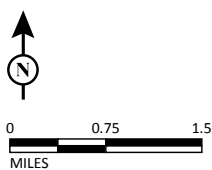


LEGEND	
	City Boundary
General Plan Land Use	
	Single Family (LUD 1)
	Mixed Style Homes (LUD 2)
	Townhomes (LUD 3A)
	Moderate Density Residential (3B)
	High Density Residential (LUD 4)
	Urban High Density Residential (LUD 5)
	High Rise Residential (LUD 6)
	Mixed Uses (LUD 7)
	Major Commercial Corridor (LUD 8)
	Traditional Retail Strip Commercial (8A)
	Pedestrian-Oriented Retail Shop (LUD 8P)
	Mixed Retail/Residential Strip (LUD 8R)
	Mixed Office/Residential Strip (LUD 8M)
	Shopping Nodes (LUD 8N)
	Restricted Industry (LUD 9R)
	General Industry (LUD 9G)
	Institutions/Schools (LUD 10)
	Open Space/Parks (LUD 11)
	Harbor/Airport (LUD 12)
	Right-of-Way (LUD 13)

FIGURE 4.1-1

Long Beach General Plan
Noise Element
Existing Land Uses

LSA



SOURCE: Bing Maps (2018); City of Long Beach (2019)
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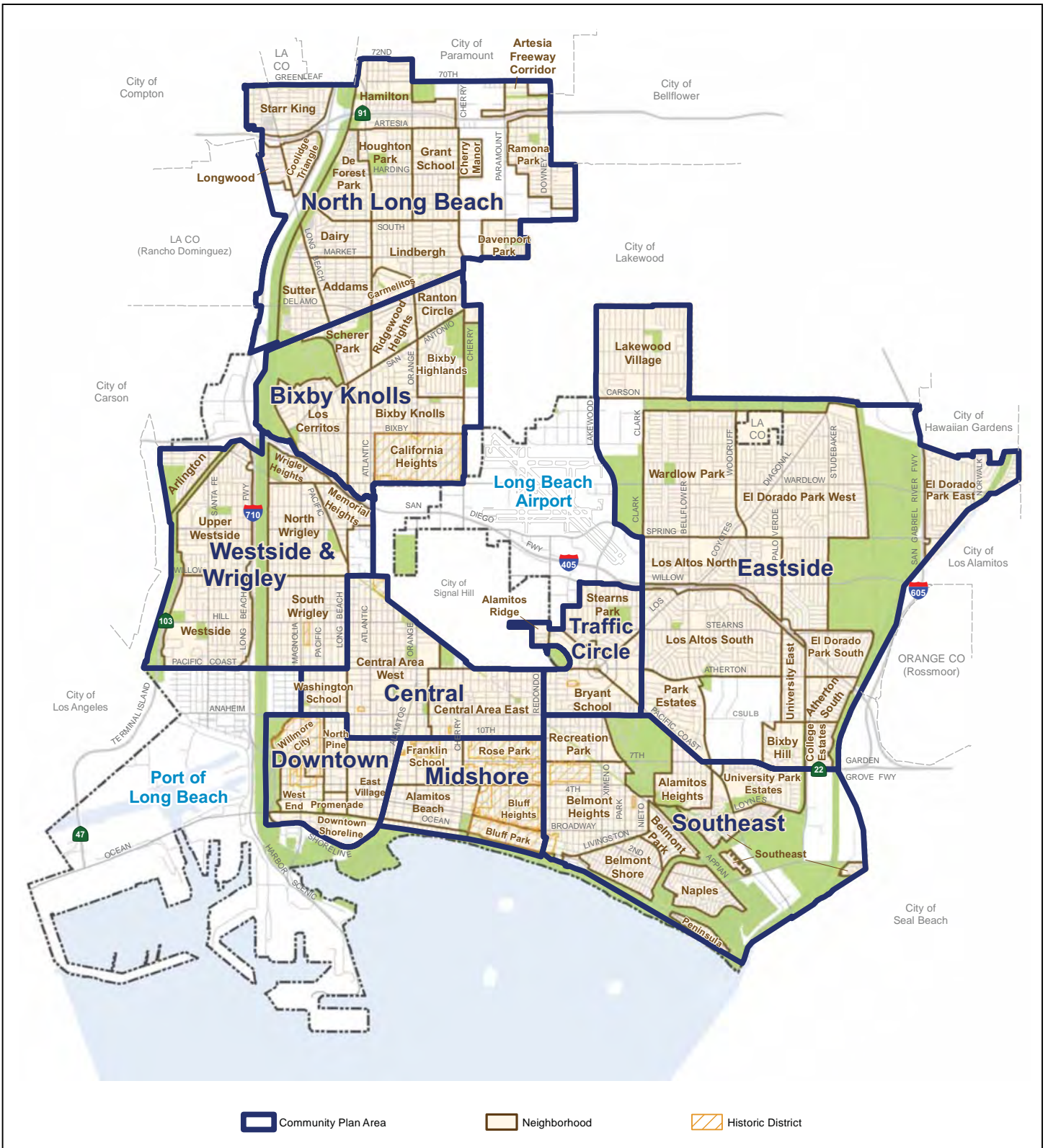
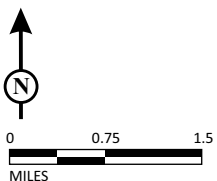


FIGURE 4.1-2

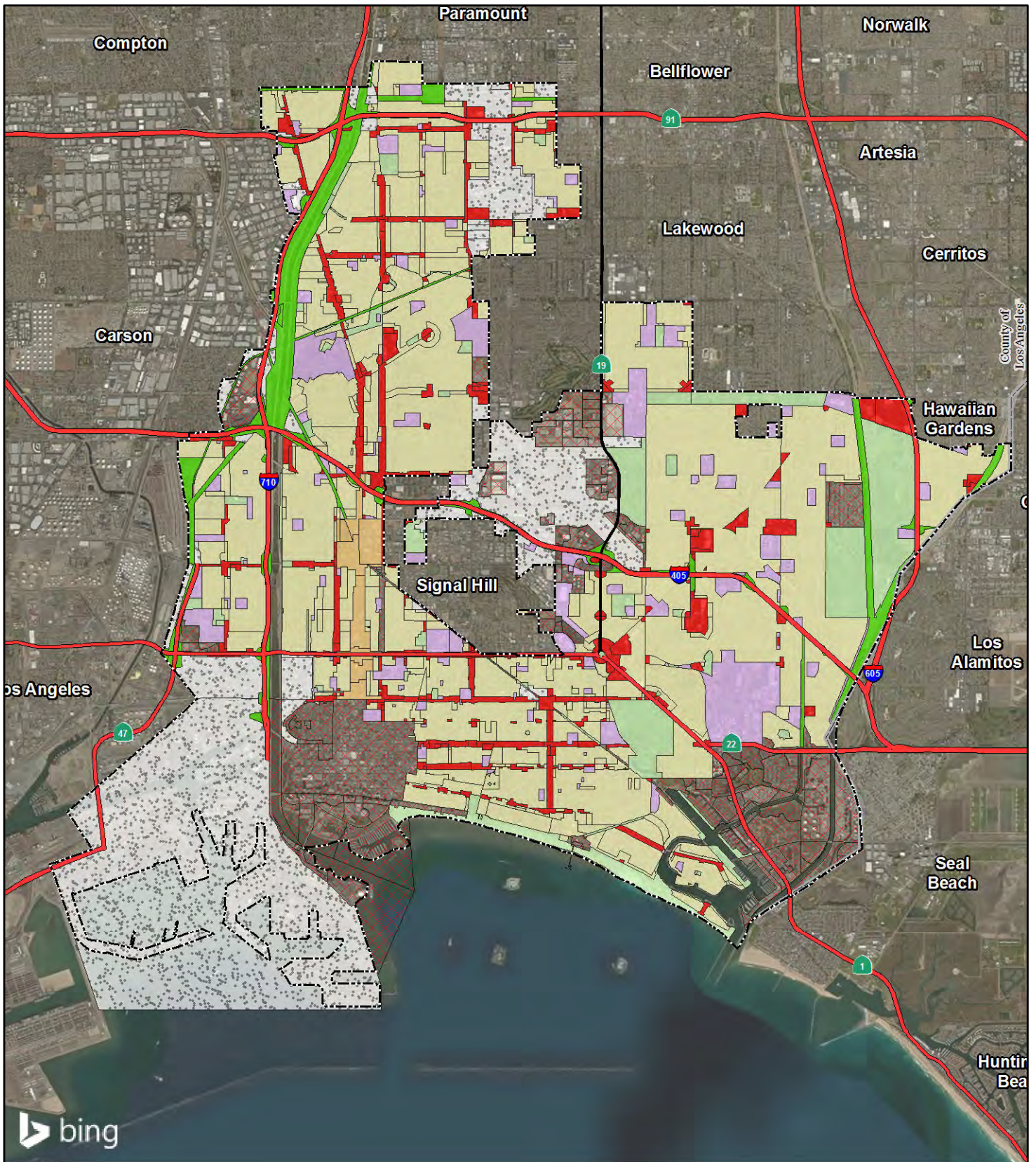
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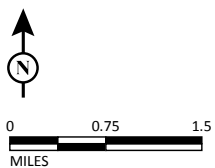
SOURCE: City of Long Beach Land Use Element (2019)

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LSA



LEGEND

- | | |
|---------------|---------------------|
| City Boundary | Industrial |
| Zoning | Institutional |
| Specific Plan | Park |
| Residential | Public Right-of-Way |
| Commercial | Planned Development |

FIGURE 4.1-3

Long Beach General Plan
Noise Element
Zoning Districts

SOURCE: Bing Maps (2014); City of Long Beach (2018)

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4.2 NOISE

This section evaluates the potential short-term and long-term noise and vibration impacts associated with the proposed General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). This analysis evaluates potential noise and vibration impacts within the planning area by evaluating the effectiveness of the proposed Noise Element strategies and policies and amendments to the Noise Ordinance. This section is based on information provided in the proposed Noise Element (December 2019, included as Appendix B of this Draft EIR) of the City of Long Beach's (City) General Plan, and the Noise Ordinance of the City's Municipal Code (adopted 1977, most recent revision 2009), the proposed amendments to the Noise Ordinance, and the *Noise Existing Conditions Report* (LSA, 2018) (Appendix D) prepared to inform the update to the proposed Noise Element.

4.2.1 Scoping Process

The City of Long Beach (City) received a total of 53 public comment letters during the public review period of the IS/NOP. For copies of the IS/NOP comment letters, refer to Appendix A of this EIR. Many of the comment letters received were related to a separate study that was concurrently being prepared regarding noise associated with special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR. Although several comment letters were received related to noise during special events, six comment letters included comments related to noise impacts related to the Draft EIR. One letter states that the noise complaint process with the City is ineffective. Another letter requests the following to be included in the Noise Element: (1) specify noise limits for residential areas; (2) define and limit special events to 2–3 designated events per year that can exceed noise levels; (3) measure existing conditions from residents' balconies, as well as at stage during special events; (4) define acoustical neighborhoods for outdoor entertainment; (5) set noise level standards as a condition in all event permits; (6) where two acoustical neighborhood meet, default to the standards including referencing the lowest level of noise; (7) identify a responsible person for coordination of noise limits at special events; (8) include community leaders of the Downtown residents in the process; and (9) update the Municipal Code to reflect that special events should only be occasionally allowed to exceed noise standards. Several letters stated that the Noise Element should include limits on noise levels, the maximum number of days that permitted events can exceed limits by acoustical neighborhood, and a clear methodology on how residents can escalate issues related to permitted events. One letter suggests that the Noise Element should include a discussion of impacts of amplified entertainment noise generated during special events and that the C-weighted scale should be considered in the Noise Element and Draft EIR due to its ability to more accurately convey impacts to public health. Several comment letters state that the Noise Element fails to regulate and enforce noise limits related to traffic noise.

Analysis of special events is not within the scope of this Draft EIR because special events are temporary and often seasonal in nature; as such, they are not considered representative of typical noise patterns. This Draft EIR analyzes the impacts associated with adoption of the new Noise Element and amendments to the existing Noise Ordinance as contained in Chapter 8.80 of the Municipal Code. Neither of these planning/policy documents sets specific noise levels for special events. However, the Noise Element includes policies aimed at balancing the needs of special events

while prioritizing the well-being of City residents (refer to Strategy No. 13 and Policies N 13-1 through N 13-6 in Section 4.2.6, Proposed Noise Element Strategies and Policies, below).

4.2.2 CEQA Baseline

Noise measurements were taken in February 2014 and May 2017 to record existing noise levels at various locations throughout the City as described in the *Noise Existing Conditions Report*. This provides a baseline that reflects current conditions related to noise at the time the Draft EIR was prepared.

During the preparation of the Initial Study (IS), the City was in the process of updating and adopting a new proposed Land Use Element (LUE) and Urban Design Element (UDE). Since the time the Notice of Preparation (NOP) was published (May 2019), the Long Beach City Council adopted the new Land Use Element (2019) and Urban Design Element (2019) at a public hearing on December 3, 2019. The new LUE, which replaced the previous 1989 LUE, introduced the concept of “PlaceTypes,” which replaced the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. The new UDE replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City’s PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors.

The new LUE and UDE have been incorporated into the analysis of the Draft EIR for the purpose of evaluating noise impacts associated with project implementation.

4.2.3 Methodology

This analysis describes existing and projected future noise and vibration conditions, discusses the characteristics of sound, sets forth criteria for determining the significance of noise and vibration impacts, and estimates the potential noise and vibration impacts resulting from the implementation of the proposed project.

Noise measurements were taken at 14 long-term locations and 32 short-term locations in February 2014 and May 2017 to record the actual existing noise levels at various locations throughout the City. A noise measurement survey of the City was conducted to determine the location of noise measurement sites that would provide a noise profile of the City. Several criteria were used in the site selection process including, but not limited to, the proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Several of the significant noise generators within the City are I-405, I 710, SR-91, SR-1, and Long Beach Boulevard. This is due to the very high volume of automobile and truck traffic at these freeways and roadways. To provide noise measurement coverage of the area, measurement sites were chosen within the confines of the City. After the site selection process was completed, a series of long-term 24-hour and short-term noise 15-minute measurements were taken at the chosen sites.

The noise model SoundPlan was used to evaluate traffic-related noise conditions throughout the City. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed,

and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the L_{dn} contours. Existing traffic volumes (SCAG 2017) were used to assess existing traffic noise levels in the City.

4.2.3.1 Characteristics of Sound

Noise is usually defined as unwanted sound and consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally related to annoyance, while loudness can affect our ability to hear through hearing damage. Pitch is the number of complete vibrations, or cycles per second, of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves, combined with the reception characteristics of the human ear. Sound pressure refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be measured precisely with instruments. The project analysis defines the noise environment of the planning area in terms of sound pressure levels and the project's effect on sensitive land uses.

4.2.3.2 Measurement of Sound

Sound pressure is measured through the A-weighted scale to correct for the relative frequency response of the human ear. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve. For example, 10 decibels (dB) are 10 times more intense than 1 dB; 20 dB are 100 times more intense than 1 dB; and 30 dB are 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

The A-weighted scale was specifically created to conform to the human ear and the frequencies to which it responds. Also, it is the weighting scale most commonly used for Occupational Safety and Health Administration (OSHA) regulatory measurements. The A-weighted scale is used throughout this analysis. The C-weighted scale is another form of measurement of sound pressure and would be most appropriate for very loud, instantaneous events such as blasting. It can also be used if the predominant source of noise is at low frequencies below 500 hertz. The C-weighted scale is not considered in this analysis because the types of sound pressure most appropriately measured by the C-weighted scale are not typical of the ambient noise environment.

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dBA

for each doubling of distance over hard surfaces, and the sound decreases 4.5 dBA for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to measure noise for various time periods; an appropriate ambient noise metric affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant metrics for communities in the State of California are the L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average level (L_{dn}) based on dBA. The CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as evening hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). The L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening hours. The CNEL and the L_{dn} are normally within 1 dBA of each other and are considered interchangeable.

Other noise level metrics that are important when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time, the noise level exceeds this median noise level, and half of the time, it is less than this median noise level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to changes of 3 dBA or greater since this level has been found to be the lowest audible change perceptible to humans in outdoor environments. The second category, potentially audible, refers to changes in the noise level between 1 and 3 dBA, which are only noticeable in laboratory environments. The last category includes changes in noise levels of less than 1 dBA, which are inaudible to the human ear.

4.2.3.3 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure (typically more than 8 hours, as defined by OSHA) to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions (thereby, affecting blood pressure and functions of the heart and the nervous system). In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will result in dizziness or loss of equilibrium.

4.2.3.4 Vibration

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage is not a factor for normal transportation projects, including rail projects, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

To distinguish vibration levels from noise levels, the unit is written as “vibration velocity decibels” (VdB). Human perception to vibration starts at levels as low as 67 VdB and sometimes lower. Annoyance due to vibration in residential settings starts at approximately 70 VdB. Ground-borne vibrations are almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of the building, the motion does not provoke the same adverse human reaction.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft.¹ When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path usually will be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people as well as damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings.² Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). Factors that influence ground-borne vibration and noise include the following:

- **Vibration Source:** Vehicle suspension, wheel types and condition, track/roadway surface, track support system, speed, transit structure, and depth of vibration source

¹ Federal Railroad Administration (FRA). 2012. *High-Speed Ground Transportation Noise and Vibration Impact Assessment*. September.

² Ibid.

- **Vibration Path:** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver:** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with ground-borne vibration indicates that: (1) vibration propagation is more efficient in stiff, clay soils than in loose, sandy soils; and (2) shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances from the source. Factors such as layering of the soil and depth to the water table can have significant effects on the propagation of ground-borne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

In extreme cases, excessive ground-borne vibration has the potential to cause structural damage to buildings. For buildings considered of particular historical significance or that are particularly fragile structures, the damage threshold is approximately 96 VdB; the damage threshold for other structures is 100 VdB.³

4.2.4 Existing Environmental Setting

4.2.4.1 Existing Planning Area

The existing planning area includes the entire area within the City's jurisdictional limits, as the project involves an update to the City's General Plan Noise Element and the Noise Ordinance. The planning area is currently developed and consists of a mix of residential, commercial, medical, institutional, industrial, and open space and recreation uses.

4.2.4.2 Sensitive Uses in the Project Vicinity

Noise-sensitive receptors in the City include residences, schools, hospitals, churches, and similar uses that are sensitive to noise. Construction and operation activities considered under the proposed Noise Element and Noise Ordinance amendments could adversely affect nearby noise-sensitive land uses. Although CEQA generally does not require analysis or mitigation of the impact of existing environmental conditions on a project, the City, as the Lead Agency, has the authority to require measures to protect public health and safety. Therefore, this section includes a discussion of the proposed project's potential to result in impacts to existing sensitive receptors and future sensitive receptors.

4.2.4.3 Overview of the Existing Noise Environment

In the City of Long Beach, the dominant source of noise is transportation noise, including vehicular traffic, rail, and airport noise. Industrial and mechanical equipment are also contributors to the

³ Harris, C.M., 1998. *Handbook of Acoustical Measurements and Noise Control*.

noise environment in the City, as are intermittent sources such as construction equipment and leaf blowers. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust systems. Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. Existing noise sources are further discussed below.

Ambient Noise Levels. To assess existing noise levels, the Existing Conditions Noise Report considers noise measurements taken in February 2014 and May 2017 to record the actual existing noise levels at various locations throughout the City. The noise measurements were recorded at different locations within the City based on several criteria used in the site in the site selection process including, but not limited to, the proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Noise measurement data collected during long-term noise level measurements are summarized in Table 4.2.1 and noise measurement data collected during short-term noise level measurements are summarized in Table 4.2.2. The short-term noise measurements indicate that ambient noise in the City ranges from approximately 51.2 dBA to 76.2 dBA L_{eq} .

Existing Roadway Noise Levels. Motor vehicles with their distinctive noise characteristics are one of the primary sources of noise in Long Beach. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Major contributing roadway noise sources include Interstates 710 (I-710) and 405 (I-405), State Route 91 (SR-91), Pacific Coast Highway (PCH), and local roadways including Long Beach Boulevard, Santa Fe Avenue, Atlantic Avenue, Alamitos Avenue, 7th Street, 2nd Street, Ocean Boulevard, and other arterial and collector roadways throughout the City.

Existing Rail Noise Levels. Currently, three freight rail lines pass through the City, which are operated by Burlington Northern Santa Fe (BNSF) Railway, the Union Pacific Railroad (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, and through the northwest corner of the City, around the neighborhood of North Long Beach.

The City is also subject to operational rail noise. The Los Angeles County Metropolitan Transportation Authority (Metro) Rail Blue line (Blue line) passes north to south through Long Beach along Long Beach Boulevard. The Metro service hours are from approximately 4:45 a.m. until 1:00 .m. on weekdays and from 4:45 a.m. until 2:00 a.m. on weekends. Land uses surrounding the rail line include multi- and single-family residential, and commercial uses, the Senior Arts Colony, high-rise office towers, the Pacific Coast Campus of Long Beach City College, and the Long Beach Transit Mall. Seven different Metro stations serve local neighborhoods throughout the City. Activity on the Blue line affects the ambient noise environment along the railroad alignment.

Based on Federal Railroad Administration crossing inventories for various crossings in the City, typical operations along the main rail line include up to 74 trains per day that range in speed from 5 to 25 miles per hour (mph).

Table 4.2.1: Existing Long-Term 48-Hour Noise Level Measurements

Site No.	Start Date	Location	Day 1			Day 2			Average		Source(s) of Noise
			Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)		
LT-01	5/12/2017	305 Newport Avenue	53.2–61.5	42.2–52.6	58.6	49.9–63.1	43.7–53.1	58.8	58.7	Traffic on Newport and 3rd Street.	
LT-02	5/17/2017	3386 Elm Avenue	58.3–64.1	53.4–59.4	64.7	58.7–63.9	52.9–61.6	65.2	64.9	Traffic on I-405 and Wardlow Road and some aircraft.	
LT-03	5/17/2017	Orizaba Avenue and East 67th Street	62.0–67.6	61.0–66.4	70.7	62.1–65.6	61.0–66.6	70.8	70.8	Traffic on SR-91.	
LT-04	5/17/2017	2603 Studebaker Road	66.4–69.9	52.1–68.0	69.9	66.3–69.6	53.6–67.1	69.7	69.8	Traffic on Studebaker Road and Willow Street.	
LT-05	5/17/2017	6463 Bixby Terrace Drive	66.2–67.8	57.3–67.8	71.0	66.2–67.7	58.1–67.1	71.0	71.0	Traffic on 7th Street.	
LT-06	5/15/2017	2001 River Avenue	67.0–70.3	59.0–70.5	72.0	65.2–72.1	55.9–64.3	70.2	71.1	Traffic on SR-103 and SR-1, idling trucks, industrial activity, and aircraft.	
LT-07	5/15/2017	1222 West Spring Street	67.2–70.8	62.9–69.6	74.0	68.0–70.1	63.5–70.0	73.9	73.9	Traffic on I-710 and aircraft.	
LT-08	5/12/2017	151 South Pine Avenue	61.2–66.1	56.3–64.5	68.8	61.3–67.1	56.3–65.3	69.4	69.1	Traffic on Shoreline Drive and Pine Avenue.	
LT-09	5/12/2017	215 Granada Avenue	53.6–60.3	45.1–54.4	59.6	51.6–59.4	44.2–54.1	59.6	59.6	Traffic on Granada Avenue and Second Street.	
LT-10	5/12/2017	460 Long Beach Boulevard	64.7–71.2	58.3–65.7	71.3	63.1–69.0	56.9–65.7	71.1	71.2	Light rail and traffic on Long Beach Boulevard and 4th Street.	
LT-11	5/15/2017	2250 Arlington Street	54.3–60.5	55.1–58.9	64.3	53.8–59.6	48.1–55.8	59.9	62.1	Traffic on I-405 and airplanes.	

Table 4.2.1: Existing Long-Term 48-Hour Noise Level Measurements

Site No.	Start Date	Location	Day 1			Day 2			Average		Source(s) of Noise
			Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)		
LT-12	5/17/2017	256 East Vernon Street	57.6–65.4	49.2–60.1	62.2	57.8–60.1	49.9–60.5	63.0	62.6	Traffic on Long Beach Boulevard and Willow Street, trains, construction, and aircraft.	
LT-13	5/15/2017	Del Mar Avenue and San Antonio Drive	65.3–67.5	58.1–68.4	71.1	65.4–70.8	52.6–65.4	69.6	70.3	Traffic on I-710, trains, and traffic on Del Mar Avenue.	
LT-14	5/15/2017	Del Mar Avenue and Avery Place	58.2–66.4	50.9–58.8	63.6	57.6–64.7	48.5–57.5	62.3	63.0	Traffic on I-710, trains, and traffic on Del Mar Avenue.	

Source: Existing Conditions Report LSA (2018).

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel(s)

ft = foot/feet

I-405 = Interstate 405

I-710 = Interstate 710

L_{eq} = average noise level

SR-1 = State Route 1

SR-91 = State Route 91

SR-103 = State Route 103

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA Leq	Location Description	Noise Sources	Notes
ST-1	2/11/2016	7:27 a.m.	66.6	6857–6909 Atlantic Avenue	Traffic on Atlantic Avenue, faint traffic on I-710, and trucks with trailers turning in nearby lot.	Paused out pedestrian pass-by talking loudly.
ST-2	2/11/2016	7:58 a.m.	70.3	3114 South Street	Traffic on South Street and birds.	None.
ST-3	2/11/2016	8:58 a.m.	63.6	3115 Long Beach Boulevard	Traffic on Long Beach Boulevard, backup beeper across Long Beach Boulevard, and birds.	Airplane: 15 seconds, 70 Leq.
ST-4	2/11/2016	9:35 a.m.	65.7	1940 Long Beach Boulevard	Traffic on Long Beach Boulevard, birds, and distant music.	Paused out pedestrian pass-bys. Train on Long Beach Boulevard: 5 seconds, 68 Leq/3 seconds, 70 Leq.
ST-5	2/11/2016	10:13 a.m.	63.3	614 Locust Avenue	Traffic on 6th Street and birds.	Paused out sirens and pedestrians.
ST-6	2/11/2016	10:51 a.m.	64.0	600 Redondo Avenue	Traffic on Redondo Avenue. Car with loud music pass-by.	Airplane, paused out car in parking lot, motorcycle, helicopter.
ST-7	2/11/2016	2:11 p.m.	62.3	5800–6462 East Marina Drive	Traffic on 2nd Street and birds.	Paused out cars on Marina Drive. 2nd Street level is ~10 ft higher than measurement location level.
ST-8	2/11/2016	1:15 p.m.	66.0	Cal State University Long Beach, Bellflower Boulevard and Beach Drive	Traffic on Bellflower Boulevard, birds, and music in car/horn.	Airplane: 7 seconds, 63 dB/23 seconds, 63 dB.
ST-9	2/11/2016	11:42 a.m.	62.0	3500 Hathaway Avenue	Traffic on Hathaway Avenue and distant music in apartment.	Airplane: 35 seconds, 54 Leq/8 seconds; 58 dB/12 seconds; 59 dB, 17 seconds; 56 dB/15 seconds, 55dB. Paused out siren. Location ~10 ft above road level on the berm of the apartment level.
ST-10	2/11/2016	8:31 a.m.	76.2	3245 Cherry Avenue	Traffic on Cherry Avenue.	Airplane: 5 seconds, 82 Leq. Helicopter: 8 seconds, 74 Leq/5 seconds, 76 Leq. Motorcycle: 2 seconds, 96 Leq.
ST-11	2/11/2016	2:47 p.m.	62.5	3401 Studebaker Road	Traffic on Wardlow Road.	None.
ST-12	5/12/2017	10:32 a.m.	55.3	951 Maine Avenue	Traffic on I-710, aircraft, birds chirping constantly.	Helicopter ~75 dBA max. Distant helicopter. Filtered sirens and dogs. Aircraft, 55 dBA max, train horn in low 50s. Aircraft, 63.2 dBA max. People talking in the distance near playground area.

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA Leq	Location Description	Noise Sources	Notes
ST-13	5/17/2017	10:15 a.m.	65.0	3402 Clark Avenue	Traffic on Clark Avenue and Wardlow Road. Some aircraft noise.	51 dBA low traffic noise. 74.3/73.0/66.0 dBA/68.7 dBA/71.4 dBA traffic on Clark Avenue, 75.0 dBA with truck. 65.0 dBA aircraft noise with traffic.
ST-14	5/12/2017	12:10 p.m.	70.0	2002 Pacific Coast Highway	Traffic on Pacific Coast Highway and Cherry Avenue.	Filtered parking lot activity. Loud car 83.0 dBA max, filtered emergency vehicle, car door slam (partial filter), plane flyover (max 75.0 dBA), crosswalk has speaker, beeps.
ST-15	5/12/2017	10:07 a.m.	63.3	Scherer Park	Traffic on East Del Amo Boulevard. Aircraft noise, leaf blower across the street near the YMCA, and some landscaping activities.	53.0 dBA no traffic, with leaf blower. 66.0 dBA traffic on Del Amo, with leaf blower. 60.0 dBA traffic on Del Amo, with leaf blower. 78.0/68.0 dBA aircraft noise.
ST-16	5/17/2017	9:29 a.m.	54.9	Pan-American Park, 5157 Centralia Street	Traffic on Centralia Street and Clark Avenue.	Loud car, airplane 71.4 dB, 9:32 a.m. two people begin practicing cricket at 49.1 dBA on the other side of the diamond, airplane 67.7 dBA max with little to no traffic, 61 dBA traffic on Centralia Street, birds chirping, distant aircraft.
ST-17	5/17/2017	9:04 a.m.	56.6	5850 Los Arcos Street	Traffic on Los Arcos Street and Oceana Avenue. Aircraft noise, some landscaping activity.	48.0 dBA no traffic. (Low) ambient noise. 60.0/58.0/57.0/58.0 dBA traffic on Los Arcos Street. 67.0 dBA landscaping noise (part of it filtered out).
ST-18	5/17/2017	9:44 a.m.	56.1	7875 Rosina Street	53.4 dBA low traffic noise. 63.0/62.0 dBA traffic on Rosina Street and Val Verde Avenue.	53.4 dBA low traffic noise. 63.0/62.0 dBA traffic on Rosina Street and Val Verde Avenue.
ST-19	5/12/2017	11:21 a.m.	61.9	Bixby Park, 130 Cherry Avenue	Traffic on Broadway and Cherry Avenue and helicopter flyovers.	Skateboarders near Bixby Park Community Center. Helicopter and loud truck 70.3 dBA max, loud car ~70 dBA, helicopter flyover 72.5 dBA max. Loud motorcycles 71-plus dBA max, 72.5 max. Garbage truck on Cherry Avenue.
ST-20	5/12/2017	12:54 p.m.	67.3	1600 Atlantic Avenue at the northwest corner of Martin Luther King Jr. Avenue and 15th Street	Traffic on Martin Luther King Jr. Avenue and skateboarders at skate park across Martin Luther King Jr. Avenue.	Loud car mid-high 70s dBA. Loud car stereo ~74 dBA, loud cars 76.8 dBA, 84.4 dBA. Filtered shouting. 1:07–1:08 p.m. distant plane (traffic louder), 1:09 p.m. distant plane (skate park louder).

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA Leq	Location Description	Noise Sources	Notes
ST-21	5/12/2017	11:46 a.m.	57.6	1085 Orizaba Avenue	Traffic noise on Orizaba Avenue and 11th Street, aircraft noise, and noise from school playground.	51.0 dBA playground noise (no traffic). 71.0 dBA traffic on Orizaba Avenue with playground noise. 65.0 dBA aircraft with playground noise. 61 dBA traffic on 11th Street.
ST-22	5/15/2017	11:09 a.m.	71.5	1700 West Willow Street	Traffic on Willow Street and Santa Fe Avenue.	Aircraft mid 60s dBA, 75.8 dBA max, 71.1 dBA max. 11:12 a.m., 11:16 a.m. traffic louder than distant helicopters. Bus stops at nearby stop. Filtered emergency vehicle and siren.
ST-23	5/17/2017	10:33 a.m.	68.2	2201 North Bellflower Boulevard	Traffic on Bellflower Boulevard and Stearns Street.	Loud motorcycle ~77 dBA. Direct airliner flyover 78.9 dBA. Small planes ~71 dBA, traffic and small plane 69.2 dBA. Helicopter ~80 dBA. Plane 73.9 dBA. Traffic louder than tire service center and dryers at car washes. Traffic and car wash dryers 68.0 dBA. Traffic high 60s low 70s dBA.
ST-24	5/12/2017	11:06 a.m.	56.3	South Greenway and Bixby Village Drive	Traffic on Bixby Village Drive, some traffic on South Greenway, faint aircraft noise.	42.5 dBA no traffic. 62.0/59.0 dBA no traffic on Greenway. 72.0 dBA traffic, bus. 57.0 dBA traffic on Bixby Village Drive. 68.0 dBA helicopter.
ST-25	5/19/2017	1:38 p.m.	67.0	1802 North Studebaker Road	Traffic on Studebaker Road, Atherton Street, and I-405.	Motorcycle on Studebaker Road ~77.9 dBA. Heavy truck on southbound Studebaker Road ~79 dBA. Loud pickup truck on northbound Studebaker Road 77.0 dBA. Traffic on Studebaker Road reaches low 70s dBA intermittently.
ST-26	5/12/2017	10:32 a.m.	58.5	2260th Street	Traffic on Ocean Boulevard. Some noise from street sweeper.	42.0 dBA no traffic. 57.0 dBA traffic on Ocean Boulevard. 70.0 dBA traffic on Ocean Boulevard.
ST-27	5/15/2017	12:27 p.m.	63.2	1147 East South Street	Traffic on Orange Avenue and South Street.	Filtered emergency vehicle. 12:40 p.m. distant car alarm.
ST-28	5/15/2017	11:51 a.m.	72.2	6020 Long Beach Boulevard	Traffic on Long Beach Boulevard and Victoria Street. Some trucks pulling into stop.	11:54 a.m. plane (heavy truck louder). Filtered medium truck pass by directly behind meter. High truck percentage.
ST-29	5/15/2017	10:33 a.m.	60.0	4974 Oregon Avenue	Traffic on Del Amo Boulevard and some traffic on Oregon Avenue.	54.0 dBA low traffic on Del Amo Boulevard. 63.6 dBA, 65.0 dBA traffic on Del Amo Boulevard. 71.0 dBA traffic on Del Amo Boulevard and aircraft noise.

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-30	5/19/2017	12:51 p.m.	51.2	2339 Curry Street	HVAC at 2380 Curry Street and possible generator, distant aircraft, and traffic, some activity at industrial uses at 2380 Curry Street and 2339 Curry Street, and a wind pump.	Occasional wind pump wheel noise (50.0–51.9 dBA). Aircraft ~50 dBA, aircraft and wheel 54.5/~53 dBA. ~1:00 p.m. cars maneuvering west of 2339 Curry Street, high 50s, low 60s dBA. Car passby mid 60s dBA, pickup truck passby 61.9 dBA, minivan 61.3 dBA. Filtered dogs and distant emergency vehicles.
ST-31	5/17/2017	8:46 a.m.	57.8	Hartwell Park, 5801 Parkcrest Street	Traffic on Carson Street and Woodruff Avenue.	Two low-flying airplanes and traffic 64.2 dBA. Car without muffler low 70s dBA. Propeller plane and light traffic 70.9 dBA. Birds chirping. Allen Tire Co. across street, traffic is louder. Filtered sirens.
ST-32	5/12/2017	12:26 p.m.	65.2	Clark Avenue and Atherton Street	Traffic on Clark Avenue and Atherton Street.	None.

Source: Existing Conditions Report LSA (2018).

CNEL = Community Noise Equivalent Level dB = decibel(s)

dBA = A-weighted decibel(s)

ft = foot/feet

HVAC = heating, ventilation, and air conditioning

I-405 = Interstate 405

I-710 = Interstate 710

L_{eq} = average noise level

SR-1 = State Route 1

SR-91 = State Route 91

SR-103 = State Route 103

Existing Stationary Source Noise Levels. A wide variety of existing stationary sources contribute to noise throughout the City of Long Beach, which include heating ventilation and cooling (HVAC) mechanical systems, delivery truck idling and loading/unloading activities, and recreational and parking lot activities (such as slamming car doors and people talking). Of these noise sources, noise generated by delivery truck activity typically generates the highest maximum noise levels. Delivery truck loading and unloading activities can result in maximum noise levels of 75 dBA to 85 dBA L_{max} at 50 ft. Typical parking lot activities, such as people conversing or doors slamming, generate approximately 60 dBA to 70 dBA L_{max} at 50 ft. Other sources of noise include commercial centers and industrial zones that emit noise during operation. Domestic noise sources, such as leaf blowers, and gas-powered lawn equipment, etc., are common stationary noise sources and can produce noise levels measured at 70 dBA to 75 dBA at 50 ft.⁴

Existing Port of Long Beach Noise Levels. Port of Long Beach operations noise levels are generally limited to the areas within the perimeter of the Port. Noise associated with the Port includes cranes, vessel horns, forklifts, and truck activities. Due to the distance between the nearest sensitive receptors from daily Port operations on the coast within the Port boundaries, noise is rarely audible at such a large distance. Heavy truck traffic associated with the transport of cargo along the I-710 corridor is the primary source of noise associated with the Port. Impacts associated with the Port of Long Beach, including noise, were assessed in the *Port of Long Beach Community Impact Study* in July 2016.

Existing Airport Noise Levels. Long Beach Airport is a public airport centrally located in the City, approximately 3 miles northeast of Downtown. This airport has limited passenger flights and is restricted by ordinances that minimize airport-related noise. Although commercial flights are restricted, several charters, private aviation, flight schools, law enforcement flights, helicopters, advertising blimps, and planes towing advertising banners still frequently operate from this airport.

Operations at the Long Beach Airport typically occur within the daytime hours of 7:00 a.m. to 10:00 p.m., with the exception of occasional unscheduled landings that occur after 10:00 p.m., and emergency and police helicopter activities. *The Long Beach Airport Community Guide to Aircraft Noise* presents factual information on the City of Long Beach Airport Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and Long Beach Airport's efforts to minimize aircraft noise over nearby neighborhoods. While the City is not able to control the flight paths, typical operations include approaches from the southeast of the airport and departures taking off in a northwest direction.

Other airports with aircraft activity that affect the ambient noise environment within the City limits include Los Angeles International Airport and John Wayne Airport. Los Angeles International Airport is located approximately 20 miles northwest of the City, and John Wayne Airport is located approximately 30 miles southwest of the City. Although noise from aircraft activity is occasionally audible throughout the City, the City is not located within the 65 dBA CNEL noise contour of these airports.

⁴ Noise Free America. *Citizens for a Quieter Sacramento Rebuttal to the CLCA Position on Leaf Blowers*. Website: <https://noisefree.org/sources-of-noise/lawn-and-garden-equipment/> (accessed March 25, 2020).

4.2.4.4 Existing Vibration Sources

Vibration Sources. Major vibration sources in the City include construction activities, rail operations, and heavy vehicle traffic. Other sources which have the potential to cause vibration impacts are aircraft operations, low-frequency music and some stationary sources. Similar to noise standards, cities can adopt vibration exposure standards regarding the sensitivity of land uses which may be affected. In relation to vibration impacts, there are two factors that are considered to assessing the level of impact expected: the potential for damage to a building or structure and the potential of annoyance to people. Also similar to potential noise impacts, the most efficient actions to help reduce vibration impacts occur during the planning and permitting phases of any project or development.

Construction Activity Vibration. Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related ground-borne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess ground-borne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.2 to 0.3 millimeters per second (0.008 to 0.012 inches per second), PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels (e.g., people in an urban environment) may tolerate a higher vibration level. Structural damage can be classified as cosmetic only (e.g., minor cracking of building elements) or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity (e.g., impact pile driving) occurs immediately adjacent to the structure.

Rail Activity Related Vibration. Rail operations are potential sources of substantial ground-borne vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground-borne vibration has been correlated best with the velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} inches per second. RMS, which equals 0 VdB, and 1 inch per second equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

One of the problems with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The United States Department of Transportation Federal Transit Administration has developed rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. These criteria are primarily based on experience with passenger train operations (e.g., rapid transit and commuter rail systems). The main difference between passenger and freight

operations is the time duration of individual events; a passenger train lasts a few seconds whereas a long freight train may last several minutes, depending on speed and length.

Heavy Vehicles and Buses. Ground-borne vibration levels from heavy trucks and buses are not normally perceptible, especially if roadway surfaces are smooth. Buses and trucks typically generate ground-borne vibration levels of about 63 VdB at a distance of 25 ft when traveling at a speed of 30 mph. Higher vibration levels can occur when buses or trucks travel at higher rates of speed or when the pavement is in poor condition. Vibration levels below 65 VdB are below the threshold for human perception.

Other Sources of Vibration Annoyance. In addition to sources that have vibration impacts which translate through the ground surface between source and receptor, sources which generate high levels of low-frequency noise may generate vibration through air. These sources may include aircraft and helicopter operations, low-frequency music and other large stationary sources.

4.2.5 Regulatory Setting

The following section summarizes the regulatory framework related to noise, including federal, State and City of Long Beach plans, policies, and standards.

4.2.5.1 Federal Regulations

United States Environmental Protection Agency. In 1972, Congress enacted the United States Noise Control Act. This act authorized the United States Environmental Protection Agency (USEPA) to publish descriptive data on the effects of noise and establish levels of sound “requisite to protect the public welfare with an adequate margin of safety.” These levels are separated into health (hearing loss levels) and welfare (annoyance levels). For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to 70 dBA during a 24-hour period of time. At 55 dBA L_{dn} , 95 percent sentence clarity (intelligibility) may be expected at 11 ft, with no community reaction. However, 1 percent of the population may complain about noise at this level and 17 percent may indicate annoyance. The USEPA cautions that these identified levels are guidelines, not standards.

Federal Vibration Impact Standards. Vibration impact criteria included in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (September 2018) are used in this analysis for ground-borne vibration impacts on human annoyance, as shown in Table 4.2.3. The criteria presented in Table 4.2.3 account for variation in project types as well as the frequency of events, which differ widely among projects. It is intuitive that when there will be fewer events per day, it should take higher vibration levels to evoke the same community response.

This is accounted for in the criteria by distinguishing between projects with frequent and infrequent events, in which the term “frequent events” is defined as more than 70 events per day.

4.2.5.2 State Regulations

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the *State Noise Insulation Standard*, it

Table 4.2.3: Ground-Borne Vibration and Noise Impact Criteria

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch/sec)		Ground-Borne Noise Impact Levels (dB re 20 micro-Pascals)	
	Frequent ¹ Events	Infrequent ² Events	Frequent ¹ Events	Infrequent ² Events
Category 1: Buildings in which low ambient vibration is essential for interior operations (i.e., vibration-sensitive manufacturing, hospitals with vibration sensitive equipment, and university research operation).	65 VdB ³	65 VdB ³	-- ⁴	-- ⁴
Category 2: Residences and buildings in which people normally sleep.	72 VdB	80 VdB	35 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime uses.	75 VdB	83 VdB	40 dBA	48 dBA

Source: Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment Manual* (September 2018).

¹ Frequent events are defined as more than 70 events per day.

² Infrequent events are defined as fewer than 70 events per day.

³ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

⁴ Vibration-sensitive equipment is not sensitive to ground-borne noise.

dB = decibels

dBA = A-weighted decibels

HVAC = heating, ventilation, and air conditioning

inch/sec = inch(es) per second

re = relative

VdB = vibration velocity decibels

requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed.

In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

In addition, Chapter 5, Section 5.507 of the California Green Building Standards Code includes nonresidential mandatory measures, which require that buildings exposed to a noise level of 65 dB L_{eq} -1-hour during any hour of operation shall have building, addition, or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite Sound Transmission Class (STC) rating of at least 45 (or Outdoor/Indoor Transmission Class [OITC] 35) with exterior windows of a minimum STC of 40 (or OITC 30).

The State has established land use compatibility guidelines for determining acceptable noise levels for specified land uses in the State of California General Plan Guidelines as shown in Table 4.2.4.⁵ The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications, and are included in the proposed Noise Element.

Table 4.2.4: Community Noise Exposure L_{dn} or CNEL (dB)

Land Use Category	Community Noise Exposure L_{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family Duplex, Mobile Homes	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Residential - Multi-Family	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Transient Lodging - Hotels, Motels	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Schools, Libraries, Churches, Hospitals, Nursing Homes	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Auditoriums, Concert Halls, Amphitheaters	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Sports Arena, Outdoor Spectator Sports	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Playgrounds, Neighborhood Parks	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Golf Courses, Riding Stables, Water Recreation, Cemeteries	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Office Buildings - Business, Commercial & Professional	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Industrial, Manufacturing, Utilities, Agriculture	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Normally Acceptable	<i>Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</i>						
Conditionally Acceptable	<i>New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i>						
Normally Unacceptable	<i>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</i>						
Clearly Unacceptable	<i>New construction or development should generally not be undertaken.</i>						

Source: California Office of Planning and Research, General Plan Guidelines (2017), Appendix D.

⁵ State of California Governor’s Office of Planning and Research, 2017. *State of California General Plan Guidelines*. Appendix D: Noise Element Guidelines. July.

4.2.5.3 Local and Regional Policies and Regulations

City of Long Beach General Plan. The City’s General Plan establishes goals, policies, and strategies that combine to serve as a “blueprint” directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space and Recreation, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Urban Design, and Mobility Elements.

Noise Element. The City of Long Beach General Plan addresses noise in the Noise Element. The existing Noise Element was adopted in 1975. The Noise Element contains goals and policies for noise control and abatement in the City. The goals and policies contained in the Noise Element address noise in relation to land use planning, the noise environment, transportation noise, construction and industrial noise, population and housing noise, and public health and safety. General noise goals for Long Beach aim to attain a healthier and quieter environment for all citizens while maintaining a reasonable level of economic progress and development.

The proposed project is the adoption of a new General Plan Noise Element to replace the existing Noise Element adopted in 1975. The proposed Noise Element includes strategies and policies that would attain the goals of the proposed Noise Element, which include striving for a more equitable distribution of noise, limiting the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day, and creating allowances for Long Beach to thrive as a dynamic, growing city. The overall objective of the proposed Noise Element is to create and maintain a healthy noise environment in Long Beach.

City of Long Beach Municipal Code. The City of Long Beach addresses noise impacts in Title 8: Health and Safety, Chapter 8.80, Noise, and sets regulations to minimize airport noise in Title 16: Public Facilities and Historical Landmarks, Chapter 16.43, Airport Noise Compatibility.⁶ The Municipal Code establishes exterior and interior noise standards at receiving land uses and establishes permitted hours of construction activity noise as described below.

Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise. The ordinance also limits noise generated by construction. The Municipal Code restricts construction activities to weekdays and federal holidays between the hours of 7:00 a.m. and 7:00 p.m. and on Saturdays, restricts construction to between the hours of 9:00 a.m. and 6:00 p.m., except for emergency work. Construction work on Sundays is prohibited unless the City’s Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m. Additionally, Chapter 16.43, Airport Noise Compatibility, establishes cumulative noise limits and noise budgets for properties in the vicinity of the Airport. The Municipal Code establishes a goal that incompatible property in the vicinity of the airport shall not be exposed to noise above 65 dBA CNEL.

Loading and unloading activities are also regulated under the noise ordinance. The ordinance states that loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. is

⁶ City of Long Beach. 2019. Municipal Code. February.

restricted to the noise level provisions of Exterior Noise Limits in Table A in Section 8.80.160 of the Municipal Code and the Interior Noise Limits shown in Table C in Section 8.80.170 of the City's Municipal Code. The proposed project includes amendments to these tables to incorporate mixed-use land uses as shown in Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits in Section 3.0, Project Description. No other changes to allowable noise limits are proposed.

Additionally, the ordinance states that operating or permitting the operation of any device that creates vibration, which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at 150 ft from the source if on a public space or public right-of-way, is prohibited.

4.2.6 Proposed Noise Element Strategies and Policies

The following proposed Strategies and Policies are applicable to the analysis of Noise and would replace existing goals, strategies, and policies outlined in the City's existing Noise Element following project approval:

Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- **Policy N 1-1:** Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts.
- **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.
- **Policy N 1-3:** Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.
- **Policy N 1-4:** Encourage developers or landowners to incorporate noise reduction features in the site planning process.
- **Policy N 1-5:** Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses.
- **Policy N 1-6:** Ensure that project site design and function minimize the potential adverse impacts of noise.
- **Policy N 1-7:** Encourage educational facilities to locate playgrounds, sports fields, and other outdoor activity areas away from residential areas.
- **Policy N 1-8:** Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit.

- **Policy N 1-9:** Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances where sound walls are necessary, they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated.

Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

- **Policy N 2-1:** Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.
- **Policy N 2-2:** Require mitigation measures for new high-generating uses adjacent to sensitive receptors.
- **Policy N 2-3:** Require that high-generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences.
- **Policy N 2-4:** Develop, update and apply best practices for restaurants, bars and retail establishments with evening activities to ensure compatibility such as limitations on hours, location of trash/recycling, policies for rooftop activities, and communications with neighboring residents and businesses.

Strategy No. 4: Protect and buffer noise sensitive areas and uses through effective building design and material selection.

- **Policy N 4-1:** Encourage developers to utilize noise absorbing building materials.
- **Policy N 4-2:** In mixed-use developments, locate and orient residential units away from noise sources associated with other uses on the site.
- **Policy N 4-3:** In mixed-use developments, locate residential balconies and windows away from the primary street and from other uses on the site.
- **Policy N 4-4:** In mixed-use developments, require techniques to prevent the transfer of noise and vibration to the residential uses on the site.
- **Policy N 4-5:** Encourage building design that incorporates varying and/or angled wall articulation to disperse noise.
- **Policy N 4-6:** Promote building design best practices such as staggering wall studs to minimize transmission of noise between rooms.

- **Policy N 4-7:** Consider use of decorative walls and/or dense landscaping to further buffer noise between uses.
- **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.
- **Policy N 6-2:** Use the “Land Use Compatibility Guidelines” and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.
- **Policy N 6-3:** Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls.
- **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.
- **Policy N 6-5:** Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.
- **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.
- **Policy N 6-7:** Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard).
- **Policy N 6-8:** Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise.
- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.
- **Policy N 6-10:** Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach. Responsible Department: Development Services
- **Policy N 6-11:** Support and promote the Air Quality Management District’s (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles.

Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.

- **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.
- **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.
- **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.
- **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public right-of-way.

Strategy No. 8: Implement street design and maintenance practices to minimize vehicular noise impacts.

- **Policy N 8-1:** Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
- **Policy N 8-2:** Consider traffic calming design, such as “road diets,” traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise.
- **Policy N 8-3:** Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices.
- **Policy N 8-4:** Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed.
- **Policy N 8-5:** Consider using roadway sound attenuation techniques for resurfacing projects that use “quiet” pavement or noise-reducing rubberized asphalt.

Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.

- **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.
- **Policy N 9-2:** Encourage all active railroads within the City to schedule trains during daylight hours when possible.

- **Policy N 9-3:** Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.
- **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.
- **Policy N 9-5:** Require future rail projects under the City’s control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design.
- **Policy N 9-6:** Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community.
- **Policy N 9-7:** Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use.
- **Policy N 9-8:** Explore Port to Alameda Corridor “Quiet Zone” implementation.
- **Policy N 9-9:** Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.

Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.
- **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.
- **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.
- **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.

- **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible.
- **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.
- **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.
- **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.
- **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.
- **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.
- **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.
- **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

Strategy No. 12: Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

- **Policy N 12-1:** Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.
- **Policy N 12-2:** Limit the allowable hours for construction activities and maintenance operations near sensitive uses.
- **Policy N 12-3:** As part of the City's Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform.

- **Policy N 12-4:** Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.
- **Policy N 12-5:** Encourage the following construction best practices:
 - Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
 - Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
 - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.
 - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
 - All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.”
 - A “noise disturbance coordinator” should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.
- **Policy N 12-6:** Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.
- **Policy N 12-7:** Work together with the AQMD to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment.

Strategy No. 13: Balance the needs of special events while prioritizing the well-being of residents.

- **Policy N 13-1:** Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins.
- **Policy N 13-2:** Provide an efficient and standardized process for special events permitting in order to increase predictability for residents and applicants.

- **Policy N 13-3:** Implement and enforce procedures related to noise level requirements for large special events.
- **Policy N 13-4:** Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information.
- **Policy N 13-5:** Consider geographic distribution of special events throughout the City by managing frequency and intensity of events.
- **Policy N 13-6:** Stay up-to-date with sound mitigation technology for special events.

Strategy No. 16: Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

- **Policy N 16-5:** Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices.
- **Policy N 16-6:** Regularly evaluate and update strategies for management of nuisance noise such as:
 - Updating leaf blower requirements to encourage use of electric leaf blowers versus gas-powered machines.
 - Enhancing methods for managing animal noise (such as from dogs and birds).
 - Improving communications and enforcement for house parties and other neighborhood disturbances.
 - Support business owners by providing information on useful tools and best practices and clarifying requirements.
- **Policy N 16-7:** Evaluate the development of a mitigation program to provide sound-attenuating improvements (such as updated windows) to older buildings and residences using funds from noise fines, grants or other sources.
- **Policy N 16-8:** Ensure adequate resources are provided for enforcement of City noise regulations.

4.2.7 Thresholds of Significance

Threshold 4.2.1: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

Threshold 4.2.2: Generate excessive ground-borne vibration or ground-borne noise levels;
or

Threshold 4.2.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

A 3 dBA increase is considered to be perceptible by the human ear in an outdoor environment. Therefore, the significance criteria define a significant impact to occur if the project would result in a substantial (3 dBA or greater) permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The proposed project includes the adoption of the new General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80), which are considered policy/planning actions and which do not include or facilitate any physical improvements or development. CEQA generally does not require analysis or mitigation of the impact of existing environmental conditions on a project, including a project's future users or residents. However, as with other laws and regulations enforced by other agencies that protect public health and safety, the City, as the lead agency, has the authority other than CEQA to require measures to protect public health and safety. Therefore, this Draft EIR includes a discussion of the proposed project's potential to result in impacts to existing sensitive receptors and future sensitive receptors.

4.2.8 Project Impacts

Threshold 4.2.1: Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction-Related Noise Impacts: Less Than Significant Impact.

Short-Term Construction-Related Noise Impacts. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. The proposed project does not result in any changes to the maximum construction noise criteria (except to update the boundaries of the Noise Districts to better align with higher intensity, mixed-use PlaceTypes in the LUE and to add Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170) (see Chapter 3.0, Project Description, for further discussion and Figure 3-5, Proposed Noise District Map, for a map of the proposed boundaries). The proposed project does not alter the allowable hours of construction. However, since construction noise is regulated by the Noise Ordinance, noise impacts associated with construction activities are discussed below.

Construction activities considered under the proposed Noise Element would occur throughout the planning period to the horizon year of 2040. Construction activities associated with future development could result in substantial temporary or periodic increases in ambient noise levels at development sites throughout the City. The proposed Noise Element includes strategies and policies

that are intended to provide protection for land uses, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

Neither the proposed Noise Element nor Municipal Code amendments would result in physical improvements or development. However, future development activities would result in two types of short-term noise impacts would occur during demolition, site preparation, and construction activities. The first type would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site. The transport of workers, construction equipment, and materials to the project site would incrementally increase noise levels on access roads leading to the sites of future project. The second type would result from equipment use and activities associated with demolition, site preparation, and construction of future projects. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These phases would change the character of the noise generated on future project sites and, therefore, the noise levels surrounding the sites as construction progresses.

Table 4.2.5 lists typical maximum noise levels for various pieces of construction equipment, as measured at a distance of 50 ft from the operating equipment. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as pile driving, backhoes, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Typical maximum noise levels during the site preparation phase of construction can range up to 86 dBA L_{max} at 50 ft from multiple pieces of operating equipment.

Construction activities as part of future projects are expected to require the use of earthmoving equipment, dozers, and water and pickup trucks. Besides pile driving, which is not common on most construction sites, a scraper is one of the loudest pieces of construction equipment. The estimated noise level generated by each scraper on future project sites would be approximately 84 dBA L_{max} at 50 ft from the scraper. Each dozer, another common piece of construction equipment, would generate approximately 82 dBA L_{max} at 50 ft. The estimated noise level generated by water and pickup trucks would be approximately 75 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of anticipated future construction would be 86 dBA L_{max} at a distance of 50 ft from the active construction area. In addition, some construction projects could require pile driving, which would have an estimated noise level of approximately 101 dBA L_{max} at 50 ft.

Table 4.2.5: Noise Emission Reference Levels and Usage Factors

Equipment Description	Acoustical Usage Factor ¹	Predicted L _{max} at 50 feet (dBA, slow) ²	Actual Measured L _{max} at 50 feet (dBA, slow) ³
All Other Equipment > 5 HP	50	85	N/A ⁴
Backhoe	40	80	78
Compactor (ground)	20	80	83
Compressor (air)	40	80	78
Crane	16	85	81
Dozer	40	85	82
Dump Truck	40	84	76
Excavator	40	85	81
Flat Bed Truck	40	84	74
Front-End Loader	40	80	79
Generator	50	82	81
Gradall	40	85	83
Grader	40	85	N/A
Impact Pile Driver	20	95	101
Man Lift	20	85	75
Paver	50	85	77
Pickup Truck	40	55	75
Roller	20	85	80
Scraper	40	85	84
Tractor	40	84	N/A

Source: Federal Highway Administration (FHWA). *Construction Noise Handbook*, Table 9.1 (August 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

- ¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
- ² Maximum noise levels were developed based on Specification (Spec.) 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
- ³ The maximum noise level was developed based on the average noise level measured for each piece of equipment during the CA/T program in Boston, Massachusetts.
- ⁴ Since the maximum noise level based on the average noise level measured for this piece of equipment was not available, the maximum noise level developed based on Spec 721.560 would be used.

dBA = A-weighted decibel

L_{max} = maximum instantaneous noise level

N/A = not applicable

Noise-sensitive receptors include residences, schools, hospitals, churches, and similar uses that are sensitive to noise. Construction activities as part of future projects could adversely affect nearby noise-sensitive land uses. Proposed changes to the Noise Ordinance maintain current standards for interior noise levels for residential uses and schools and add a "mixed-use" land use type with corresponding maximum daytime and nighttime decibel levels to Table C in Section 8.80.170 of the City's Municipal Code. Changes to exterior standards only consist of the addition of the "Mixed Use" land use type to District 2 in Table A in Section 8.80.160 of the City's Municipal Code and would not result in any changes to the maximum noise criteria outlined in Section 8.80.160. Therefore, any future construction activities and development would be required to adhere to the same exterior and interior noise standards for noise-sensitive receptors as required under the City's existing Municipal Code regulations.

Construction noise is permitted by the City's Municipal Code when activities occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and between 9:00 a.m. and

6:00 p.m. on Saturdays. No construction would be permitted on Sundays. Short-term noise impacts would occur during future construction and demolition activities. Construction-related noise levels would be higher than existing ambient noise levels where they occur throughout the City. However, construction-related noise impacts are temporary in nature and would cease once construction is completed.

Additionally, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Policies N 12-1 through N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise.

Construction activities as part of future projects would be subject to compliance with the Noise Ordinance to ensure that noise impacts from construction sources are reduced. Specific construction project data, including location and noise levels at surrounding sensitive receptors, are unknown at this time because future projects are also unknown. Some projects may have unusual or extremely loud construction activities (e.g., pile driving, nighttime construction work, or unusually long construction duration, etc.). However, as discussed above, the construction activities as part of future projects would be required to include measures to minimize construction noise near noise-sensitive areas to reduce potential construction-period noise impacts for nearby sensitive receptors. The proposed Noise Element and amendments to the Noise Ordinance serve to reduce construction-related noise impacts and do not include any physical development. Although the proposed project does not change the exterior and interior noise standards for the various land uses, the boundaries of the Noise Districts have been updated to better align with higher intensity, mixed-use PlaceTypes in the LUE and to add Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170 (see Chapter 3.0, Project Description, for further discussion and Figure 3-5, Proposed Noise District Map, for a map of the proposed boundaries). The proposed project does not alter the hours of construction from that which is currently mandated. Therefore, short-term construction-related noise impacts would be less than significant. No mitigation is required.

Long-Term Stationary-Source Noise Impacts: Less Than Significant Impact.

Long-Term Stationary-Source Noise Impacts. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. However, since the City's overall noise environment is considered by the proposed Noise Element, noise impacts associated with stationary sources are described below.

Future development projects may include the installation or creation of new stationary sources of noise, or could include the development of new sensitive land uses in the vicinity of existing noise sources. For commercial or industrial uses, these noise sources could include loading/unloading operations, generators, and outdoor speakers; for residential uses, stationary noise sources may

include air conditioners or pool pumps. These stationary sources of noise would have the potential to disturb adjacent sensitive receptors.

The proposed Noise Element includes policies and strategies to protect sensitive receptors from stationary noise sources and encourage land use compatibility. Strategy No. 1 applies site planning and other design standards to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes. Policies N 1-1 through N 1-9 integrates noise considerations into the land use planning process to prevent new noise conflicts, requires noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptors, and ensures that project site design and function minimize noise. In addition, any new noise-generating sources would be subject to compliance with Chapter 8.80, Noise (including the amendments proposed as part of the project), which sets exterior and interior noise standards for the various land uses within the City. The proposed project includes amendments to the Noise Ordinance to update the boundaries of the Noise Districts and add Mixed Use as a land use type in existing Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code; these amendments would establish exterior and interior noise standards for this land use type and better reflect and be consistent with the recently adopted LUE PlaceTypes.

Implementation of the proposed project is not anticipated to result in increased railroad operations within the City. However, the TOD PlaceType included in the LUE allows future multi-family developments to be located along the Metro Blue Line fixed rail route. Locating multi-family developments near the light-rail corridor could expose sensitive land uses to operational rail noise. The proposed Noise Element includes Policy N 9-2, which encourages all active railroads within the City to schedule trains during daylight hours when possible. Policy N 9-7 also requires coordination with affected agencies to evaluate potential locations for Quiet Zone Improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train noise. These policies would reduce the potential for developments near the light-rail corridor to expose sensitive land uses to operational rail noise.

The proposed Noise Element includes policies and strategies that would ensure future development projects incorporate site planning and project design strategies to protect sensitive receptors from stationary noise sources in excess of acceptable levels. Additionally, the proposed project includes amendments to the Noise Ordinance to better reflect and be consistent with the recently adopted LUE PlaceTypes. Finally, although the proposed project does not change the exterior and interior noise standards for the various land uses, the boundaries of the Noise District have been updated to better align with higher intensity, mixed-use PlaceTypes in the LUE and to add Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170 (see Chapter 3.0, Project Description, for further discussion and Figure 3-5, Proposed Noise District Map, for a map of the proposed boundaries). Therefore, implementation of the proposed project, which includes no physical development, would not expose persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.

Long-Term Traffic Noise Impacts: Less than Significant Impact.

Long-Term Traffic Noise Impacts. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. However, since the City's overall noise environment is considered by the proposed Noise Element, noise impacts associated with traffic are considered below.

Potential sources causing a permanent increase in ambient noise include noise resulting from increased traffic on roadways in the planning area. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. The significance criteria define a significant impact to occur if the project would result in a substantial (3 dBA or greater) permanent increase in ambient noise levels in the project vicinity above levels existing without the project. For traffic noise to increase by 3 dBA, traffic volumes would have to double. As noted in Section 4.2.4, Existing Environmental Setting, noise increases of 3 dBA or more are generally considered to be the smallest increases in noise levels readily perceptible in suburban or urban outdoor environments. The *Noise and Vibration Impact Analysis* (LSA 2019) prepared for the LUE and UDE General Plan Amendment EIR determined that the traffic noise increase under the recently adopted LUE would be up to 2.1 dBA, which is considered less than the threshold of perceptibility for humans (i.e., 3 dBA). Therefore, traffic noise regulated under the proposed project would not be readily perceptible in suburban or urban outdoor environments.

Figures 4.2-1(a) through 4.2-1(e) show the detailed future traffic noise contours included in the proposed Noise Element. The noise contours would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element would include allowable interior and exterior noise exposure levels from transportation sources for various land uses proposed by the Noise Element as shown on Table 3.1, Maximum Allowable Noise Exposure from Transportation Sources, in Section 3.0, Project Description. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. Adherence to allowable interior and exterior noise exposure levels from transportation sources identified in Table 3.1 would ensure that noise impacts resulting from transportation sources would be less than significant.

Additionally, Strategy Nos. 6 through 8, included in the proposed Noise Element, are aimed at managing traffic-related noise. Strategy No. 6 would minimize vehicular traffic noise in residential areas and near noise-sensitive land uses. Policies N 6-1 through N 6-11 would ensure noise-compatible land uses along existing and future roadways, highways, and freeways, would establish Noise Standards or other measures that are acceptable to the City, and encourage site planning and building design measures that minimize the effects of traffic noise in residential zones. Strategy No. 7 would promote multimodal mobility and reduce noise generated from vehicular traffic. Policies N 7-1 through N 7-4 encourage the use of active transportation modes, micro-mobility, and transit as stipulated in the Mobility Element to minimize traffic noise, and would provide

transportation services that reduce traffic and associated noise. Strategy No. 8 would implement street design and maintenance practices to minimize vehicular noise impacts. Policies N 8-1 through N 8-5 employ noise mitigation practices when designing future streets and highways and consider traffic calming design.

The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies to better reflect the recently adopted LUE PlaceTypes and reduce long-term transportation noise impacts. Therefore, implementation of the proposed project would not allow the exposure of persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.

Threshold 4.2.2: Would the project generate excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. However, future construction activities considered by the proposed Noise Element could result in the generation of ground-borne vibration. As such, vibration impacts are described below.

As previously described, common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Typically, the main effect of ground-borne vibration and noise is to cause annoyances for occupants of nearby buildings. Future construction activities could result in the generation of ground-borne vibration. However, Chapter 8.80 of the City's Noise Ordinance would continue to limit the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any future construction activities would be required to comply with the Noise Ordinance requirements. Therefore, future construction activities would not result in the exposure of sensitive receptors to excessive ground-borne vibration or noise levels.

The proposed Noise Element also includes policies and strategies that protect sensitive receptors from vibration in excess of acceptable levels including Strategy No. 12, which minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Therefore, implementation of the proposed project would not expose persons to excessive ground-borne vibration and/or ground-borne noise levels, and impacts would be considered less than significant. No mitigation would be required.

Threshold 4.2.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. As previously described, aircraft noise in the City of Long Beach is primarily related to aircraft operations at Long Beach Airport, Los Angeles International Airport, and John Wayne

Airport. Long Beach Airport is located centrally within the City, approximately 3 miles northeast of downtown.

As stated in Section 16.43.050 of the Municipal Code, it is the goal of the City that Incompatible Property in the vicinity of the Airport shall not be exposed to noise above 65 dBA CNEL. The proposed Noise Element includes Strategy No. 10, which requires measures to minimize the adverse effects of aircraft-related noise. The proposed Noise Element also includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would have the potential to expose people residing or working in the project area to excessive noise levels. Therefore, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. No mitigation measures are required.

4.2.9 Level of Significance Prior to Mitigation

There would be no potentially significant impacts related to noise.

4.2.10 Mitigation Measures and Project Design Features

4.2.10.1 Mitigation Measures

The proposed project would not require any mitigation measures related to noise.

4.2.10.2 Project Design Features

The proposed project does not include any project design features related to noise. Although there are no project design features related to noise, the Proposed Noise Element Strategies and Policies, listed in Section 4.2.6, are intended to reduce noise and vibration impacts of future development within the City.

4.2.11 Level of Significance after Mitigation

Project implementation would not result in significant unavoidable adverse impacts related to noise.

4.2.12 Cumulative Impacts

As defined in the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. A cumulative noise or vibration impact would occur if multiple sources of noise and vibration combine to create impacts in close proximity to a sensitive receptor. Therefore, the cumulative area for noise impacts is the planning area and any sensitive receptors within the planning area. However, as noted above, the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development that would result in noise or vibration.

Cumulative growth within the City could result in temporary or periodic increases in ambient noise levels at development sites throughout the City. However, construction-related noise would be temporary and would no longer occur once construction of individual future projects is completed. In addition, future construction activities would be subject to compliance with the City's Noise Ordinance and proposed amendments to the City's Noise Ordinance to ensure that noise impacts from construction sources are reduced. In addition, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Policies N 12-1 through N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise. Because implementation of the proposed project does not result in any physical construction activities that would produce noise, the proposed project would not be considered to have a cumulatively considerable contribution to the total noise environment in the City.

The proposed project would not create a cumulatively considerable contribution to regional noise conditions as it does not include any physical improvements or development. For traffic noise to increase by 3 dBA, traffic volumes would have to double. Implementation of the proposed project would not impact traffic volumes and would not generate a significant impact under cumulative noise conditions. Additionally, implementation of the proposed Noise Element strategies and policies would require the City to consider noise and land use compatibility issues when evaluating individual future development proposals. Additionally, the future noise contours and allowable interior and exterior noise exposure levels from transportation sources for various land uses included in the proposed Noise Element as described above are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise.

For the reasons stated above, implementation of the proposed project would not result in a substantial cumulative increase in noise. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, noise impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

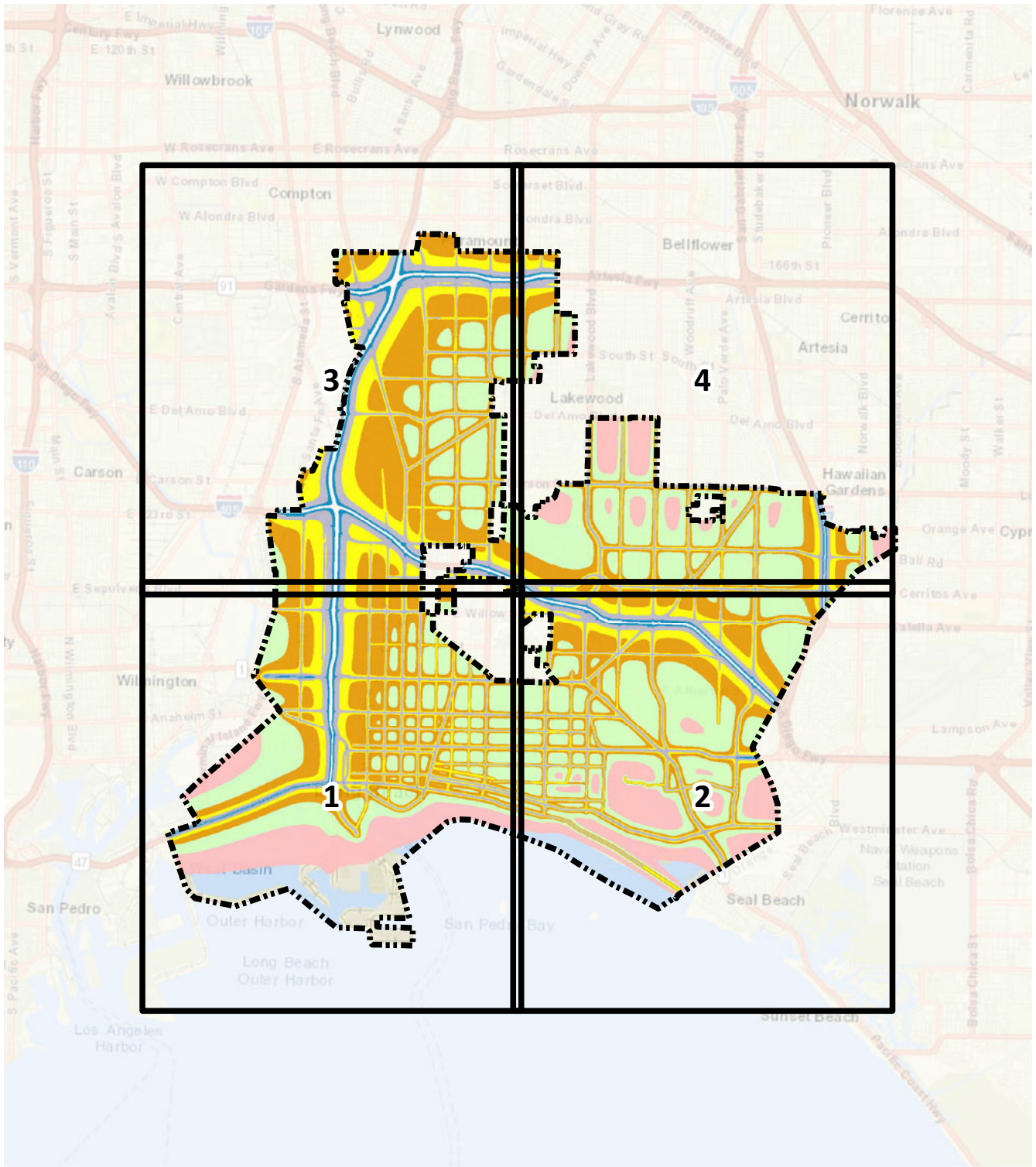
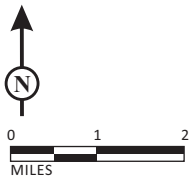


FIGURE 4.2-1a

LSA



LEGEND

- Long Beach City Boundary
- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

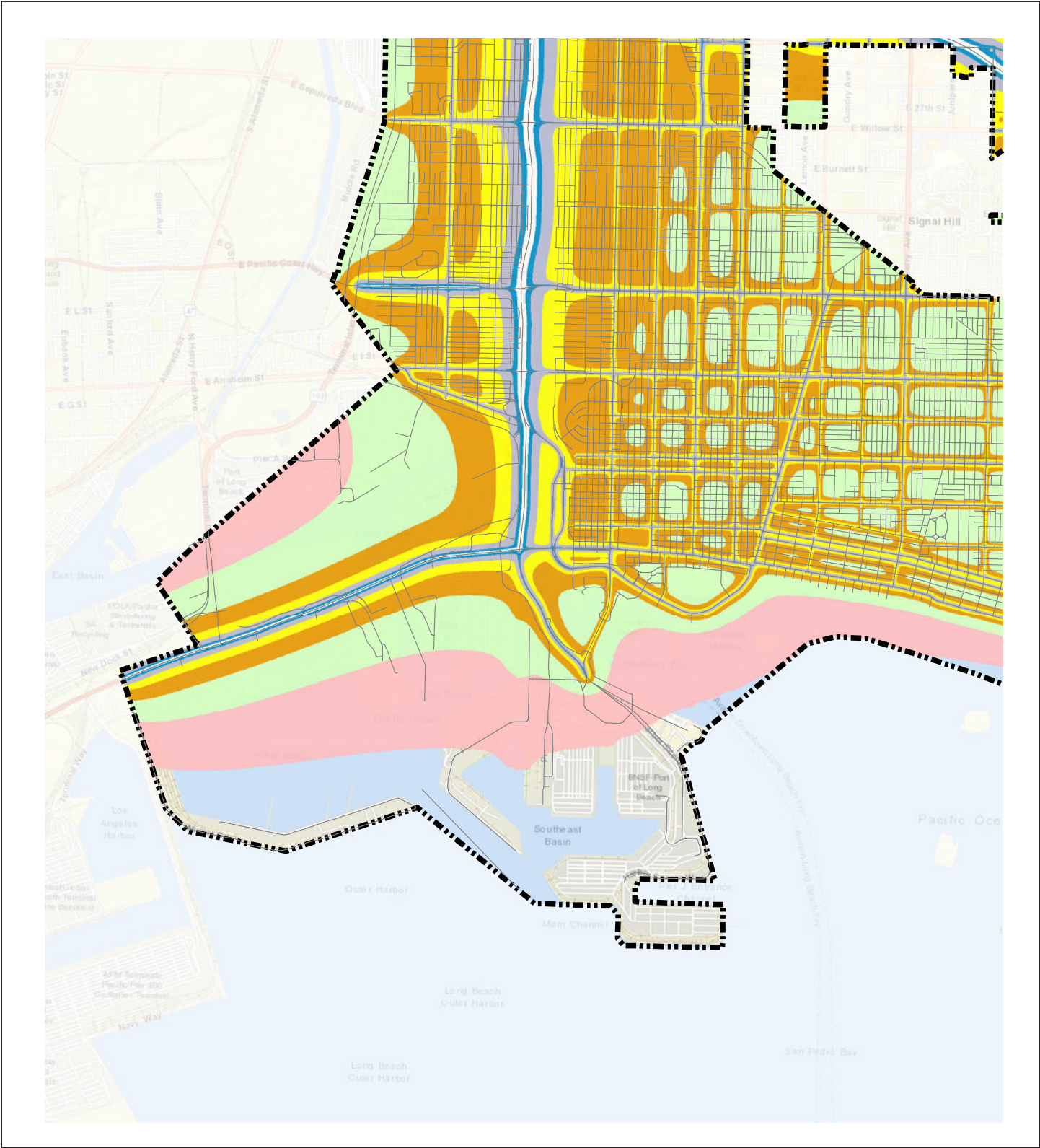
SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

I:\CLB1901\G\Detailed Future Noise Contours.cdr (5/29/2019)

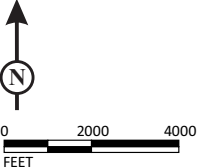
*Long Beach General Plan
Noise Element*

Detailed Future Traffic Noise Contours

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LSA



LEGEND

- Long Beach City Boundary
- Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
- 55 dBA Ldn
- 60 dBA Ldn

- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

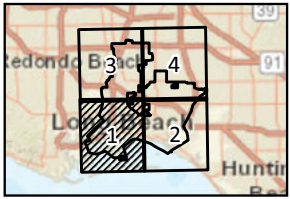


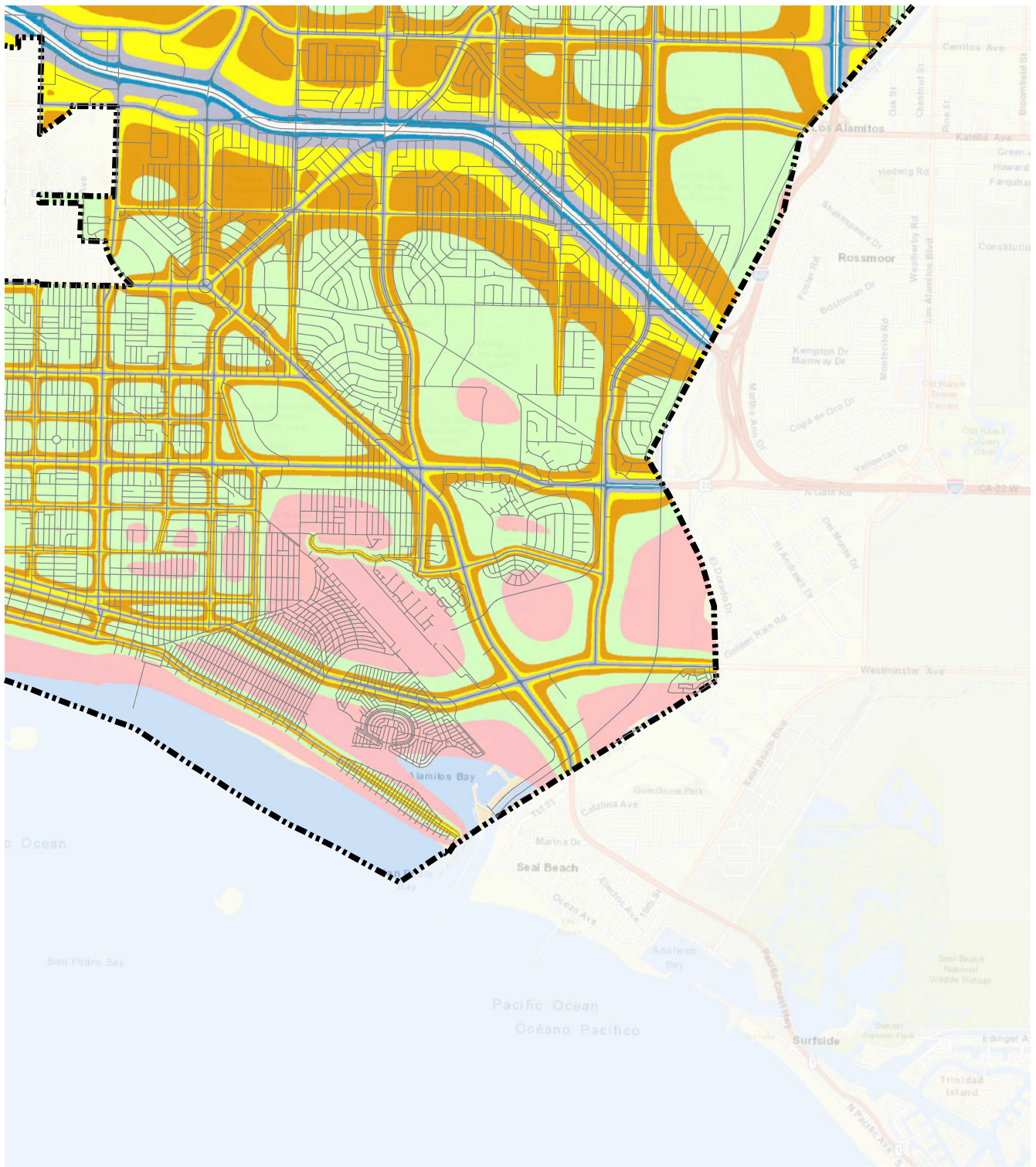
FIGURE 4.2-1b

*Long Beach General Plan
Noise Element*

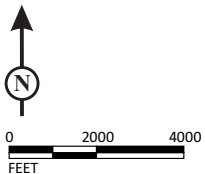
Detailed Future Traffic Noise Contours

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019
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LSA



LEGEND

- Long Beach City Boundary
- Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
 - 55 dBA Ldn
 - 60 dBA Ldn

- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

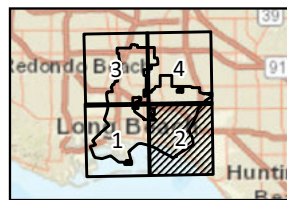
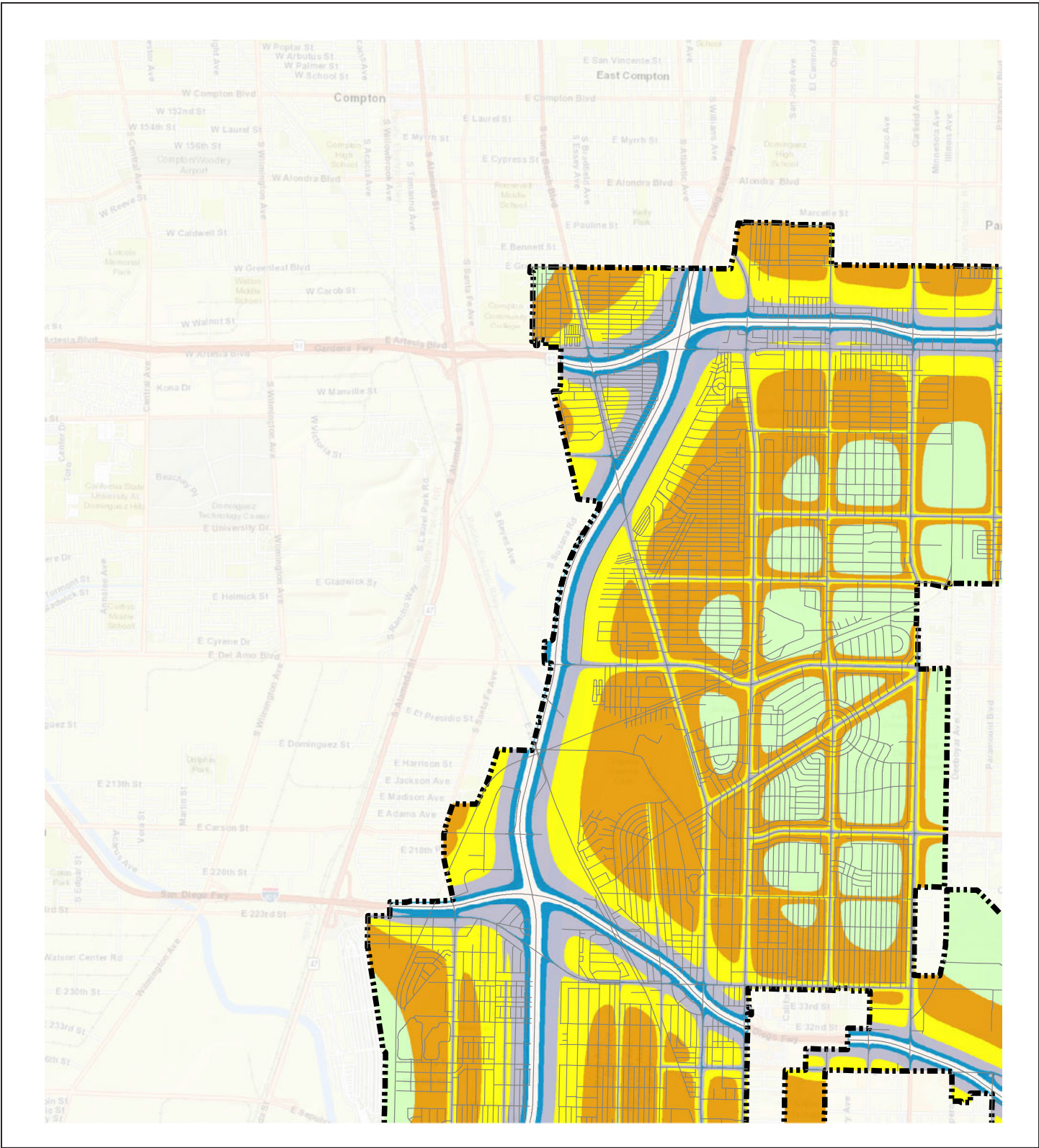


FIGURE 4.2-1c

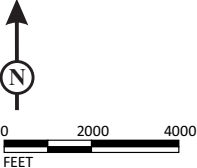
*Long Beach General Plan
Noise Element*

Detailed Future Traffic Noise Contours

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LSA



LEGEND

- Long Beach City Boundary
- Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
- 55 dBA Ldn
- 60 dBA Ldn

- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

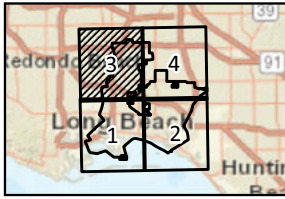


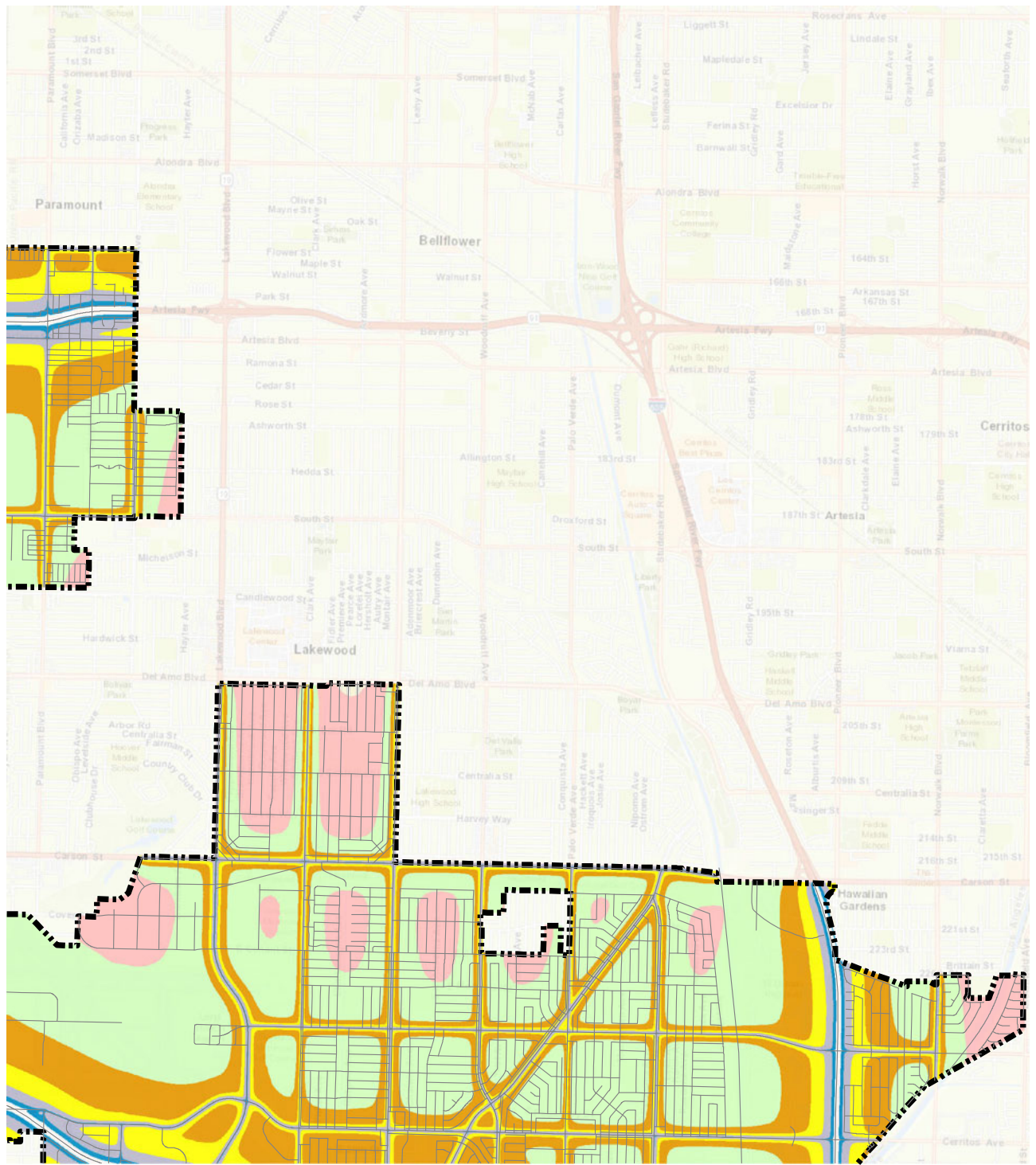
FIGURE 4.2-1d

Long Beach General Plan
Noise Element

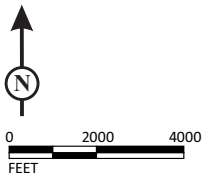
Detailed Future Traffic Noise Contours

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019
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LSA



LEGEND

- Long Beach City Boundary
- Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
 - 55 dBA Ldn
 - 60 dBA Ldn

- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

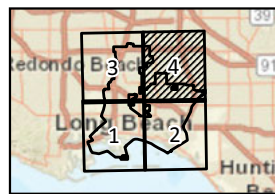


FIGURE 4.2-1e

Long Beach General Plan
Noise Element

Detailed Future Traffic Noise Contours

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4.3 TRANSPORTATION

This section analyzes the existing and planned transportation/traffic and circulation conditions for the planning area, and identifies circulation impacts that may result from implementation of the proposed General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). The key focus of the analysis is the potential for the proposed Noise Element and amendments to the City's Noise Ordinance to conflict with relevant transportation policy and planning documents. The consistency analysis in this section was prepared in accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the following documents: the proposed General Plan Noise Element (December 2019) (Appendix B of this Draft EIR) and the City of Long Beach's (City) existing General Plan (as amended).

4.3.1 Scoping Process

The City received a total of 53 public comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix A of this Draft EIR. Many of the comment letters received were related to a separate study that was concurrently being prepared regarding noise associated with special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR. Two comment letters included comments related to transportation impacts related to the Draft EIR. Several letters state that the transportation analysis in the Draft EIR should include an analysis of changes to traffic patterns and hours of extended traffic noise related to special events, specifically in the Downtown/Waterfront area.

Analysis of special events is not within the scope of this Draft EIR. Special events are temporary and often seasonal in nature; as such, they do not represent typical traffic patterns or typical noise sources. This Draft EIR analyzes the impacts associated with adoption of the new Noise Element and amendments to the existing Noise Ordinance as contained in Chapter 8.80 of the Municipal Code. Neither of these planning/policy documents set specific noise levels for special events. However, the Noise Element includes policies aimed at balancing the needs of special events while prioritizing the well-being of City residents (refer to Strategy No. 13 and Policies N 13-1 through N 13-6 detailed in Section 4.3.6, Proposed Noise Element Strategies and Policies, below).

4.3.2 CEQA Baseline

The City's adopted General Plan Mobility Element (2013) and the Los Angeles County Congestion Management Program (CMP) (Metro, 2010) form the baseline for addressing project-related impacts with applicable transportation planning documents. This provides a baseline that reflects current conditions related to transportation at the time the Draft EIR was prepared.

During the preparation of the Initial Study (IS), the City was in the process of updating and adopting a new proposed Land Use Element (LUE) and Urban Design Element (UDE). Since the time the Notice of Preparation (NOP) was published (May 2019), the Long Beach City Council adopted the new Land Use Element (2019) and Urban Design Element (2019) at a public hearing on December 3, 2019. The new LUE, which replaced the previous 1989 LUE, introduced the concept of "PlaceTypes," which

replaced the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. The new UDE replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors.

The new LUE and UDE have been incorporated into the analysis of the Draft EIR for the purpose of evaluating transportation impacts associated with project implementation.

4.3.3 Methodology

The impact analysis of this section considers the physical impacts of the proposed project related to transportation and considers whether or not there are potential inconsistencies of the proposed project with applicable transportation planning documents from the City and other agencies with relevant plans or policies. However, it should be noted that the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development. Consistency of a project with an applicable plan is made by the Lead Agency when it acts on the project. The analysis in this Draft EIR discusses the findings of policy review and is meant to provide a guide for decision-makers during policy interpretation.

A project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts. This Draft EIR section determines whether any project inconsistencies with transportation policies and documents, such as the General Plan Mobility or Land Use Elements, would be significant and whether mitigation is feasible. Under this approach, a policy conflict is not in and of itself considered a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse, while in other cases such an inconsistency may not result in significant physical impacts.

4.3.4 Existing Environmental Setting

4.3.4.1 Existing Circulation System

The City has adopted a context-sensitive street classification plan emphasizing mobility for different roadway users. These classifications run from regional corridors designed for intraregional travel to local streets discouraging high volumes of through traffic to enhance the ability to serve bicycles and pedestrians. The circulation system forms a grid network that is denser in the downtown area where a greater density of land uses require support from a greater density of roadways.

4.3.4.2 Existing Transit Service

Long Beach is served by a robust network of transit options from multiple operators, including rail, fixed-route bus service, shuttles, and boats. Long Beach has a municipal transit agency, Long Beach Transit (LBT) (which provides 34 fixed-route bus routes), the free Downtown Passport circulator, demand-response transit, the AquaLink water bus between Alamitos Bay Landing and downtown

Long Beach, and the AquaBus water taxi between marinas and docks along the downtown waterfront.

Other transit operators in Long Beach include the Orange County Transportation Authority (OCTA), Torrance Transit, the Los Angeles Department of Transportation (LADOT), and the Los Angeles County Metropolitan Transportation Authority (Metro). Metro operates fixed-route local and express bus service on a limited number of routes within Long Beach. Metro also operates the Blue Line passenger rail service between downtown Long Beach and downtown Los Angeles. The Blue Line connects to the larger and expanding Metro Rail system, providing a convenient transit link between Long Beach and the larger metropolitan region.

4.3.4.3 Existing Bicycle Network

As previously explained, it is the stated priority of the City to provide alternative modes of transportation in place of private automobiles. As part of this effort, the City has established a bicycle transportation network and has adopted a Bicycle Master Plan (2001), which was updated in 2017 at which time it became an appendix to the Mobility Element (2013) of the General Plan.

The City has 127.1 miles of different types of bike paths, including 34.7 miles of Class 1 bikeways, 59.9 miles of Class II bikeways, 28.1 miles of Class III bike routes, and 4.4 miles of Class IV separated bikeways,¹ as described further below.

- **Class I:** Variously called a bike path or multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street or highway.
- **Class II:** Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.
- **Class III:** Referred to as a bike route or sharrow. Provides for shared use with pedestrian or motor vehicle traffic.
- **Class IV:** These protected bike lanes provide a physical buffer between vehicle travel lanes and on-street bike lanes.

To provide connections to other transportation modes, bicycle racks are included at several of the transit stops within the City. In addition, the Long Beach Bikestation is located in downtown Long Beach, near the Metro Blue Line. The Bikestation provides valet bicycle parking, bicycle rentals, and other amenities.

¹ City of Long Beach. Bicycle Master Plan Table 3-4. 2017. Website: http://longbeach.gov/globalassets/pw/media-library/documents/resources/general/bicycle-master-plan/bicycle_master_plan (accessed March 25, 2020).

4.3.4.4 Existing Pedestrian Network

The existing conditions within the City include an elaborate network of pedestrian facilities, such as sidewalk coverage, curb cuts, crosswalks, street lighting, landscaping, and signalized intersections that serve the needs of pedestrians.

In recent years, the City has made a concerted effort to improve the walkability of its Downtown and surrounding communities. After adoption of the Mobility Element in 2013, two pedestrian plans were developed as technical appendices to the new element. Adopted in 2016, the Downtown and TOD Pedestrian Master Plan² focuses on the transit rich Downtown and around Metro Blue Line transit stops to provide policies, guidelines, and standards that ensure best practices for pedestrian design and identify catalytic infrastructure projects. Adopted in 2016, the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan³ was developed in collaboration with the Health Department to guide the improvement of the walking environment in low-income neighborhoods within Central and West Long Beach by connecting adopted City policies and plans, best practices, and the community's voice for a safe, healthy, and beautiful City.

Buildings, sidewalk lighting, sidewalks, landscaping, and street furniture have been implemented to encourage walking between the transit stations, housing, shopping, employment centers, and nearby recreation uses.

4.3.5 Regulatory Setting

4.3.5.1 Federal Regulations

There are no relevant federal traffic and circulation regulations applicable to the proposed project.

4.3.5.2 State Regulations

Congestion Management Program. In Los Angeles County, the CMP is the program by which County agencies have agreed to monitor and report on the status of regional roadways. In June 1990, the passage of the Proposition 111 gas tax increase required urbanized areas in the State with a population of 50,000 or more to adopt a CMP. The CMP is intended to link transportation, land use, and air quality decisions, as well as address the impact of local growth on the regional transportation system. State legislation requires that the CMP contain a process to analyze the impacts of land use decisions by local governments on the regional transportation system. For CMP purposes, the regional transportation system is defined by the legislation as all State highways and principal arterials. The identification and analysis of impacts along with estimated mitigation costs are determined with respect to this CMP Highway System.

² City of Long Beach. Downtown and TOD Pedestrian Master Plan. 2016. Website: <http://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/dt-tod-ped-master-plan/> (accessed March 25, 2020).

³ City of Long Beach. 2016. Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan. Website: <http://www.longbeach.gov/globalassets/health/media-library/documents/healthy-living/individual/nutrition-and-physical-activity/cx3-pedestrianplan> (accessed March 25, 2020).

As the Congestion Management Agency for Los Angeles County, Metro is responsible for the preparation of the CMP. The latest CMP (Metro 2010) states that a significant impact would occur if intersection level of service (LOS) with the project is LOS F and the proposed project causes a 0.02 or greater increase in volume-to-capacity ratio. The CMP includes 10 monitored intersections within the City of Long Beach.

These intersections are as follows:

- (8) Santa Fe Avenue/Pacific Coast Highway
- (52) Orange Avenue/Pacific Coast Highway
- (54) Alamos Avenue/7th Street
- (58) Alamos Avenue/Shoreline Avenue-Ocean Boulevard
- (76) Redondo Avenue/7th Street
- (80) Lakewood Boulevard/Carson Street
- (84) Lakewood Boulevard/Willow Street
- (85) Pacific Coast Highway/Ximeno Avenue
- (92) Pacific Coast Highway/7th Street
- (100) Pacific Coast Highway/2nd Street

SB 743. On December 28, 2018, the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use. Among the changes to the *State CEQA Guidelines* was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles travelled (VMT). Lead agencies are allowed to opt in to the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020.

The City's Mobility Element (discussed in further detail in Section 4.3.5.3, below) began a departure from considering vehicle level of service (LOS) as the only measure of a transportation system's effectiveness. The City is currently in the process of establishing thresholds related to VMT. However, the State law provides guidance to evaluate the proposed project's impacts related to VMT prior to adoption of such thresholds.

California Public Resources Code (PRC) Section 15064.3(b)(4) states (in part) that:

A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household, or in any other measure.

4.3.5.3 Local and Regional Policies and Regulations

City of Long Beach General Plan. The City's General Plan establishes goals, policies, and strategies that combine to serve as a "blueprint" directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space and Recreation, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Urban Design, and Mobility Elements. The Land Use Element (2019) and Urban Design Element (2019) are the most recent General Plan

elements to be adopted, as part of the City's larger effort to update older elements of its General Plan.

City of Long Beach General Plan Mobility Element. The Mobility Element, which was adopted in 2013, addresses the movement of people and goods via automobiles, transit, bicycles, and other modes. It addresses key issues such as trip reduction; parking, bicycle, and pedestrian access; traffic flow; transportation improvements and funding; and traffic safety.

The Mobility Element establishes several goals aimed at improving the existing transportation system so that it is responsive to all travel modes. These goals would also be consistent with the intent of Senate Bill (SB) 375 and the Climate Protection Act of 2008, which mandates closer linkage between land use and transportation infrastructure and SB 743, which reduces the emphasis on preserving vehicle level of service in favor of reductions in VMT.

As stated previously, the Bicycle Master Plan (2017), the Downtown and TOD Pedestrian Master Plan (2016), and the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan (2017) are included as appendices to the Mobility Element.

4.3.6 Proposed Noise Element Strategies and Policies

The following proposed strategies and policies contained in the proposed Noise Element are applicable to the analysis of transportation and would replace existing policies and strategies outlined in the City's existing Noise Element following project approval:

Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.
- **Policy N 1-8:** Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit.

Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

Strategy No. 6: Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

- **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.
- **Policy N 6-2:** Use the "Land Use Compatibility Guidelines" and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification,

subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.

- **Policy N 6-3:** Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls.
- **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.
- **Policy N 6-5:** Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.
- **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.
- **Policy N 6-7:** Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard).
- **Policy N 6-8:** Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise.
- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.
- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.
- **Policy N 6-10:** Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach.
- **Policy N 6-11:** Support and promote the Air Quality Management District's (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles.

Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.

- **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.

- **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.
- **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.
- **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public right-of-way.

Strategy No. 8: Implement street design and maintenance practices to minimize vehicular noise impacts.

- **Policy N 8-1:** Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
- **Policy N 8-2:** Consider traffic calming design, such as “road diets,” traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise.
- **Policy N 8-3:** Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices.
- **Policy N 8-4:** Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed.
- **Policy N 8-5:** Consider using roadway sound attenuation techniques for resurfacing projects that use “quiet” pavement or noise-reducing rubberized asphalt.

Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.

- **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.
- **Policy N 9-2:** Encourage all active railroads within the City to schedule trains during daylight hours when possible.
- **Policy N 9-3:** Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.
- **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.

- **Policy N 9-5:** Require future rail projects under the City’s control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design.
- **Policy N 9-6:** Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community.
- **Policy N 9-7:** Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use.
- **Policy N 9-8:** Explore Port to Alameda Corridor “Quiet Zone” implementation.
- **Policy N 9-9:** Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.

Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.
- **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.
- **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.
- **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.
- **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City’s noise goals, where possible.
- **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.
- **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.

- **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.
- **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.
- **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.
- **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.
- **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

Strategy No. 13: Balance the needs of special events while prioritizing the well-being of residents.

- **Policy N 13-1:** Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins.
- **Policy N 13-2:** Provide an efficient and standardized process for special events permitting in order to increase predictability for residents and applicants.
- **Policy N 13-3:** Implement and enforce procedures related to noise level requirements for large special events.
- **Policy N 13-4:** Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information.
- **Policy N 13-5:** Consider geographic distribution of special events throughout the City by managing frequency and intensity of events.
- **Policy N 13-6:** Stay up-to-date with sound mitigation technology for special events.

Strategy No. 15: Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.

- **Policy N 15-1:** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.
- **Policy N 15-3:** Provide adequate buffers between schools and industrial facilities and transportation corridors.
- **Policy N 15-7:** Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design and other measures.

4.3.7 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to transportation if it would:

- Threshold 4.3.1:** Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Threshold 4.3.2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b);
- Threshold 4.3.3:** Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Threshold 4.3.4:** Result in inadequate emergency access.

The IS (Appendix A) determined that the approval of the proposed project is considered a policy/planning action and does not include or facilitate any physical improvements or development. Additionally, the proposed project is not considered a land use or transportation project as defined by *State CEQA Guidelines* Section 15064.3 subdivision (b). As such, the IS determined that implementation of the proposed project would result in less than significant impacts related to conflicts with *State CEQA Guidelines* Section 15064.3 subdivision (b) (Threshold 4.3.2), changes in the exposure to hazards due to a design feature (Threshold 4.3.3), and inadequate emergency access (Threshold 4.3.4). Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, Thresholds 4.3.2 through 4.3.4 will not be discussed further in this Draft EIR.

4.3.8 Project Impacts

- Threshold 4.3.1:** **Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Less Than Significant Impact. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to traffic. However, since the proposed Noise Element is intended to manage transportation noise, general transportation impacts are discussed below.

The City of Long Beach General Plan Mobility Element and the Los Angeles County CMP, are applicable to the proposed project and consistency with these applicable local and regional plans is discussed below.

General Plan Mobility Element. The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents and visitors through transportation and mobility planning. The planning area includes multiple sources of noise related to mobility, including vehicles, rail, aircraft, and watercraft (see Figure 3-4, Future Traffic Noise Contours (2040), in Chapter 3.0, Project Description, which shows the future traffic noise contours consistent with the Mobility Element assumptions). For more detailed future traffic noise contours, see Figures 4.2-1(a) through 4.2-1(e) in Section 4.2, Noise.

Proposed Noise Element Strategy Nos. 6 through 11 are aimed at managing mobility-related noise. Strategies include minimizing vehicular traffic noise in residential areas and near noise-sensitive land uses; promoting multimodal mobility to reduce noise generated from vehicular traffic; implementing street design and maintenance practices to minimize vehicular noise impacts; minimizing train noise in residential areas and near noise-sensitive land uses; minimizing the adverse effects of aircraft-related noise; and minimizing watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible. These strategies and their associated policies further the goals of the Mobility Element. Therefore, the proposed Noise Element would be consistent with the overall intent of the City's General Plan Mobility Element.

The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance. Proposed amendments to the City's Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with the Mobility Element because they are consistent with the intent of the proposed Noise Element.

For detailed discussion related to the proposed Noise Element's consistency with adopted applicable elements of the City's General Plan, refer to Section 4.1, Land Use and Planning, for the consistency analysis prepared for the project.

It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions.

Figures 4.2-1(a) through 4.2-1(e) in Section 4.2, Noise, show the detailed future traffic noise contours included in the proposed Noise Element. The noise contours would be used as a guide for

establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element includes allowable interior and exterior noise levels from transportation sources for various land uses, as shown on Table 3.1, Maximum Allowable Noise Exposure from Transportation Sources, in Section 3.0, Project Description. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise.

For detailed discussion regarding project-related impacts associated with traffic noise, refer to Section 4.2, Noise, of this Draft EIR.

The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies aimed at managing long-term transportation noise impacts. Overall, the proposed Noise Element is consistent with assumptions made in, and the intent of, the Mobility Element. Therefore, implementation of the proposed project would not conflict with the Mobility Element.

Congestion Management Program. As stated previously, the CMP is the program by which Los Angeles County agencies have agreed to monitor and report on the status of regional roadways. The CMP is intended to link transportation, land use, and air quality decisions, as well as address the impact of local growth on the regional transportation system. The latest CMP (Metro 2010) states that a significant impact would occur if intersection LOS with the project is LOS F and the proposed project causes a 0.02 or greater increase in volume-to-capacity ratio.

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in an increase in traffic or LOS conditions. Since implementation of the project would not result in increases in volume-to-capacity ratio, the proposed project would not result in significant impacts with respect to the CMP. Therefore, implementation of the proposed project would not conflict with the Los Angeles County CMP.

Summary. The proposed project would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

4.3.9 Level of Significance Prior to Mitigation

There would be no potentially significant impacts related to transportation.

4.3.10 Mitigation Measures and Project Design Features

4.3.10.1 Mitigation Measures

The proposed project would not require any mitigation measures related to transportation.

4.3.10.2 Project Design Features

The proposed project does not include and project design features related to transportation.

Although there are no project design features related to noise, the Proposed Noise Element Strategies and Policies, listed in Section 4.3.6, are intended to reduce noise impacts related to transportation.

4.3.11 Level of Significance after Mitigation

Project implementation would not result in significant unavoidable adverse impacts related to transportation. No mitigation is required.

4.3.12 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for transportation. The cumulative impact area for transportation for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own transportation consistency analysis and would be reviewed for consistency with adopted programs, plans, ordinances or policies addressing the circulation system. For this reason, cumulative impacts associated with inconsistency of future development with adopted programs, plans, ordinances, or policies addressing the circulation system would be less than significant. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered a policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, transportation impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

5.0 ALTERNATIVES

5.1 INTRODUCTION

Section 15126.6(a) of the *California Environmental Quality Act (CEQA) Statute & Guidelines (State CEQA Guidelines, Section 15126.6)* requires that an Environmental Impact Report (EIR) include a discussion of a reasonable range of project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives.” CEQA does not require an EIR to consider every conceivable alternative to a project, but rather it must consider a range of feasible alternatives that would assist decision-makers and the public in evaluating the comparative merits of alternatives to a proposed project. Therefore, this chapter identifies potential alternatives to the proposed General Plan Noise Element and amendments to the City’s Noise Ordinance (proposed project) and evaluates them as required by CEQA.

Key provisions of the *State CEQA Guidelines* on alternatives (Section 15126.6[b] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR:

- The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the Project Objectives or would be more costly (15126.6[b]).
- The specific alternative of “no project” shall also be evaluated along with its impact (15126.6[e][1]). The “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation is published and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6[e][2]).
- The range of alternatives required in an EIR is governed by the “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent) (15126.6[f]).

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (15126.6[f][2][A]).
- If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project, which must be in close proximity to natural resources at a given location (15126.6[f][2][B]).
- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (15126.6[f][3]).

Pursuant to the guidelines stated above, alternatives to the proposed project are considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides:

- A description and analysis of impacts for each of the alternatives considered;
- Conclusions regarding the alternative's: (1) ability to attain the project objectives (as stated below); and (2) merits compared to the merits of the proposed project.¹

5.2 PROPOSED PROJECT

5.2.1 Project Characteristics

As described in further detail in Chapter 3.0, Project Description, the proposed project includes the approval of an updated Noise Element for incorporation into the City's General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City. The proposed Noise Element would replace the existing Noise Element that was adopted in 1975.

The proposed project also includes several amendments to the City's Noise Ordinance (Long Beach Municipal Code, Chapter 8.80, Noise). Amendments to the Noise Ordinance would include the following: (1) clarification and expansion of the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes; (2) update to the Noise District Map, which would expand District Two boundaries to better reflect and be consistent with the recently adopted General Plan Land Use Element (LUE) PlaceTypes; (3) modification to expand the definition of District Two to include mixed-uses; (4) update of interior noise limits to include mixed uses.

¹ Typically, discussion and conclusions regarding the alternative's ability to avoid or substantially lessen the significant and unavoidable impacts of the project would be discussed; however, analysis provided in this Draft EIR did not identify any significant and unavoidable impacts as a result of project implementation. Therefore, this topic is not included in the alternatives analysis.

It should be noted that the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development that would result in physical environmental impacts.

5.2.2 Project Objectives

The City has established the following intended objectives, which would aid decision-makers in their review of the project and its associated environmental impacts:

1. Create and maintain a healthy noise environment in Long Beach.
2. Balance business practices within dynamic, active, and engaging areas to promote activity, including special events, while respecting adjacent sensitive uses.
3. Create allowances associated with noise so that Long Beach can thrive as a dynamic, growing city.
4. Limit the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.
5. Strive for a more equitable distribution of noise.
6. Apply site planning, building design, street design, and other design strategies to reduce noise impacts.
7. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.
8. Generally maintain the current allowable interior and exterior noise thresholds as identified in the City Municipal Code Chapter 8.80, while better accommodating mixed land uses as contemplated by the recently updated General Plan Land Use Element.

5.2.3 Project-Related Impacts

As described further in Chapter 2.0, Introduction, the proposed project would result in either no impacts or less than significant impacts related to the following topics: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire.

As described in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures, the proposed project would result in less than significant impacts related to land use, noise, and transportation. No mitigation measures would be required to reduce project-related impacts, and the proposed project would not result in any significant unavoidable impacts.

5.3 ALTERNATIVES ANALYSIS

5.3.1 Alternatives Rejected from Further Consideration

5.3.1.1 Alternative Planning Area

Section 15126.6(c) of the *State CEQA Guidelines* suggests that EIRs identify any alternatives that were considered by the Lead Agency but were rejected during the scoping process and briefly explain the reasons underlying the Lead Agency's determination. An alternative involving implementing the proposed project within a different planning area was determined to be infeasible during the scoping process for the reasons discussed below.

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant impacts of the project. The key question and first step in the analysis is whether any of the significant impacts of the project would be avoided or substantially lessened by relocating the project. Only developments or locations that would avoid or substantially lessen any of the significant impacts of the project need be considered for inclusion in the EIR (*State CEQA Guidelines*, Section 15126.6[f][2][A]). If it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion (*State CEQA Guidelines*, Section 15126.6[f][2][B]).

The proposed project is the implementation of an updated General Plan Noise Element and amendments to the City's Noise Ordinance for the entire planning area of the City of Long Beach. The planning area encompasses the entire boundaries of the City and cannot be located in a different planning area because the project has been draft/designed for incorporation in the City of Long Beach. Additionally, as the Lead Agency, the City would not have the authority to implement the proposed project within an alternative planning area because they do not have discretionary power to make decisions for another jurisdiction. Because the City does not have jurisdiction over areas outside of its boundaries and cannot impose General Plan policies and Municipal Code ordinances on such areas, no alternative planning areas are feasible. Further, an alternative site or project location would be inconsistent with all Project Objectives. Therefore, this alternative was rejected from further consideration and is not analyzed further in this Draft EIR.

5.3.1.2 Reduced Project Alternative

This alternative considers a reduced project in which the proposed Noise Element would be included but amendments to the Noise Ordinance would not be included. Under this alternative, the current Noise Ordinance would continue to guide and regulate the City's noise environment. This alternative is infeasible because the City's Noise Ordinance regulates noise within the planning area, and proposed amendments to the Noise Ordinance would implement the strategies and policies contained in the proposed Noise Element. As such, the amendments to the Noise Ordinance as proposed by the project are necessary in order to create consistency between the two regulatory documents.

No other reduced project alternatives exist as this project is the adoption of a new General Plan Noise Element. It is not feasible to adopt only portions of the proposed Noise Element; all components contained in the Noise Element work together to balance goals to maintain a healthy

noise environment with the ability to achieve the objectives contained in the recently updated LUE, which includes sustainable development patterns and economic development derived from mixed land uses and accommodating an array of regional and visitor-serving uses. In addition, the Noise Element, as a whole, is designed to establish and ensure internal consistency with the other General Plan Elements, as required by Government Code Section 65300.5. Further, a reduced project alternative would be inconsistent with all Project Objectives. Therefore, reduced project alternatives were rejected from further consideration and are not analyzed further in this Draft EIR.

5.3.2 Selection of Alternatives

Section 21100 of the Public Resources Code and Section 15126.6 of the *State CEQA Guidelines* require an EIR to identify and discuss a No Project Alternative and a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the proposed project and that would avoid or substantially lessen any of the significant environmental impacts. As described above, there are no feasible alternatives other than the No Project Alternative, which is required by CEQA Guidelines Section 15126.6[e][1]). The following alternative is considered in this Draft EIR:

- **Alternative 1: No Project Alternative.** This alternative would involve no amendments to the City of Long Beach's (City) General Plan or the Long Beach Municipal Code Noise Ordinance. The existing General Plan Noise Element (1975) and the current Noise Ordinance would continue to guide and regulate the City's noise environment.

Overall, environmental impacts with regard to land use, noise, and transportation associated with the proposed project were found to be less than significant. No mitigation was required to reduce impacts to less than significant levels, and no significant and unavoidable impacts would result from project implementation. The main objective of an alternatives analysis is to consider a range of alternatives that would substantially lessen any significant effects of a project. Since the proposed project would not result in any significant impacts, the No Project Alternatives is presented even though it does not represent a significant reduction in project-related impacts.

Table 5.1 provides a summary of the anticipated impacts and feasibility of the alternative and the proposed project. A complete discussion of the No Project Alternative is provided below.

5.3.3 Alternative 1: No Project Alternative

5.3.3.1 Description

Consistent with Section 15126.6 of the *State CEQA Guidelines*, the No Project Alternative assumes continued implementation of the existing General Plan Noise Element (1975) instead of the proposed Noise Element update. The No Project Alternative would also not include any amendments to the Long Beach Municipal Code Noise Ordinance. The existing General Plan Noise Element and the current Noise Ordinance would continue to guide and regulate the City's noise environment.

Table 5.1: Summary of Project and Alternative

Alternative	Description	Basis for Selection and Summary Analysis
Proposed Project	<ul style="list-style-type: none"> ● Approximately 50-square-mile planning area ● Updated Noise Element ● Amendments to LBMC Chapter 8.80, Noise Ordinance 	<ul style="list-style-type: none"> ● Meets all Project Objectives ● Requires General Plan Update/Amendment, and amendments to LBMC Chapter 8.80, Noise Ordinance ● No significant and unavoidable project-related impacts ● Consistent with all Project Objectives ● Refer to Chapters 3.0 and 4.0 of this Draft EIR
Alternative 1: No Project Alternative	<ul style="list-style-type: none"> ● Continuation of the City’s existing General Plan Noise Element (1975) ● No amendments to the current LBMC Chapter 8.80, Noise Ordinance 	<ul style="list-style-type: none"> ● Required by CEQA ● Does not require General Plan Update/Amendment and amendments to LBMC Chapter 8.80, Noise Ordinance ● Would increase project-related land use impacts because no changes to the General Plan or Municipal Code would occur, resulting in internal inconsistency with the General Plan Land Use Element, updated in 2019 ● Would have slightly greater project-related noise impacts because new strategies and policies aimed at minimizing noise impacts would not be adopted ● Inconsistent with all of the Project Objectives

LBMC = Long Beach Municipal Code

5.3.3.2 Environmental Analysis and Impacts

Land Use. The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance.

The No Project Alternative would not include updates to the Noise Element or Noise Ordinance as proposed under the project. As such, the No Project Alternative would result in an inconsistency between the existing Noise Element, adopted in 1975, and the Land Use Element, updated and adopted in 2019, which is the guiding land use document for development within the City. Therefore, the No Project Alternative would be inconsistent with an existing land use plan for the planning area. As discussed in Section 3.2.2 in Chapter 3.0, Project Description, State law mandates that General Plan Elements be internally consistent. This internal inconsistency between General Plan Elements would remain under the No Project Alternative. As such, the No Project Alternative would conflict with State law.

Because no changes to the General Plan or Municipal Code would occur, it should be noted that this alternative would also result in conflicts with State recommendations provided by the State Office of the Attorney General. Specifically, the No Project Alternative would conflict with the State’s

recommendation that General Plans be updated “periodically” (typically every 10 to 20 years) in order to address changes to State law; reflect current community values; update technical information (e.g., Census data); and respond to changing conditions in the environment, economy, and community. Specifically, the proposed project includes amendments to the Noise Ordinance to better reflect and be consistent with PlaceTypes established with the recently adopted Land Use Element (LUE) (December 2019); without amendments to the Noise Ordinance proposed as part of the project, the existing Noise Ordinance would not reflect current land use regulation envisioned under the LUE and the two regulatory documents would be internally inconsistent. For the reasons above, land use and planning impacts would be greater under the No Project Alternative as compared to the proposed project.

Land use impacts associated with the proposed project were determined less than significant. Under the No Project Alternative, impacts related to land use would be greater than those identified for the proposed project.

Noise. The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance. Sources of noise within the planning area would remain substantially similar to existing conditions or incrementally increase as growth occurs, with the primary source remaining vehicle roadway noise.

Under the No Project Alternative, short-term and long-term noise impacts would remain unchanged as analyzed under the proposed project. Since development of future projects is not controlled by the proposed project or the No Project Alternative, construction noise would continue to be produced as new projects are developed. Construction activities as part of future projects would continue to have the potential to adversely affect nearby noise-sensitive land uses, including residences, schools, hospitals, churches, and similar uses that are sensitive to noise. Any future construction activities and development would be required to adhere to the same exterior and interior noise standards for noise-sensitive receptors as required under the City’s existing Municipal Code regulations. However, strategies and policies aimed at reducing construction noise impacts, including Strategy No. 12 and Policies N 12-1 through N 12-7 as proposed under the project, would not exist under the No Project Alternative.

Under the No Project Alternative, future development projects may include the installation or creation of new stationary sources of noise, or could include the development of new sensitive land uses in the vicinity of existing noise sources. These stationary sources of noise would have the potential to disturb adjacent sensitive receptors. Although stationary sources of noise would remain unchanged, strategies and policies aimed at protecting sensitive receptors from stationary noise sources, including Strategy No. 1 and Policies N 1-1 through N 1-9 as proposed under the project, would not exist under the No Project Alternative.

Potential sources causing a permanent increase in ambient noise include noise resulting from increased traffic on roadways in the planning area. Under both the proposed project and the No Project Alternative, it is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. Similar to the

proposed project, traffic noise under the No Project Alternative would not be expected to exceed 3 dBA and therefore would not be readily perceptible in suburban or urban outdoor environments. However, strategies and policies aimed at managing traffic-related noise, including Strategy Nos. 6 through 8 and Policies N 6-1 through N 6-11, N 7-1 through 7-4, and N 8-1 to N 8-5 as proposed under the project, would not exist under the No Project Alternative. Additionally future traffic noise contours provided under the project would not be available for use as a guide to minimize the exposure of residents to excessive noise.

Common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Under the No Project Alternative, similar to the proposed project, future construction activities could result in the generation of ground-borne vibration. However, Chapter 8.80 of the City's Noise Ordinance would continue to limit the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any future construction activities would be required to comply with the Noise Ordinance requirements, similar to the proposed project. Although vibration impacts would remain unchanged, strategies and policies aimed at protecting sensitive receptors from vibration in excess of acceptable levels, including Strategy No. 12 as proposed under the project, would not exist under the No Project Alternative.

Under the No Project Alternative, similar to the proposed project, aircraft noise in the City of Long Beach would continue from aircraft operations at Long Beach Airport, Los Angeles International Airport, and John Wayne Airport. Although impacts from aircraft noise would remain unchanged, strategies and policies aimed at minimizing the adverse effects of aircraft-related noise, including Strategy No. 10 and Policy N 10-1 as proposed under the project, would not exist under the No Project Alternative.

Noise impacts associated with the proposed project were determined less than significant. Under the No Project Alternative, impacts related to noise would be similar to, although slightly greater than, those identified for the proposed project because new strategies and policies aimed at minimizing noise impacts would not be adopted.

Transportation. The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently adopted LUE. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions, similar to the proposed project.

The No Project Alternative would not result in impacts related to transportation. The No Project Alternative would not conflict with the General Plan Mobility Element, as the existing General Plan Noise Element is required to be consistent with all other existing General Plan Elements. Since the No Project Alternative would not result in transportation impacts, it would not conflict with the Los Angeles County Congestion Management Program (CMP) (Metro 2010). Therefore, the No Project Alternative would not conflict with existing transportation programs, plans, ordinances, or policies addressing the circulation system, similar to the proposed project.

Transportation impacts associated with the proposed project were determined less than significant. Under the No Project Alternative, impacts related to transportation would be similar to those identified for the proposed project.

5.3.3.3 Project Objectives

The No Project Alternative would not achieve any of the eight Project Objectives. Because the No Project Alternative would not include the various strategies and policies proposed by the Noise Element, this alternative would not achieve any of the following Project Objectives: help the City achieve its goal of creating a healthy noise environment in Long Beach (Project Objective 1); balance business practices within dynamic, active, and engaging areas to promote activity, including special events, while respecting adjacent sensitive uses (Project Objective 2); create allowances associated with noise so that Long Beach can thrive as a dynamic, growing city (Project Objective 3); limit the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day (Project Objective 4); strive for a more equitable distribution of noise (Project Objective 5); apply site planning, building design, street design, and other design strategies to reduce noise impacts (Project Objective 6); actively enhance the regulation and management of noise to improve procedures and minimize noise impacts (Project Objective 7); nor would it generally maintain the current allowable interior and exterior noise thresholds as identified in the City Municipal Code Chapter 8.80, while better accommodating mixed land uses as contemplated by the recently updated General Plan LUE (Project Objective 8). Therefore, as compared to the proposed project, the No Project Alternative would not meet any of the project objectives.

5.3.4 Identification of Environmentally Superior Alternative

CEQA requires the identification of an Environmentally Superior Alternative. *State CEQA Guidelines* Section 15126.6(e)(2) states that if the No Project Alternative is the Environmentally Superior Alternative, then the EIR shall also identify an Environmentally Superior Alternative among the other alternatives. Table 5.2 provides, in summary format, a comparison of the level of impacts for each alternative to the proposed project.

Table 5.2: Comparison of the Environmental Impacts of the Proposed Project to the No Project Alternative

Environmental Topic	Proposed Project Level of Impacts	Alternative 1: No Project Alternative Impacts
Land Use	Less Than Significant Impact	Greater impacts
Noise	Less Than Significant Impact	Similar, but slightly greater impacts
Transportation	Less Than Significant Impact	Similar impacts
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives

The No Project Alternative has greater land use impacts than the proposed project because, without amendments to the Noise Ordinance proposed as part of this project, the existing Noise Ordinance would be inconsistent with land use regulation envisioned under the LUE and would conflict with State recommendations provided by the State Office of the Attorney General related to the update of General Plans. Additionally, the No Project Alternative has slightly greater noise impacts than the

proposed project because new strategies and policies aimed at minimizing noise impacts would not be adopted. Overall, the No Project Alternative would have slightly greater impacts as compared to the proposed project. Additionally, the No Project Alternative would not achieve any of the eight Project Objectives.

With the exception of the No Project Alternative, the Environmentally Superior Alternative would be the proposed project, which results in fewer impacts than the No Project Alternative and meets all eight of the project objectives.

6.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines (*State CEQA Guidelines*) requires that all phases of a project must be considered when evaluating its impact on the environment, including: planning, acquisition, development, and operation. This chapter discusses these CEQA considerations associated with the implementation of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (proposed project). According to Section 15126 of the *State CEQA Guidelines*, an Environmental Impact Report (EIR) must include the following as part of its analysis, as addressed in this chapter:

1. Significant short- and long-term environmental effects associated with project implementation (Section 6.1, Short-and Long-Term Implications);
2. Significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources (Section 6.2, Energy Impacts);
3. Significant environmental effects that cannot be avoided if the proposed project is implemented (Section 6.3, Significant and Unavoidable Impacts);
4. Significant irreversible environmental changes that would result from implementation of the proposed project (Section 6.4, Significant Irreversible Environmental Changes); and
5. Growth-inducing impacts resulting from implementation of the proposed project (Section 6.5, Growth-Inducing Impacts).

6.1 SHORT- AND LONG-TERM IMPLICATIONS

Section 15126.2(a) of the *State CEQA Guidelines* requires that an EIR identify and focus on the significant effects of the proposed project on the environment. Specifically, Section 15126.2(a) states that an EIR shall:

“Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected.”

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. The proposed Noise Element, together with

the recently adopted General Plan Land Use Element (LUE) and Urban Design Element (UDE), would serve to guide the overall development and urban form of the entire City through the horizon year 2040. The proposed project would not include any physical changes, alterations to ecological systems, or induce changes in population distribution, population concentration, and the human use of the land. The proposed project would not result in or exacerbate any significant environmental effects by bringing development and people into the area affected because the project does not regulate land use. The proposed project would only serve to regulate the noise environment within the City and would not include or facilitate any new physical improvements or development. Therefore, implementation of the proposed project would not create potential short-term or long-term direct or indirect significant effects.

6.2 ENERGY IMPACTS

According to Section 15126.2(b) of the *State CEQA Guidelines*, “[i]f analysis of the project’s energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use.”

As described in the Initial Study/Notice of Preparation (IS/NOP) (Appendix A of this Draft EIR), the proposed project would not result in significant impacts related to energy use. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City’s Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require energy consumption. Therefore, no energy impacts would occur and no mitigation is required.

6.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(c) of the *State CEQA Guidelines* requires that an EIR describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(c) states that an EIR shall:

“Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

Chapter 1.0, Executive Summary, of this Draft EIR contains a detailed summary that identifies the proposed project’s environmental impacts as compared to existing conditions, proposed mitigation measures, and the level of significance of any impacts after mitigation. All environmental issues analyzed in this Draft EIR were determined to result in less than significant impacts. Therefore, as determined in the contents of this Draft EIR, implementation of the proposed project would not result in any significant and unavoidable adverse impacts. Further, no mitigation measures are required to reduce project-related impacts.

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2 (d) of the *State CEQA Guidelines* requires that an EIR consider and discuss significant irreversible changes that would be caused by implementation of the proposed project. Specifically, Section 15126.2 (d) states:

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

Generally, a project would result in significant irreversible environmental changes if the proposed consumption of resources is not justified, if the project would involve a large commitment of nonrenewable resources, or if the project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The proposed General Plan Noise Element and amendments to the City’s Noise Ordinance are considered planning/policy actions and do not include or facilitate any physical improvements or development. The commitment of limited, slowly renewable, and nonrenewable resources required for construction and operation of future development would limit the availability of these resources for future generations or for other uses during the life of the project. However, the proposed project would not result in an irreversible commitment of these resources, as the proposed project would not, in itself, result in any direct physical improvements or development. Therefore, the proposed project would not result in a commitment of limited, slowly renewable, and nonrenewable resources, and thus, would not result in significant irreversible changes.

6.5 GROWTH-INDUCING IMPACTS

Sections 15126(d) and 15126.2(e) of the *State CEQA Guidelines* require that an EIR analyze growth-inducing impacts and state that an EIR should discuss the ways in which the proposed project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. *State CEQA Guidelines* Section 15126.2(d) also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. A project that meets any of these criteria may be considered growth-inducing. The potential growth-inducing impacts associated with the proposed project are evaluated below.

It should be noted that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment (*State CEQA Guidelines*, Section 15126.2(d)). This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment beyond the direct consequences of implementing the proposed project as described in earlier sections of this Draft EIR.

Approval of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance is considered a planning/policy action and does not include or facilitate any physical improvements or development. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City. The Noise Ordinance regulates the noise environment in the City and implements the policies of the proposed Noise Element. The proposed project would not, in itself, facilitate or allow any physical improvements or development that would induce population, housing, or employment growth. Implementation of the proposed project would not remove obstacles to growth or foster growth because the Noise Element and Noise Ordinance do not facilitate or allow physical development. Additionally, the proposed project does not include any policies or regulations which would directly foster economic growth and would not involve any characteristics that could encourage and facilitate other activities that could significantly affect the environment. For the reasons stated above, the proposed project is not considered to be growth-inducing, and therefore, the proposed project would not result in any growth-inducing impacts.

7.0 LIST OF PREPARERS AND PERSONS CONSULTED

7.1 CITY OF LONG BEACH

The following individuals from the City of Long Beach were involved in the preparation of the Draft Environmental Impact Report (EIR):

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7.2 CONSULTANT TEAM

The following firms were involved in the preparation of the Draft EIR and/or the proposed General Plan Noise Element. The nature of their involvement is summarized below.

7.2.1 LSA Associates, Inc.

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- Shelby Cramton, Project Manager/Senior Environmental Planner
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- Joseph Ontiveros, Soboba Band of Luiseno Indians
- Michael Mirelez, Torres Martinez Desert Cahuilla Indians
- Linda Candelaria, Gabrielino-Tongva Tribe

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NOISE element

City of Long Beach General Plan
Volume II: Appendices to the Draft Environmental Impact Report

State Clearinghouse No. 2019050009

March 2021



creating livable environments



LONG BEACH
DEVELOPMENT
SERVICES

CITY OF
LONG BEACH

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VOLUME II:
APPENDICES TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2019050009

**GENERAL PLAN NOISE ELEMENT AND
AMENDMENTS TO THE CITY'S NOISE ORDINANCE**

CITY OF LONG BEACH

Submitted to:

City of Long Beach
Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802

Prepared by:

LSA

March 2021

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APPENDIX A

INITIAL STUDY, NOTICE OF PREPARATION, AND PUBLIC SCOPING COMMENTS

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INITIAL STUDY

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DRAFT

INITIAL STUDY

**GENERAL PLAN NOISE ELEMENT
CITY OF LONG BEACH**



LSA

May 2019

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DRAFT

INITIAL STUDY

GENERAL PLAN NOISE ELEMENT CITY OF LONG BEACH



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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
Action Plan	Sustainable City Action Plan
af	acre feet
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMP	best management practices
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CC	Community Commercial PlaceType
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Long Beach
CH ₄	methane
City	City of Long Beach
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
County	Los Angeles County
dBA	A-weighted decibel(s)
DOC	California Department of Conservation
DT	Downtown PlaceType
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
FCN	Founding and Contemporary Neighborhood PlaceType
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map

GCC	global climate change
GHG	greenhouse gas(es)
GPG	General Plan Guidelines
HCP	Habitat Conservation Plan
I	Industrial PlaceType
I-405	Interstate 405
I-605	Interstate 605
I-710	Interstate 710
IS	Initial Study
JWPCP	Joint Water Pollution Control Plant
LACSD	Sanitation Districts of Los Angeles County
L.A. River	Los Angeles River
LBFD	Long Beach Fire Department
LBPD	Long Beach Police Department
L _{dn}	day-night average level
LBPL	Long Beach Public Library
LBPRM	Long Beach Parks, Recreation, and Marine Department
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LCP	Local Coastal Program
LUE	General Plan Land Use Element
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MFR-L	Multi-Family Residential - Low PlaceType
MFR-M	Multi-Family Residential - Moderate PlaceType
mgd	million gallons per day
MRZs	Mineral Resource Zones
NAAQS	National Ambient Air Quality Standards
NAHC	National Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration

NI	Neo-Industrial PlaceType
NSC-L	Neighborhood-Serving Centers and Corridors – Low PlaceType
NSC-M	Neighborhood-Serving Centers and Corridors – Moderate PlaceType
NPDES	National Pollution Discharge Elimination System
NO ₂	nitrogen dioxide
O ₃	ozone
OCTA	Orange County Transportation Authority
OPR	Office of Planning and Research
OS	Open Space PlaceType
PCH	Pacific Coast Highway
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PRC	Public Resources Code
project	proposed adoption of a new General Plan Noise Element
RSF	Regional-Serving Facility PlaceType
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SEASP	Southeast Area Specific Plan
SERRF	Southeast Resource Recovery Facility
SF ₆	sulfur hexafluoride
State	State of California
SR-1	State Route 1
SR-22	State Route 22
SR-47	State Route 47
SR-91	State Route 91
SR-103	State Route 103
TOD-L	Transit-Oriented Development – Low PlaceType
TOD-M	Transit-Oriented Development – Moderate PlaceType
UDE	General Plan Urban Design Element
USFWS	United States Fish and Wildlife Services

USGS	United States Geological Survey
UWMP	Urban Water Management District
VHFHSZ	very high fire hazard severity zone
WF	Waterfront PlaceType
Working Group	Greenhouse Gas CEQA Significance Threshold Working Group
WRP	Water Reclamation Plant

1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study (IS) has been prepared for the proposed General Plan Noise Element (proposed project) in Long Beach, California. Pursuant to Section 15063(a) of the *State CEQA Guidelines*, as the Lead Agency, the City of Long Beach (City) is required to undertake the preparation of an IS to determine whether the proposed action will have a significant effect on the environment. The purposes of this IS are to: (1) identify potential environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND), or other CEQA document; (3) enable the Lead Agency to modify the project (through mitigation of adverse impacts); (4) facilitate assessment of potential environmental impacts early in the design of the project; and (5) provide documentation for the potential finding that the project will not have a significant effect on the environment or can be mitigated to a less than significant level (*CEQA Guidelines*, Section 15063[c]). This IS is also an informational document providing an environmental basis for subsequent discretionary actions that could be required from other Responsible Agencies.

This IS evaluates the potential environmental impacts that may result from development of the project. Consistent with *State CEQA Guidelines* Section 15050, the City is the Lead Agency under CEQA and is responsible for adoption or certification of the environmental document and approval of the project.

1.1 CONTACT PERSON

Any questions or comments regarding the preparation of this IS, its assumptions, or its conclusions should be referred to:

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

As illustrated by Figure 2-1, Project Location, the location for the Noise Element project (also referred to as the “planning area”) encompasses the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County (County), California. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower, and the unincorporated community of Rancho Dominguez; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the unincorporated community of Rossmoor. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

Regional access to the City is provided by Interstate 710 (I-710, which traverses the western portion of the City from north to south), Interstate 405 (I-405, which traverses the central portion of the City from northwest to southeast), State Route 91 (SR-91, which traverses the northernmost portion of the City from east to west), State Routes 103 and 47 (SR-103 and SR-47, respectively, which traverse the western border of the City from north to south), and State Route 1 (SR-1, which traverses the central portion of the City from east to west), commonly referred to as Pacific Coast Highway (PCH or SR-1). In addition, Interstate 605 and State Route 22 (I-605 and SR-22, respectively, located northeast and east of the City) provide access to the eastern portion of the City.

In addition, a variety of transit routes maintained by the Metropolitan Transportation Authority (Metro), the Long Beach Transit, and the Orange County Transportation Authority (OCTA) provide both regional and local access to and within the City. A variety of bicycle lanes and paths serve the City, including regional connections along PCH, the San Gabriel River pathway, and the Los Angeles River pathway.

2.2 LONG BEACH GENERAL PLAN

The proposed project is a new General Plan Noise Element (included as Appendix A of this IS), which would replace the City’s existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City’s General Plan.

The Long Beach General Plan represents a comprehensive approach for managing the community’s future. The Long Beach General Plan also reflects the City’s long-term strategy for directing physical, economic, and cultural development. The General Plan is a legally binding policy document intended to serve as a guide for developers and communities and to inform decisions made by City officials regarding future development and the management of land and natural resources.

In relation to development, the Long Beach General Plan serves as a blueprint guiding the type of community the City desires for its future, and also provides the means by which that desired future can be attained. The General Plan establishes goals, policies, and a vision for the future and utilizes text, maps, and graphic illustrations to express the organization of the physical, environmental,

economic, and social environment sought by the community in order to achieve a healthful, functional, and desirable place in which to reside and work.

2.2.1 State General Plan Requirements

Government Code Section 65302 et seq. requires that every city and county in the State of California (State) prepare and adopt a “comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which both the City Planning Commission and the City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City’s basic rules that will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include the following seven mandatory elements: Land Use, Circulation¹, Housing, Conservation, Open Space, Noise, and Safety. While these seven elements are required, State law also allows flexibility in how each local jurisdiction structures these elements. In addition to these seven elements, the existing Long Beach General Plan includes elements addressing the following issues beyond those required by State law: Historic Preservation, Air Quality, Seismic Safety, and Scenic Routes. While State law does not mandate discussion of these issues, once adopted, “optional” issues have the same force and effect as policies related to the General Plan elements required by the State. Currently, the City is preparing an updated Land Use Element (LUE), which is a mandatory element that would replace the existing LUE, and a new Urban Design Element (UDE), which is an optional element that would replace the Scenic Routes Element. In addition, the City also has a certified Local Coastal Program (LCP) governing land use in coastal areas of the City. As required by the California Coastal Act, the City’s LCP is consistent with the land use plan, goals, objectives, and policies established in the City’s General Plan.

Government Code Section 65040.2 requires the State Office of Planning and Research (OPR) to adopt and periodically revise the General Plan Guidelines (GPG). The 2017 GPG are used to guide cities and counties in the State regarding the preparation and content of general plans. In order to streamline the process and reduce costs associated with adopting or amending a general plan, the 2017 GPG

¹ The Circulation Element, as required by State law, is titled the Mobility Element in the City’s current General Plan.

provides free online tools and resources, promotes increased use of online data, and includes templates and sample policies.

Government Code Section 65302(f) states that a Noise Element should identify and assess noise problems in the community. Specifically, the noise element should analyze and quantify current and projected noise levels for the following sources:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight online railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including, but not limited to, railroad classification yards; and
- Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

Noise contours should be shown for the above sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (L_{dn}). Additionally, the noise contours should be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise. Further, the Noise Element should include implementation measures and feasible solutions that address existing and foreseeable noise problems. Once adopted, this Noise Element will carry the same legal weight as any of the seven mandatory elements and will be consistent with all the other elements, as required by Government Code Section 65300.5.

2.2.2 General Plan Consistency

In addition to providing a comprehensive strategy for directing future growth, State law mandates that the General Plan be internally consistent. Specifically, Government Code Section 65300.5 requires the various components of a General Plan to, “comprise an integrated, internally consistent and compatible statement of policies.” The three primary components required to maintain internal General Plan consistency are as follows:

1. **Equal Status among General Plan Elements.** All elements of a General Plan have equal status and no one General Plan element takes precedence over any other. As such, the General Plan elements must be consistent in order to avoid potential conflicts between or among the elements.
2. **Consistency between Elements and within Individual Elements.** All General Plan elements must be consistent with each other. For example, policies and implementation strategies outlined in

one General Plan element must not require or encourage an action that would be prohibited or discouraged by policies and implementation strategies in another General Plan element.

3. **General Plan Text, Diagram, and Map Consistency.** Text, diagrams, and maps must be consistent with one another and with goals and policies outlined in all elements of the General Plan.

The Noise Element interrelates with policies in other elements of the General Plan, including the proposed Land Use and Urban Design Elements, the Housing Element, the Mobility Element, and the Open Space Element. The interrelationship between the Noise Element and the five other elements should be acknowledged in order to prepare an integrated General Plan. The relationship between noise and the aforementioned elements is described below.

- **Proposed Land Use Element.** The City is currently in the process of updating and adopting a new proposed Land Use Element (LUE), which would replace the existing 1989 LUE. The proposed updated LUE would introduce the concept of “PlaceTypes,” which would replace the current approach in the existing LUE of segregating property within the City through traditional land uses designations and zoning classifications. The updated LUE would establish 14 primary PlaceTypes that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each PlaceType would be defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City. When integrated with the Noise Element, the proposed LUE will show land uses in relation to existing and projected noise contours.
- **Proposed Urban Design Element.** The City is currently in the process of updating and adopting the proposed Urban Design Element (UDE), which would replace the existing 1975 Scenic Routes Element. The proposed UDE would define the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City’s PlaceTypes established in the proposed LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors. In addition, the City intends to utilize the UDE to foster healthy, sustainable neighborhoods; promote compact and connected development; minimize and fill in gaps in the urban fabric of existing neighborhoods; improve the cohesion between buildings, roadways, public spaces, and people; and improve the economic vitality of the City. Proposed urban design techniques and policies, such as incorporation of noise attenuation methods, can be employed to mitigate noise impacts and are included in the proposed UDE and proposed Noise Element.
- **Housing Element.** The 2014 Housing Element covers an eight-year planning period (from October 15, 2013, to October 15, 2021) and includes discussion regarding adequate sites for new housing and standards for housing stock. The Housing Element identifies policies, programs, and objectives that focus on conserving and improving existing affordable housing; providing adequate sites for new housing; assisting in development of affordable housing; removing governmental constraints to housing development; and promoting equal housing opportunities. Since residential uses are considered noise sensitive, the noise exposure and contour information

provided in the Noise Element can be utilized for future planning efforts, and helps to identify potential noise constraints.

- **Mobility Element.** The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents through transportation and mobility planning.
- **Open Space Element.** The 2002 Open Space Element covers four topic areas related to open space: the preservation of natural resources, the managed production of resources, public health and safety, and outdoor recreation. Excessive noise can adversely affect the enjoyment of recreation activities in designated open space. As such, noise exposure levels should be considered when planning open space. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setbacks and landscaping.

It is also important to note that the General Plan aims to balance competing objectives and community priorities. As such, in interpreting goals, policies, and implementation strategies in the General Plan, care must be given to determine the “best fit” for the action to be taken, aimed towards achieving the City’s short-term and long-term priorities.

2.2.3 Comprehensive Nature of the General Plan

The Long Beach General Plan establishes goals, policies, and implementation strategies aimed at guiding the physical, social, environmental, and economic environments. In addition to addressing the State-mandated components of a General Plan, the Long Beach General Plan also responds to current and future issues the City faces. In order to fully address these issues, the Long Beach General Plan planning area encompasses the current City limits, while also keeping in mind the regional context of its planning efforts. For example, certain issues such as traffic, transit, air quality, and greenhouse gas (GHG) emissions have both a local and regional component. In such cases, the General Plan addresses the degree to which the City’s interests, values, and concerns are congruent or conflict with existing regional policies. Furthermore, it is also the role of the Long Beach General Plan to define the extent to which the City can address local issues and those issues that require cooperative actions among several jurisdictions.

2.3 PROJECT HISTORY

2.3.1 Current Noise Element

The current 1975 Noise Element includes a comprehensive program for noise control and abatement in the City. The 1975 Noise Element includes an action program, which includes goals and policies aimed at implementing the noise control plan, inventories of existing noise levels, identification of potential problem areas, and an outline of the noise control ordinance. Specifically, the 1975 Noise Element focuses on four main categories: transportation, industrial, construction, and population noise.

The 1975 Noise Element concludes by recommending the following criteria for the maximum acceptable noise levels by major land use categories: (1) the reduction of noise to a harmless level where existing noise levels threaten the health and/or welfare of the public; (2) the elimination or reduction of environmental degradation where existing noise levels degrade the environment; and

(3) preservation of the quietness of the environment where existing ambient noise levels are low. The proposed Noise Element would replace the existing 1975 Noise Element. Approval of the new Noise Element would result in future updates to the City's Zoning Code and the Noise Ordinance in the Municipal Code to resolve several specific inconsistencies. Additionally, the project may require additional amendments to the City's Municipal Code, related to noise, to ensure consistency with the updated Noise Element.

2.3.2 Noise Element Update

The City's Noise Element was last updated in 1975, and at that time, it was implemented through a 1977 Noise Ordinance. Since then, the City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly. In order to allow for increased flexibility in responding to such changes, the City proposes to update and replace the existing 1975 Noise Element with a new Noise Element. The decision to update and replace the Noise Element was made in part to accomplish the following:

- Guide physical development in the City based on the projected population increases through the year 2040;
- Provide a tailored approach to noise policy across neighborhoods, recognizing the unique characteristics of a mixed-use Downtown and major transportation corridor environments;
- Limit noise exposure, particularly in areas with nearby housing, hospital, school or day care center uses;
- Improve the health of City residents through urban planning approaches; and
- Respond to changing technologies.

2.4 PROPOSED PROJECT

The proposed project is a new General Plan Noise Element, which would replace the City's existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan. The following discussion summarizes the key components of the proposed Noise Element.

2.4.1 Project Summary

The proposed project includes the approval of an updated Noise Element for incorporation into the City's General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the proposed LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

The topics of noise and vibration are introduced with a discussion of the function of a Noise Element and its role within other planning and regulatory frameworks, the community engagement involved in shaping the element, and concepts for implementing the vision of the element. The Noise Element also includes information related to noise fundamentals, such as the characteristics of sound,

measurement of sound and definitions of acoustical terms, physiological effects of exposure to noise, and common sound levels and their noise sources.

2.4.2 Project Strategies

As part of the Noise Element, the City has established the following strategies related to noise, which would aid review of future projects and their associated environmental impacts:

1. Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential – Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.
2. Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.
3. Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.
4. Protect and buffer noise sensitive areas and uses through effective building design and material selection.
5. Implement best practices to reduce impacts of noise from industrial sources.
6. Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.
7. Promote alternative forms of mobility to reduce noise generated from vehicular traffic.
8. Implement street design and maintenance practices to minimize vehicular noise impacts.
9. Minimize train noise in residential areas and near noise-sensitive land uses.
10. While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.
11. Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.
12. Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.
13. Balance the needs of special events while prioritizing the well-being of residents.
14. Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

15. Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.
16. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

In addition to these 16 strategies, the proposed Noise Element contains numerous policies that work together to achieve the goals of creating a healthy, livable community with the equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city. These citywide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

2.4.3 Administration and Implementation

The Noise Element includes implementation tools and strategies in order to effectively implement the goals and policies contained in the Noise Plan. Implementation tools are comprised of City regulatory process, such as zoning regulations, the Noise Ordinance, development review, building and housing codes, CEQA compliance, City noise procedures and management, interagency coordination, and enforcement. The implementation strategies summarize goals and policies from the Noise Plan and identify the responsible City departments and general timeframes for completion. Periodic progress reports will be prepared every two to three years to ensure the City is adhering to implementation strategies outlined in the Noise Element.

2.4.4 Noise Plan

The proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management. Figure 2-2, Existing Major Sources of Noise, shows existing major sources of noise in the planning area.

2.4.4.1 PlaceType Characteristics and Land Use Compatibility

PlaceTypes identified within the proposed LUE establish neighborhood form, character and community scaled districts structured around development patterns, streetscape design, and urban form. In addition, these PlaceTypes range in development intensity and activity. Policies in the proposed Noise Element correspond to the proposed LUE PlaceTypes that reflect differentiated area characteristics. Refer to Strategy Nos. 1 through 5 in Section 2.4.2, Project Strategies, related to PlaceType characteristics and land use compatibility.

The 14 PlaceTypes proposed by the LUE are illustrated on Figure 2-3, Proposed Land Use Element PlaceTypes, and described in further detail below.

1. **Open Space.** The Open Space (OS) PlaceType aims to promote and conserve the emotional and physical health of the City’s residents through the provision of natural environments, which include recreational open space; scenic, natural, or cultural features; and utilities and/or infrastructure with environmentally sensitive resources. Allowable uses within this PlaceType include parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons, and limited commercial recreation uses that support existing programs and facilities.
2. **Founding and Contemporary Neighborhood.** The Founding and Contemporary Neighborhood (FCN) PlaceType represents the City’s low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing (Contemporary Neighborhoods), which are predominantly characterized by single-family uses separated by large commercial centers.
- 3–4. **Multi-Family Residential—Low and Moderate.** The Multi-Family Residential (MFR-L and MFR-M) PlaceTypes aim to provide a variety of housing options (i.e., condominium duplex, triplex, and garden apartment uses) adjacent to neighborhood-serving commercial uses to meet the range of lifestyles of the City’s community members.
- 5–6. **Neighborhood-Serving Centers and Corridors—Low and Moderate.** Commercial corridors and centers are located throughout the City. As such, the Neighborhood-Serving Centers and Corridors (NSC-L and NSC-M) PlaceTypes aim to locate low- to moderate- intensity mixed-uses (i.e., residential/retail) near these areas in an effort to provide goods and services near housing.
- 7–8. **Transit-Oriented Development – Low and Moderate.** The City is currently served by bus, shuttle, and other transit services. In particular, the Metro Blue Line light rail has a significant presence along Long Beach Boulevard and the City’s Downtown area. As such, the Transit-Oriented Development (TOD-L and TOD-M) PlaceTypes aim to provide multi-family residential uses near areas adjacent to the Metro Blue Line and the continuation of mixed-uses (residential and community-serving commercial uses) at a higher intensity to promote a pedestrian-friendly, active streetscape.
9. **Community Commercial.** The Community Commercial (CC) PlaceType allows for auto-oriented commercial development along primary arterials in the City, with residential uses strictly prohibited. Allowable uses within this PlaceType include commercial uses that serve community-based needs for goods and services.
10. **Industrial.** The Industrial (I) PlaceType would allow for light industrial research parks, warehousing or storage activities, industrial manufacturing, and machining operations in areas generally separated from residential uses. Allowable uses within this PlaceType include research and development activities, storage, industrial, and manufacturing activities, tank farms, and oil-drilling activities.

11. **Neo-Industrial.** The Neo-Industrial (NI) PlaceType encourages light industrial activities, particularly those related to innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, and information industries. Allowable uses within this PlaceType include light industrial, clean manufacturing, offices, commercial uses to support business endeavors, and repurposed buildings with live/work artist studios.
12. **Regional-Serving Facility.** Due to its size and location between the City of Los Angeles and the County of Orange, the City of Long Beach is home to a variety of regional-serving facilities that serve the sub-region and region. Primary examples of these facilities include, but are not limited to, the following: medical centers; the Port of Long Beach; Long Beach City College; the Long Beach Airport; California State University Long Beach; the Department of Motor Vehicles; the City’s Health Department; and Ability First (provides programs for children and adults with disabilities or special needs). Allowable uses within this Regional-Serving Facility (RSF) PlaceType include medical centers, higher education campuses, port services, airport uses, regional destination retail centers (i.e., Douglas Park) and recreation uses, public facilities, and the Southeast Area Specific Plan (SEASP) area.
13. **Downtown.** The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area.
14. **Waterfront.** The Waterfront (WF) PlaceType includes three primary areas along the City’s shoreline, including the Downtown Shoreline Area waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific).

2.4.4.2 Mobility

The planning area includes multiple sources of noise related to mobility, including vehicles, rail, aircraft, and watercraft. Figure 2-4, Future Traffic Noise Contours (2040), shows the future traffic noise contours, which are consistent with the proposed LUE and Mobility Element assumptions. Table 2.A shows the maximum noise exposure from transportation sources allowable under the proposed Noise Element.

Strategy Nos. 6 through 11, in Section 2.4.2, Project Strategies, are aimed at reducing mobility-related noise.

Table 2.A: Maximum Allowable Noise Exposure from Transportation Sources

PlaceType	Uses	CNEL (dBA)	
		Interior ^{1,2}	Exterior ³
Open Space • Open Space (OS)	Playgrounds, neighborhood parks	N/A	70
	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
Neighborhoods • Founding and Contemporary Neighborhood (N) • Multi-Family Residential-Low (MRF-L) • Multi-Family Residential-Moderate (MRF-M)	Single-family, duplex and multiple-family	45	65
	Mobile home park	N/A	65
Mixed-Use • Neighborhood-Serving Center or Corridor – Low (NC-L) • Neighborhood-Serving Center or Corridor – Low (NC-M) • Transit-Oriented Development – Low (TOD-L) • Transit-Oriented Development – Moderate (TOD-M)	Single-family	45	65
	Mobile home park	N/A	65
	Multiple-family, mixed-use	45	65 ⁴
	Transient lodging-motels, hotels	45	65
	Sports arenas, outdoor spectator sports	N/A	N/A
	Auditoriums, concert halls, amphitheaters	45	N/A
Employment • Community Commercial (CC) • Industrial (I) • Neo-Industrial (NI)	Office buildings, business, commercial and professional	50	N/A
	Manufacturing, utilities, agriculture	N/A	N/A
Unique • Regional Serving Facility (RSF) • Downtown (DT) • Waterfront (WF)	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
	Government Facilities – offices, fire stations, community buildings	45	N/A
	Places of Worship, churches	45	N/A
	Libraries	45	N/A
	Multiple-family, mixed-use	45	65 ⁴
	Utilities	N/A	N/A
	Cemeteries	N/A	N/A

Source: Proposed Long Beach General Plan Noise Element (May 2019).

¹ Interior habitable environment excludes bathrooms, closets, and corridors.

² Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.

³ Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multifamily residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.

⁴ Within the NC-M, TOD-L, TOD-M, DT and WF PlaceType designations, exterior space standards apply only to common outdoor recreational areas.

CNEL = community noise equivalent level

dBA = A-weighted decibels

N/A = not applicable

2.4.4.3 Construction

Construction activities are a recurrent source of noise throughout the planning area, the duration of which can range in length from a few hours to several months. The type of construction equipment and duration of activities greatly affect the amount of noise and vibration created. Typical construction activities include hauling materials, site preparation, grading, building erection, and other specialized construction activities. Construction activities are regulated by the City's Municipal Code, which limits typical construction activities to daytime hours.

Strategy No. 12 in Section 2.4.2, Project Strategies, above, is aimed at reducing construction-related noise.

2.4.4.4 Special Events

Special events regularly occur within the planning area, including community festivals, runs/walks, holiday celebrations, the Long Beach Grand Prix, the Long Beach Marathon, the Long Beach Lesbian and Gay Pride Parade and Celebration, the Jazz Festival, film production, and events hosted at the Queen Mary. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. As such, the Noise Element aims to manage the frequency and intensity of noise from special events in order to prioritize the wellbeing of residents.

Strategy No. 13, in Section 2.4.2, Project Strategies, above, is aimed at reducing noise related to special events.

2.4.4.5 Environmental Equity and Social Justice

Creating a more equitable distribution of noise is one of the three primary goals of the proposed Noise Element. Environmental justice ensures the equitable treatment and meaningful participation of marginalized groups, as well as enforcement of environmental laws, regulations, and policies as they may disproportionately affect these groups. Environmental justice and social equity, as they relate to noise, are important aspects of planning for a healthy noise environment for all residents of the City.

Strategy Nos. 14 and 15, in Section 2.4.2, Project Strategies, above, are aimed at reducing noise impacts related to environmental justice and social equity.

2.4.4.6 Noise Management

The City is responsible for regulating noise and creating buffers from sources of noise to surrounding noise sensitive uses. Noise regulations can be managed and imposed through ensuring compliance with CEQA on a project-specific basis. Through the review of discretionary projects and in compliance with CEQA, noise mitigation measures are formulated to limit and reduce excessive noise.

Strategy No. 16, in Section 2.4.2, Project Strategies, above, discusses minimizing noise impacts through management and regulation.

2.5 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The discretionary actions to be considered by the City as a part of the proposed project include:

- **General Plan Update/Amendment:** The project would require amendments to the City's General Plan to replace the existing General Plan Noise Element with a new General Plan Noise Element.
- **Noise Ordinance Amendment:** The project would require adoption of an ordinance amending the City's Noise Ordinance to ensure consistency with the updated Noise Element.
- **Municipal Code Amendment(s):** The project may require ordinances amending additional sections of the City's Municipal Code, related to noise, to ensure consistency with the updated Noise Element.
- **Certification of the EIR.**

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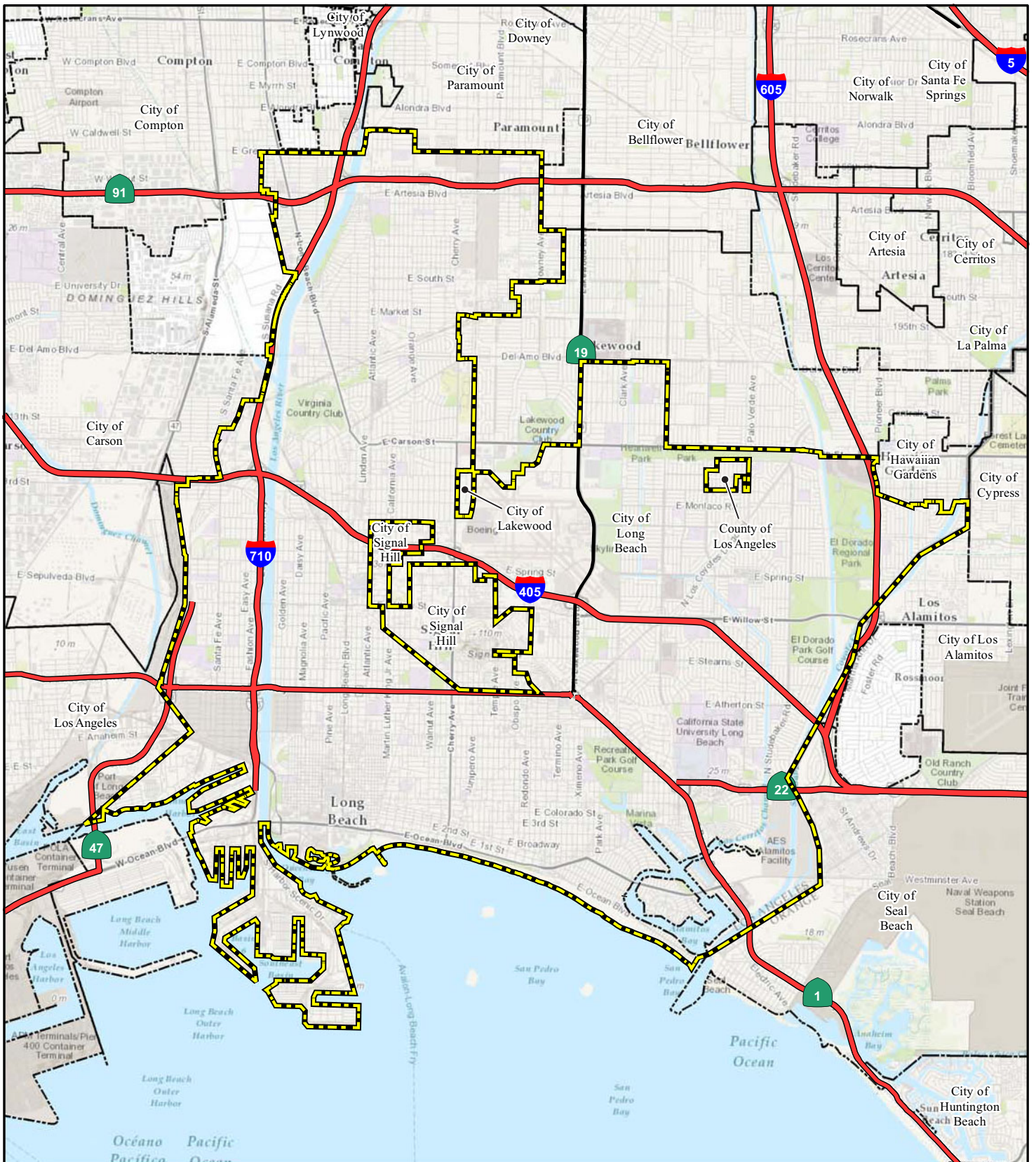

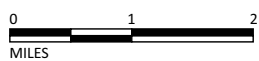


FIGURE 2-1

LSA

LEGEND

 Project Area (City of Long Beach)



SOURCE: Bing Maps (c. 2008); ESRI (2008)

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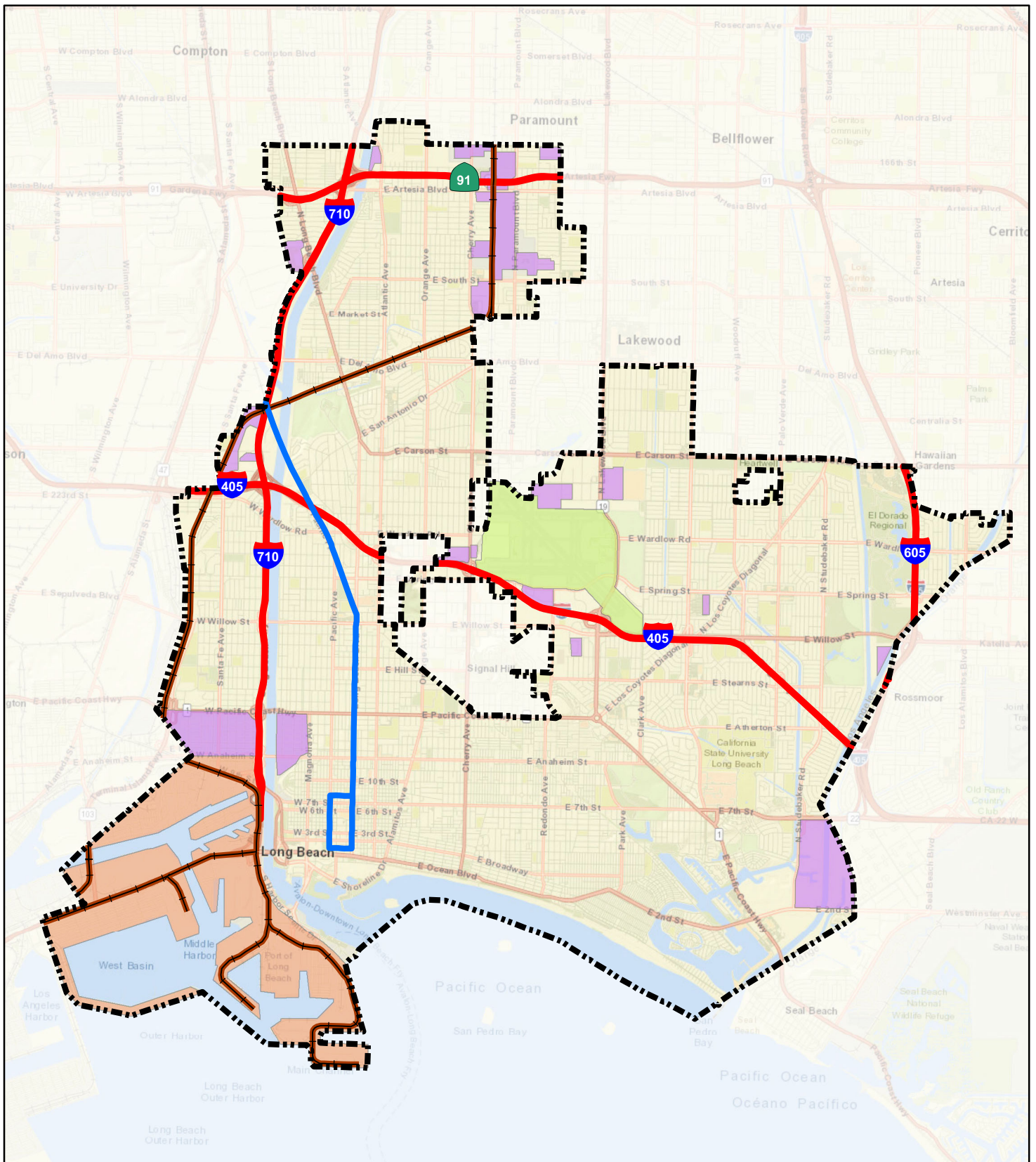







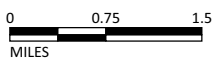


FIGURE 2-2

LSA

LEGEND

-  Long Beach City Boundary
-  Long Beach Airport
-  Port of Long Beach
-  Industrial Area
-  Freeway
-  Metro Blue Line
-  Freight Line



SOURCE: Esri (2016); LSA (5/2017)

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Long Beach General Plan
Noise Element
Existing Major Sources of Noise

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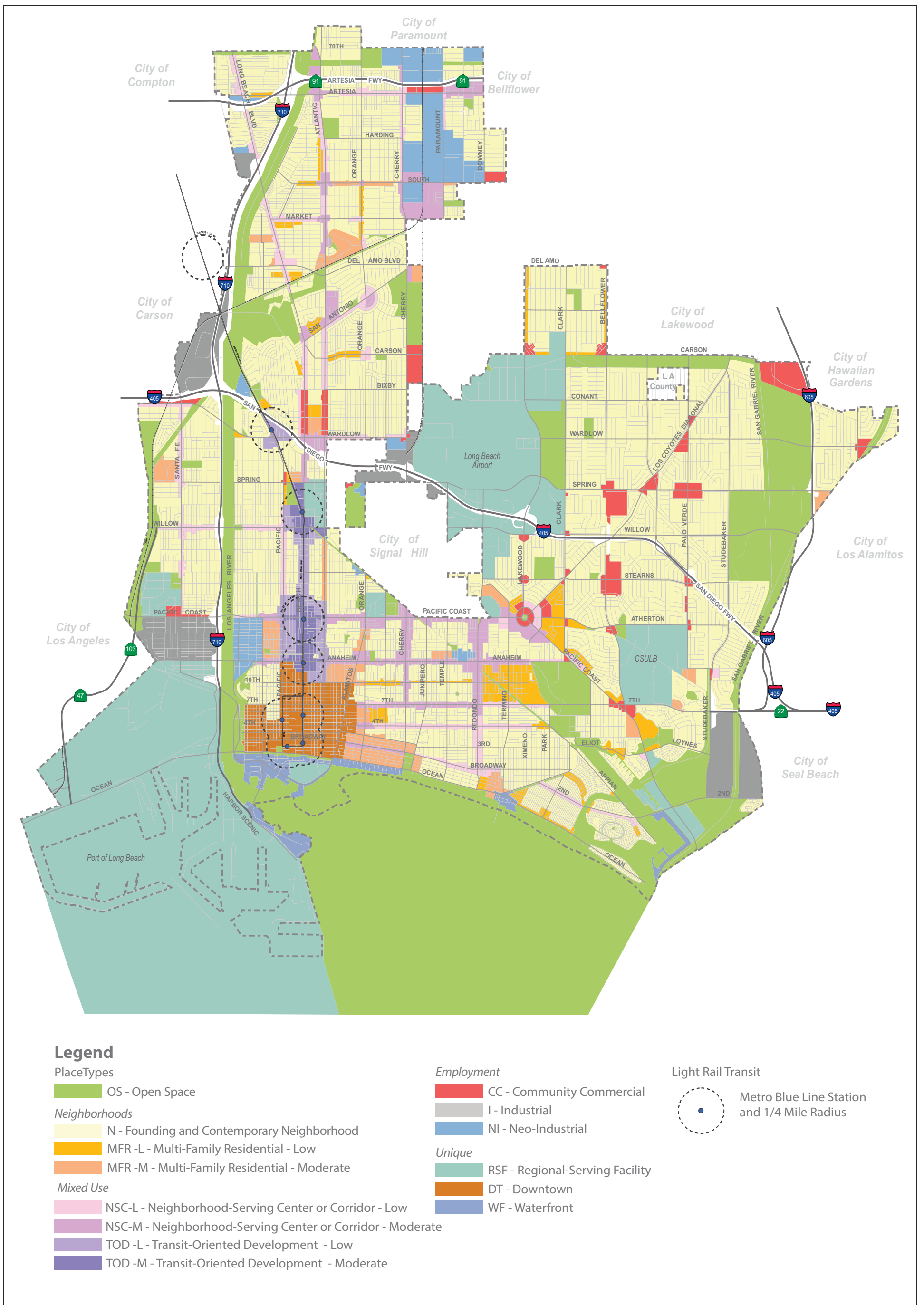
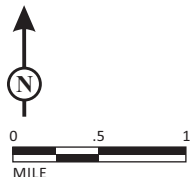


FIGURE 2-3

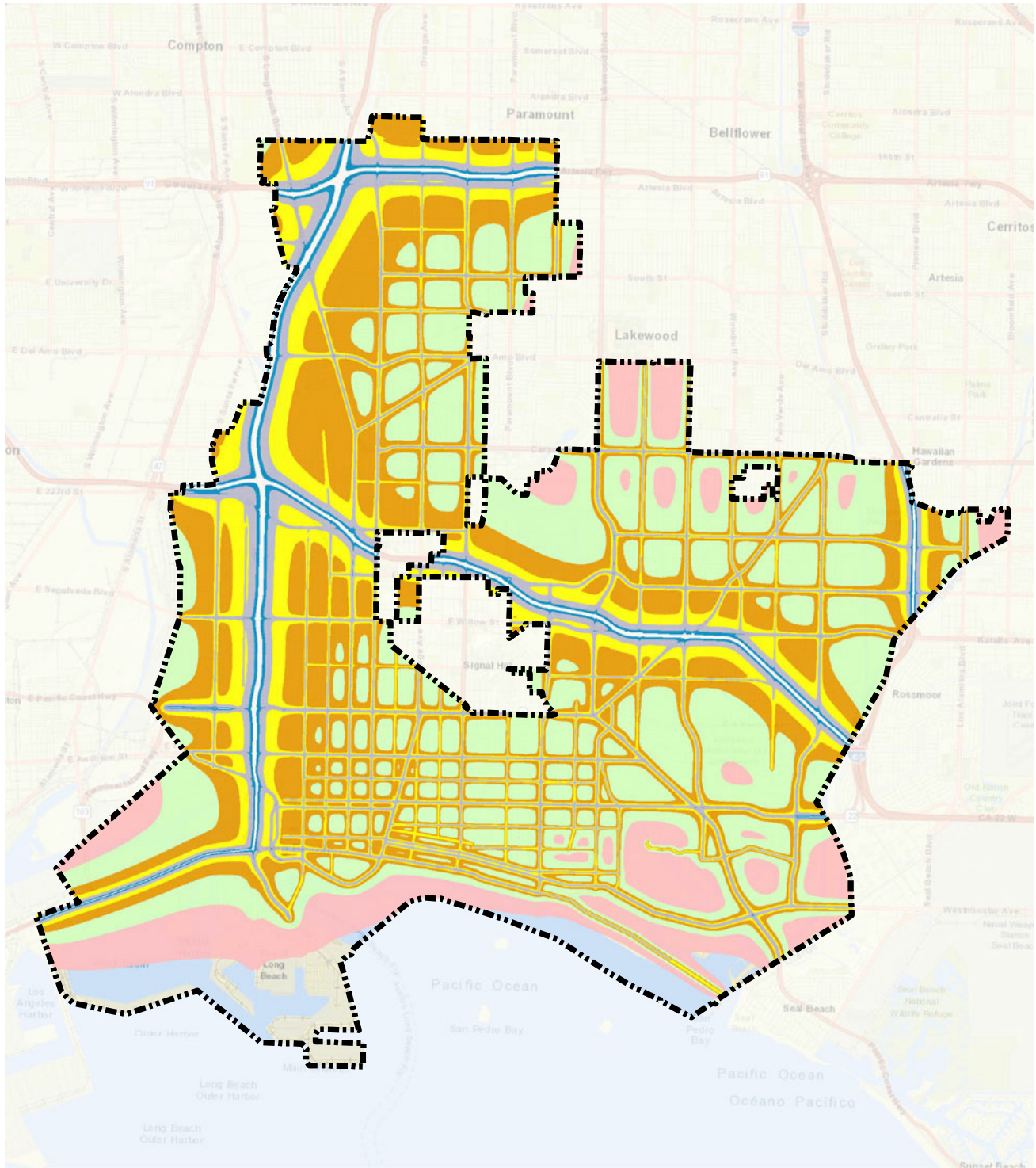
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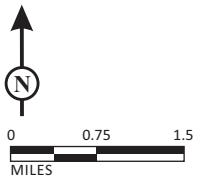
SOURCE: Proposed Long Beach General Plan Land Use Element, March 2018

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LSA



LEGEND

- Long Beach City Boundary
- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

FIGURE 2-4

*Long Beach General Plan
Noise Element*

Future Traffic Noise Contours (2040)

SOURCE: City of Long Beach General Plan Noise Element, April 2019

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION. On the basis of this initial evaluation:

1. I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
2. I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
3. I find the proposed project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
4. I find that the proposed project **may have a "potentially significant impact" or "potentially significant unless mitigated impact"** on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
5. I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Patricia A. Diefenderfer, AICP
Advance Planning Officer

Date

5/14/19

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4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced, as discussed below).
5. Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063 (c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and Lead Agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) In nonurbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or “vista” of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project’s proposed height, mass, and location relative to surrounding land uses and travel corridors.

The City of Long Beach (City) General Plan Scenic Routes Element (1975b) identifies scenic routes in the City and surrounding cities in an effort to preserve views of scenic vistas. Scenic vistas afforded to the City include views of the Pacific Ocean and the Port of Long Beach to the south, distant views of the San Gabriel and San Bernardino Mountains to the north, and distant views of the Santa Ana Mountains to the east. Specifically, the Scenic Routes Element classifies the following four categories of scenic routes: (1) Recreational Scenic Route, which spans 33 miles and offers views of parks and recreational amenities (2) Historical-Cultural Scenic Route, which spans 21 miles and connects the City’s historic and cultural resources (3) Industrial-Educational Scenic Route, which traverses the southwestern portion of the City and highlights industrial areas and transport activity nodes, including the Port of Long Beach, and (4) Bicycle Scenic Route, which spans 52 miles and utilizes the Los Angeles River (L.A. River) Bikeway, flood control channels, beach and park easements, railroad and utility rights-of-way, and other routes deemed suitable for cyclists.

The City’s Draft General Plan Urban Design Element (Draft UDE) is currently under preparation and when adopted, would replace the currently adopted Scenic Routes Element. The Draft UDE identifies existing scenic vistas in the City. Scenic vistas identified in the Draft UDE include viewsheds visible to and from public vantage points, including public rights-of-way and other public places. Examples of these scenic vistas include the following: views along Alamitos Avenue south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; Downtown; the marinas; the L.A. River corridor; and Los Coyotes Diagonal to the distant San Gabriel Mountains. Although the Draft UDE identifies several examples of existing scenic vistas in the City, these scenic vistas are not officially designated by the City nor has the City officially adopted the Draft UDE.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to scenic vistas. Each future discretionary project within the City would be evaluated individually and project-specific mitigation would be proposed as needed. Therefore, approval of the proposed Noise Element would not result in substantial adverse impacts to scenic vistas. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The California Department of Transportation (Caltrans) Landscape Architecture Program administers the State Scenic Highway Program, contained in the Streets and Highway Code, Sections 260-263. State Scenic Highways are classified as either Officially Listed or Eligible. There are no State-designated scenic routes in the City. However, State Route 1 (i.e., Pacific Coast Highway [PCH]), which traverses the southern portion of the City from northwest to southeast, is currently designated as an Eligible State Scenic Highway.¹ Although the Scenic Routes Element and the proposed UDE identify several scenic routes within the planning area for which view protection should be considered, there are no Officially Listed State-designated scenic highways in the City.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to scenic resources. Further, the project would not result in changes to height or density, and consequently, the project would not impact views of scenic resources in the planning area. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not impact scenic resources within a State scenic highway. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

¹ California Department of Transportation, Scenic Highways. Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm (accessed April 30, 2019).

- (c) **In nonurbanized areas, would the project substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

No Impact. The planning area includes the entire 50 square miles within the limits of the City, which is an urbanized area. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would conflict with applicable zoning and other regulations governing scenic quality. As a result of implementation of the proposed project, the existing scenic quality of the planning area would remain unchanged. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not substantially degrade the existing scenic quality of the planning area and its surroundings. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (d) **Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

No Impact. The impact of nighttime lighting depends upon the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the combined nighttime lighting. Nighttime ambient light levels may vary considerably depending on the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior lighting for security and aesthetic illumination of architectural features may contribute to ambient nighttime lighting conditions.

Spill light occurs when lighting standards, such as streetlights, parking lot lighting, exterior building lighting, and landscape lighting are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. The spillover of light onto adjacent properties has the potential to interfere with certain activities, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. Light-sensitive uses include residential, some commercial and institutional uses, and, in some situations, natural areas. Changes in nighttime lighting may become significant if a proposed project substantially increases ambient lighting conditions beyond its property line and project lighting routinely spills over into adjacent light-sensitive land use areas.

Reflective light (glare) is caused by sunlight or artificial light reflecting from finished surfaces (e.g., window glass) or other reflective materials. Glass and other materials can have many different reflectance characteristics. Buildings constructed of highly reflective material from which the sun reflects at a low angle commonly cause adverse glare. Reflective light is common in urban areas. Glare generally does not result in the illumination of off-site locations, but results in a visible source of light viewable from a distance.

The proposed project is the adoption of the General Plan Noise Element, which is considered a planning/policy action that does not include or facilitate any physical improvements that would

result in impacts to day or nighttime views in the area. Upon project implementation, sources of light and glare in the planning area would remain the same as existing conditions. There would not be any new sources of substantial light or glare as a result of project implementation. Further, should any new sources of light be proposed as part of future projects, each future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.2 AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code [PRC] Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact. The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would result in impacts to agriculture uses. The planning area is almost entirely developed and is not used for agricultural or forestry purposes. No properties within the planning area are designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor are there areas zoned for agricultural use according to the City’s Municipal Code. As a result, the proposed project will not impact designated farmlands, and no mitigation is required. **This topic will not be**

analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

- (b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to agriculture uses. As stated in Response 4.2 (a), according to the City's Municipal Code, no properties within the planning area are zoned for agricultural use. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code [PRC] Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to forestland uses. The City's Municipal Code does not zone any properties within the planning area for forestland, timberland, or timberland zoned Timberland Production uses. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. As stated in Response 4.2 (c), approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to forestland uses. According to the City's Municipal Code, there are no forestland resource zones in the planning area. Therefore, the proposed project would not result in impacts related to the loss of forestland or the conversion of forestland to non-forest uses, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (e) **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical

improvements that would result in impacts to farmland or forestland uses. The proposed project would not convert farmland to a non-agricultural use or convert forestland to a non-forest use. Likewise, the proposed project would not contribute to environmental changes that could result in conversion of farmland to a non-agricultural use or conversion of forestland to a non-forest use. Therefore, no impacts to farmland or forestland would occur as a result of project implementation, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potentially significant impact is presented during the scoping process.**

4.3 AIR QUALITY

(Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.)

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The planning area includes the entirety of the City of Long Beach, which is part of the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) adopted the *2016 Air Quality Management Plan* (2016 AQMP) in March 2017.

The main purpose of an Air Quality Management Plan (AQMP) is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area. A nonattainment area is considered to have air quality worse than the National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). The Basin is in nonattainment for the federal and State standards for ozone (O₃), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). In addition, the Basin is in nonattainment for the State particulate matter less than 10 microns in diameter (PM₁₀) standard, and attainment/maintenance for the federal PM₁₀, carbon monoxide (CO), and nitrogen dioxide (NO₂) standards.

Consistency with the 2016 AQMP for the Basin would be achieved if a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality standards. Per the SCAQMD *CEQA Air Quality Handbook* (April 1993, currently being revised), there are two main indicators of a project’s consistency with the applicable AQMP: (1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and (2) whether the project would

exceed the 2016 AQMP's assumptions for 2030 or yearly increments based on the year of project build out and phasing. For the proposed project to be consistent with the AQMP, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. Additionally, if feasible mitigation measures are implemented and are shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would conflict with the 2016 AQMP. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

No Impact. The South Coast Air Basin is in nonattainment for the federal and State standards for O₃ and PM_{2.5}. In addition, the Basin is in nonattainment for the State PM₁₀ standard, and in attainment/maintenance for the federal PM₁₀, CO, and NO₂ standards. However, no exceedance of SCAQMD criteria pollutant emission thresholds would be anticipated as a result of project implementation because the project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. The projected emissions of criteria pollutants would not change as a result of the proposed project, and would be consistent with the 2016 AQMP, as discussed in Response 4.3 (a). Further, the proposed project would not conflict with or obstruct implementation of the 2016 AQMP established for the region. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, there would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the Basin as a result of the proposed project. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(c) Would the project expose sensitive receptors to substantial pollutant concentrations?

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in increased short- or long-term emissions within the planning area. Further, implementation of the proposed project would not result in an exacerbation of existing conditions. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations as a result of project implementation. No mitigation is required. **This topic will not be analyzed further in the**

EIR unless new information identifying it as a potential impact is presented during the scoping process.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact. SCAQMD's *CEQA Air Quality Handbook* (1993) identifies various secondary significance criteria related to odorous air contaminants. Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses. Pursuant to SCAQMD Rule 402, these sources shall include a quantitative assessment of potential odors and meteorological conditions.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in emissions adversely affecting a substantial number of people, such as odors. Therefore, there would be no adverse air quality impacts with respect to objectionable odors that could affect a substantial number of people. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?

No Impact. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. These urban areas do not contain mapped habitat for any sensitive biological species as identified on local/regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Although the majority of the planning area is urban in nature, the City contains a number of open space areas (e.g., El Dorado Regional Park, the Los Angeles and San Gabriel Rivers, Los Cerritos Wetlands, beaches along the Pacific Ocean shoreline, rights-of-way, marinas, bays, riparian habitat, and wetlands) that have the potential to support sensitive biological resources. However, the proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would

result in impacts to biological resources. Existing habitat and species would not be affected as a result of implementation of the proposed project. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not impact any candidate, sensitive, or special-status species, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

No Impact. As discussed in Response 4.4 (a), the planning area is almost entirely developed and is located in an urban area. According to the National Wetlands Inventory managed by the USFWS, although the majority of the planning area is urban in nature, the planning area does contain riparian habitat that has the potential to support sensitive biological resources.¹ However, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to biological resources. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not impact any riparian habitat or other sensitive natural communities, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed in Response 4.4 (a), the planning area is almost entirely developed and is located in an urban area. According to the National Wetlands Inventory managed by the USFWS, although the majority of the planning area is urban in nature, the planning area does contain State and federally protected wetlands that have the potential to support sensitive biological resources.² However, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to biological resources. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not impact state or federally protected wetlands, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

¹ United States Fish and Wildlife Service (USFWS). National Wetlands Inventory. Website: <https://www.fws.gov/wetlands/data/mapper.html> (accessed May 1, 2019).

² Ibid.

- (d) **Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No Impact. The Migratory Bird Treaty Act (MBTA) and California Fish and Game Code 3503 protect most native bird species from destruction or harm. This protection extends to individuals, as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list.

Implementation of the proposed project would not result in impacts related to interference with the movement of species within wildlife corridors. As stated previously, the project is a planning/policy action and does not include or facilitate any physical improvements that would impact biological resources. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. The City of Long Beach Municipal Code (Ordinance C-7642) regulates the care and removal of trees on public property and is intended to preserve and protect the community's urban forest and to promote the health and safety of City trees. The City's Municipal Code requires that a municipal permit from the City of Long Beach Director of Public Works be obtained prior to the removal of trees on City-owned property. The City's Tree Maintenance Policy also requires a 1:1 replacement ratio and payment of a fee that is equivalent to a City-approved 15-gallon tree.

Implementation of the proposed project would not conflict with the City's tree preservation policies. As stated previously, the project is a planning/policy action and does not include or facilitate any physical improvements that would impact biological resources. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not impact local policies or ordinances protecting biological resources, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process**

- (f) **Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?**

No Impact. There are no adopted Habitat Conservation Plans (HCP), Natural Communities Conservation Plans (NCCP), or other similar plans within the City. Therefore, the project would

not conflict with any plan related to the protection of biological resources. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.5 CULTURAL RESOURCES

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project’s Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]).

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considering a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to historical resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the project would not cause a substantial change in the significance of a historical resource as defined in Section 15064.5, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact. While archaeological resources are not addressed in the City’s current General Plan, the proposed Land Use Element aims to minimize potential impacts to unknown archaeological resources through compliance with applicable federal, State, and local guidelines. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact archaeological resources. The proposed project would not involve any ground-

disturbing activities, and therefore, would not have the potential to disturb any previously unknown archeological resources. As a result of implementation of the proposed project, the existing archaeological setting would remain unchanged. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. As stated previously, the planning area is almost entirely developed and much of the planning area has been previously disturbed as a result of past construction activities in the City. Further, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements or ground-disturbing activities that would have the potential to encounter human remains. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not disturb any human remains. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.6 ENERGY

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

- (a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

No Impact. The planning area includes the entirety of the City of Long Beach. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would require energy consumption. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in an environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources because the project would not require energy consumption. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

No Impact. As stated previously, the proposed project is a policy/planning action with no proposed physical development that would require energy consumption. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project will not conflict with state or local plans for renewable energy or energy efficiency. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.7 GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) (i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Given the City’s location in the seismically active area of Southern California, portions of the planning area are located within a Fault Zone, as designated by the California Department of Conservation (DOC) and United States Geological Survey (USGS). According to the City’s General Plan Seismic Safety Element (1988), the most prominent fault zone in the City is the Newport-Inglewood Fault Zone, which transverses the City from the northwest to the southeast.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. Future individual projects subject to discretionary approval would be required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current applicable building codes. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, no impacts would occur related to the rupture of a known earthquake fault, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (a) (ii) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: *Strong seismic ground shaking*?**

No Impact. The planning area has previously experienced seismic activity associated with the Newport-Inglewood Fault system, which traverses the southern portion of City at a northwest to southeast angle. In the event a major earthquake was to occur, the result could range from moderate to severe ground shaking. As with most areas in the Southern California region, damage to development and infrastructure associated with the surrounding areas could be expected as a result of ground shaking. However, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts related to strong seismic ground shaking. Future individual projects subject to discretionary approval would be required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current building codes. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not expose people or structures to substantial adverse effects related to the risk of loss, injury, or death involving strong seismic ground shaking. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (a) (iii) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: *Seismic-related ground failure, including liquefaction*?**

No Impact. Liquefaction most commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these conditions has the potential to result in a loss of shear strength and ground settlement, causing the soil to behave as a fluid for a short period of time. Liquefaction can potentially cause foundation-bearing failure due to ground softening and near failure in bearing.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action. Although there is the potential for liquefaction throughout the City, the proposed project does not include or facilitate any physical

developments that would result in impacts related to liquefaction. Future individual projects subject to discretionary approval would be required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current building codes. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not expose people or structures to substantial adverse effects related to the risk of loss, injury, or death involving liquefaction. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(a) (iv) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: *Landslides*?

No Impact. Landslides are most common where slopes are steep, soils are weak, and groundwater is present. The planning area is relatively flat and lacks natural slopes.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts related to landslides. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not expose people or structures to substantial adverse effects related to the risk of loss, injury, or death involving landslides. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project result in substantial soil erosion or the loss of topsoil?

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in substantial soil erosion or the loss of topsoil. As a result of project implementation, no soil would be exposed and there would not be increased potential for soil erosion and siltation compared to existing conditions. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not result in impacts related to erosion and loss of topsoil. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. Refer to Responses 4.6 (a)(iii) and 4.6 (a)(iv), above. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that could be located on a geologic unit or soil that is unstable. Future individual projects subject to discretionary approval would be

required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current building codes. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not result in impacts related to unstable soils or geologic units that would become unstable, resulting in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. Expansive soils are characterized by their ability to undergo substantial volume changes (shrinking or swelling) due to variations in moisture content as a result of precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. The City's General Plan Seismic Safety Element (1988) identifies four predominant soil profiles within the City, referred to as Profiles A through D, and notes that expansive soils are found throughout California.

Based on the identified soil profiles, there is the potential for expansive soils within the planning area. However, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that could be located on expansive soil. Future individual projects subject to discretionary approval would be required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current building codes. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to expansive soils, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The City is currently served by an existing sewer system. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would involve the use of septic tanks or alternative wastewater disposal systems. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the project would not result in any impacts related to septic tanks or alternative wastewater disposal systems. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(f) Would the project directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?

No Impact. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact paleontological resources. The proposed project would not involve any ground-disturbing activities, and therefore, would not have the potential to disturb any previously unknown paleontological resources. As a result of implementation of the proposed project, the existing paleontological setting would remain unchanged. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not cause a substantial adverse change in the significance of a paleontological resource as defined in Section 15064.5. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Technical Background:

Global climate change (GCC) describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. Global temperatures are modulated by naturally occurring components in the atmosphere (e.g., water vapor, carbon dioxide, methane, and N₂O) that capture heat radiated from the Earth’s surface, which in turn warms the atmosphere. This natural phenomenon is known as the “greenhouse effect.” That being acknowledged, excessive human-generated GHG emissions can and are altering the global climate. The principal GHGs of concern contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), N₂O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF₆). Water vapor is the largest naturally occurring GHG; however, it is not identified as an anthropogenic constituent of concern.

The City’s General Plan has also adopted a broad spectrum of policies related to climate change, as shown in the Air Quality Element. This element was adopted in 1996 and sets forth the goals, objectives, and policies that guide the City on the implementation of its air quality improvement programs and strategies. The City has also adopted a Sustainable City Action Plan (February 2010). Further, the City is currently in the beginning stages of developing a Climate Action and Adaptation Plan (CAAP), which will aim to provide a framework for creating and updating policies related to the reduction of GHG emissions, and introduce programs, practices, and incentives for residents and businesses to reduce the City’s GHG footprint.

Impact Analysis:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would directly or indirectly generate GHG emissions. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, approval of the proposed project would not directly or indirectly result in the generation of GHG emissions. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, because the proposed project does not include any physical improvements that would introduce new sources of GHG emissions within the City, approval of the project would not result in conflicts with applicable plans, policies, or regulations adopted with the intention of reducing GHG emissions. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

No Impact. Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and an irritant or strong sensitizer.¹ Hazardous substances include all chemicals regulated under the United States Department of Transportation “hazardous materials” regulations and the United States Environmental Protection Agency’s “hazardous waste” regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the

¹ A “sensitizer” is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor, 2017. Appendix A TO Sections 1910.1200—Health Hazard Criteria, Section A.4, Respiratory or Skin Sensitization. Website: <https://www.osha.gov/dsg/hazcom/hazcom-appendix-a.html> [accessed April 30, 2019]).

environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would involve the transport, use, or disposal of hazardous materials. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not create a hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

No Impact. As stated previously, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action. Project implementation does not include or facilitate any physical improvements or activities that could create a hazard to the public or the environment through the release of hazardous materials. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in a significant hazard to the public or the environment through a reasonably foreseeable upset or accident condition related to the release of hazardous materials, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. As stated previously, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action. Project implementation does not include or facilitate any physical improvements that could emit hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of any school. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in the emission of hazardous materials or acutely hazardous substances within one-quarter mile of an existing or proposed school, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 67962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a planning/policy action and does not include any physical improvements or facilitate development on known hazardous materials sites. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in a significant impact related to a known hazardous materials site pursuant to Government Code Section 65965.5 and would not create a significant hazard to the public or the environment. No mitigation is required. This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

- (e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. The Long Beach Municipal Airport is located within the planning area. As such, a portion of the planning area is located within the Airport Influence Area.¹ Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action. Project implementation does not include or facilitate any physical improvements that would interfere with air traffic patterns, conflict with established Federal Aviation Administration (FAA) flight protection zones, or conflict with building height standards established by the FAA for structures on and adjacent to the Long Beach Airport. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. The proposed project does not propose physical improvements, and therefore, would not result in safety hazards for people living or working in the area different than would occur under existing conditions. No impacts would occur, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. The City's Emergency Operations Plan (August 2015) outlines the City's emergency response organization and policies. This plan also identifies ways in which the City and its residents can minimize risk and prevent loss from natural hazard events. Emergency events addressed in this plan include those associated with earthquakes, flooding, windstorm, tsunamis, public health events, technological and human-caused events, and drought.

¹ Los Angeles County. Department of Regional Planning. Airport Land Use Commission. Long Beach Airport. Website: http://planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf (accessed May 1, 2019).

The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would interfere with an adopted emergency response plan or emergency evacuation plan. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Further, future individual projects subject to discretionary approval would be required to comply with all policies set forth in the City's Emergency Operations Plan and the General Plan Public Safety Element (1978). Therefore, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. No impacts would occur, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury of death involving wildland fires?

No Impact. The City is generally urban and built out, and because there are no properties adjacent to wildlands, wildland fires are of little concern in the City. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would expose people or structures to a significant risk of loss, injury, or death from wildland fires. Therefore, no impacts related to wildland fires would occur, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.10 HYDROLOGY AND WATER QUALITY

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact. The City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order No. R4-2014-0024, NPDES No. CAS004003.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in the violation of water quality standards or waste discharge requirements. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Further, future projects would be designed to implement Storm Water Prevention Plans, Construction BMPs, Low Impact Development Plans, and other mitigation, where necessary, to mitigate adverse impacts related to water quality standards or waste discharge requirements. Therefore, the proposed project would not violate

any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?**

No Impact. The City is highly urbanized, with infrastructure in place to accommodate future development projects. Approximately 60 percent of the City’s existing water supply consists of groundwater extracted from the local Central Basin of the Los Angeles groundwater basin, with the remaining 40 percent consisting of imported water purchased from the Metropolitan Water District of Southern California.¹

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in the depletion of groundwater supplies. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to the depletion of groundwater supplies or interference with groundwater recharge, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- (i) Result in substantial erosion or siltation on-or off-site?**
- (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
- (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
or**
- (iv) Impede or redirect flood flows?**

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action that does not involve any physical development that would result in the alteration of existing drainage patterns or alterations to the course of a stream or river. Additionally, the proposed project does not include or facilitate physical improvements

¹ Long Beach Water Department (LBWD). Frequently Asked Questions. Website: <http://www.lbwater.org/frequently-asked-questions> (accessed May 1, 2019).

that would alter the amount of impervious surfaces. As such, implementation of the proposed project would not result in erosion or siltation; would not increase the rate or amount of surface runoff; would not create or contribute runoff water; and would not impede or redirect flood flows. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not alter the existing drainage pattern of the planning area, and no mitigation is required. **These topics will not be analyzed further in the EIR unless new information identifying them as potential impacts is presented during the scoping process.**

(d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The planning area includes the entire 50 square miles within the limits of the City. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) that cover the planning area, portions of the City are located within a 100-year floodplain.

Tsunamis are generated wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rockfalls, and exploding volcanic islands. According to the Tsunami Inundation Map for Emergency Planning for the Long Beach Quadrangle (March 1, 2009), the coastal portion of the planning area is subject to potential risks associated with a tsunami. However, in the event of a tsunami, the City has established response procedures as described in the City's Hazards Mitigation Plan (February 2017).

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities such as reservoirs and water tanks. Such waves can cause retention structures to fail and flood downstream properties. According to the City's Seismic Safety Element and the California Emergency Management Agency, the majority of the City is not located within a zone of seiche.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate physical improvements that would be at risk of inundation in the event of flood, tsunami, or seiche events. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to these issues, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying them as a potential impact is presented during the scoping process.**

(e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. The Noise Element addresses the noise environment in the City and does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Any future discretionary project within the City would be

evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to this topic, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying them as a potential impact is presented during the scoping process.**

4.11 LAND USE PLANNING

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

(a) Would the project physically divide an established community?

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in the division of any established communities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, because the project is a policy/planning action and does not involve physical improvements, the proposed project would not physically divide an established community. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying them as a potential impact is presented during the scoping process.**

(b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The main documents guiding development and regulating land uses in the City are the City’s General Plan and Zoning Ordinance. The City is currently in the process of updating and replacing the existing Land Use Element with an entirely new LUE that would guide future development in the City through the year 2040.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. The City’s proposed LUE establishes land uses by PlaceTypes throughout the planning area, and the proposed Noise Element presents information related to existing and projected noise contours that could impact land uses. Therefore, a consistency analysis will be included in the EIR to demonstrate the project’s consistency with the proposed LUE. Additionally, analysis will be provided showing the proposed project’s consistency with the City’s Zoning Ordinance. **Land use impacts associated with the consistency between the project and City’s General Plan and Zoning Ordinance will be addressed in the EIR and mitigation proposed if necessary.**

4.12 MINERAL RESOURCES

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act, which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being “regionally significant.” Such designations require that a Lead Agency’s land use decisions involving designated areas are to be made in accordance with its mineral resource management policies, and that it consider the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency’s jurisdiction.

According to the City’s General Plan Conservation Element (1973), the mineral resources within the City have historically consisted of oil and natural gas. However, over the last century, oil and natural gas extractions have diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale as compared to past historic levels.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact the availability of a known mineral resource of value. As a result of project implementation, the availability of existing mineral resources in the planning area would remain unchanged. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in the loss of availability of any known mineral resources, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As discussed above in Response 4.12 (a), approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. As a result of project implementation, the availability of a locally important mineral resource recovery site would remain unchanged. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.13 NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

- (a) **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. The City of Long Beach regulates noise and vibration standards based on the criteria presented in the Municipal Code Noise Ordinance and the Noise Element of the General Plan (1975). Approval of the proposed project is the adoption of the new General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, implementation of the proposed Noise Element could result in potentially significant impacts related to proposed noise and vibration policies and standards. As such, impacts related to noise as presented in the Noise Element will be addressed in the EIR. The EIR will also include a discussion of standards established in the City’s Noise Ordinance and the proposed Noise Element. **Potential impacts related to noise exceeding established thresholds as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.**

- (b) **Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Refer to Response 4.12 (a). Approval of the proposed project is the adoption of the new General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, implementation of the proposed Noise Element could result in potentially significant impacts related to proposed noise and vibration policies or standards. As such, impacts related to excessive groundborne vibration or groundborne noise as presented in the Noise Element will be addressed in the EIR. **Potential vibration and groundborne noise impacts as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.**

4.14 POPULATION AND HOUSING

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

- (a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

No Impact. The planning area includes the entire 50 square miles within the limits of the City. In its existing condition, the City is urbanized and includes a range of housing types and land uses that provide housing and employment opportunities to its residents. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and would not directly or indirectly induce substantial unplanned population growth. No physical improvements are proposed as part of the project, and therefore, no new homes, businesses, roads, or other infrastructure would be constructed within the City as a result of project implementation. Each future discretionary project within the City would be evaluated individually and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not induce direct or indirect unplanned population growth. No mitigation would be required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. As previously stated in Response 4.14 (a), the proposed project is the adoption of the General Plan Noise Element, which is considered a planning/policy action that does not include or facilitate any physical improvements that would result in impacts to population and housing. As a result of project implementation, no existing people or housing would be displaced, and the construction of replacement housing would not be necessary. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in the displacement of substantial numbers of people or housing, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.15 PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
(i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) (i) Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

No Impact. Fire protection services are provided to the planning area by the Long Beach Fire Department (LBFD). The LBFD provides fire protection, emergency medical and rescue services, hazard inspection and response, and public education activities to the City’s approximately 469,000 residents. Currently, the LBFD has a total of 25 stations in the City.¹ Currently, LBFD has approximately 527 full-time equivalent uniformed and civilian personnel budgeted.²

The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that may require fire protection services. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not impact fire protection services and would not necessitate the need for new fire protection facilities. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

¹ Long Beach Fire Department (LBFD). Station Locations. Website: <http://www.longbeach.gov/fire/station-locations/> (accessed May 1, 2019).

² LBFD. Home page. Website: <http://www.longbeach.gov/fire/> (accessed May 1, 2019).

- (a) (ii) **Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?**

No Impact. Police protection and law enforcement services are provided to the City by the Long Beach Police Department (LBPD). The LBPD is currently divided into four primary patrol bureaus: one specialized Field Support Division and the East, West, and North Divisions.¹

The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that may require police protection services. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not impact police protection services and would not necessitate the need for new police protection facilities. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (a) (iii) **Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?**

No Impact. The City is served by the Long Beach Unified School District (LBUSD). Approximately 72,200 students from preschool to high school are currently enrolled in one of LBUSD's 85 public schools. The LBUSD currently operates schools located within the City of Long Beach, as well as schools located in the Cities of Lakewood, Signal Hill, and Avalon (on Catalina Island). More than 12,000 full-time and part-time employees work at the school district, making it the largest employer in Long Beach.²

The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would generate new students or impact schools. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not impact school services and would not necessitate the need for new school facilities. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

¹ Long Beach Police Department (LBPD). Patrol Bureau. Website: <http://www.longbeach.gov/police/about-the-lbpd/bureaus/patrol-bureau/patrol-bureau/> (accessed May 1, 2019).

² Long Beach Unified School District (LBUSD). About. Website: <http://www.lbusd.k12.ca.us/District/> (accessed May 1, 2019).

- (a) (iv) **Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?**

No Impact. The Long Beach Parks, Recreation, and Marine Department (LBPRM) oversees the operation and maintenance of public recreational facilities within the City, including parks, community centers, marinas, golf courses, and swimming pools. The planning area currently contains 100 public parks with 25 community centers, 2 tennis centers, 5 municipal golf courses, and a marina system. Overall, the citywide total of recreation uses is approximately 2,750 acres. According to the General Plan Open Space Element (2002), the City's parkland-to-resident ratio goal is to provide 8 acres per 1,000 residents. As such, the City is not currently meeting its parkland goal.

The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would result in impacts to recreational facilities. Implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks and other recreational facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to the increased use and subsequent deterioration of recreational facilities, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (a) (v) **Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?**

No Impact. The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would result in impacts to public facilities. Implementation of the project would not generate new visitors or residents to the planning area, and therefore, would not result in an increase in the use of existing public facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to the increased use and subsequent deterioration of public facilities, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.16 RECREATION

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

- (a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. The Long Beach Parks, Recreation, and Marine Department (LBPRM) oversees the operation and maintenance of public recreational facilities within the City, including parks, community centers, marinas, golf courses, and swimming pools. According to the proposed Land Use Element, the planning area currently contains 100 public parks with 25 community centers, 2 tennis centers, 5 municipal golf courses, and a marina system. Overall, the citywide total of recreation uses is approximately 2,750 acres. According to the General Plan Open Space Element (2002), the City’s parkland-to-resident ratio goal is to provide 8 acres per 1,000 residents. As such, the City is not currently meeting its parkland goal.

The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would result in impacts to recreational facilities. Implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks and other recreational facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to the increased use and subsequent deterioration of recreational facilities, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include recreational facilities or require the construction or expansion of recreational facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not result in an adverse

physical effect on recreational facilities, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.17 TRANSPORTATION

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. The City’s Mobility Element (2013) focuses on improving the quality of life for Long Beach residents through transportation and mobility planning. The transportation facilities throughout the City are a major source of noise. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. As such, a consistency analysis will be included in the EIR to demonstrate the project’s consistency with the Mobility Element, as well as the proposed LUE. **Transportation impacts associated with the consistency between the project and City’s General Plan will be addressed in the EIR and mitigation proposed if necessary.**

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. Section 15064.3 of the *State CEQA Guidelines* codifies that project-related transportation impacts are typically best measured by evaluating the project’s vehicle miles travelled (VMT). Specifically, subdivision (b) focuses on specific criteria related to transportation analysis and is divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. Subdivision (b)(1) provides guidance on determining the significance of transportation impacts of land use projects using VMT; projects located within 0.5 mile of an existing high-quality transit corridor should be considered to have a less than significant impact. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. Subdivision (b)(4) stipulates that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project’s VMT.

The proposed project is not a land use project or a transportation project, as defined by Section 15064.3, subdivision (b). In addition, VMT is a system-wide disclosure of the amount of travel and its distance. As a system-wide indicator, the analysis is not specific to a path or segment, and therefore, would not be useful to assess effects or impacts related to traffic noise along a specific roadway. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would not result in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) because the project does not include or facilitate any physical improvements. As stated previously, approval of the proposed project is the adoption of the General Plan is considered a policy/planning action. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to hazards associated with a design feature or incompatible uses, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(d) Would the project result in inadequate emergency access?

No Impact. The proposed project would not result in inadequate emergency access because the project does not include or facilitate any physical improvements. As stated previously, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to emergency access, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.18 TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

(a) Would the project be listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

No Impact. As discussed in Section 4.5, Cultural Resources, Response 4.5 (a), the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k) because the project involves the adoption of the General Plan Noise Element. As a planning/policy action, the proposed project does not include or facilitate any physical improvements that would result in impacts to historical resources. Any future discretionary projects within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not be listed or be eligible for listing in the California Register of Historical resources or in a local register of historical resources, and would not be determined to be a resources of significance. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project be a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact. The proposed project would be required to comply with AB 52 and SB 18 regarding tribal consultation.

Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include sites, features, places,

cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a “tribal cultural resource.”

Also, per AB 52 (specifically, PRC Section 21080.3.1), as Lead Agency, the City must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project and have previously requested that the Lead Agency provide them with notice of such projects.

SB 18 requires cities and counties acting as Lead Agency to contact and consult with California Native American tribes before adopting or amending a General Plan. The intent of SB 18 is to establish meaningful consultation between tribal governments and local governments at the earliest possible point in the planning process and to enable tribes to manage “cultural places.” Cultural places are defined as a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9), or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register, including any historic or prehistoric ruins, any burial ground, or any archaeological or historic site (PRC Section 5097.993).

As discussed in Section 4.5, Cultural Resources, Response 4.5 (a), the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k) because the project involves the adoption of the General Plan Noise Element. As a planning/policy action, the proposed project does not include or facilitate any physical improvements that would result in impacts to historical resources.

In compliance with AB 52 and SB 18, letters will be distributed to the following local Native American tribal representatives:

- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales
- Gabrieleno Tongva Indians of California Tribal Council, Robert Dorame
- Gabrieleno/Tongva Nation, Sandonne Goad
- Gabrieleno-Tongva Tribe, Charles Alvarez
- Soboba Band of Luiseno Indians, Joseph Ontiveros
- Torres Martinez Desert Cahuilla Indians, Michael Mirelez
- Gabrielino-Tongva Tribe, Linda Candelaria

The letters provide each tribe the opportunity to request consultation with the City regarding the project. In compliance with AB 52, tribes have 30 days from the date of receipt of notification to request consultation on the project. SB 18 mandates that tribes receive 45 days from the date of receipt of notification to request consultation on the project. Tribal consultation is ongoing as part of the CEQA process.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to tribal cultural resources. Any future discretionary projects within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. However, as stated above, tribal consultation is ongoing as part of the CEQA process in compliance with AB 52 and SB 18. In the event that tribal cultural resources are identified during the tribal consultation process, the City will work with the tribes to address their concerns. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.19 UTILITIES/SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Comply with federal, State, and local management and reduction statutes and regulations related to solid wastes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) Would the project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact.

Water. The Long Beach Water Department (LBWD) provides domestic water service in the City. As discussed in Section 4.9, Hydrology and Water Quality, approximately 60 percent of the City's existing water supply consists of groundwater extracted from the local Central Basin of the Los Angeles groundwater basin, with the remaining 40 percent consisting of imported water purchased from the Metropolitan Water District of Southern California, which originates from the Colorado River Aqueduct and the Northern California Delta region.¹ Additionally, reclaimed water is treated at the Long Beach Water Reclamation Plant (WRP)

¹ LBWD. Sources of Water. Website: <http://www.lbwater.org/sources-water> (accessed May 1, 2019).

and is used for the irrigation of schools, golf courses, parks, and greenbelts. The WRP currently has a capacity of 25 million gallons per day (mgd).¹

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact water facilities. Implementation of the project would not require water usage and does not include any utility improvements related to water. Therefore, the project would not require or result in the relocation or construction of new or expanded water treatment facilities, the construction of which could cause significant environmental effects. No mitigation is required.

Wastewater. The LBWD operates and maintains 765 miles of sanitary sewer lines in the City. LACSD is the primary agency responsible for treatment operations once the wastewater passes through the City's system. The LBWD delivers more than 40 mgd of wastewater to LACSD facilities for treatment. LACSD is responsible for the collection, treatment, and disposal of domestic, commercial, and industrial wastewater generated by more than 5.6 million people living and working in Los Angeles County. Wastewater generated in the City is currently delivered to the JWPCP, which treats an average of 350 mgd.²

Wastewater generated in the City is currently delivered to the Joint Water Pollution Control Plant (JWPCP) of LACSD.³ LACSD facilities are required to meet all wastewater treatment requirements from the Los Angeles Regional Water Quality Control Board (RWQCB). The proposed project is not a wastewater treatment facility and is not subject to Los Angeles RWQCB wastewater treatment requirements.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact wastewater facilities. Implementation of the project would not generate wastewater and does not include any utility improvements related to wastewater. Therefore, the project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction of which could cause significant environmental effects. No mitigation is required.

Stormwater. Within the City of Long Beach Public Works Department, the Stormwater/Environmental Compliance Division is responsible for maintaining the storm drain system and monitoring stormwater quality.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact stormwater drainage facilities. Implementation of the

¹ Sanitation Districts of Los Angeles County (LACSD). Long Beach Water Reclamation Plant. Website: http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/long_beach.asp (accessed May 1, 2019).

² LBWD. Sewage Treatment. Website: <http://www.lbwater.org/sewage-treatment> (accessed May 1, 2019).

³ Ibid.

project would not generate stormwater and does not include any utility improvements related to stormwater. Therefore, the project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction of which could cause significant environmental effects. No mitigation is required.

Electric Power. Southern California Edison provides electricity to the City. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact electric power facilities. Implementation of the project would not require electricity usage and does not include any utility improvements related to electric power. Therefore, the project would not require or result in the relocation or construction of new or expanded electric power facilities, the construction of which could cause significant environmental effects. No mitigation is required.

Natural Gas. Natural gas service is provided by the Long Beach Utilities Department. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact natural gas facilities. Implementation of the project does not require natural gas usage and does not include any utility improvements related to natural gas. Therefore, the project would not require or result in the relocation or construction of new or expanded natural gas facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

Telecommunications. While there are a number of cable and telephone service providers available to residents in the planning area, the primary service providers in the planning area are Spectrum, AT&T U-Verse, and Frontier. Together, these three service providers hold a franchise issued by the State's Public Utilities Commission to provide services to residents in the City.¹

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact telecommunication facilities. Therefore, implementation of the proposed project would not result in impacts related to the construction or relocation of existing telecommunications facilities, and no mitigation is required.

Summary. As stated previously, the proposed project would not require or result in the relocation or construction of new of new or expanded facilities for water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, impacts to these utility facilities would be less than significant, and no

¹ City of Long Beach. Cable Television and Telephone Service. Website: <http://www.longbeach.gov/ti/telecommunications> (accessed May 1, 2019).

mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact. The City's water-supply system provides reliable service to a population of nearly half a million people within its service area. According to the City's 2015 Urban Water Management Plan (UWMP), the total projected water demand for the retail customers served by the City is approximately 55,206 acre-feet (af) annually. Industrial water demand is projected to decrease from 271 af in 2014 to 122 af in 2040. The City consumed approximately 59,542 af in 2015, and the projected water demand for 2020 is 59,106 af per year. According to the UWMP, the City's water supplies are projected to meet full service demands due to projected increases in efficiency and water conservation.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact water supplies. Implementation of the project would not require water usage and does not include any utility improvements related to water. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not impact water supplies, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. As stated previously, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would impact wastewater facilities. Implementation of the project would not generate wastewater and does not include any utility improvements related to wastewater. Therefore, the proposed project would not impact wastewater demand, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact. The Long Beach Public Works Department provides a wide range of services to the City, including waste collection, which is administered through the Environmental Services Bureau. Within the City, collection of solid waste is contracted to EDCO. EDCO collects solid waste, green waste (e.g., grass clippings and tree and shrub clippings), and items for recycling. The City

provides two different carts for automated collection of trash, recyclables, and green waste.¹ Solid waste, excluding recyclables, is collected from residential, commercial, and industrial properties and delivered to the Southeast Resource Recovery Facility (SERRF), located at 120 Pier S Avenue in Long Beach. SERRF is owned by a joint powers authority between LACSD and the City of Long Beach, but is operated by a private company under contract. Solid waste is sent to the facility, where it is processed through one of three boilers and incinerated in order to produce electricity. The electricity is used to operate the facility and the remainder is sold to Southern California Edison. Using mass burn technology, the facility reduces the volume of solid waste by about 80 percent, while also recovering about 825 tons of recycled metal per year. SERRF processes and average of 1,290 tons of municipal solid waste per day; it has the capacity to process 1,380 tons of solid waste per day.²

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would generate solid waste. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. The proposed project would not generate any solid waste. Moreover, the project would not otherwise impair the attainment of solid waste reduction goals. Therefore, the project would not impact solid waste and landfill facilities, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

(e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid wastes?

No Impact. The California Integrated Waste Management Act of 1989 (AB 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the State that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the State’s policy goal. CalRecycle has conducted multiple workshops and published documents that identify priority strategies to assist the State in reaching the 75 percent goal by 2020.

Refer to Response 4.18 (e), above. The proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would generate solid waste. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as

¹ City of Long Beach. Environmental Services Bureau. Automated Refuse Collection. Website: http://www.longbeach-recycles.org/refuse_collection/automated_collection.htm (accessed May 1, 2019).
² LACSD. Southeast Resource Recovery Facility (SERRF) Brochure. Website: <http://www.lacsd.org/solidwaste/swfacilities/rtefac/serrf/brochure.asp> (accessed May 1, 2019).

needed. Therefore, because the proposed project would not generate solid waste, it would comply with federal, State, and local statutes and regulations related to solid waste, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Analysis:

(a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. California Department of Forestry and Fire Protection (CAL FIRE) publishes maps that predict the threat of fire in individual counties in the State. Local responsibility areas and State or federal responsibility areas are classified as either very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The planning area is not located in or near a State Responsibility Area and does not include land classified as VHFHSZ as defined by CAL FIRE.¹ Refer to Response (f) in Section 4.9, Hazards and Hazardous Materials, for discussion on project impacts related to adopted emergency response plans and emergency evacuation plans.

The planning area includes the entire 50 square miles within the limits of the City, which is an urbanized area. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. Therefore, because the planning area is not located in or near State responsibility areas or lands classified as VHFHSZ, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan in such areas. No

¹ California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in Local Responsibility Areas. Los Angeles County. September 2011.

mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

No Impact. As discussed in Response 4.20 (a), the planning area is not located in or near a state Responsibility Area and does include land classified as VHFHSZ as defined by Cal FIRE. The proposed project is the adoption of the General Plan Noise Element, which is considered a planning/policy action that does not include or facilitate any physical improvements that would be result in increased wildfire risk. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, wildfire risks would not be exacerbated as a result of the proposed project because the planning area is not located in or near State responsibility areas or lands classified as VHFHSZ. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

No Impact. As discussed in Response 4.20 (a), the planning area is not located in or near a State Responsibility Area and does include land classified as VHFHSZ as defined by Cal FIRE. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a planning/policy action that does not include or facilitate any physical improvements. Each future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, because the planning area is not located in or near State responsibility areas or lands classified as VHFHSZ, the proposed project would not exacerbate fire risk due to the installation or maintenance of associated infrastructure within such areas. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact. As discussed in Response 4.20 (a), the planning area is not located in or near a State Responsibility Area and does include land classified as VHFHSZ as defined by Cal FIRE. The proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action that does not include or facilitate any physical improvements. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, because the planning area is not located in

or near State responsibility areas or lands classified as VHFHSZ, the proposed project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes within such areas. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Analysis:

- (a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

No Impact. As described in Section 4.4, Biological Resources, and Section 4.5, Cultural Resources, approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements that would result in impacts to biological or cultural resources. Any future discretionary project within the City would be evaluated individually regarding such resources, and project-specific mitigation would be proposed as needed. Implementation of the proposed project would not result in the degradation of the quality of the environment or natural habitats, nor would the project result in impacts to fish and wildlife species or endangered plant or animal species because no physical improvements would occur. In addition, approval of the proposed project would not result in the elimination of important examples of major periods of California history or prehistory. No mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

- (b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)**

Potentially Significant Impact. The proposed project, when considered in conjunction with other approved or pending projects within the City, could potentially result in cumulatively considerable impacts related to noise. As such, the EIR will assess the potential for the proposed project to contribute to cumulative impacts for each of these environmental topics, and mitigation will be proposed if necessary. **Potential cumulative impacts associated with the proposed project will be analyzed further in the EIR.**

- (c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. The potential for the proposed project to have substantial adverse effects on human beings, either directly or indirectly, will be evaluated in the Noise section of the EIR. **Potential adverse noise impacts associated with the proposed project will be analyzed further in the EIR.**

5.0 REFERENCES

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NOTICE OF PREPARATION

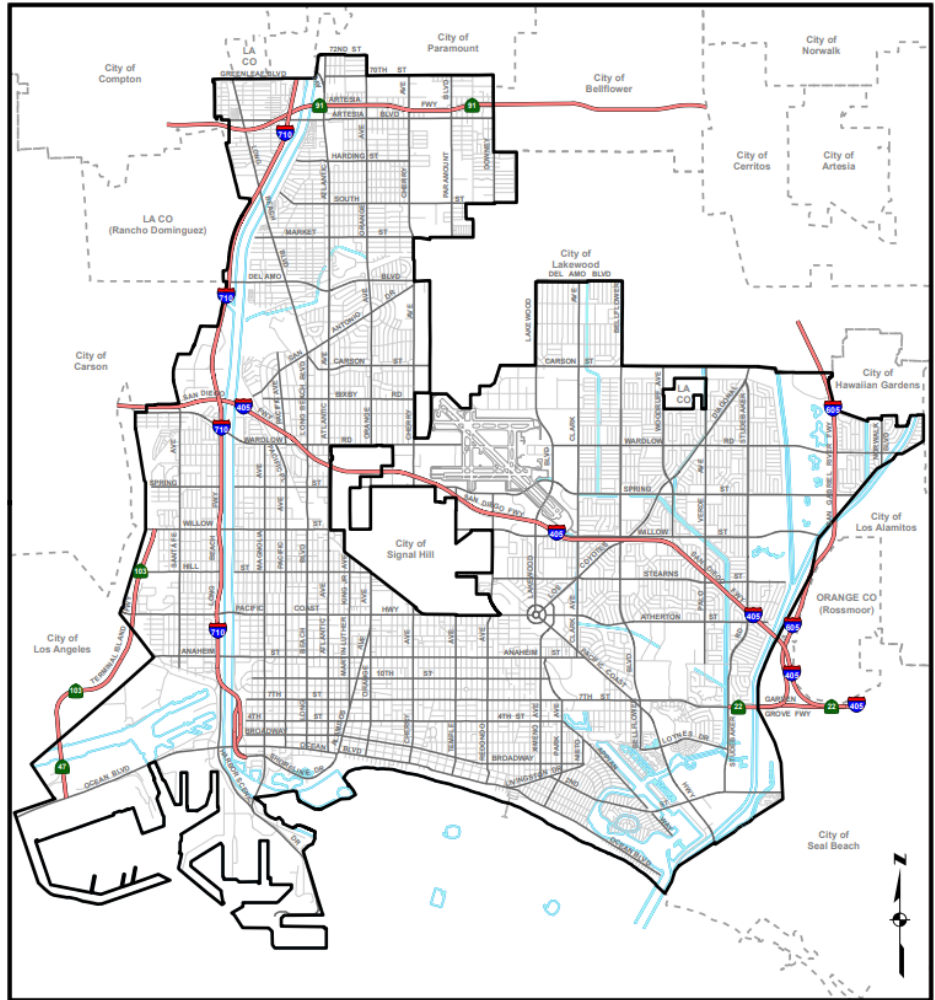
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PUBLIC NOTICE OF SCOPING MEETING/NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT

Project: General Plan Noise Element
Lead Agency: City of Long Beach

In accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, an Initial Study (IS) has been prepared for the proposed General Plan Noise Element (proposed project) in Long Beach, California. Pursuant to Section 15063(a) of the State CEQA Guidelines, the City of Long Beach (City), as the Lead Agency, is required to undertake the preparation of an IS to determine whether the proposed action will have a significant effect on the environment. The purposes of an IS are to: (1) identify potential environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND), or other CEQA document; (3) enable the Lead Agency to modify the project (through mitigation of adverse impacts); (4) facilitate assessment of potential environmental impacts early in the design of the project; and (5) provide documentation for the potential finding that the project will not have a significant effect on the environment or can be mitigated to a less than significant level (CEQA Guidelines, Section 15063[c]). The City has determined that an EIR will be prepared for the proposed project.



PROJECT DESCRIPTION: The City is the Lead Agency responsible for preparing an Environmental Impact Report (EIR) addressing potential environmental impacts associated with the General Plan Noise Element (proposed project). The proposed project is a new General Plan Noise Element, which would replace the City's existing 1975 Noise Element. The location of the proposed project (also referred to as the "planning area") encompasses the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County, California.

Government Code Section 65302 et seq. requires that every city and county in the State of California (State) prepare and adopt a "comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." State law requires that the General Plan include the following seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety.

The City's Noise Element was last updated in 1975, and at that time, it was implemented through a 1977 Noise Ordinance. Since then, the City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly. In order to allow for increased flexibility in responding to such changes, the City proposes to update and replace the existing 1975 Noise Element with a new Noise Element.

The proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

Required discretionary actions associated with the project include a General Plan Update/Amendment for adoption of the proposed Noise Element, a Noise Ordinance Amendment, other Municipal Code Amendment(s) related to noise, and certification of the EIR.

POTENTIAL ENVIRONMENTAL IMPACTS: The proposed project is a planning and policy action that does not include any physical development. The Draft EIR will examine potential environmental impacts generated by the proposed project in relation to the following Environmental Analysis categories: Land Use and Planning, Noise, Transportation, and Mandatory Findings of Significance. A more complete description of the proposed project and potential environmental impacts are included in the Initial Study, which is available at the reviewing locations listed below.

PROJECT SCOPING PROCESS: Circulation of this Notice of Preparation (NOP) starts a 32-day public review and comment period on the scope of the Draft EIR that begins on May 17, 2019, and ends on June 17, 2019 at 5:00 p.m. All interested parties, including the public, responsible agencies, and trustee agencies, are invited to provide comments and input on the scope of and content of the environmental analysis to be addressed in the Draft EIR. Responsible and trustee agencies should provide comments and input related to the agencies' respective areas of statutory responsibility. Comments received during the scoping period will be considered during preparation of the Draft EIR. Public agencies and interested parties will have an additional opportunity to comment on the proposed project during the 45-day public review period to be held after the publication and circulation of the Draft EIR.

SCOPING MEETING: The City will conduct a Public Scoping Meeting in order to present the proposed Noise Element and the EIR process and to receive public comments. The City invites interested parties to the following public scoping meeting for the proposed project in order to learn more about the project, ask questions, and submit comments:

DATE: May 30, 2019 **TIME:** 6:00 p.m. to 7:30 p.m. **LOCATION:** Bixby Park Social Hall, 130 Cherry Avenue, Long Beach

INITIAL STUDY REVIEWING LOCATIONS

The Initial Study is available for public review from **May 17, 2019** and ending **June 17, 2019** at the following locations:

Online: http://www.lbds.info/planning/environmental_planning/environmental_reports.asp

City of Long Beach Development Services/Planning Bureau 333 West Ocean Boulevard, 5th Floor Long Beach, California 90802	Brewitt Neighborhood Library 4036 E. Anaheim Street Long Beach, CA 90804	Mark Twain Neighborhood Library 1401 E. Anaheim Street Long Beach, CA 90813
Long Beach Public Library 101 Pacific Avenue Long Beach, CA 90822	Burnett Neighborhood Library 560 E. Hill Street Long Beach, CA 90806	North Neighborhood Library 5571 Orange Avenue Long Beach, CA 90805
Alamitos Neighborhood Library 1836 E. Third Street Long Beach, CA 90802	Dana Neighborhood Library 3680 Atlantic Avenue Long Beach, CA 90807	Ruth Bach Neighborhood Library 4055 Bellflower Boulevard Long Beach, CA 90808
Bay Shore Neighborhood Library 195 Bay Shore Avenue Long Beach, CA 90803	El Dorado Neighborhood Library 2900 Studebaker Road Long Beach, CA 90815	Address Comments to: City of Long Beach Attention: Jennifer Ly, Planner 333 West Ocean Boulevard, Fifth Floor Long Beach, CA 90802 Phone: (562) 570-6368 Email: LBDS-EIR-Comments@longbeach.gov
Bret Harte Neighborhood Library 1595 W. Willow Street Long Beach, CA 90810	Los Altos Neighborhood Library 5614 E. Britton Drive Long Beach, CA 90815	

PUBLIC SCOPING COMMENTS

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Jennifer Ly

From: LINDA SCHOLL <lindascholl@msn.com>
Sent: Monday, May 20, 2019 2:28 PM
To: Council District 6; Council District 7; Council District 9; Council District 8; Council District 2; Council District 1; Council District 3; Council District 4; Council District 5; Robert Garcia; Mayor; Jeannine Pearce; Lena Gonzalez
Cc: Nelson Kerr; Tasha Day; Tom Modica; Linda Tatum; Jennifer Ly; Devin Ablard; jimgoodin@aol.com; Margaret Moustafa; lscholl2011@gmail.com; bob.kelton@gmail.com; claireheiss@sbcglobal.net
Subject: Deafening Noise at Pride Festival!

May 20, 2019

Dear Mayor Garcia and City Council Members Gonzalez, Pearce, Price, Supernaw, Mungo, Andrews, Uranga, Austin, Richardson:

The amplified noise at the Pride Festival was again deafening! It was multiple times the health and safety standards for residents living adjacent. Even Denise Newman, Pride Festival President, told our neighbor that Pride attendees on the ground could not listen to the music because the music was so loud.

Below, I am providing decibel readings taken at four (4) high-density residential buildings adjacent to the event areas during the Pride Celebration. With noise limits being 50 decibels for residences east of Alamitos and 60 decibels west of Alamitos-the actual levels on a logarithmic scale are shown in the photos to be 8 and 16 times the City health standards for residences. You may also note that 75 decibels is the point blood pressure is raised. The event exceeded 75 decibels for the entire weekend. The bass insulted our ears and bodies, forcing us to flee our homes to protect ourselves. This stress was further aggravated by the tear down noise of throwing metal posts on the ground and into trucks ALL NIGHT into today, disrupting our sleep and further threatening our health.

THE FIRST OBLIGATION OF GOVERNMENT IS TO PROTECT ITS CITIZENS. We need all of you to fix this problem.

This problem is not unique to the Pride Celebration. As residents living on Ocean Boulevard downtown, we have complained to you many many times each year to reduce the events' noise to healthy levels so that we can live inside our homes during the outdoor entertainment events at Alamitos Beach, Shoreline Drive, The Convention Center Parking lot, Marina Green, Rainbow Lagoon, the Harry Bridges Memorial Park, and the Catalina Parking Lot (all one acoustical area to us). While some individual events have gotten better, on the whole the problem has gotten worse. For example, this year the city supported expanding the over-the-top noisy Kaskade event from one to two days this coming July.

Our complaints are ALL referred back to the Special Events Office. Yes, the Mayor's office, the City Attorney's Office, the Health Department Noise Hotline, and the Police all refer us back to the Special Events Office for resolution. Then we are told that LBMC 8.80.280 exempts city-permitted outdoor entertainment from the city's noise limits. No mention is made of California Noise Law 46000 that says that: (a) Excessive noise is a serious hazard to the public health and welfare. ... (f) All Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare.

As you know, last year on April 17, you passed a recommendation that the City Manager study the impact of outdoor entertainment noise on adjacent residents and report back to you by November 2018 with recommendations to address the problem. As you also know, this has yet to happen.

We look forward to your response and action. Our health depends on it.

Dr. Linda Scholl
Chair, Noise Committee
Ocean Residents Community Association

Pride Festival Noise as heard at Long Beach Tower, [600 E. Ocean Blvd](#)

81.8 DB

AVG: 75.2
MIN: 55.5
MAX: 94.1
PEAK: 101.8

DURATION: 1M:22S



LONG BEACH 5:11 PM

SATURDAY MAY 18 2019

#DecimalX

Pride Festival Noise as heard at International Tower, [700 E. Ocean Blvd](#)

86.5 DBC

DURATION: 1M:18S

AVG: 81.4
MIN: 68.3
MAX: 88.1
PEAK: 94.5



LONG BEACH 8:03 PM

SUNDAY MAY 19 2019

#DecibelX

84.0^{DBC}

DURATION: 2M:44S

AVG: 81.8
MIN: 70.7
MAX: 86.8
PEAK: 93.5



LONG BEACH 8:54 PM

SATURDAY MAY 18 2019

#DecibelX

Pride Festival Noise as heard at The Villa Riviera, [800 E. Ocean Blvd](#)

79.7^{DB}

DURATION: 2M:32S

AVG: 86.2
MIN: 53.3
MAX: 106.6
PEAK: 115.6



7:14 PM

#DecibelX

SATURDAY MAY 18 2019

Pride Festival Noise as heard at The Pacific, [850 E. Ocean Blvd](#)

86.1 DB

AVG: 79.4
MIN: 54.2
MAX: 87.5
PEAK: 97.0

DURATION: 13M:50S



LONG BEACH 1:44 PM

SUNDAY MAY 19 2019

#DecibelX

89.0 DB

AVG: 79.8
MIN: 47.7
MAX: 89.6
PEAK: 97.7

DURATION: 13M:19S



LONG BEACH 12:23 PM

SATURDAY, MAY 18, 2019

PixelX

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Thursday May 30, 2019

NAME: Katherine Keltom
ADDRESS: 4800 Ocean Blvd Unit 601 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: Kathy.Keltom@hotmail.com
REPRESENTING: ORCA

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368

Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the **environmental issues** to be addressed in the EIR (please print).

The EIR does not provide adequate protection for the health and well being of Long Beach residents. This is especially a problem on the waterfront and downtown where frequent noise assaults occur during special events. The city has not addressed how it will comply with state law regarding noise in the EIR. There are no maximum DBA or DRE levels which were addressed currently. Noise levels regularly exceed 85 DBA levels, the level considered unsafe to human health and regularly hit 90 to 100 DBA which is considered unsafe for any time period. For the last three years special events that allow for various noise levels have increased. The EIR is way too subjective. More objective controls are needed to protect residents. It is better in some isolated cases but much more needs to be done. I live next to the Elephant Lot where the sound barrier is off the parking lot and by the concrete buildings. Two events occurring at the same time

Please comment by June 17, 2019

drives us out of our homes. It is costly and dangerous to our health. If the city cannot fix this I am considering funding a class action pursuit of rights with my friends

even on weekdays 12 hours and neighbors. The loud sounds do not need to be as loud as they are. They go on for days, 12 hours every weekend to every other weekend.

Noise Element Open House Comment Card

Please share your comments on the draft Noise Element below:

I understand that noise pollution could impact certain residents in particular areas, so one solution that was proposed that I think was excellent was to have natural sound absorbing plants & trees and/or walls, I used to work with the Sustainability office at the city hall and we did a project at Admiral Kidd park that put a mesh wall alongside the freeway that absorbed the sound of passing vehicles and it was awesome how well it worked. As far as Music and Entertainment is concerned I feel that it is a major cultural and financial asset that brings youth and life into the city, which is a hub for diverse culture and a growing city bubbling with rich talent from all different walks of life so I hope the residents and the administration could come to an agreement on how the future of our home should be.

For more information, please visit: http://www.lbds.info/noise_element_update/

Contact: jennifer.ly@LongBeach.gov, (562) 570-6368



LONG BEACH
DEVELOPMENT
SERVICES

CITY OF
LONG BEACH

Noise Element Open House Comment Card

Please share your comments on the draft Noise Element below:

The noise laws governing this city are as antiquated and behind the times as the local constituents who are still actively advocating in their support. We as a city are fundamentally losing out on untold tax revenues into the tens of millions due to the fact that our senior citizens think everyone else wants to go to bed at 7PM. This is preposterous! More focus should be on making this city a internationally known center for music and art. Anything else is regressive. Live music is desired and needs to be provided.

Greg M. J. Wolfe

For more information, please visit: http://www.lbds.info/noise_element_update/

Contact: jennifer.ly@LongBeach.gov, (562) 570-6368



Noise Element Open House Comment Card

Please share your comments on the draft Noise Element below:

How will city regulate its Noise ordinance?
One of the biggest issues we face near the
downtown area is construction on weekends
of 2 ENR over-site. Develop/Investor buy and
operate on weekend when there is no code
enforcement. Ad of Code Enforcement

For more information, please visit: http://www.lbds.info/noise/element_update/

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368



CITY OF
LONG BEACH

Noise Element Open House Comment Card

Please share your comments on the draft Noise Element below:

I think it's essential to protect Long Beach's identity as a vibrant, cultured community and ensure that outdoor music + artistic events remain a frequent and supported element of where we live. They are one of my favorite parts of my downtown neighborhood.

Sarah Bedy

For more information, please visit: <http://www.lbds.info/noise/element/update/>

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368



CITY OF
LONG BEACH

Noise Element Open House Comment Card

(Especially jumps & landings)

Please share your comments on the draft Noise Element below:

✓
The neighborhoods adjacent to helicopter paths are significantly impacted by helicopter noise. While I know that the city can't regulate helicopters and that it's more of a federal issue, if there is anything the city can do, particularly with police helicopters flying low, that would be helpful to improving quality of life in 90803, 90814, 90802 and other zip codes.

For more information, please visit: <http://www.lbds.info/noise/element/update/>

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368



Special Events Comment Card

Please share your comments regarding Special Events below:

Clan disappointed with the amount of special events that occur here in the city of Long Beach. Currently, in comparison with cities at our size with a much smaller budget than us, this city culturally acts more like a retirement community rather than a city with a majority youth element demographically speaking. Our parks and public spaces exist more as maintenance and does to the point than active vibrant community hubs. This needs to stop immediately.

Jennifer M. D. Kelly

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368

CITY OF
LONG BEACH

Special Events
Comment Card

Please share your comments regarding Special Events below:

This special events are so long, the bass vibrations rock the city for over mile away. That's how loud it is to Residents that live adjacent are being subjected to torture. *Kathy Kattan*

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368

CITY OF
LONG BEACH

Special Events Comment Card

Please share your comments regarding Special Events below:

Please consider ~~the~~ special event permits ^{impacts} near children/schools/parks. For example will more neighborhood fought a special event permit for Hmongans — they were a nuisance and air pollutants for 6 months. City gave them permits for 6 months to file burnis first. Place priority on impacted communities of color / underserved communities.

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368

Special Events Comment Card

Please share your comments regarding Special Events below:

Special Events

1. Create solid noise decibel standards for all events (get rid of exempted events)
2. Define "harmful to health noise" level of the state and conform to that.
3. Require sound engineers for all events, small, medium and large if they use amplified sound.
4. Monitor all events for noise compliance (hire a person for this position)

Contact: jennifer.ly@LongBeach.gov, (562) 570-6368



CITY OF
LONG BEACH

Special Events
Comment Card

Please share your comments regarding Special Events below:

1. Put noise levels for residential areas and time of day back into the Noise Element.
2. Measure Noise levels at Adjacent standards
3. Enforce safe noise levels for Special Events.
4. Limit exceptions to 2 per year, only.

Contact: jennifer.ly@LongBeach.gov, (562) 570-6368

 CITY OF
LONG BEACH

Jennifer Ly

From: Robert Fox <rfoxent@gmail.com>
Sent: Tuesday, June 4, 2019 3:19 PM
To: LBDS-EIR-Comments
Subject: Comments on the proposed Noise Ordinance for the General Plan
Attachments: Noise Ordinance letter with input and requests..pdf

Robert E. Fox
Executive Director of the Council of Neighborhood Organizations
President: The Broadway Corridor Association

Dear Mr. Koontz and others,

I welcomed your responses during the Bixby Park Outreach Session. You all were friendly and engaging. Thank you. I did understand the general idea from your posters except for one distinct exception. The poster with colors designating sound level, and then an upward curve denoting types of sound, (Like Emergency Sound Siren) which had a title, Subjective Noise. I really could not find a consistency or relative common denominator in that graphic. No one there seemed to be able to explain it to me. Therefore, I am not yet convinced by the plan. If things are not presented in a way that common folks, (Like myself) can understand then it most likely has not be worked out well.

That being said,

I think it is imperative to measure noise from within a place with doors and windows closed, as that is the situation at the International Towers. Since those units are all wall to wall glass, and cannot accommodate air conditioners, the residents would have to have the ability to either close out the excessive sound, and boil, or open windows for circulation and be overwhelmed by the noise.

I am sure we can come up with a reasonable standard for noise from within a Residence.

I would suggest we require a sound technician for medium sized events. Small events will not generate too much noise, and such a requirement would be onerous for them.

I suggest that we hire a compliance office in the Health Department to monitor full time the noise from events. We are now booked 52 weeks in the year with medium or large events in the down town sector, and we have additional events at venues throughout all districts.

This expenditure should be made part of the budget request for this coming year for the Health Department.

I believe we should abandon the "exempt" category or temporary events. That definition is simply obsolete and no longer expresses the nature of our City. We are now a City full of action, events and interesting happenings. All of those venues should be under the same rules across the board in our General Plan.

With the removal of exemption, we may also write specific language for the Grand Prix and Pride. Those are the two major outstanding events in the city during the year. A specific Contract with both would be advisable.

With the present bickering on the Price Board, I think it advisable to make a very specific contract with them, so that the intention is clear, the compliance issues will be out of their hands and that the enforcement can be easily accomplished.

I believe we should also add that all amplified sound should be directed away from the City and residents at all times. A measurement of BASE level, woofers etc. should be part of our General Plan. Lower level sound waves are just as dangerous and high level penetrating sound. The use of appropriate measuring devices would be needed to make this determination, and I believe it is well worth the money and the time to get this right.

On a side note, Traffic and Parking are really important to any event in the City and we have almost no viable movement out of the Elephant Parcel below the City nor from Marina Green. We should consider creating exit routing for cars, vans and buses to facilitate the movement of people safely and quickly from a venue.

Thank you in advance for your considerations.

Robert E. Fox

6-04-2019

June 04, 2019

Dear Long Beach Development Services Staff Tatum, Koontz, Diefenderfer, Ly, and Spindler; Long Beach Department of Health Directors Colopy and Kerr; Design Group Principal Bathgate;

Re: The Long Beach Noise Element May 2019 draft

I understand that the purpose of the 2040 Noise Element is to provide the updated standards, the measures, the implementation and enforcement procedures for improving the living environment of residents and for continued economic progress. Noise control health and safety goals must be properly included for a cross section of the City, with resolution measures when the goals are found to be in conflict with each other. For instance, most residents should be able to enjoy a quiet subdued lifestyle, while others should be able to seek the active lifestyle of boat racing, parties, indoor –outdoor socializing, and another group to pursue production, trade, and growth.

After talking to numerous representatives from the city, RRM Design Group, and LSA at the Noise Element open to the public meeting on May 30, I am describing the steps needed in order to solve the unacceptable sound and vibration level and duration problem associated with amplified “special events” music and voice events. As such, here are my requests:

1. Specify noise limits for residential areas. The 1975 Noise Element specified day-time and night-time noise limits for residential areas. The lack of specific noise limits for residential areas in the May 2019 draft is unacceptable. [See page 137 of the 1975 Noise Element.]
2. Define and limit “Special” events to only two or three specifically designated events per year that can exceed the noise level standards per acoustical neighborhood. Restrict the exempted events to 2-3 a year. Just the Grand Prix and the Gay Pride parade alone last a few weeks, with set up and tear down lasting months.
 - a. The exempted events should also be permitted with sound levels, locations, and duration.
Specify the maximum number of hours per day and the maximum number of days per year per acoustical neighborhood where outdoor entertainment is allowed to exceed the city’s residential noise limit by the time the noise reaches nearby residences. This is to minimize the residents’ frequency of exposure and length of exposure to excessive noise, which is a factor in the negative health effects of excessive noise.
 - b. The locations of events should be chosen to be the furthest away from the Ocean boulevard residences.
 - c. The speaker orientation should be directed away from the residencies
3. Set Measurements.
 - a. Measure the specified level at the residents’ balconies. If the level of the source is listed in the tables then a correlation of the test results of the source location and the nearest residents’ balcony should be used to achieve desired results.
 - b. The City should coordinate with RRM Design Group the testing procedure to include appropriate locations, interpretation of results and proper correlation of sound levels. Sound test measurements will be meaningless if the measurements are not taken in at least two sets of locations: sound source (at stage) and at closest residents balconies. The sources should be identified by location and distance relative to closest residences. These measurements should be correlated and used in the event permit.

- c. The City should coordinate with LSA the appropriate sound levels, duration, frequency of events and the number of events exempted from normally allowed levels not to exceed few a year (2-3)
 - d. If healthy sound levels cannot be achieved at the residences balconies an abatement should be used
4. Define acoustical neighborhoods for outdoor entertainment. Defining acoustical neighborhoods is a pre-requisite for planning for environmental justice. This will ensure that exceptions are equitably distributed across acoustical neighborhoods within the city. This will stop the hazards to people who are involuntarily exposed in their homes to city-permitted excessive amplified noise from outdoor entertainment in their acoustical neighborhoods, in 2018 as much as 26 days, often up to 12 hours a day, between March 20 and Oct 7.
- a. Example: All locations downtown should be counted as an event downtown and should be coordinated by one source. Splitting the permission process between different event coordinators will allow for misinterpreting the city allowance
- For example, Alamitos Beach, Shoreline Drive, Convention Center parking lot, Marina Green, Rainbow Lagoon, and the Harry Bridges Memorial Park are different venues but one acoustical area for people living adjacent to these event locations. If there is excessive outdoor entertainment noise from Alamitos Beach one weekend, from Shoreline Drive the next weekend, and so forth, at the end of six weeks, although on paper it appears the events are being evenly distributed, in fact the excessive noise would disturb residents adjacent residents for six weekends, not just one weekend.
5. Set noise level standards as a condition in all event permits. Keep in mind:
- a. Permits should specify the noise level allowed at the residents balconies, duration of event in hours permitted, duration of event if more than one day, and location
 - b. “Any outdoor level exceeding 65-70 dBA is likely to generate vigorous public complaints.” [Handbook of Noise Measurement, Seventh Edition, 1972, Peterson, Arnold, P.G., and Gross, Ervin E. Jr. [1975 Noise Element (page 133)]
 - c. Prolonged exposure to noise louder than 75 decibels and noise that disrupts sleep have serious negative health consequences including increased blood pressure, increased heart rate, vasoconstriction, changes in respiration, and cardiac arrhythmia.
 - d. Specify limits on Decibel C volume. Decibel C was not a significant element in outdoor entertainment in 1975 but it is now. People are forced out of their homes multiple times a year—sometimes multiple times a month—by amplified bass vibrations from city-permitted entertainment events to protect themselves from the relentless bass harming them physiologically. Those who don’t have the ability to leave are trapped in a very unhealthy situation.
 - e. Be consistent with the California General Plan Guidelines which state that it is *normally unacceptable* to build new buildings in residential areas where noise is from 70 to 75 decibels and *clearly unacceptable* in residential areas where noise is over 75 decibels.¹ Therefore it should be unacceptable to allow events to intrude into the residential areas at 70 dBA noise levels. The standards for *living* in residential areas should be consistent with standards for building new buildings in the same areas.
-

- f. Prohibit nighttime set up and take down of temporary outdoor entertainment facilities.
People whose homes face the event venues frequently have their sleep disrupted by the sounds of back-up alarms and steel clanging against steel as workers set up and take down outdoor entertainment facilities during the night.
6. Include ambient noise level that: “At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.” [page 200, 1975 Noise Element.] The lowest level of noise must be enforced when conflict exists to ensure that one group does not suffer noise hazards caused by another, “
 7. Identify a responsible person for coordination of all events and a method to enforce the law. Specify timely enforcement of noise limits on excessive outdoor entertainment noise.
 8. Include community leaders of the downtown residents in the solution and the permission process.
 9. Conform LBMC 8.80.280 to the above for “occasional” outdoor entertainment noise exceptions to the above.

Let us build on the underlying philosophy of the 1975 Noise Element, stating that: ‘...no significant increase in the ambient noise level in Long Beach should be permitted, and that efforts should be continued to effect measures which will reduce or minimize existing noise levels. This we believe is the line of defense which must be held if we are to be spared the cacophony too often associated with modern technology and with our increasingly liberated and sensate lifestyle.’ [1975 Noise Element, page iv.]

Sincerely,

Jennifer Ly

From: Patricia Diefenderfer
Sent: Monday, June 17, 2019 11:27 AM
To: Bob Kelton
Cc: James Goodin; Moustafa, Margaret; Linda Scholl; Kathy Kelton; Tom Vegors; Robert Fox; Jennifer Ly
Subject: RE: Noise Element Comments

Hi Bob,

Hello All.

My Apologies for the delay in getting back to you.

It was a pleasure meeting you all at the Noise Element meeting a few weeks ago. It was good to hear your concerns directly, as a new person to the City, and I appreciate you taking the time to provide comments in writing.

As I mentioned at the meeting, we're going to look at opportunities to update the policies of the draft Noise Element to better address issues related to special events, based on the feedback you've provided, as is appropriate given the Element's role as a policy document that does not set regulations, but rather guides decisions. Per your input, one of the things we will be looking at is how the existing (1975) Noise Element incorporates noise thresholds and what edits we may consider in light of that. Finally, as I told you at the meeting, I will also be sharing this feedback with other entities within the City who are overseeing the preparation of the Special Events Study. I've already begun to reach out to the other City departments and to have follow up meetings to share this information with them.

Thanks for your patience as we continue to explore these issues. It will be some time before you see any revisions to the draft Noise Element, but we will steadily be working on them. Our next steps are to work on the Draft Environmental Impact Report and to simultaneously continue to research the issues and consider any revisions to the current draft of the Noise Element.

As it relates to someone taking photos of the sign-in sheet, I did not see who it was and I've asked other staff who were in attendance and they had no further information. However, sign-in sheets are part of the official public record of the planning process. If necessary, I'm happy to discuss this matter further with you by phone. I can be reached at 562.570.6261.

Sincerely,

Patricia

From: Bob Kelton <bob.kelton@gmail.com>
Sent: Friday, June 7, 2019 1:54 PM
To: Patricia Diefenderfer <Patricia.Diefenderfer@longbeach.gov>
Cc: James Goodin <jimgoodin@aol.com>; Moustafa, Margaret <mmousta@exchange.calstatela.edu>; Linda Scholl <lindascholl@msn.com>; Kathy Kelton <kathy.kelton@hotmail.com>; Tom Vegors <tomvegors@yahoo.com>; Robert Fox <rfoxent@aol.com>
Subject: Noise Element Comments

Hi Patricia,

Thanks for speaking to us at the Noise Element Open House at Bixby Park last week. We appreciate how difficult it is to engage with residents on sensitive topics.

A couple of people noticed that someone was taking photos of the attendee sign-in sheet. We speculated that this individual may be an employee of a developer or other interested party who wants to gather information on their opposition. This is completely inappropriate. Please find out who was taking these photos and for what purpose were they taken.

The Long Beach Noise Element is defined to protect residents and visitors to Long Beach from excessive and intrusive noise. To achieve this goal, the authors of the 1975 Noise Element included a number of specific restrictions in the document. These restrictions included a table of maximum noise limits by neighborhood type, implementing sound limits based upon residential windows in the normal position and restricting permitted events to 'occasional.' Based upon our conversations and our reading of the proposed updated element, it appears a number of these restrictions have been removed. It's perplexing to me as to why these limitations would be removed or relaxed, since I have never heard anyone complain about any event not being loud enough.

In an update to a policy such as the Noise Element, an examination of where the existing policy has been effective and where it has been ineffective should be performed. One aspect of examining Long Beach's Noise Element is the city's noise study. This study is still incomplete and yet, the city is continuing with the Noise Element update. This study should include residents' feedback and provide the foundation for any modifications to the Noise Element.

Since the noise study is still incomplete and little effort has been made to meaningfully engage the residents, we believe that this is not a sincere effort to update the Noise Element for the benefit of residents and visitors, as much as it's an effort to sneak in a relaxed version that will benefit event promoters. If this had been a sincere effort, the City would have highlighted all of the proposed changes and described exactly how each change would benefit the people.

Noise pollution is a serious problem and is the number one complaint by residents across the country. Currently, city ordinances framed by the Noise element, include a lot of protection from excessive noise from construction and unpermitted events. The element provides NO protection from city permitted events. The authors of the 1975 Noise Element couldn't conceive of a Downtown Long Beach with more than a couple of permitted outdoor amplified events each year, so 'occasional' was defined as reasonable. The number of permitted outdoor amplified events in the downtown waterfront area has increased from about four to 42 over the last 15 years. Most of these are multi-day events and including the setup and teardown, the noise from permitted events exceeds the Noise Element limits nearly every day from March through October.

The Noise Element should include new restrictions protecting people from loud permitted events by limiting the number of events per noise neighborhood that exceed the Noise Table limits and the term 'occasional' should be clearly defined.

Parallels to the Land Use Element (LUE).

Some of the city representatives at the meeting defended weakening the proposed Noise Element stating that it was deliberately vague to set a high-level philosophy for future more detailed ordinances. A similar philosophy was used in the initial version of LUE which met with stiff neighborhood opposition. The draft LUE was later modified to reinstate the original restrictions. The LUE defines specific height limits by location across the city. The Planning and Zoning Department must zone within those limits. For example, a 40-foot building can be built in an area with a five-floor limit, but a 60-foot building would not be allowed. Noise limits should be clearly defined, covering not only intensity and event duration, but the frequency of permitted amplified events as well.

We like events and want them to continue, but we need protection from noise that exceeds the City's own limits.

Sincerely,

Bob Kelton
President, Aqua 488 HOA
VP, Ocean Residents Community Association

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



June 7, 2019

Jennifer Ly
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

RE: SCH# 2019050009 Long Beach General Plan Noise Element, Los Angeles County

Dear Ms. Ly:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Steven.Quinn@nahc.ca.gov.

Sincerely,



for
Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
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www.dot.ca.gov



*Making Conservation
a California Way of Life.*

June 10, 2019

Jennifer Ly
Project Planner
City of Long Beach
333 West Ocean Blvd.
Long Beach, CA 90802

RE: Long Beach General Plan Noise Element
Notice of Preparation (NOP)
SCH# 209050009
GTS# 07-LA-2019-02473

Dear Ms. Ly:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a new General Plan Noise Element, which would replace the City's existing 1975 Noise Element. The location of the proposed project encompasses the entire 50 square miles within the limits of the City of Long Beach (excluding Signal Hill).

After reviewing the Initial Study/Notice of Preparation (IS/NOP), Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

However, if future projects contain residential development in close proximity to state facilities (highways), there may be a potential for exposure to noise levels exceeding acceptable standards. Please include necessary changes in zoning, architectural design, and construction requirements. Caltrans will not require nor construct any additional noise mitigation for residential developments near its facilities. Any sound walls or sound reducing measures shall be responsibility of the City and/or developers.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02473.

Sincerely,


MIYA EDMONSON
IGR/CEQA Branch Chief
Cc: Scott Morgan, State Clearinghouse

On 6/10/19, I spoke with Maria Gonzalez upon returning her voicemail about the Noise Element Open House. Ms. Gonzalez communicated the following:

- 1) Ms. Gonzalez is a resident of North Long Beach. From across Artesia Blvd, the freeway is very loud especially at night time. Can anything be done to reduce noise from the freeway, such as working with Caltrans, using sound walls, sheriff patrolling for speed?
- 2) Ms. Gonzalez also lives close to a fire station, where emergency sirens are very loud and sound at all hours of day and night. Is there any way to reduce sound from the fire stations during emergencies?

Contact: (213) 880-2805, mrgonzalez@me.com

Jennifer Ly

Noise Element Initial Study Comments - 6/12/19

Comments by:

Bob Kelton (BK)

488 E. Ocean Blvd. Unit 1601

Section

2.4.2

13. Balance the needs of special events while prioritizing the well-being of residents.

BK

This comment is insufficient. It is too vague to provide guidance or protection. This is a very high-impact topic that has not been seriously addressed. Limits to events are not defined. A resident escalation path of permitted noise issues is not defined. The needs of special events are far inferior to the well-being of residents.

14. Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

BK

The list of methodologies used to reach members of the community has been ineffective at reaching residents. Your primary community engagement methodology should use the more than 200 neighborhood associations registered with the City's Neighborhood Resource Center and managed by city employee Margaret Madden (margaret.madden@longbeach.gov). How can you possibly achieve item 13 above if you don't reach members of the community?

16. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

BK

Who is actively managing these issues? This is not defined, nor is a methodology of how to escalate issues with management. The community currently has a method to deal with excessive noise from illegal activities or unpermitted events. The police have jurisdiction and will respond. The management side comes into play when permitted events exceed legal limits. The police will not respond or intervene with permitted events. Define the escalation and appeals processes.

2.4.4.1 PlaceType Characteristics and Land Use Compatibility

13. Downtown. The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area.

14. Waterfront. The Waterfront (WF) PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline Area waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific).

BK

It must be noted that the Downtown and Waterfront, specifically the Downtown Shoreline Area, overlap with regard to noise. An arbitrary line on a map is not a sound barrier. The Noise Element should be updated to define Acoustical Neighborhoods that are independent from Land Use. There are many industrial land uses that make little or no noise, so the LUE's PlaceTypes should not drive Noise Element Acoustical Neighborhoods.

2.4.4.4 Special Events

Special events regularly occur within the planning area, including community festivals, runs/walks, holiday celebrations, the Long Beach Grand Prix, the Long Beach Marathon, the Long Beach Lesbian and Gay Pride Parade and Celebration, the Jazz Festival, film production, and events hosted at the Queen Mary. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. As such, the Noise Element aims to manage the frequency and intensity of noise from special events in order to prioritize the wellbeing of residents.

Strategy No. 13, in Section 2.4.2, Project Strategies, above, is aimed at reducing noise related to special events.

BK

All of the events occur in the Downtown/Waterfront area. This is a complex issue and the strategy proposed in Strategy No. 13, in Section 2.4.2 is woefully insufficient. Based upon the partial list of events above, this obviously has a significant noise issue affect on the residents and visitors to these areas regardless of whether they are participating in the event or not.

Figure 2-1

Map of the 'Noise Element Project Location'

BK

Does not include the boats docked in the Shoreline Marina. The outline includes only land areas. The Shoreline Marina is in the City's jurisdiction and the area should be included within the project boundaries to protect the residents living in the marina.

Figure 2-2

Map of 'Existing Major Sources of Noise'

BK

Does not show the Downtown and Waterfront areas affected by amplified event noise. This is obviously a major source of noise in these areas and must be clearly documented.

4.11 Land Use Planning

(b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The main documents guiding development and regulating land uses in the City are the City's General Plan and Zoning Ordinance. The City is currently in the process of updating and **replacing the existing Land Use Element with an entirely new LUE** that would guide future development in the City through the year 2040.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is

considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. The City's proposed LUE establishes land uses by PlaceTypes throughout the planning area, and the proposed Noise Element presents information related to existing and projected noise contours that could impact land uses. Therefore, a consistency analysis will be included in the EIR to demonstrate the project's consistency with the proposed LUE. Additionally, analysis will be provided showing the proposed project's consistency with the City's Zoning Ordinance. Land use impacts associated with the consistency between the project and City's General Plan and Zoning Ordinance will be addressed in the EIR and mitigation proposed if necessary.

BK

Land uses are not the same as acoustical neighborhoods. It is not necessary to merge these two concepts as land use is not necessarily noisy. From an Acoustical Neighborhood concept, the Downtown and Waterfront are the same.

4.13 Noise

Impact Analysis:

(a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The City of Long Beach regulates noise and vibration standards based on the criteria presented in the Municipal Code Noise Ordinance and the Noise Element of the General Plan (1975). Approval of the proposed project is the adoption of the new General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, implementation of the proposed Noise Element could result in potentially significant impacts related to proposed noise and vibration policies and standards. As such, impacts related to noise as presented in the Noise Element will be addressed in the EIR. The EIR will also include a discussion of standards established in the City's Noise Ordinance and the proposed Noise Element. Potential impacts related to noise exceeding established thresholds as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.

(b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Refer to Response 4.12 (a). Approval of the proposed project is the adoption of the new General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, implementation of the proposed Noise Element could result in potentially significant impacts related to proposed noise and vibration policies or standards. As such, impacts related to excessive groundborne vibration or groundborne noise as presented in the Noise Element will be addressed in the EIR. Potential vibration and groundborne noise impacts as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.

BK

There are numerous issues directly related to permitted amplified events that must be addressed in this section of the EIR and the Noise Element. The Noise Element must include limits on noise levels, the maximum number of days permitted events can exceed limits by Acoustical Neighborhood and a clear methodology on how residents can escalate issues related to permitted events.

4.16 Recreation

Impact Analysis:

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The Long Beach Parks, Recreation, and Marine Department (LBPRM) oversees the operation and maintenance of public recreational facilities within the City, including parks, community centers, marinas, golf courses, and swimming pools. According to the proposed Land Use Element, the planning area currently contains 100 public parks with 25 community centers, 2 tennis centers, 5 municipal golf courses, and a marina system. Overall, the citywide total of recreation uses is approximately 2,750 acres. According to the General Plan Open Space Element (2002), the City's parkland-to-resident ratio goal is to provide 8 acres per 1,000 residents. As such, the City is not currently meeting its parkland goal.

The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would result in impacts to recreational facilities. **Implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks and other recreational facilities.** Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to the increased use and subsequent deterioration of recreational facilities, and no mitigation is required. **This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.**

BK

This item should definitely be addressed in the EIR. The text in the proposed Noise Element will allow for numerous special events to be permitted in park areas. Massive crowds, multiple simultaneous uses and restricted park access is likely and must be addressed.

4.17 Transportation

Impact Analysis:

(a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. The City's Mobility Element (2013) focuses on improving the quality of life for Long Beach residents through transportation and mobility planning. The transportation facilities throughout the City are a major source of noise. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. As such, a consistency analysis will be included in the EIR to demonstrate the project's consistency with the Mobility Element, as well as the proposed LUE. Transportation impacts associated with the consistency between the project and City's General Plan will be addressed in the EIR and mitigation proposed if necessary.

BK

This analysis must include an analysis of changes to traffic patterns, hours of extended traffic noise and additional traffic congestion related to permitted special events, particularly in the Downtown/Waterfront area.

4.21 Mandatory Findings of Significance

(b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)

Potentially Significant Impact. The proposed project, when considered in conjunction with other approved or pending projects within the City, could potentially result in cumulatively considerable impacts related to noise. As such, the EIR will assess the potential for the proposed project to contribute to cumulative impacts for each of these environmental topics, and mitigation will be proposed if necessary. Potential cumulative impacts associated with the proposed project will be analyzed further in the EIR.

BK

To be complete, this analysis must include an analysis of the effects of persistent noise from permitted amplified events.

(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The potential for the proposed project to have substantial adverse effects on human beings, either directly or indirectly, will be evaluated in the Noise section of the EIR. Potential adverse noise impacts associated with the proposed project will be analyzed further in the EIR.

BK

To be complete, this analysis must include an analysis of the effects of persistent noise from permitted amplified events.

4.4 Biological Resources

(d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The Migratory Bird Treaty Act (MBTA) and California Fish and Game Code 3503 protect most native bird species from destruction or harm. This protection extends to individuals, as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list.

Implementation of the proposed project would not result in impacts related to interference with the movement of species within wildlife corridors. As stated previously, the project is a planning/policy action and does not include or facilitate any physical improvements that would impact biological resources. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No mitigation is required. This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

BK

The analysis stating that the Noise Element will not impact wildlife is incorrect. The authors of the Initial Study felt that the act of updating a document won't have an impact. The Downtown/Waterfront has numerous waterfowl and marine mammals living in close proximity to major event venues. Many are migratory birds that have not been audited for adverse effects from regular exposure to Long Beach's special events permitted under the guidance of the 1975 Noise Element. Studies by the National Parks Service have found that even moderate noise has an adverse effect on the behavior of wildlife.

(f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

No Impact. There are no adopted Habitat Conservation Plans (HCP), Natural Communities Conservation Plans (NCCP), or other similar plans within the City. Therefore, the project would not conflict with any plan related to the protection of biological resources. No mitigation is required. This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

BK

The analysis stating that the Noise Element will not impact wildlife is incorrect. The authors of the Initial Study felt that the act of updating a document won't have an impact. The Downtown/Waterfront has numerous waterfowl and marine mammals living in close proximity to major event venues. And just because the city doesn't currently have any HCPs or NCCPs, doesn't mean that we shouldn't have them. The Noise Element allows for numerous permitted noisy events that will adversely affect wildlife. Studies by the National Parks Service have found that even moderate noise has an adverse effect on the behavior of wildlife. Additional information is available at https://www.nps.gov/subjects/sound/effects_wildlife.htm.

June 12, 2019

Katherine Kelton
Long Beach Resident, Member Ocean Resident Council Association
488 E Ocean Blvd. Unit 1601
Long Beach, Ca. 90802
Kathy.kelton@hotmail.com

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, CA. 90802
LBDS-EIR-Comments@longbeach.gov

Dear Ms. Ly,

This electronic letter is intended to provide comments regarding the scope and content of the Environmental Impact Report related to environmental issues. I appreciate the opportunity to provide comments regarding the Environmental Impact Review. My comments are summarized below. I have pasted the specific section from the EIR for which I am commenting in italics. My comments are in regular non italicized print and follow each pertinent section for which my comment pertains.

Section 2.4.2 v

13. Balance the needs of special events while prioritizing the well-being of residents.

Kelton Resident Comment: This statement does not provide adequate guidance for noise ordinances or special events ordinances. The statement is a philosophical concept as opposed to representing a tangible plan that can effectively be implemented. As written, it can be interpreted many different ways and leaves the door wide open for abusive practices relative to noise. The residents are unprotected if this statement remains as is. More specific guidance is needed to ensure the developers of future ordinances protect the health and safety of residents.

The plan must address the minimum DB permitted, the maximum duration of specified DB and the maximum frequency of DB levels to ensure well-being is clearly defined. Failure to provide more tangible guidance will neutralize any protection the residents have under the current plan.

The needs of special events are also vague. What exactly are the 'needs' of special events? How do the "needs" of special events compare to the needs of residents? How will the city prioritize the well being of residents? How will the city enforce resident well being? If specific guidance is not provided, the residents will not have any recourse to protect themselves and will continue to be harmed unless they pursue litigation. Litigation will be costly for the city.

14. Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

Kelton Resident Comment: The list of methodologies used to reach members of the community has been ineffective at reaching residents. The primary community engagement methodology should use

the 200 neighborhood associations registered with the City's Neighborhood Resource Center and managed by city employee Margaret Madden (margaret.madden@longbeach.gov).

16. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

I strongly disagree with the lead in phrase "continue to actively enhance the regulation and management of noise" as the city has done little to enhance procedures or minimize noise impacts along the waterfront residential belt. In fact, it is apparent that the city is attempting to deteriorate and reduce regulation by removing tangible guidance around maximum DB levels and allowance for only occasional special events in the current plan. The city is replacing tangible guidance in the current plan with the vague language contained in this plan. While the city has made some modest attempts to manage noise issues, the steps are insufficient to consistently protect residents that are being driven out of our homes by excessive noise from frequently occurring events with sustained duration of excessive DB levels.

Who will actively managing these issues? This is not defined, nor is a methodology of how residents can escalate issues with management. The community currently has a method to deal with excessive noise from illegal activities or unpermitted events. The police have jurisdiction and will respond. Even the illegal activities are not adequately policed. A dog park was approved next to my building under the promise that excessive barking would not be permitted and access would be limited to sunrise and sunset. These rules are regularly broken. The ability of police to respond to low priority issues such as barking dogs and unlawful access to the dog zone area is nonexistent. There needs to be a concrete escalation process that provides a mechanism to shut down non-compliant uses when police enforcement is not feasible or practical. More care needs to be given when approving dog zones and parks to ensure rules can be enforced. Non-compliant dog zones and parks should be shut down.

The management side also comes into play when permitted events exceed legal limits. The police will not respond or intervene permitted events. To date the city council, mayor, city management and health department have not provided adequate protection from excessive noise events. We are referred to special events management and they try to get event staff to reduce the intensity of the DB levels but adjustments don't last and the levels immediately escalate in a short period of time. The plan needs to define a tangible and enforceable escalation and appeals process for non-compliance of all noise events and more importantly an escalation plan is needed for permitted events.

The city cannot protect the health and well being of residents if permits continue to be provided in an uncontrolled manner with no clearly defined number of permits each year or maximum frequency of amplified noise events. This is demonstrated by the current abusive practice where the city has allowed these types of events to increase from the occasional few per year twelve years ago to an excessively loud noise event nearly every other week during the summer. Set up and break down of events generates ongoing sporadic banging, drilling and beeping. The health and well being of residents cannot be provided when the city continues to allow event sponsors to promote events with unrestricted amplified noise levels for an unrestricted duration. A clearly defined escalation path with steps toward resolution is necessary to generate public trust in the EIR.

2.4.4.1 PlaceType Characteristics and Land Use Compatibility

13. Downtown. The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the

Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area.

14. Waterfront. The Waterfront (WF) PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline Area waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific).

Kelton Resident Comment: How is promotion of more high intensity uses beneficial in the waterfront area that is already 97% built up and 100% residential? Does the city realize more than half of the waterfront area denoted on the waterfront sections and Ocean Boulevard are entirely residential? Does the city recognize we are your constituents and tax payers? The ongoing refusal to accept and acknowledge commercial use ends at the performing arts center and residential development begins adjacent to the performing arts center and continues beyond that for miles is part of the problem. The map lines do not mirror reality as the lines do not reflect the purely residential nature of the waterfront past the performing arts center nor does the figure reflect the increase in residential density within the downtown area. The effect of loud speakers and amplified noise in the downtown area, especially the elephant lot, beach, and marina green directly adjacent to high density residential development is not being addressed. The plan continues to reference potential harm. What is the city planning to do to address existing harm from the high intensity noise generating uses? How does the plan address the existing community outcry regarding the harmful effects of high intensity uses that generate amplified noise?

The proximity of the residential development to the downtown area, and the sustained increase in residential development within downtown, (a plan the city permitted to occur), must be considered. An arbitrary line on a map is not a sound barrier.

2.4.4.4 Special Events

Special events regularly occur within the planning area, including community festivals, runs/walks, holiday celebrations, the Long Beach Grand Prix, the Long Beach Marathon, the Long Beach Lesbian and Gay Pride Parade and Celebration, the Jazz Festival, film production, and events hosted at the Queen Mary. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. As such, the Noise Element aims to manage the frequency and intensity of noise from special events in order to prioritize the wellbeing of residents.

Strategy No. 13, in Section 2.4.2, Project Strategies, above, is aimed at reducing noise related to special events.

Kelton Resident Comment: The paragraph above is indicative of the city's failure to address harmful environmental noise impacts. The ambient noise at my home is 45DB. Special event noise ranges from 70DB to over 90 DB which is well above the current plan limits and consistently exceeds levels deemed unsafe for any duration in scientific journals. The noise issue is a complex issue and the strategy proposed in Strategy No. 13, in Section 2.4.2 is woefully insufficient. The unfettered ability of event promoters to promote events with unrestricted levels of amplified noise for unrestricted duration and no maximum permitting of any type for amplified noise events does cause harm and is causing harm.

There is no 'may' about it. I encourage the city to read some medical journals regarding the harmful effects of amplified noise so that there is no further ambiguity or confusion regarding the harmful environmental effects of the events the city continues to approve. Based upon the partial list of events above, this obviously has a significant noise issue affect on the residents and visitors to these areas regardless of whether they are participating in the event or not.

*Figure 2-1
Map of the 'Noise Element Project Location'*

Kelton Resident Comment: The map does not include the boats docked in the Shoreline Marina. The outline includes only land areas. The Shoreline Marina is in the City's jurisdiction and the area should be included within the project boundaries to protect the residents living in the marina.

*Figure 2-2
Map of 'Existing Major Sources of Noise'*

The map does not show the entire range of noise sources as the city has recently expanded special events to the beach area. The map also needs to show all areas impacted by the noise as residents as far down as Belmont Shore can hear the events and feel the bass vibrations.

4.11 Land Use Planning

(b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. *The main documents guiding development and regulating land uses in the City are the City's General Plan and Zoning Ordinance. The City is currently in the process of updating and replacing the existing Land Use Element with an entirely new LUE that would guide future development in the City through the year 2040.*

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. The City's proposed LUE establishes land uses by PlaceTypes throughout the planning area, and the proposed Noise Element presents information related to existing and projected noise contours that could impact land uses. Therefore, a consistency analysis will be included in the EIR to demonstrate the project's consistency with the proposed LUE. Additionally, analysis will be provided showing the proposed project's consistency with the City's Zoning Ordinance. Land use impacts associated with the consistency between the project and City's General Plan and Zoning Ordinance will be addressed in the EIR and mitigation proposed if necessary.

Kelton Resident Comment: Land uses are not the same as noise neighborhoods. It is not necessary to merge these two concepts as land use is not necessarily noisy. From a Noise Neighborhood concept, the Downtown and Waterfront are the same.

4.13 Noise

Impact Analysis:

(a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. *The City of Long Beach regulates noise and vibration standards based on the criteria presented in the Municipal Code Noise Ordinance and the Noise Element of the General Plan (1975). Approval of the proposed project is the adoption of the new General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, implementation of the proposed Noise Element could result in potentially significant impacts related to proposed noise and vibration policies and standards. As such, impacts related to noise as presented in the Noise Element will be addressed in the EIR. The EIR will also include a discussion of standards established in the City's Noise Ordinance and the proposed Noise Element. Potential impacts related to noise exceeding established thresholds as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.*

(b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. *Refer to Response 4.12 (a). Approval of the proposed project is the adoption of the new General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, implementation of the proposed Noise Element could result in potentially significant impacts related to proposed noise and vibration policies or standards. As such, impacts related to excessive groundborne vibration or groundborne noise as presented in the Noise Element will be addressed in the EIR. Potential vibration and groundborne noise impacts as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.*

Kelton Resident Response: There are numerous issues directly related to permitted amplified events that must be addressed in this section of the EIR. As noted in my prior comments, the ambient noise on our balcony is 45 DB. The amplified noise levels for numerous downtown events ranges from 70DBa to 90 DBa and the percussion consistently exceeds 90DBc on our balcony. The percussion shakes the windows and vibrates our floor. There is no public trust to be gained from the vague wording and lack of objective concrete measures to be taken in the revised plan. The revised plan does not address the resident letters with pleas for help that we have sent over the last three years to the city regarding the environmental harm caused to us by the frequently occurring excessive noise from permitted events. All I see are fluffy sales slogans with no real measures that address our pleas for help. I see no objective steps regarding enforcement. As a resident I have been forced out of my home due to excessive DBa and DBc levels. The cost to find alternate temporary lodging is due to the city's failure to adequately address the negative and harmful environmental impact of noise issues on residents like me in the area.

4.16 Recreation

Impact Analysis:

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. *The Long Beach Parks, Recreation, and Marine Department (LBPRM) oversees the operation and maintenance of public recreational facilities within the City, including parks, community centers, marinas, golf courses, and swimming pools. According to the proposed Land*

Use Element, the planning area currently contains 100 public parks with 25 community centers, 2 tennis centers, 5 municipal golf courses, and a marina system. Overall, the citywide total of recreation uses is approximately 2,750 acres. According to the General Plan Open Space Element (2002), the City's parkland-to-resident ratio goal is to provide 8 acres per 1,000 residents. As such, the City is not currently meeting its parkland goal.

*The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would result in impacts to recreational facilities. **Implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks and other recreational facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to the increased use and subsequent deterioration of recreational facilities, and no mitigation is required. This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.***

Kelton Resident Comment: I find it difficult to believe parks will not be affected given the city has steadily and increasingly been turning every inch of open space within and near the residential belt into a Coachella landfill that generates harmful environmental amplified noise and litters the green belts and beaches along this stretch with environmentally unsafe food trash and construction debris from the events. The city has shown little regard for green belts, resident health or any other environmental impacts as demonstrated by the current trend of increasing harmful amplified noise events, allowing parking on the marina green grass, allowing parking on the beach, recent promotion of special noise events on the beach, major stage and amphitheater construction for these events on the marina green and the beach, and approval of ever increasing events that attract massive crowds on the beach areas that residents and tourists currently use for recreation. There is an ongoing negative impact and restriction to the recreational beach areas and green belts due to expansion of special events that negatively impact the environment.

The fact that the revised plan denies these trends and their potential and existing effect on recreational areas and parks is indicative of failed environmental management by the City of Long Beach. Trash is not cleaned up in a timely manner. The amplified noise levels exceed those that are safe for humans. The city ignores the fact that these events affect residents and our ability to enjoy recreational areas. In addition, the city has not addressed in the plan how these negative environmental issues affect the residents, tourists, families and children that bike down the recreational bike path that extends along the waterfront when special events on the beach and marina beach with harmful amplified noise occur. The percussion from these Coachella type festivals and events is so dangerously pervasive it rocks all areas of the city with intense vibrations within a one to five mile radius. The city must address the three year history of constituent demands for action.

This item must be addressed in the EIR if any public trust is to be gained through the revised plan. Depending on how the Noise Element is written or interpreted, numerous special events could be permitted in park areas. Massive crowds, multiple simultaneous use and restricted park access is likely and must be addressed.

4.17 Transportation

Impact Analysis:

(a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation

system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. *The City's Mobility Element (2013) focuses on improving the quality of life for Long Beach residents through transportation and mobility planning. The transportation facilities throughout the City are a major source of noise. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. As such, a consistency analysis will be included in the EIR to demonstrate the project's consistency with the Mobility Element, as well as the proposed LUE. Transportation impacts associated with the consistency between the project and City's General Plan will be addressed in the EIR and mitigation proposed if necessary.*

Kelton Resident Comment: This analysis must include an analysis of changes to traffic patterns, hours of extended traffic noise and additional traffic congestion related to permitted special events, particularly in the Downtown/Waterfront area.

4.21 Mandatory Findings of Significance

(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)

Potentially Significant Impact. *The proposed project, when considered in conjunction with other approved or pending projects within the City, could potentially result in cumulatively considerable impacts related to noise. As such, the EIR will assess the potential for the proposed project to contribute to cumulative impacts for each of these environmental topics, and mitigation will be proposed if necessary. Potential cumulative impacts associated with the proposed project will be analyzed further in the EIR.*

Kelton Resident Comment: To be complete, this analysis must include an analysis of the effects of persistent noise from permitted amplified events. The ongoing increase in special event permits is having a cumulative effect on the health and well being of residents as shown by the three year history of our noise hotline phone calls, emails and letters pleading for the city to help us.

(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. *The potential for the proposed project to have substantial adverse effects on human beings, either directly or indirectly, will be evaluated in the Noise section of the EIR. Potential adverse noise impacts associated with the proposed project will be analyzed further in the EIR.*

Kelton Resident Comment: Same as above. To be complete, this analysis must include an analysis of the effects of persistent noise from permitted amplified events. As a resident I have been driven out of my home due to the negative environmental effect of excessive noise. I cannot always leave and that results in lost sleep, tinnitus from the noise, raised blood pressure and overall negative impact to my mental health and well being. There is no doubt there is potential for harm because the city has received cries for help for three years from the waterfront residents regarding existing harm. We have provided DB levels and notified the city of the effect to our bodies. Our cries for help are not being

adequately addressed. Excessive amplified noise is moving in the wrong direction. As residents we need a credible and tangible EIR to protect us.

4.4 Biological Resources

(d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. *The Migratory Bird Treaty Act (MBTA) and California Fish and Game Code 3503 protect most native bird species from destruction or harm. This protection extends to individuals, as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list.*

Implementation of the proposed project would not result in impacts related to interference with the movement of species within wildlife corridors. As stated previously, the project is a planning/policy action and does not include or facilitate any physical improvements that would impact biological resources. Further, any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No mitigation is required. This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

(f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

No Impact. *There are no adopted Habitat Conservation Plans (HCP), Natural Communities Conservation Plans (NCCP), or other similar plans within the City. Therefore, the project would not conflict with any plan related to the protection of biological resources. No mitigation is required. This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.*

Kelton Resident Comment: What scientific data has the city used to determine whether wildlife will be affected? The local residents have provided a three year history of how noise management has failed through our letters. We have informed the city that we have been forced to change our human habits to protect ourselves from harmful noise. We have temporarily moved during events and paid for other lodging at our own expense. We have done our best to hide in safe places to avoid the noise. This is all clearly documented in our three year history of letters to all levels of city officials and the health department.

If we as humans are affected, how can the city claim the wildlife are not affected? How can the city claim noise events will not affect the wildlife when there are no maximum DB levels in the plan, there are no maximum number of permits for amplified noise events, and there are no maximum duration restrictions in place? How can the city claim no effect when the city acknowledges traffic will increase due to these events and the national parks and recreation has papers stating urban noise such as increased traffic DOES and IS affecting wildlife in national parks?

I am including the national park noise study for reference. Please explain why the city's conclusions differ from the national government regarding the affect of urban noise on wildlife and why the city does not believe this needs to be addressed in the Long Beach environmental impact study.

https://www.nps.gov/subjects/sound/effects_wildlife.htm

Thank you for the opportunity to provide comments regarding the environmental impact report and noise plan for Long Beach.

Regards,

Katherine Kelton
Kathy.kelton@hotmail.com

RE: REPLY TO 2019 PUBLIC SCOPING MEETING—EIR
General Plan Noise Element Project - Initial Study Comments

DATE: June 11, 2019
NAME: Linda Scholl
ADDRESS: 700 E. Ocean Blvd Long Beach 90802
EMAIL ADDRESS: Ischoll2011@gmail.com
Do you wish to be added to the Project Mailing List: **YES**

The following comments are submitted for the record as “environmental issues” for the 2019 Noise Element EIR-Initial Study:

Summary:

The 2019 Noise Element EIR Initial Study, including the draft 2019 Noise Element (NE), is beautiful! But when it smiles, you see it’s missing teeth! The “residential” teeth have been knocked out. It needs a few dental implants inserted so that it can again speak clearly and authoritatively. The omitted standards must be added to the 2019 Initial Study and draft Noise Element documents in recognition that the needs of our ears and desire to enjoy our homes remain constant--no matter whether the year is 1975 or 2019. Specifically:

1. Add back a Residential Noise Table for day and night, the rules for resolving noise conflicts of land use, and the location of residential sound measurement at the “windows in seasonal configuration”. They were included in the 1975 Noise Element:
 - Table 11, Recommended Criteria for Acceptable Noise, 1975 NE, page 137)
 - “When the goals for adjacent areas are found to be in conflict with each other, at the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used.” 1975 NE, Page 200.)
 - Because of the nature of Long Beach’s older construction, sound test measurements will be meaningless unless taken from inside and outside at residents’ balconies/“windows in seasonal configuration.”
2. Sound level and vibration guidelines for amplified noise from Special Events *must* be added, similar to the other categories of noise (such as construction and transportation noise and vibration).
 - Only 2-3 *designated* events per year should be permitted to exceed the noise levels, if any. Event locations adjacent to residences must be combined into acoustic areas for this noise measurement and event planning. This is to respond to the requests by hundreds of residents to protect them from the prolonged durations of months of hazardous outdoor amplified “Special Events” noise held adjacent to homes.

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3. The Initial Study did NOT acknowledge the significant Environmental Impact these omissions of standards are likely to cause all residents. Please correct this.
4. This Initial Study and draft 2019 Noise Element should include California Noise law 46000 excerpts as guiding principles, including:
 - (f) All Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare.
 - (g) It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare."

Note: By contrast, the 1975 Noise Element (NE) properly addressed California Noise Law 46000 in its philosophy, objectives, and guidelines.

5. These omissions give the appearance that City Officials are ignoring the Noise guidelines for "Residential" and other "Noise Sensitive" Areas because the City has a conflict of interest regarding "special events." Certain officials have stated they want to brand areas of Long Beach as an "entertainment destination." The City solicits, promotes, earns money for these amplified outdoor events, and exempts them from ALL noise control limits without regard to residential adjacencies or residents' complaints to be protected from the noise. The Health Department and Police claim no enforcement ability because of the word "occasional" in the municipal code (LBMC 8.80) being ignored and exemptions applied to all special events rather than just "occasional" events.

This is a key conflict should be examined for Environment Impact with regard to successful implementation of the key strategies of this project.

6. Wait for the completion of the Downtown Noise study underway before finalizing this document so applicable results and recommendations may be included.

Thank you for all of the work on this project and for addressing these issues,

Linda Scholl, DCH

(continued)

NOISE ELEMENT EIR INITIAL STUDY Comments: Topics by Section

Section 2.4.2

13. Balance the needs of special events while prioritizing the well-being of residents.

Citizen comments: This comment must have specific measures and standards, otherwise it is EMPTY, vague, and provides no guidance or public noise protection. It has NOT been seriously addressed.

For instance, it must be noted that: *“All Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare. (g) It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.”* To ensure such peaceful and quiet environments, limits to sound levels and the number of events must be well defined. A resident escalation path of permitted noise issues must be defined. Accordingly, the well-being of residents should be emphasized, listed first- and be considered more important than the so-called needs of “special events”.

14. Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

Citizen comments: The list of methodologies used to reach members of the community has been ineffective at reaching residents. Your primary community engagement methodology should use the 200 neighborhood associations registered with the City’s Neighborhood Resource Center and managed by city employee Margaret Madden (margaret.madden@longbeach.gov). How can you possibly achieve item 13 above if you don’t reach members of the community?

16. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

Citizen comments:

This statement is empty without there being definitions or standards to prevent elimination of hazardous noise levels in residential areas or from outdoor amplified events noise intruding into residences. The environmental impact of no noise standards for events is a significant environmental hazard for adjacent residents.

The lack of noise standards and enforcement fosters continuation of the current circuitous Catch 22 of sending noise complaints about the level of amplified noise back to the Fox in the henhouse, (e.g. the Special Events Department). The results: the hazardous noise continues. (No offense intended to the individuals, but solely to recognize the conflicted nature of the City and its jobs.) End result—everything goes back to the Special Events Department and the Noise continues to harm the residents.

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Citizen Recommendations:

1. Set noise standards for residential and other noise sensitive areas as measured at the balconies/window in seasonal configuration as many older buildings must leave the windows open due to lack of air conditioning in their buildings.
 - a. Designate only 2-3 specific events "per acoustic neighborhood per calendar year" that may exceed the noise standard.
 - b. Use arm's length relationship with certified noise planner to define acoustic noise neighborhoods. Combine event locations into "acoustical neighborhoods" for noise measurement and planning purposes based on how sound from adjacent areas impacts them. Consider them "acoustical neighborhoods" for outdoor entertainment planning purposes to recognize how that noise in one affects all. Define these "acoustical" neighborhoods for outdoor entertainment as a pre-requisite for planning.

For example: Alamitos Beach, Shoreline Drive, Convention Center parking lot, Marina Green, Rainbow Lagoon, and the Harry Bridges Memorial Park and Queen Mary are different venues but one acoustical area for people living adjacent to these event locations.
2. Designate a specific noise manager and train and imbue with authority to actively manage the noise levels for outdoor events to comply with health and safety standards. Include a role definition for the noise manager and methodology for the public of how to escalate issues with management.
3. Designate and track issues and the escalation and resolution process.

2.4.4.1 PlaceType Characteristics and Land Use Compatibility

13. Downtown. The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area.

14. Waterfront. The Waterfront (WF) PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline Area waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific).

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Citizen comments:

1. It must be noted that the Downtown and Waterfront, specifically the Downtown Shoreline Area, overlap with regard to noise; and the Downtown area includes substantial noise sensitive residential housing. An arbitrary line on a map is not a sound barrier. The maps are too small for any use as standards or guidelines.
2. **Instead, include the text from the 1975 Noise Element as follows:**
 - a. "Goals related to the Land Use Element: The broad goals which express the aspirations of the City under the above heading *are to protect and preserve both the property rights of owners and the right to quietness of the citizenry at large*. Some strategies to achieve this goal include: Provide the City with limited maximum noise levels by judicious land use policies." (1975, page 11)
 - b. "When the goals for adjacent areas are found to be in conflict with each other, at the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used." (1975, Page 200.)

2.4.4.4 Special Events

Special events regularly occur within the planning area, including community festivals, runs/walks, holiday celebrations, the Long Beach Grand Prix, the Long Beach Marathon, the Long Beach Lesbian and Gay Pride Parade and Celebration, the Jazz Festival, film production, and events hosted at the Queen Mary. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. As such, the Noise Element aims to manage the frequency and intensity of noise from special events in order to prioritize the wellbeing of residents.

Strategy No. 13, in Section 2.4.2, Project Strategies, above, is aimed at reducing noise related to special events.

Citizen comments: This is a complex issue and the strategy proposed in Strategy No. 13, in Section 2.4.2 is woefully insufficient. Based upon the partial list of events above, this obviously has a significant noise issue effect on the residents and visitors to these areas regardless of whether they are participating in the event or not.

Recommendations:

1. **Include the text from the 1975 Noise Element as follows:**
 - a. "Long Beach Residents should be able to enjoy a quiet subdued lifestyle, or to seek the active lifestyle of boat racing, parties, indoor –outdoor socializing, or to pursue production, trade, and growth. [1975, page 7.]

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- b. "The lowest level of noise must be enforced when conflict exists to ensure that one group does not suffer noise hazards caused by another." (1975, Page 200.)
- c. "When the goals for adjacent areas are found to be in conflict with each other, at the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used." (1975, Page 200.)
- d. "Goals related to the Noise Element: These can be summarized in one statement: to *make the City a quieter, more pleasant place in which to live.*" "The following are possible strategies for goal achievement:
- e. To prevent the loss of relatively quiet areas of Long Beach by regulating potential noise sources." (1975, page 12)
- f. "To apply zoning, noise ordinance and other legislation to prevent an increase of noise levels and occurrences." (1975, page 12)
- g. "To describe the noise problem areas which are within local control."
- h. "To continue to take restorative measures to remedy and reduce high noise areas within the City. (1975, page 12)
- i. "Goals related to Population and Housing Noise:
 - i. "To reduce the level of outdoor noise exposure the population is subjected to. (1975,page14)
 - ii. To achieve greater indoor quietness in multiple dwelling residential units.(1975,page 14)
 - iii. To reduce the level of noise generated by the population into the environment of the City. (1975,page 14)
 - iv. To reduce the level of incoming and outgoing noise into and from residential dwellings within the City. (1975, page 15)
 - v. To facilitate wherever feasible noise standards that shall be employed in a manner consistent with proposed land uses, population densities, and building types. (1975,page 15)
- c. Add back Table: "Maximum permissible sound levels for residential areas." (1975,page 137.)
- d. Specify the noise level allowed at the adjacent residents' balconies/windows in seasonal configurations

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2. Set a noise category for those outdoor special events that use sound amplification. Include in Noise Element and Land Use Element and Event Permitting.

- a. Define the appropriate sound levels, vibration levels*, duration, frequency for outdoor events that are amplified.

*Note: Vibration (dBC) was not a significant element in outdoor entertainment in 1975 but it is now in 2019. People are forced out of their homes multiple times a year—sometimes multiple times a month—by amplified bass vibrations from city-permitted entertainment events to protect themselves from the relentless bass harming them physiologically, best measured by dBC levels.)

- b. Keep in mind: “Any outdoor level exceeding 65-70 dBA is likely to generate vigorous public complaints.” [Handbook of Noise Measurement, Seventh Edition, 1972, Peterson, Arnold, P.G., and Gross, Ervin E. Jr. [1975 Noise Element (page 133).
- c. If noise exemptions are to be granted, specify the names of the specific events that may be exempted from normally allowed levels, limit the number of exempted events to not to exceed few a year (2-3) per “acoustical neighborhood”. Include duration of events.
- d. Combine event locations into “acoustical neighborhoods” for noise measurement and planning purposes based on how sound from adjacent areas impacts them. Consider them “acoustical neighborhoods” for outdoor entertainment planning purposes to recognize how that noise in one affects all. Define these “acoustical” neighborhoods for outdoor entertainment as a pre-requisite for planning.
- For example: Alamitos Beach, Shoreline Drive, Convention Center parking lot, Marina Green, Rainbow Lagoon, and the Harry Bridges Memorial Park and Queen Mary are different venues but one acoustical area for people living adjacent to these event locations.
 - If there is excessive outdoor entertainment noise from Alamitos Beach one weekend, from Shoreline Drive the next weekend, and so forth, at the end of six weeks, although on paper it appears the events are being evenly distributed, in fact the excessive noise would disturb adjacent residents for six weekends—not just one weekend.
 - This will stop the hazards to people who are involuntarily exposed in their homes to consecutive weekly and daily excessive amplified noise from outdoor entertainment in their acoustical neighborhoods.

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- 3. Establish a noise measurement process for amplified noise at special events that is transparent.**
 - a. If the level of the source is listed in the Noise Table, then a correlation of the test results of the source location and the nearest resident's balcony/window in seasonal configuration should be used to achieve desired results.
 - b. The City should coordinate with RRM Design Group or other noise consulting firm the testing procedure to include appropriate locations, interpretation of results and proper correlation of sound levels.
 - c. Sound test measurements will be meaningless if the measurements are not taken in at least two sets of locations: sound source (at stage) and at closest residents' balconies/windows in seasonal configuration.
 - d. The sources should be identified by location and distance relative to closest residences. These measurements should be correlated and used in the event permit.
 - e. The locations of events should be chosen to be the furthest away from the adjacent residences, including those who live aboard boats.
 - f. The speaker orientation should be directed away from the residences
- 4. Night time disassembling of stages and equipment that creates noise for nearby residents should not be permitted because it causes sleep impairment.**
- 5. Identify a responsible person for coordination of all events and a method to enforce the law. (Splitting the permission process between different event coordinators will improperly allow for misinterpreting the city allowances.)**
- 6. Specify timely enforcement of noise limits on excessive outdoor entertainment noise.**
- 7. Include community leaders of the affected residents in the solution and the permission process. .**

Figure 2-1
Map of the 'Noise Element Project Location'

Citizen comments: Does not include the boats docked in the Shoreline Marina. The outline includes only land areas. The Shoreline Marina is in the City's jurisdiction and the area should be included within the project boundaries to protect the residents living in the marina.

Figure 2-2

Map of 'Existing Major Sources of Noise'

Citizen comments: Does not show the Downtown and Waterfront areas affected by amplified event noise. This is obviously a major source of noise in these areas and must be documented.

4.11 Land Use Planning

(b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact--Yes! The main documents guiding development and regulating land uses in the City are the City's General Plan and Zoning Ordinance. The City is currently in the process of updating and replacing the existing Land Use Element (LUE) with an entirely new LUE that would guide future development in the City through the year 2040.

Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements.

However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. The City's proposed LUE establishes land uses by PlaceTypes throughout the planning area, and the proposed Noise Element presents information related to existing and projected noise contours that could impact land uses. Therefore, a consistency analysis will be included in the EIR to demonstrate the project's consistency with the proposed LUE. Additionally, analysis will be provided showing the proposed project's consistency with the City's Zoning Ordinance. Land use impacts associated with the consistency between the project and City's General Plan and Zoning Ordinance will be addressed in the EIR and mitigation proposed if necessary.

Citizen comments: Land uses are not the same as "acoustical neighborhood"s. It is not necessary to merge these two concepts as land use may be but is not necessarily noisy. From an Acoustical Neighborhood concept, the Downtown and Waterfront are the same.

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4.13 Noise Impact Analysis:

(a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact--Yes! However, implementation of the proposed Noise Element could result in potentially significant impacts related to proposed noise and vibration policies and standards. As such, impacts related to noise as presented in the Noise Element will be addressed in the EIR. The EIR will also include a discussion of standards established in the City's Noise Ordinance and the proposed Noise Element. Potential impacts related to noise exceeding established thresholds as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.

Citizen comments: The environmental impact of no noise standards for special events as currently omitted in the 2019 Noise Element is a significant environmental hazard for adjacent residents. The lack of standards and noise enforcement for outdoor amplified events fosters continuation of the current circuitous Catch 22 of sending noise complaints about the level of amplified noise back to the Fox in the henhouse, which is the Special Events Department responsible for causing the problem. The results; the hazardous noise continues. More events, more noise, and the ambient noise level increases (No offense intended to the individuals, but solely to recognize the conflicted nature of the City and its jobs.) The Health Department takes no responsibility for outdoor event noise hazards arranged by the Special Events Department also because of the events noise exemption. Instead, the Health Department also refers complaint calls back to the Special Events Department (the Fox). The legal department and mayor's office also refer calls back to the Special Events Department, (or they do not reply at all). End result—everything goes back to the Special Events Department and the Noise continues to harm the residents.

Recommendations: Set noise standards for events and enforce them; designate only 2-3 specific events "per acoustic neighborhood per calendar year" that may exceed the noise standard so that the ambient noise level does not increase due to the increasing number of events.. (Use arm's length relationship with certified noise planner to define acoustic noise neighborhoods. See 2.4.2 item 13 above for acoustic neighborhood definition.)

1. Designate a specific noise manager and train and imbue with authority to actively manage the noise levels for outdoor events to comply with health and safety standards. Include a role definition for the noise manager and methodology for the public of how to escalate issues with management.
2. Designate and track issues and the escalation and resolution process.

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(b) Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Potentially Significant Impact-Yes! Refer to Response 4.12 (a). Approval of the proposed project is the adoption of the new General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, implementation of the proposed **Noise Element could result in potentially significant impacts related to proposed noise and vibration policies or standards**. As such, impacts related to excessive ground borne vibration or ground borne noise as presented in the **Noise Element will be addressed in the EIR**. Potential vibration and ground borne noise impacts as presented in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary.

Citizen comments: There are numerous issues directly related to permitted amplified events that must be addressed in this section of the EIR.

4.16 Recreation Impact Analysis:

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Long Beach Parks, Recreation, and Marine Department (LBPRM) oversees the operation and maintenance of public recreational facilities within the City, including parks, community centers, marinas, golf courses, and swimming pools. According to the proposed Land Use Element, the planning area currently contains 100 public parks with 25 community centers, 2 tennis centers, 5 municipal golf courses, and a marina system. Overall, the citywide total of recreation uses is approximately 2,750 acres. According to the General Plan Open Space Element (2002), the City's parkland-to-resident ratio goal is to provide 8 acres per 1,000 residents. As such, the City is not currently meeting its parkland goal.

The proposed project is the adoption of the General Plan Noise Element, which is a policy/planning action that does not include or facilitate any physical improvements that would result in impacts to recreational facilities. **Implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks and other recreational facilities. Any future discretionary project within the City would** be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, the proposed project would not result in impacts related to the increased use and subsequent deterioration of recreational facilities, and no mitigation is required.

This topic will not be analyzed further in the EIR unless new information identifying it as a potential impact is presented during the scoping process.

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Citizen comments: Yes--This item should be addressed in the EIR. Depending on how the Noise Element is written or interpreted, numerous special events could be permitted in park areas. Massive crowds, multiple simultaneous use and restricted park access is likely and should be addressed.

4.17 Transportation Impact Analysis:

(a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact-Yes! The City's Mobility Element (2013) focuses on improving the quality of life for Long Beach residents through transportation and mobility planning. The transportation facilities throughout the City are a major source of noise. Approval of the proposed project is the adoption of the General Plan Noise Element, which is considered a policy/planning action and does not include or facilitate any physical improvements. However, Government Code Section 65300.5 requires the various components of a General Plan to be internally consistent and provide a compatible statement of policies. As such, a consistency analysis will be included in the EIR to demonstrate the project's consistency with the Mobility Element, as well as the proposed LUE. Transportation impacts associated with the consistency between the project and City's General Plan will be addressed in the EIR and mitigation proposed if necessary.

Citizen comments: This analysis must include an analysis of changes to traffic patterns, hours of extended traffic noise and additional traffic congestion related to permitted special events, particularly in the Downtown/Waterfront area.

4.21 Mandatory Findings of Significance

(b) Does the project have impacts that are individually limited, but cumulatively considerable?

("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact-Yes! The proposed project, when considered in conjunction with other approved or pending projects within the City, could potentially result in cumulatively considerable impacts related to noise. As such, the EIR will assess the potential for the proposed project to contribute to cumulative impacts for each of these environmental topics, and mitigation will be proposed if necessary. Potential cumulative impacts associated with the proposed project will be analyzed further in the EIR.

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Citizen comments: To be complete, this analysis must include an analysis of the effects of persistent noise from permitted amplified events.

(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact- Yes! The potential for the proposed project to have substantial adverse effects on human beings, either directly or indirectly, will be evaluated in the Noise section of the EIR. Potential adverse noise impacts associated with the proposed project will be analyze further in the EIR.

Citizen comments: To be complete, this analysis must include an analysis of the effects of persistent noise from permitted amplified events.

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT

Thursday May 30, 2019

NAME: Herdi Maerker
ADDRESS: 800 E Ocean Blvd CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: shbgk@gmail.com
REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

I've lived on Ocean for 33 years. The past few years the noise and use of fireworks at events have increased tremendously. Many local residents have been complaining and the City appears to be turning a deaf ear.

We've always dealt with traffic and siren noises, but it's the events that have really got out of hand. I can not talk on the phone or hear my T.V.

The increase in fireworks at events, which distress us and our pets, are not only at events but set off days before and after.

The noise is affecting our health, our enjoyment of our home and neighborhood

Please comment by June 17, 2019

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:13 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

The EIR has a table of Maximum Allowable Noise Exposure from Transportation Sources (page 2-11) but no daytime or nighttime noise limits for residential areas. Without measurable residential noise limits, all Long Beach residents are at risk of being harmed by excessive noise.

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach
CA 90802

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:15 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

The EIR has extensive city-wide measurements of existing noise from traffic, but no measurement of the impact of city-permitted outdoor entertainment noise on residents whose homes face entertainment venues. Given that the reason for noise ordinances is to protect people's health, noise from outdoor entertainment needs to be measured at the windows of residents whose homes face outdoor venues to ensure that the noise is not endangering their health.

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach
CA 90802

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:16 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

Given that dBC vibrations (bass sounds) have become a significant concert feature since the 1975 Noise Element was written and that such noise can cause significant health problems including increased blood pressure, increased heart rate, vasoconstriction, changes in respiration, and cardiac arrhythmia, dBC vibrations from outdoor entertainment need to be measured at the windows of residents whose homes face outdoor venues to ensure that the noise is not endangering their health.

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach
CA 90802

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:21 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

I object to “balancing” Waterfront activities with residential needs as stated in strategies #2 and 13 in section 2.4.2 on page 2-7. The city’s first duty is to PROTECT residents, not balance their health with entertainment. The city needs to allow only outdoor activities that do not harm residents with excessive noise.

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach
CA 90802

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:23 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

Regarding Waterfront development described on page 2-10, if the city is going to encourage high-density housing AND tourism attractions in the same geographical area, it must at the same time ensure that residences are protected from excessive noise from tourism.

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:24 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

Regarding section 2.4.4.4 on page 2-12, Special Events is not the only entity that permits outdoor entertainment. The Convention Center also permits outdoor entertainment and residents should be protected from excessive noise permitted by the Convention Center as well.

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:25 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

Regarding Environmental Equity and Social Justice in section 2.4.4.5 on page 2-12, if there must be some exceptions to residential noise limits, there needs to be equity and justice across the city as to how many exceptions there are per year per acoustical neighborhood. In 2018, the acoustical neighborhood consisting of Alamitos Beach/Shoreline drive/ the Convention Center parking lot/Marina Green/ Rainbow Lagoon/Harry Bridges Memorial Park experience 26 days between March 20 and oct 7 where people living on East Ocean Blvd downtown were involuntarily exposed in their homes to city-permitted excessive amplified sounds from outdoor entertainment, often up to 12 ours a day each day, often several days in a row. Is there any other acoustical neighborhood in the city who suffered so much?

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach

Jennifer Ly

From: Feeruza Shah <dcshahs@yahoo.com>
Sent: Thursday, June 13, 2019 5:27 AM
To: LBDS-EIR-Comments
Subject: Environmental Impact Report (EIR)

Jennifer Ly, Planner
City O Long Beach
333 West Ocean Boulevard
Fifth Floor
Long Beach
CA 90802

Jennifer Ly

These are our comments email, to solicit input regarding the scope and content of the Environmental Impact Report (EIR)

Regarding Noise Management in section 2.4.4.6, in order to manage noise there must first be measurable noise limits. There must also be real time/ same day enforcement.

Yours sincerely,

Shah Family
850 E Ocean Boulevard
606
Long Beach

EIR Comments
June 14, 2019

Jennifer Ly, Planner
Department of Development Services
City of Long Beach

Dear Ms. Ly:

My comments on the EIR Initial Study will emphasize the effects of noise generated by Special Events on the residents of downtown Ocean Blvd. I will leave it to others to comment on the noise generated by the airport, traffic, construction, etc. Also, several of my neighbors are submitting comments; therefore, I have limited mine to those I feel most important.

First I am alarmed that the City is proceeding on the Noise Element when the City Council mandated study on the impact of amplified sound on downtown residences is not yet complete. At the October 17, 2018, *General Plan Noise Update* with Development Services, "Next Steps" were to: Complete report; Share with City Council; Inform Noise Element policies regarding special events and outdoor noise; Draft Noise Element; Public Open House. The City has skipped its own first three steps. How can the study "Inform Noise Element policies..." if the noise element is written prior to the study being completed?

While there is a table (page 2-11) of Maximum Allowable Noise Exposure from Transportation Sources, there is not a comparable table for amplified entertainment noise. Amplified entertainment noise is much louder, more unhealthy and affects more people than transportation noise. The page 2-11 table specifies that interior noise standards shall be satisfied with windows in the closed position. The current standard is "with windows in their normal seasonal configuration." Let me quote from the 1975 Noise Element, page 136:

"For these reasons, the difference between recommended maximums for prolonged indoor and outdoor noise limits has to be less in Long Beach because the noise reduction afforded by structures is less effective due to the tendency of residents to keep windows open."

Nothing has changed. Homes near the coast are still not air conditioned and due to their age cannot be air conditioned. On warm days the windows must be open to cool the residence.

Paragraph 2.4.2.14 states, "Balance the needs of special events while prioritizing the well-being of residents." There is no "balance" when it comes to the health of human beings. California Noise Law 46000 states, "All Californians are entitled to ...environment free of noise which may be hazardous to their health." The 1975 Noise Element defines hazardous noise for Long Beach. It provides a Table 11 of Maximum Acceptable Noise and goes on to specify, "A major purpose of this criteria is to recommend a numerical basis to protect public health and well-being." These standards must be retained in order to protect residents from noise which may be hazardous to their health.

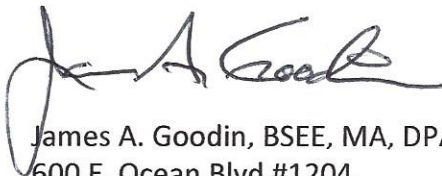
Paragraph 2.2.4.4 Special Events specifies, "...the Noise Element aims to manage the frequency and intensity of noise from special events...." Not sufficient: it needs to read "...the Noise Element shall manage...." Also, since the Convention Center has its own LBMC chapter (16.32) the City's Special Events Office and Health Department do not consider events hosted by the Convention Center as "special events." This needs to change. One noise management organization, please!

Paragraph 4.13(a) NOISE Impact Analysis. "Potential impacts related to noise exceeding established thresholds as present in the Noise Element will be analyzed further in the EIR and mitigation proposed if necessary." All noise thresholds have been stripped from the Noise Element. Consequently this whole paragraph is gobble-gook. Please don't pretend that you are protecting residents from excessive noise when you are not.

In both the EIR and the Noise Element, discussions and magnitude limits in terms of decibel C noise measurements are necessary. The City's noise documents to date have specified noise limits in terms of decibel A noise measurements. Decibel A measures the mid-frequency range sound levels, while decibel C measures the lower frequency bass levels that greatly affect the health of humans. It is these bass-level vibrations that cause changes in respiration, heart rate, vasoconstriction, cardiac arrhythmia that threaten the health of Long Beach residents. In addition, all noise measurement parameters need to be at the residence with windows in their "seasonal configuration."

By deleting all quantifiable entertainment noise standards, it appears that the City is intentionally relaxing the noise standards, so that those rascally residents no longer have reason to complain.

Sincerely,



James A. Goodin, BSEE, MA, DPA
600 E. Ocean Blvd #1204
Long Beach 90802
jimgoodin@aol.com
(562) 435-7155

Distribution:

Mayor Robert Garcia

Council District 1 and Council Members Jeannine Pearce, Suzie Price, Daryl Supernaw, Stacy Mungo, Dee Andrews, Robert Uranga, Al Austin, and Rex Richardson

City Manager Patrick West and Assistant City Manager Tom Modica

Planning Commissioners Richard Lewis, Mark Christoffels, Ron Cruz, Josh LaFarga, Andy Perez, Jane Templin, and Erick Verduzco-Vega

Development Services Director Linda Tatum, Bureau Manager Christopher Koontz, and Advance Planning Officer Patricia Diefenderfer

Department of Health Director Kelly Colopy and Environmental Health Manager Nelson Kerr

**Introduction to the ORCA Review of the May 2019
Noise Element and May 2019 EIR Initial Study Draft Documents**

The residents of the Ocean Residents Community Association (ORCA) have reviewed both the May 2019 Noise Element draft and the May 2019 EIR Initial Study draft. They also attended the Public Scoping Meeting on May 30, 2019. ORCA is the association of residents that live in the high-rises along downtown Ocean Blvd. We are familiar with the 1975 Noise Element, the City of Long Beach Noise Ordinance, the March 2018 Existing Conditions Report and attended the General Plan Noise Update on October 17, 2018. We have also welcomed members of the City Managers' Office, Special Events Office, Planning Bureau, the Environmental Health Bureau, the Police Department, and the Convention Center at ORCA residents' meetings to discuss entertainment noise that disturbs many of us in our homes on a regular basis.

Consequently, we feel that we are as informed as anyone in the city on these issues and reviewed the Noise Element and Initial Study drafts with some practical experience and knowledge of the subject. In addition, some of the residents have technical backgrounds and education to assist in our understanding of this matter.

Our review of the draft documents lead us to believe that the City is intentionally relaxing the noise standards that protect all residents in the City by eliminating tables that quantify maximum decibel levels for the protection of residents' health and by changing indoor noise measurements to windows in the closed position from windows in the "seasonal position". (Many coastal homes do not have air conditioning.) It is not only Ocean Blvd residents that will suffer without measureable noise standards, but all residents in the entire City.

In addition, we are concerned that comments to these documents are due prior to the City Council-required study of the impact of amplified sound on downtown residences is complete. The study was requested by City Council on April 17, 2018. The study was originally due by November 1, 2018, then Spring, now late Summer 2019. This study should provide valuable data to "inform noise element policies." (Quote from Development Services presentation *General Plan Noise Element Update, October 17, 2018.*)



OCEAN RESIDENTS COMMUNITY ASSOCIATION

Long Beach, California, 90802

June 14, 2019

Long Beach Development Services
Attention: Jennifer Ly, Planner

Re: Environmental Impact Report (EIR) Initial Study, General Plan Noise Element Project

The Ocean Residents Community Association (ORCA) is an association of residents who live in the high-rise buildings along downtown Ocean Blvd.

We have reviewed the May 2019 EIR Initial Study on the General Plan Noise Element Project and the Noise Element Public Review Draft in light of the excessive amplified entertainment noise that disturbs many of us in our homes on a regular basis April through October every year. Additionally, engineers with expertise in noise who live on Ocean Blvd downtown have helped us understand technical aspects of noise and its effect on humans.

While the 1975 Noise Element specified measurable peak daytime and nighttime noise limits for residential areas (p. 137), the May 2019 Initial Study and Noise Element Update do not provide any noise limits for residential areas. Without measurable limits, **ALL Long Beach residents will suffer.**

As you know, the purpose of noise laws is to protect people's health. As stated in the 1975 Noise Element (pp. 28-31) and the 2018 and 2019 draft updates, prolonged exposure to noise louder than 75 decibels and noise that disrupts sleep have **serious negative health consequences** including increased blood pressure, increased heart rate, vasoconstriction, changes in respiration, and cardiac arrhythmia.

To protect the health and welfare of *all* residents, the **EIR Initial Study needs to ensure that an updated Noise Element will protect all residences from excessive outdoor noise.** It should:

1. **Specify daytime and nighttime outdoor noise limits for residential areas.** The limits should:
 - a. comply with California Noise Law 46000 which says, "All Californians are entitled to... [an] environment free of noise which may be hazardous to their health or welfare."
 - b. be consistent with the California General Plan Guidelines which state that it is *normally unacceptable* to build new buildings in residential areas where noise is from 70 to 75 decibels and *clearly unacceptable* in residential areas where noise is over 75 decibels. The standards for *living* in residential areas should be consistent with standards for building new buildings in residential areas.

2. **Discuss and specify low frequency (bass) sound level limits (dBC) as well as mid-range sound level limits (dBA) in residential areas.** dBA measures sounds that hurt the ears when they are too high but dBC measures sounds that *vibrate the body* and distress us when they are too high. When bass sounds from city-permitted outdoor entertainment reach homes that face the events, they force people in those homes, even in homes with double and triple pane windows, to flee their homes whole days at a time, multiple times a year, sometimes multiple times a month, to protect themselves from the bass. Those who do not or cannot leave are exposed to prolonged unhealthy noise environments in their own homes.

3. **Specify the maximum number of hours per day and the maximum number of days per year per acoustical neighborhood where city-permitted amplified outdoor entertainment is allowed to exceed the city's residential noise limit at the windows of residences that face the events.** The length of time and frequency of exposure to excessive noise are important factors in the negative health effects of excessive noise. Frequency of exposure is compounded when there are multiple venues in any given acoustical neighborhood. Acoustical neighborhoods need to be delineated to allow the city to plan for and assess environmental justice.

These specifications are needed in an updated Noise Element because in 1977, despite the spirit and intent of the 1975 Noise element “to make the City a quieter, more pleasant place in which to live” (p.12), the city enacted LBMC 8.80.280 which says that the city’s noise ordinances “shall not apply to occasional outdoor... entertainment events, provided said events are conducted pursuant to a permit or license or entitlement issued by the City relative to the staging of said events.”

The effect of this ordinance has been to allow a seemingly endless number of city-permitted entertainment events with excessive amplified noise to distress us in our homes. Although individual events on or near the beach by East Ocean Blvd. downtown are occasional, i.e., once a year, the multiplicity of different occasional events weekend after weekend, and on some weeknights, means the events are not occasional to residents in the area. As we have documented and shown Development Services, many of these events emit amplified sounds 3, 4, 5 and more times the city’s noise limits by the time it reaches residential windows facing the events. In 2018 there were 26 days between March 20 and Oct 7 where people living on East Ocean Blvd downtown were involuntarily exposed in their homes to city-permitted excessive amplified sounds from outdoor entertainment, often up to 12 hours a day each day, often several days in a row. While these events were in different venues—Alamitos Beach, Shoreline Drive, the Convention Center parking lot, Marina Green, Rainbow Lagoon, and the Harry Bridges Memorial Park—they were in *one* acoustical neighborhood.

4. **Measure outdoor entertainment compliance with residential noise limits at the windows of residences that face outdoor entertainment with windows in seasonal configurations.**

- a. For purposes of protecting residents, measurements near the stage are insufficient.
- b. Windows should be in seasonal configurations because many residential buildings in Long Beach, such as the high-density buildings at 600, 700, and 800 East Ocean Blvd, built long before 1977, are so old they cannot be air conditioned.

5. **Prohibit nighttime set up and take down of outdoor entertainment facilities.** People whose homes face the event venues frequently have their sleep disrupted by the sounds of back-up alarms and steel clanging against steel as workers set up and take down outdoor entertainment facilities during the night. The nighttime tear downs follow 2 to 3 consecutive days of 12-hours-

a-day of excessive amplified noise. If equipment can stay up multiple nights before and during multi-day events, it can stay up during nights following events to allow residents uninterrupted sleep before going to work the following morning.

6. **Specify timely, same day/evening enforcement of noise limits for amplified outdoor entertainment sounds and prohibitions against nighttime set up and take down of outdoor entertainment facilities.** Current practice gives feedback to an event when it returns another time. Residents need real-time response when the amplified sounds are excessive. Unless enforcement is specified in an updated Noise Element, current practice may continue.
7. **Provide another period for public review for a Noise Element draft after the City-Council-required study on the "Impact of Amplified Sounds from City Permitted Events on Residences" has been completed and informed a Noise Element draft.** At the Noise Element Focus Group on October 17, 2018, the "Next Steps" were to complete the study, share it with the City Council, and have it inform the Noise Element *prior* to drafting the Noise Element. However, the study has not yet been completed. Once the study has been completed and reviewed, it should inform an updated Noise Element draft. Then the public should have an opportunity to review a draft informed by the study before the city moves forward on the Noise Element.

We look forward to the City of Long Beach protecting the health and welfare of all its residents.

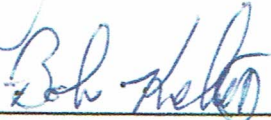
Sincerely,



Dr. James Goodin, President, Ocean Residents Community Association

600 East Ocean Blvd, # 1204, Long Beach, 90802

jimgoodin@aol.com

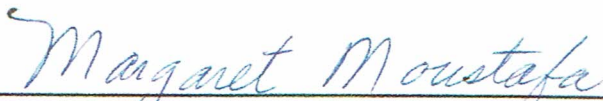


Bob Kelton, Vice President, Ocean Residents Community Association

President, Aqua 488 Home Owners Association

488 East Ocean Blvd, # 1601, Long Beach 90802

bob.kelton@gmail.com



Dr. Margaret Heiss Moustafa, Treasurer, Ocean Residents Community Association

850 East Ocean Blvd, # 1601, Long Beach 90802

mmousta@calstatela.edu



Dr. Linda Scholl, Chair, Noise Committee, Ocean Residents Community Association

700 East Ocean Blvd., #3203, Long Beach 90802

lscholl2011@gmail.com

Jennifer Ly

From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Saturday, June 15, 2019 10:01 PM
To: LINDA SCHOLL; Tasha Day
Cc: Jeannine Pearce; jeannine.pearce@gmail.com; Tom Modica; Linda Tatum; Jennifer Ly; Christopher Koontz; Robert Fox
Subject: Re: turn down the dew tour volume!
Attachments: IMG_4795.JPG; Invisible but audible - Noise pollution hazards.pdf

Just to clarify, LBMC 8.80.280 may say the city's noise ordinances do not apply if the city permits it, but California Noise Law 46000 says, "All Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare."

"Exposure to high noise levels affect the entire [physiological] system with prolonged exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system." (2019 draft Noise Element, p. 34). Other sources say the same thing. For example, see the article in the upper right hand corner from harvard.ed attached.

Therefore, **LONG BEACH IS BREAKING CALIFORNIA LAW**. Given this information, will Long Beach continue to KNOWINGLY break California law??

Dr. Margaret Moustafa
850 East Ocean Blvd.

From: LINDA SCHOLL <lindascholl@msn.com>
Sent: Saturday, June 15, 2019 8:51 PM
To: Tasha.Day@longbeach.gov
Cc: jeannine.pearce@longbeach.gov; jeannine.pearce@gmail.com; Tom.Modica@longbeach.gov; linda.tatum@longbeach.gov; Jennifer.Ly@longbeach.gov; christopher.koontz@longbeach.gov; Robert Fox
Subject: turn down the dew tour volume!

Tasha,

This is irresponsible. You've allowed them to FBomb the public and residents and blow us out of our homes again! We've all called multiple time from people who live at multiple buildings to the hotline. Yet the noise continues. Please stop this harassment and comply with the law.

Linda Scholl
700 E. Ocean Blvd.

Heart dangers of air pollution... from p. 1

ozone levels by just one part per billion nationwide could save an estimated 1,900 lives each year.

While the researchers didn't report the causes of death, cardiovascular disease accounts for one of every three deaths in this country. And there's a clear, established biological link between air pollution and heart disease, notes Dr. Drazen. Fine particles pass through the lungs into the circulation, activating immune cells called macrophages. These cells are intimately involved in the creation of artery-clogging plaque, which interferes with blood flow, potentially triggering a heart attack or stroke, says Dr. Drazen, who is also a professor of environmental health at the Harvard T.H. Chan School of Public Health. The evidence is strong enough that the American Heart Association has advocated for measures that lower Americans' exposure to air pollution

and for more research on the impact of air pollution on public health.

Steps toward solutions

To limit your exposure to air pollution, avoid exercising outdoors near busy roads or industrial areas. Older people and those with asthma or other lung conditions may want to keep tabs on the local air quality index, a color-coded scale for pollution levels that's often reported by local news outlets; you can also find it at www.epa.gov/airnow.

In addition, you can take steps to reduce pollution by bicycling or walking instead of driving when possible, and by purchasing a hybrid or electric car, says Dr. Drazen. Another suggestion: choose nonpolluting renewable energy from your local electricity supplier—an option that's available many places in the United States. "If we all work together to support legislation that helps clean up the air, that will be in everyone's best interest," says Dr. Drazen. ♥



Invisible but audible: Noise pollution hazards

Trains, planes, and automobiles generate not only air pollution, but also a lot of noise. A number of studies suggest that chronic exposure to environmental noise—such as traffic and aircraft noise—may raise blood pressure and the risk of cardiovascular events. A 2015 report in *Environmental Research* that pooled findings from 10 studies suggested that every 10-decibel (dB) increase in noise above that of an average conversation noise level (50 dB) might slightly raise a person's risk of heart disease. The cumulative effect of excess noise may increase stress hormones and may also disrupt sleep, both of which can contribute to heart disease, experts say.

Anxiety and heart disease... from p. 6

tonin reuptake inhibitors (SSRIs), which are also used to treat depression. Popular choices include sertraline (Zoloft), citalopram (Celexa), and fluoxetine (Prozac).

Assuming your doctor gives you the green light, regular exercise may help ease symptoms—plus, it's good for your heart. Finally, mindfulness meditation, as well as relaxation techniques such as deep breathing, guided imag-

ery, and body scanning, may also help to calm your mind. Detailed information about these techniques is available in the Harvard Special Health Report, *Coping with Anxiety and Stress Disorders* (www.health.harvard.edu/ap). ♥

When anxiety symptoms masquerade as a heart attack

A panic attack is an intense rush of fear or anxiety that can feel just like a heart attack, with chest pain, shortness of breath, sweating, nausea, lightheadedness, and a racing or pounding heart. These frightening episodes propel many people to seek emergency care, where careful testing uncovers no evidence of a heart problem.



A severe panic attack can cause chest pain.

Instead, these people receive a diagnosis of what's known as non-cardiac chest pain (NCCP), which is surprisingly common. As many as one in three people experience NCCP at some point in their lives, according to a 2017 review article in the journal *Psychosomatics*. While some cases end up being traced to a gastrointestinal or muscle-related problem, a number of people with NCCP have very high levels of anxiety, says Harvard psychiatrist Dr. Christopher Celano.

"If you're having chest pain, you should definitely go to the emergency room to make sure you're not having a heart attack," he stresses. But if it's not a heart attack, what's next? It's not uncommon for people with an anxiety disorder—especially those who have panic attacks—to continue having symptoms and to end up back in the emergency room.

"Cardiologists see this quite often," says Dr. Celano. It's a vexing problem that's proved tricky to address. At Massachusetts General Hospital, a group of psychiatrists and cardiologists started a pilot program targeting people admitted to the hospital with NCCP. These people are seen by a cardiologist and a nurse care manager and screened for other underlying causes, including anxiety and depression. "The hope is that if their chest pain is related to anxiety, effective treatment could help them avoid future episodes of chest pain and shortness of breath," says Dr. Celano.

88.4 DBC

AVG: 80.2
MIN: 54.7
MAX: 89.6
PEAK: 97.5

DURATION: 8M:17S



LONG BEACH 8:21 PM

SATURDAY, JUNE 15, 2019

#DecibelX

Jennifer Ly

From: Gregory Samaras <g.samaras@verizon.net>
Sent: Saturday, June 15, 2019 9:56 PM
To: Jennifer Ly; LBDS-EIR-Comments
Subject: Noise Element May 2019 Draft--comments from Gregory Samaras
Attachments: Noise Element May 2019 Draft Comments from Gregory Samaras.pdf

June 15, 2019

Ms. Jennifer Ly

Dear Ms. Ly,

Attached please find my comments for the Noise Element May 2019 draft, which is an appendix to the Noise EIR.

Gregory Samaras

Gregory Samaras
700 E. Ocean Blvd, #2608
Long Beach, CA 90802
June 12, 2019

Re: The Long Beach Noise Element May 2019 draft

Dear Long Beach Development Services Staff Tatum, Koontz, Diefenderfer, Ly, and Spindler;
Long Beach Department of Health Directors Colopy and Kerr; Design Group Principal
Bathgate;

I am a downtown Long Beach resident with 28 years of experience as a structures and dynamics engineer with a major aerospace company. I am writing to you to complain about the continuously deteriorating sound levels, duration and frequency of events at the downtown area of Long Beach. It has been almost 4 years and the problem remains unresolved. After talking to numerous representatives from the city, RRM Design Group, and LSA at the Noise Element open to the public meeting on May 30, I am describing the steps needed in order to solve the unacceptable sound and vibration level and duration problem associated with amplified "special events" music and voice events. As such, here are my requests:

I understand that the purpose of the 2040 Noise Element is to provide the updated standards, the measures, the implementation and enforcement procedures for improving the living environment of residents and for continued economic progress. It must include noise control health and safety goals for a cross section of the City, with resolution measures when the goals are found to be in conflict with each other. For instance, most residents should be able to enjoy a quiet subdued lifestyle, while others should be able to seek the active lifestyle of boat racing, parties, indoor –outdoor socializing, and another group to pursue production, trade, and growth.

1. **Specify noise limits for residential areas.** The 1975 Noise Element specified day-time and night-time noise limits for residential areas. The lack of specific noise limits for residential areas in the May 2019 draft is unacceptable. [See page 137 of the 1975 Noise Element.]
2. **Define and limit "special" events.** Restrict the exempted events to 2-3 a year specifically designated events that can exceed the noise level standards. (Just the Grand Prix and the Gay Pride parade alone last a few weeks, with set up and tear down lasting months.)

- a. The exempted events should also be permitted with sound levels, locations, and duration.
- b. Specify the maximum number of *hours per day* and the maximum number of *days per year* where outdoor entertainment is allowed to exceed the city's residential noise limit.
- c. Specify that the sound level is to be measured at the balconies/windows with windows in seasonal configurations. (This is to minimize the residents' frequency of exposure and length of exposure to excessive noise, which is a factor in the negative health effects of excessive noise.)
- d. The locations of events should be chosen to be the furthest away from the adjacent residences.
- e. The speaker orientation should be directed away from the residences and live aboard boats in the Harbor.

3. Set Measurements.

- a. Measure the specified level at the residents' balconies.
- b. If the level of the source is listed in the tables, then a correlation of the test results of the source location and the nearest residents' balcony should be used to achieve desired results.
- c. The City should coordinate with RRM Design Group the testing procedure to include appropriate locations, interpretation of results and proper correlation of sound levels. Sound test measurements will be meaningless if the measurements are not taken in at least two sets of locations: sound source (at stage) and at closest residents balconies. The sources should be identified by location and distance relative to closest residences. These measurements should be correlated and used in the event permit.
- d. The City should coordinate with LSA the appropriate sound levels, duration, frequency of events and the number of events exempted from normally allowed levels not to exceed few a year (2-3)
- e. If healthy sound levels cannot be achieved at the residents' balconies, then an abatement method should be used

4. **Define "acoustical neighborhoods" for outdoor entertainment.** Defining acoustical neighborhoods is a pre-requisite for planning for environmental justice. This will ensure that exceptions are equitably distributed across acoustical neighborhoods within the city. This will stop the hazards to people who are involuntarily exposed in their homes to city-permitted excessive amplified noise from outdoor entertainment

in their acoustical neighborhoods, in 2018 as much as 26 days, often up to 12 hours a day, between March 20 and Oct 7.

Example: All locations downtown should be counted as one event location for downtown/waterfront and should be coordinated by one source. For example, Alamitos Beach, Shoreline Drive, Convention Center parking lot, Marina Green, Rainbow Lagoon, and the Harry Bridges Memorial Park are different venues but one acoustical area for people living adjacent to these event locations. If there is excessive outdoor entertainment noise from Alamitos Beach one weekend, from Shoreline Drive the next weekend, and so forth, at the end of six weeks, although on paper it appears the events are being evenly distributed, in fact the excessive noise would disturb adjacent residents for six weekends, not just one weekend.

5. **Set noise level standards as a condition in all event permits.** Keep in mind:
 - a. Permits should specify the noise level allowed at the residents balconies, duration of event in hours permitted, duration of event if more than one day, and location
 - b. Keep in mind:
 - i. "Any outdoor level exceeding 65-70 dBA is likely to generate vigorous public complaints." [Handbook of Noise Measurement, Seventh Edition, 1972, Peterson, Arnold, P.G., and Gross, Ervin E. Jr. [1975 Noise Element (page 133)]
 - ii. Prolonged exposure to noise louder than 75 decibels and noise that disrupts sleep have serious negative health consequences including increased blood pressure, increased heart rate, vasoconstriction, changes in respiration, and cardiac arrhythmia.
 - c. Specify limits on Decibel C volume. Decibel C was not a significant element in outdoor entertainment in 1975 but it is now. People are forced out of their homes multiple times a year—sometimes multiple times a month—by amplified bass vibrations from city-permitted entertainment events to protect themselves from the relentless bass harming them physiologically. Those who don't have the ability to leave are trapped in a very unhealthy situation.
 - d. Be consistent with the California General Plan Guidelines which state that it is *normally unacceptable* to build new buildings in residential areas where noise is from 70 to 75 decibels and *clearly unacceptable* in residential areas where noise is over 75 decibels. Therefore it should be unacceptable to allow events to intrude into the residential areas at 70 dBA noise levels. The standards for

living in residential areas should be consistent with standards for building new buildings in the same areas.

- e. Prohibit nighttime set up and take down of temporary outdoor entertainment facilities. People whose homes face the event venues frequently have their sleep disrupted by the sounds of back-up alarms and steel clanging against steel as workers set up and take down outdoor entertainment facilities during the night.
6. **Include ambient noise level and conflict resolutions for different adjacent land use:** "At the boundary line between two zones, the presumed ambient noise level of the quieter zone shall be used." [page 200, 1975 Noise Element.] The lowest level of noise must be enforced when conflict exists to ensure that one group does not suffer noise hazards caused by another. "
7. **Identify a responsible person for coordination of all events and a method to enforce the law.** Splitting the permission process between different event coordinators will only allow for misinterpreting the city noise allowance.
8. **Specify timely enforcement of noise limits** on excessive outdoor entertainment noise.
9. **Include community leaders** of the downtown residents in the solution and the permission process.
10. **Conform LBMC 8.80.280** to the above for "occasional" outdoor entertainment noise exceptions to the above.

Let us build on the underlying philosophy of the 1975 Noise Element, stating that: '...no significant increase in the ambient noise level in Long Beach should be permitted, and that efforts should be continued to effect measures which will reduce or minimize existing noise levels. This we believe is the line of defense which must be held if we are to be spared the cacophony too often associated with modern technology...' [1975 Noise Element, page iv.]

Sincerely,

Gregory Samaras

Jennifer Ly

From: LINDA SCHOLL <lindascholl@msn.com>
Sent: Saturday, June 15, 2019 8:51 PM
To: Tasha Day
Cc: Jeannine Pearce; jeannine.pearce@gmail.com; Tom Modica; Linda Tatum; Jennifer Ly; Christopher Koontz; Robert Fox
Subject: turn down the dew tour volume!
Attachments: IMG_4795.JPG; ATT00001.txt

Tasha,

This is irresponsible. You've allowed them to FBomb the public and residents and blow us out of our homes again! We've all called multiple time from people who live at multiple buildings to the hotline. Yet the noise continues. Please stop this harassment and comply with the law.

Linda Scholl
700 E. Ocean Blvd.

88.4 DBC

AVG: 80.2
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DURATION: 8M:17S



LONG BEACH 8:21 PM

SATURDAY, JUNE 15, 2019

#DecibelX

**PUBLIC SCOPING MEETING - EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Thursday May 30, 2019

NAME: –Phil Dandridge-----

ADDRESS = 850 E Ocean Blvd CITY: Long Beach ZIP: 90802 –

EMAIL ADDRESS: pbd_j_hardy@yahoo.com

REPRESENTING: _____

Do you wish to be added to the project mailing list? YES

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention : Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368

Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

ment per comment form)

The EIR has extensive city-wide measurements of existing noise from traffic, but no measurement of the impact of city-permitted outdoor entertainment noise on residents whose homes are impacted by various events and or concerts. Any noise ordinance needs to be all encompassing and not be limited to traffic. The EIR needs to be modified to address the impact of the noise generated by Special Events on Long Beach residents. With very limited exclusions, all Special Events should be held to safe noise levels and in no circumstances should the exclusion be allowed past 9:00pm.

The EIR fails to underscore the need for consistent and prompt enforcement of all existing and future noise limits. Currently many, if not all, of the traffic noise limitations are unenforced.

Strategy 10 of section 2.4.2 on page 2-7 needs to specifically address noise from helicopters in areas away from airports. I would suggest an altitude limit for the airspace over Long Beach of no less than 5,000 feet unless a police or fire helicopter is responding to an active emergency.

Strategy 14 of section 2.4.2 on page 2-7 is not correct. When resident's health is at risk there shouldn't be a balancing of the needs of a Special event with health concerns. Long Beach has a duty is to protect its citizens; the desires of Special Events need to be secondary to this duty.

Strategy 16 of Section 2.4.2 on page 2-8 should be revised to require active, onsite, real-time enforcement of noise regulation at Special Events.

Section 2.4.4.4 on page 2-12, should be revised to specifically include events at the Long Beach Convention and Entertainment Center.

Please comment by June 17, 2019

Jennifer Ly

From: blgresko@charter.net
Sent: Sunday, June 16, 2019 9:41 PM
To: Jennifer Ly
Cc: 'sandylex11@hotmail.com'
Subject: Long Beach Noise Element suggestion

Dear Jennifer

My comments are specifically directed to the Noise Element, last updated in 1975.

It is high time that the restriction of sound levels emanating from motor vehicles on our streets has been neglected. Either the law enforcement agencies assigned to control excessive noise is undermanned or, they lack suitable monitoring equipment. Since about 1975, our country has embraced the European style of of curbside dining. About that same time, Long Beach Business Administration encouraged this style of dining in Belmont Shore and elsewhere by permitting restaurants to encroach on the sidewalks with chairs and tables to facilitate this trend. Where before, dining inside, street sounds were muted. Now, the outside street sounds are at times - unbearable!

The cause of excess sound are the few motorcyclists and hotrod owners vying for attention by revving or otherwise modifying their engines to produce excessive noise! My request is for the city to lower the sound emission standards, specially in high density and curbside dining zones. The owners of vehicles producing noise in excess of adopted standards would be subject to punitive fines.

As an addendum to this suggestion, I would propose that the city install sound sensors and cameras in high density, curbside dining areas to photograph vehicles emanating excessive noise. Confrontation with law enforcement agents and/or impounding of suspect vehicles, would definitely deter further noisy joy rides.

Sincerely,
Laurence Gresko
159 Santa Ana Ave,
Long Beach, CA 90803

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Pat Welch
ADDRESS: 488 E. Ocean Blvd. #501 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: jpatwelch@yahoo.com
REPRESENTING: Resident

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the **environmental issues** to be addressed in the EIR (please print).

- Outdoor entertainment noise should be measured at the residences most affected by the venue, with the windows OPEN. These are the residents most in danger of adverse health effects.
 - Resident's health should be the primary objective of the city. Therefore, their health should not be "balanced" against the revenue from entertainment activities.
 - If exceptions to residential noise limits are allowed, then the number of exceptions should be equally distributed among the neighborhoods. Most of the permitted excessive noise exceptions occur on or adjacent to Shoreline Drive,
 - Noise limits need to be enforced as they occur. A penalty assessed the next day or week does nothing to limit the adverse health effect that occurred.
-
-
-
-
-

Please comment by June 17, 2019

Jennifer Ly

From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Sunday, June 16, 2019 10:35 PM
To: LBDS-EIR-Comments
Subject: EIR Initial Study General Plan Noise Element: ENVIRONMENTAL EQUITY AND SOCIAL JUSTICE (page 2-12)

The EIR needs to clearly specify how the city will achieve environmental equity and social justice when it comes to outdoor entertainment noise.

Social Justice means that if a city permits a multi-family residential building to be built and people buy a unit in the building and live in it and pay property taxes for it, that the city will honor residential noise limits for the area in which the building exists as long as the building exists. It does *not mean* that the city will, several years after it has permitted buildings to be built, pass an ordinance such as LBMC 8.80.280 that says that the city's noise limits don't apply as long as the city permits it to not apply and then proceed to inflict frequent, prolonged, excessive noise from outdoor entertainment on people in their homes that is a threat to their health and wellbeing.

Social just means that a city does not permit a building such as the building at 700 East Ocean Blvd. with almost all glass exterior to be built and then allow it to be subjected to excessive sound vibrations.

Social justice means that a city does not "balance" the "needs" of outdoor entertainment with the health needs of its residents. Social justice means the city PROTECTS its residents while permitting outdoor entertainment. Social justice means that the city permits only outdoor entertainment that does not harm people in nearby homes. It means, if a city can't protect its residents from excessive noise from a given outdoor entertainment near residences, the city does not permit that entertainment in that area.

Environmental Equity means that exceptions to residential noise limits (such as an exception for a parade) be equal for each acoustical neighborhood across the city. As shown in the attachment, in 2018, the acoustical neighborhood consisting of Alamitos Beach/Shoreline Drive/the Convention Center parking lot/Marina Green/Rainbow Lagoon/Harry Bridges Memorial Park experienced 26 days between March 20 and Oct 7 where people living on East Ocean Blvd downtown were involuntarily exposed in their homes to city-permitted excessive amplified sounds from outdoor entertainment, often up to 12 hours a day each day, often several days in a row. Is there any other acoustical neighborhood in the city that suffered so much?

Failing such specifications the city will not have environmental equity and social justice.

Dr. Margaret Heiss Moustafa
850 East Ocean Blvd, #1601, Long Beach, 90802
714) 395-4536

**Outdoor Entertainment Events
Permitted Near Residences on East Ocean Blvd Downtown 2018**

From March 20 to October 12, 2018

Events permitted before 7:00 a.m. and after 10:00 p.m. near East Ocean Blvd
or after 11:00 near the Queen Mary are highlighted in the 2nd and 3rd column.

Events that have impacted residences with excessive noise are highlighted in the last column.

Day	From	To	Date	Location	Event
Tuesday		10:00 p.m.	Mar 20	Convention Center parking lot	The Cove
Tuesday		10:00 p.m.	Mar 27	Convention Center parking lot	The Cove
Friday			April 13	Shoreline Drive	The Grand Prix
Saturday			April 14	Shoreline Drive	The Grand Prix
Sunday			April 15	Shoreline Drive	The Grand Prix
Saturday	11 a.m.	11:00 p.m.	April 28	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	11:00 p.m.	April 29	Harry Bridges Memorial Park & Queen Mary parking lot	Smokers Club Show
Sunday	11 a.m.	6:00 p.m.	April 29	Shoreline Park	Dutch King's Day
Monday		3:00 a.m.	April 30	Convention Center parking lot	Take-down from Dutch King's Day
Saturday	9 a.m.	3:00 p.m.	May 5	Marina Green	Toyota Fest
Saturday	2 p.m.	11:59 p.m.	May 5	Queen Mary Sea Walk, Valet Lots & Area 6	Freestyle Festival
Sunday	8 a.m.	10:00 a.m.	May 6	Shoreline Park	Race with a View
Sunday	9 a.m.	11:30 a.m.	May 6	Alamitos Bay	Sensa
Saturday	6 a.m.	6:00 p.m.	May 12	Marina Green	Tour of Long Beach
Saturday	2 p.m.	10:00 p.m.	May 12	Shoreline Park	Long Beach Music Fest
Sunday	2 p.m.	10:00 p.m.	May 13	Shoreline Park	Long Beach Music Fest
Sunday-Monday	10:00 p.m.	4:00 a.m.	May 13-14	Shoreline Park	Take-down from Long Beach Music Fest
Friday	11 a.m.	10:30 p.m.	May 18	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Saturday	11 a.m.	10:30 p.m.	May 19	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade
Sunday	11 a.m.	10:30 p.m.	May 20	Marina Green/ Rainbow Lagoon	Lesbian & Gay Pride Celebration & Parade

**Outdoor Entertainment Events
Permitted Near Residences on East Ocean Blvd Downtown 2018**

From March 20 to October 12, 2018

Sunday-Monday	11:00 p.m.	8:00 a.m.	May 20-21	Marina Green/Rainbow Lagoon	Take-down from the Pride Festival
Saturday	9 a.m.	3:00 p.m.	June 2	Marina Greens	Toyota Fest
Sunday	6 a.m.	4:00 p.m.	June 3	Shoreline Park	Los Angeles River Ride
Saturday	7 a.m.	2:00 p.m.	June 9	Shoreline Park	Champions Run for Life, Torch Run
Saturday	9 a.m.	12:00 p.m.	June 9	Marina Green	Walk for hearing
Saturday	11 a.m.	11:00 p.m.	June 9	Harry Bridges Memorial Park & Queen Mary parking lot	Smoking Grooves R&B Event
Sunday	10 a.m.	7:00 p.m.	June 10	Rainbow Lagoon	Dia de San Juan Festival
Saturday	7 a.m.	10:00 p.m.	June 23	Shoreline Park	Zero Prostate Cancer Run
Saturday	11 a.m.	9:00 p.m.	June 23	Harry Bridges Memorial Park	Thirty-Second Annual Bayou Festival
Sunday	11 a.m.	9:00 p.m.	June 24	Harry Bridges Memorial Park	Thirty-Second Annual Bayou Festival
Thursday	11 a.m.	6:00 p.m.	June 28	LB Convention Center & Rainbow Lagoon	Dew Tour
Friday	11 a.m.	9:00 p.m.	June 29	LB Convention Center & Rainbow Lagoon	Dew Tour
Saturday	11 a.m.	8:00 p.m.	June 30	LB Convention Center & Rainbow Lagoon	Dew Tour
Saturday	10 a.m.	10:00 a.m.	June 30	Shoreline Park	Pirate Invasion
Saturday	10 a.m.	9:00 p.m.	June 30	Shoreline Village Marina	Pirate Festival
Sunday	10 a.m.	10:00 p.m.	July 1	Shoreline Park	Pirate Invasion
Sunday	10 a.m.	9:00 p.m.	July 1	Shoreline Village Marina	Pirate Festival
Sunday	11 a.m.	4:00 p.m.	July 1	LB Convention Center & Rainbow Lagoon	Dew Tour
Sunday	10 p.m.	all night?	July 1-2	LB Convention Center parking lot	Take-down from the Dew Tour
Wednesday	10 a.m.	10:00 p.m.	July 4	Queen Mary	Queen Mary – All American 4 th of July
Saturday	11 a.m.	11:00 p.m.	July 7	Harry Bridges Park, Catalina lot & parking lots A9-A15	Summertime in the LBC
Sunday	10:00	7:00 p.m.	July 8	Marina Green	Long Beach Gospel Fest
Saturday	2 p.m.	10:00 p.m.	July 14	Shoreline Park	Reggie Island Music Festival

**Outdoor Entertainment Events
Permitted Near Residences on East Ocean Blvd Downtown 2018**

From March 20 to October 12, 2018

Saturday	2 p.m.	10:00 p.m.	July 21	Alamitos Beach	Kaskade Sun Soaked 2018
Saturday	9:45 p.m.	10:00 p.m.	July 21	Alamitos Beach	Fireworks
Friday	5 p.m.	11:00 p.m.	July 27	Rainbow Lagoon	Long Beach Crawfish Festival
Saturday	10 a.m.	10:00 p.m.	July 28	Shoreline Park	Love Long Beach Celebration
Sunday	10 a.m.	10:00 p.m.	July 29	Shoreline Park	Love Long Beach Celebration
Saturday	9 a.m.	6:00 p.m.	Aug 4	Alamitos Beach	Copa Cabana Beach Soccer Tournament
Saturday	10 a.m.	3:00 p.m.	Aug 4	Rainbow Lagoon	Beach City Brunch
Sunday	9 a.m.	6:00 p.m.	Aug 5	Alamitos Beach	Copa Cabana Beach Soccer Tournament
Friday	5 p.m.	10:30 p.m.	Aug 10	Rainbow Lagoon	Long Beach Jazz Festival
Saturday	11 a.m.	10:30 p.m.	Aug 11	Rainbow Lagoon	Long Beach Jazz Festival
Sunday	11 a.m.	10:30 p.m.	Aug 12	Rainbow Lagoon	Long Beach Jazz Festival
Sunday	11 a.m.	11:00 p.m.	Aug 12	Harry Bridges Memorial Park & Queen Mary parking lot	Alt Summer Camp
Saturday	11 a.m.	11:00 p.m.	Aug 18	Harry Bridges Memorial Park & Queen Mary parking lot	Corridos, Micheladas & Mariscos Festival
Saturday	12 p.m.	11:00 p.m.	Aug 18	Rainbow Lagoon	LB BBQ Festival
Sunday	12 p.m.	11:00 p.m.	Aug 19	Rainbow Lagoon	LB BBQ Festival
Wednesday	9 p.m.	9:15 p.m.	Aug 29		Fireworks from Taste of Downtown Long Beach
Friday	5 p.m.	11:00 p.m.	Sept 7	Rainbow Lagoon	LB Lobster Festival
Saturday	12 p.m.	11:00 p.m.	Sept 8	Rainbow Lagoon	LB Lobster Festival
Sunday	12 p.m.	11:00 p.m.	Sept 9	Rainbow Lagoon	LB Lobster Festival
Saturday	8:30 a.m.	2:00 p.m.	Sept 15	Shoreline Park	The Butterfly Walk/Run & Flutter
Sunday	7 a.m.	11:00 p.m.	Sept 16	Shoreline Park	Aloha Run
Saturday	9 a.m.	3:00 p.m.	Sept 22	Marina Green	Japanese Classic Car Show Set-up at 5:30 a.m.
Saturday	9 a.m.	11:00 a.m.	Sept 22	Rainbow Lagoon	Los Angeles Heart Walk

**Outdoor Entertainment Events
Permitted Near Residences on East Ocean Blvd Downtown 2018**

From March 20 to October 12, 2018

Monday	9:45 p.m.	10:00 p.m.	Sept 24	Queen Mary?	Unannounced fireworks
Friday		late afternoon	Sept 28	Marina Green	Set-up for Music Tastes Good
Saturday	?	10:00 p.m.	Sept 29	Marina Green	Music Tastes Good
Sunday	?	10:00 p.m.	Sept 30	Marina Green	Music Tastes Good
Saturday	6 a.m.	6:00 p.m.	Oct 6	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	6 a.m. 5:30 a.m.	6:00 p.m.	Oct 7	Marina Green, Shoreline Village & city streets	Jetblue Long Beach Marathon
Sunday	10 a.m.	5:30 p.m.	Oct 14	Rainbow Lagoon	Pagan Pride Day LA/OC
Saturday	7 a.m.	12:00 p.m.	Oct 20	Shoreline Park	Strides for Disability
Saturday	8 a.m.	12:00 p.m.	Oct 27	Shoreline Park	The Children's Clinic Beach Walk
Saturday	3 p.m.	10:00 p.m.	Oct 27	Shoreline Village & Shoreline Park	Long Beach Zombie Walk
Saturday	?	?	Nov 3	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Sunday	?	?	Nov 4	Harry Bridges Park, Catalina lot & parking lots A9-A15	Tropicalia Music and Taco Festival
Saturday	7:30 a.m.	11:00 a.m.	Dec 1	Marina Green Parking	Be the Match Walk/Run
Monday	7 p.m.	1:00 a.m.	Dec 31	Queen Mary	Past and Present New Year's Eve

Jennifer Ly

From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Sunday, June 16, 2019 8:35 PM
To: LBDS-EIR-Comments
Cc: Robert Garcia; Jeannine Pearce; Suzie Price; Patrick West; richard.lewis@longbeach.gov; Linda Tatum; Christopher Koontz; Kelly Colopy; Nelson Kerr
Subject: EIR Initial Study General Plan Noise Element: EXISTING SOURCES OF NOISE
Attachments: 2018 decible readings.pptx

In listing the existing major sources of noise (page 2-17), the EIR Initial Study lists freeways, the metro line, and freight lines but **fails to include city-permitted excessive outdoor entertainment noise.**

This is no small failure. As can be seen in the attached, significant numbers of residents whose homes face outdoor entertainment venues are frequently exposed involuntarily in their own homes to prolonged excessive outdoor entertainment noise. This noise is far greater than the ambient downtown noise. Excessive outdoor entertainment noise exposes us involuntarily in our homes to noise greater than is allowed in the industrial area of Long Beach for more hours/per day than people work. It often drives us from our homes to protect ourselves from the bass sounds distressing us in our homes.

“Exposure to high noise levels affects the entire [human physiological] system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system.” Sleep disruptions also have negative effects on health as well as decrease daytime productivity. (General Plan Noise Element Update, Feb 2018, page 1-6, and the Noise Element General Plan Public Review Draft, May 2019, page 34.)

Therefore, **the EIR must:**

- 1) List outdoor entertainment noise as a major source of noise, just as it does freeways, the Metro Line, and freight lines.
- 2) Include measurements, especially dBC measurements, of city-permitted outdoor entertainment noise by the time it reaches the windows of residences facing outdoor entertainment venues with the windows in seasonal configuration. The EIR has extensive measurements of transportation noise. It should do no less for outdoor entertainment noise. In taking measurements, it is especially important to take dBC (bass) measurements, as dBC vibrations are the most distressful to residents.
- 3) Set maximum allowable noise exposure standards for outdoor entertainment noise by the time it reaches the windows in seasonal configuration of residences that face outdoor entertainment venues. The EIR sets standards for transportation (page 2-11). California sets standards for building codes (Noise Element Update, Feb 2018, page 2-5, and Noise Element Public Review Draft, May 2019, page 13.) The EIR should do no less for outdoor entertainment noise. In setting standards for entertainment noise by the time it reaches the windows of residences that face outdoor entertainment venues, the city should be mindful of the State’s building code which says that it is normally UNacceptable to build buildings in residential areas where the ambient noise is greater than 70 dBA. It should also be mindful that the high-density, high-rise buildings at 600, 700, and 800 East Ocean were built many years before LBMC 8.80.280 (which says that the city’s noise laws don’t apply to outdoor entertainment if the city permits it) was enacted and that these buildings are so old they cannot be air conditioned.
- 4) Study the noise impact (steel hitting steel, back-up alarms, etc.) of nighttime set up and take down of facilities for outdoor entertainment on the sleep of residents in adjacent buildings.

Set 5) Set enforceable restrictions on such nighttime noise-producing activity.

Absent these measures, Long Beach will be in violation of California Noise Law 46000 that says, "All Californians are entitled to an environment without the intrusion of noise which may be hazardous to their health or welfare."

Dr. Margaret Heiss Moustafa
805 East Ocean Blvd., # 1601, Long Beach, 90802
714) 395-4536

2018

Decibel Readings of City Permitted Amplified Entertainment Noise in Long Beach, California

measured at 488, 600, 700, and 850 East Ocean Blvd.

where the noise limit is

60 db. from 7:00 a.m. to 10:00 p.m. and 55 db. from 10:00 p. m. to 7:00 a.m.

On the decibel scale:

70 db. is 2 times louder than 60 db.

65 db. is 2 times louder than 55 db.

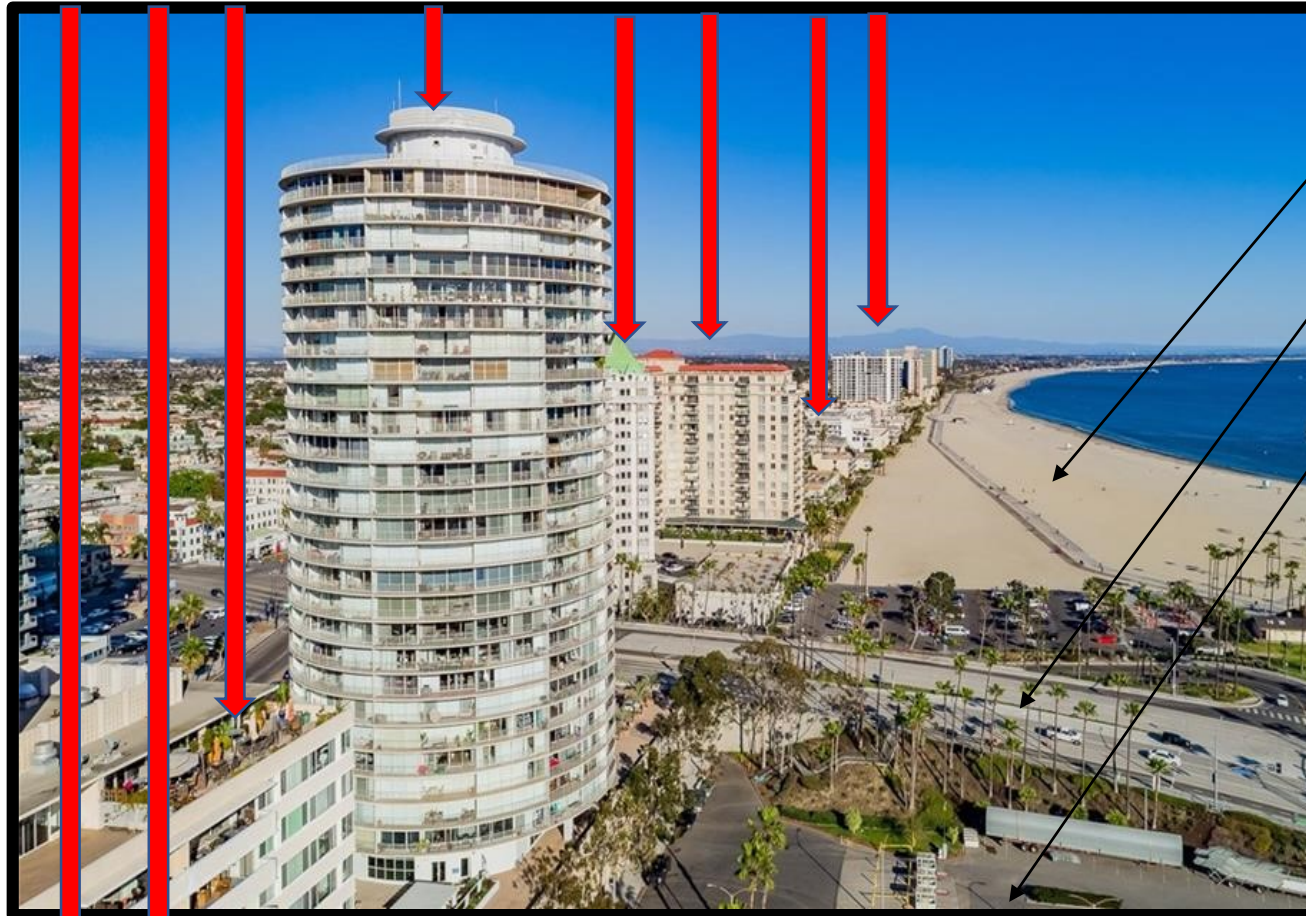
80 db. is 4 times louder than 60 db.

75 db. is 4 times louder than 55 db.

90 db. is 8 times louder than 60 db.

85 db. is 8 times louder than 55 db.

Hundreds of residences on East Ocean Boulevard



SPECIAL EVENT VENUES

- Alamitos Beach
- Shoreline Drive
- Convention Center Parking Lot
- Queen Mary and Harry Bridges Memorial Park
- Marina Green
- Rainbow Lagoon

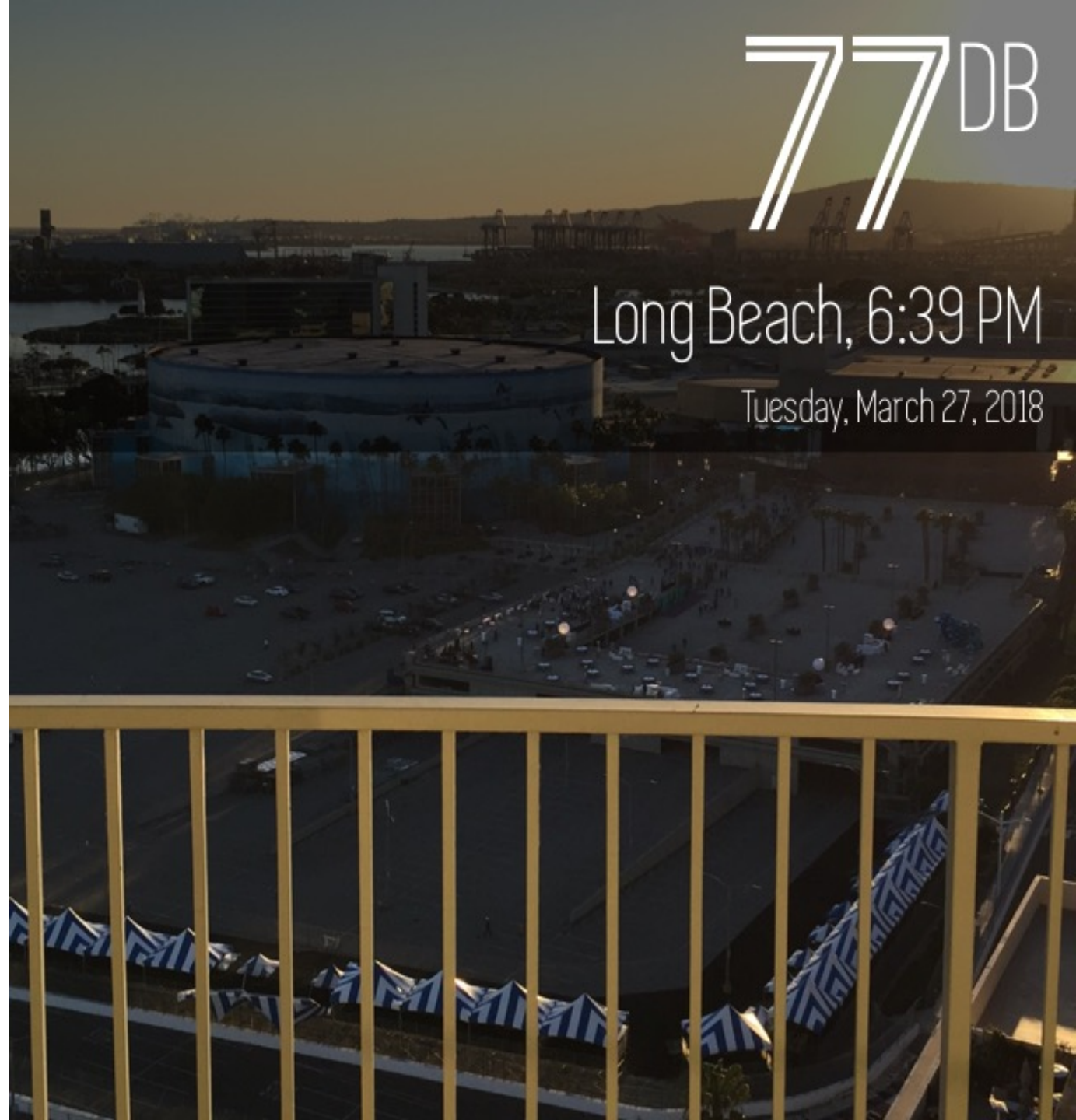
Tuesday, 6:39 p.m.
March 27, 2018

Amplified sound from *The Cove*
at the **Convention Center parking lot**

**3 + times
the noise limit**

when it reached residences
on East Ocean Blvd.

It lasted until 10:00 p.m. on a work night.



Saturday, 2:12 p.m.
April 14, 2018

Noise from the *Grand Prix*
at **Shoreline Drive**

18 times
the noise limit

when it reached residences
on East Ocean Blvd.

109DB

AVG: 99

PEAK: 115

MAX: 112

Long Beach, 2:12 PM

Saturday, April 14, 2018

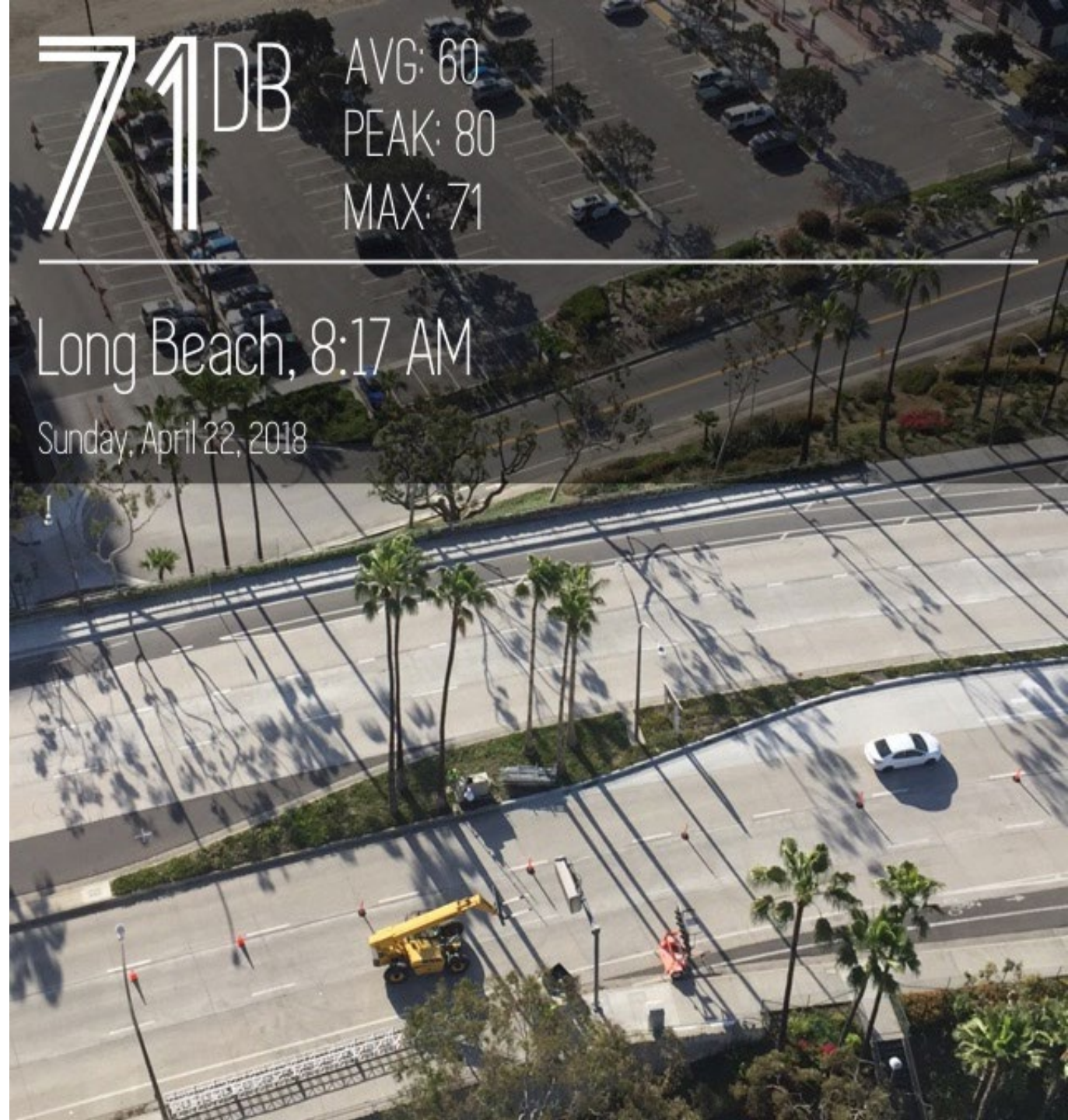


Sunday morning, 8:17 a.m.
April 22, 2018

Noise from taking down facilities
from the *Grand Prix*
at **Shoreline Drive**

**2 times
the noise limit**

when it reached residences
on East Ocean Blvd.



Sunday **night**, 10:30 p.m.
April 29, 2018

Amplified sound from the *Smokers Club Show*
at the **Queen Mary parking lot &**
the **Harry Bridges Memorial Park**

4 times the
night time noise limit

when it reached residences
on East Ocean Blvd.

It lasted until **11:00 p.m. on a work night.**

74^{DB} AVG: 71
PEAK: 89
MAX: 84

Long Beach, 10:30 PM

Sunday, April 29, 2018



Monday morning, 3:31 a.m.
April 30, 2018

Noise from taking down facilities
from *Dutch King's Night*
at the **Convention Center parking lot**

9 times the
night time noise limit

when it reached residences
on East Ocean Blvd.
on a **work night**.

89^{DB} AVG: 74
PEAK: 99
MAX: 90

Long Beach, 3:31 AM

Monday, April 30, 2018

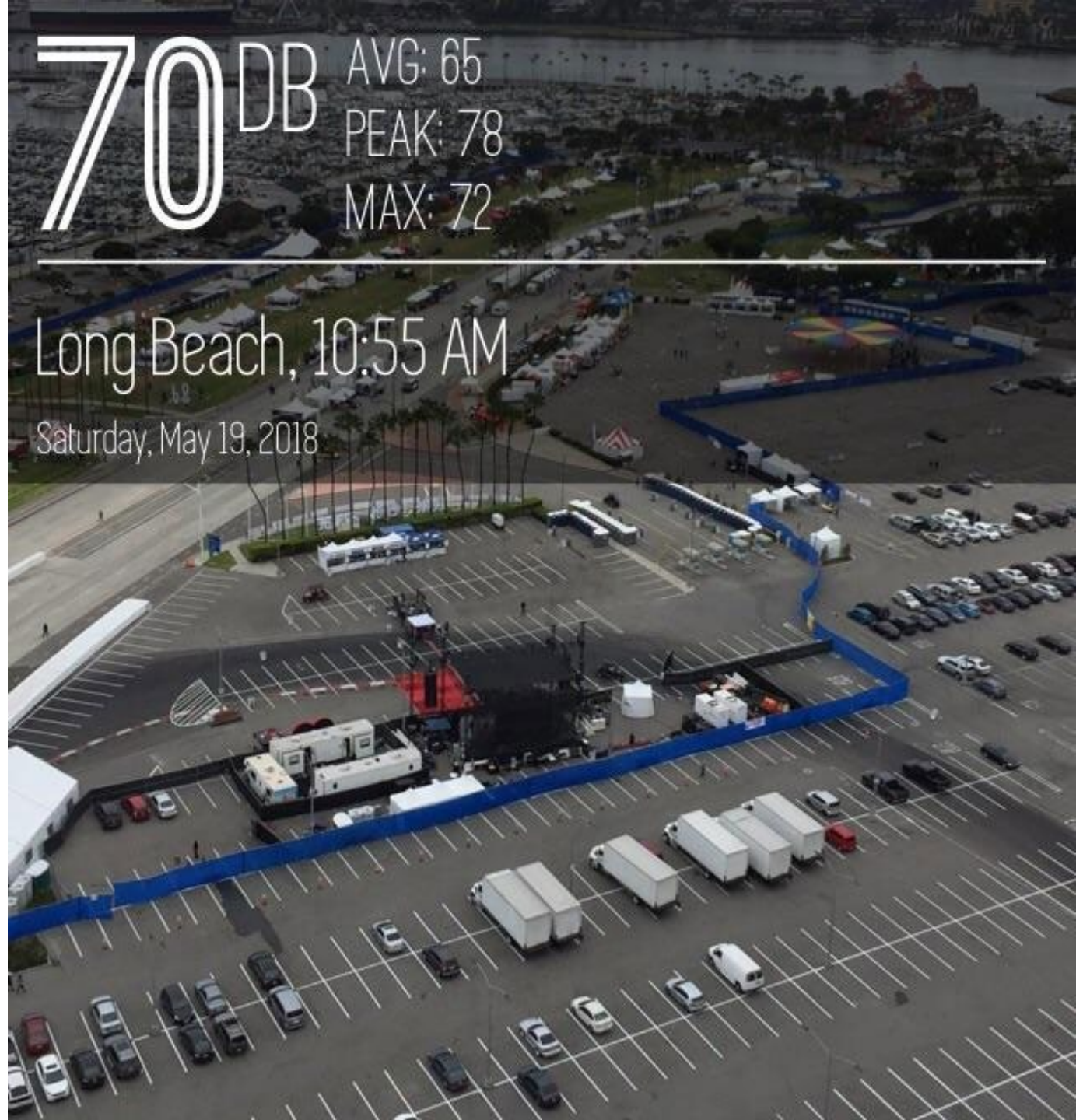


Saturday, 10:55 a.m.
May 12, 2018

Amplified sound from
the *Long Beach Music Fest*
at **Shoreline Park**

2 times
the time noise limit

when it reached residences
on East Ocean Blvd.



Friday, 5:21 p.m.
May 18, 2018

Amplified sound from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

4 times
the noise limit

when it reached residences
on East Ocean Blvd.

79 DB AVG: 77
PEAK: 87
MAX: 81

5:21 PM

Friday, May 18, 2018



Saturday, 10:55 a.m.
May 19, 2018

Amplified sound from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

2 times
the noise limit

when it reached residences
on East Ocean Blvd.



Saturday, 2:52 p.m.
May 19, 2018

Amplified sound from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

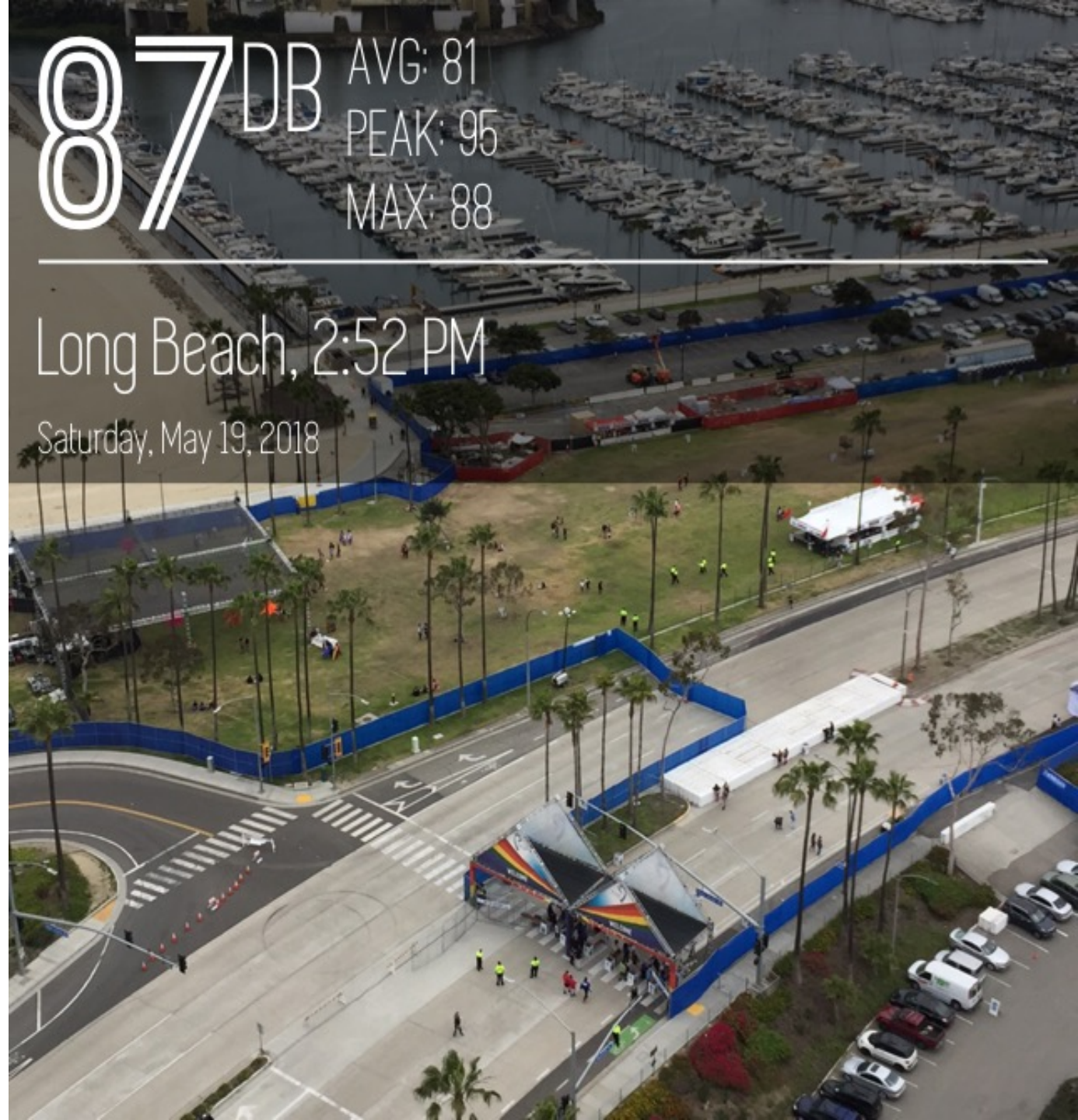
5 + times
the noise limit

when it reached residences
on East Ocean Blvd.

87DB AVG: 81
PEAK: 95
MAX: 88

Long Beach, 2:52 PM

Saturday, May 19, 2018



Saturday, 6:09 p.m.
May 19, 2018

Amplified sound from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

5 times
the noise limit
with a peak of 120 db.

when it reached residences
on East Ocean Blvd.

85^{DB} AVG: 77
PEAK: 120
MAX: 107

Long Beach, 6:09 PM

Saturday, May 19, 2018



Saturday, 9:09 p.m.
May 19, 2018

Amplified sound from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

5 + times
the noise limit

when it reached residences
on East Ocean Blvd.

88 DB AVG: 77
PEAK: 96
MAX: 90

Long Beach, 9:09 PM

Saturday, May 19, 2018



Sunday, 4:53 p.m.
May 20, 2018

Amplified sound from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

5 times
the noise limit

when it reached residences
on East Ocean Blvd.

85^{DB} AVG: 83
PEAK: 101
MAX: 93

Long Beach, 4:53 PM

Sunday, May 20, 2018



Sunday, 9:18 p.m.
May 20, 2018

Amplified sound from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

4 + times
the noise limit

when it reached residences
on East Ocean Blvd.

It lasted until **10:30 p.m.** on a work night.

83^{DB} AVG: 81
PEAK: 101
MAX: 93

Long Beach, 9:18 PM

Sunday, May 20, 2018



Monday, 1:06 a.m.
May 21, 2018

Noise from taking down facilities
from the *Pride Festival*
at the **Marina Green and Rainbow Lagoon**

3 times the
night time noise limit

when it reached residences
on East Ocean Blvd.
on a **work night**.

69 DB AVG: 66
 PEAK: 75
 MAX: 72

Long Beach, 1:06 AM

Monday, May 21, 2018



Monday, 7:46 a.m.
May 21, 2018

Noise from taking down facilities
from the *Pride Festival*
at the **Marina Green** and **Rainbow Lagoon**

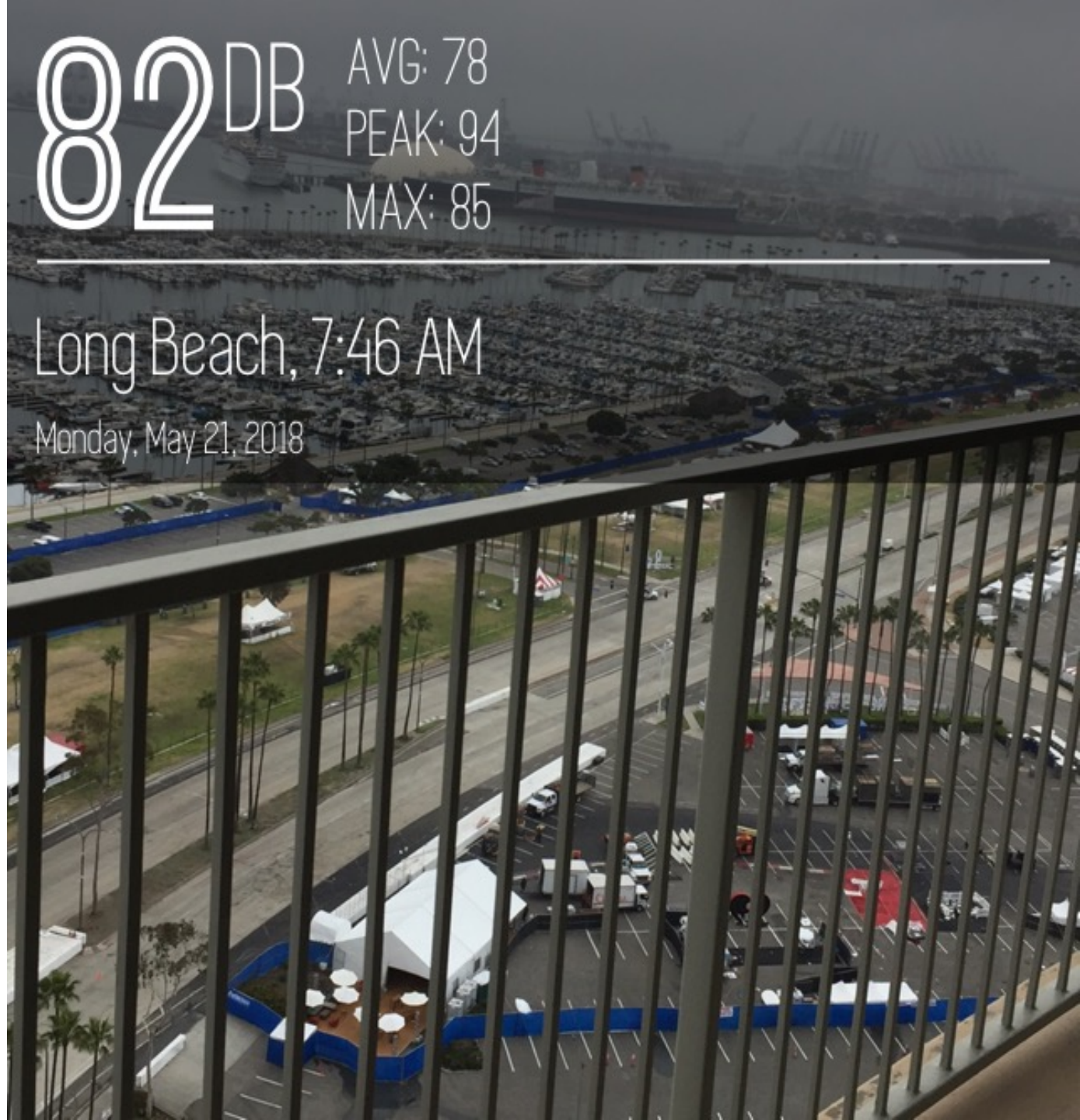
4 + times
the noise limit

it reached residences
on East Ocean Blvd.
following all-day, all-night excessive noise

82^{DB} AVG: 78
PEAK: 94
MAX: 85

Long Beach, 7:46 AM

Monday, May 21, 2018



Sunday, 2:07 p.m.
June 10, 2018

Amplified sound from the
Dia de San Juan Festival
at the **Rainbow Lagoon**

8 times the
noise limit

when it reached residences
on East Ocean Blvd.

90 DB AVG: 75
PEAK: 100
MAX: 92

Long Beach, 2:07 PM

Sunday, June 10, 2018



Saturday, 10:19 p.m.
June 16, 2018

Amplified sound from an unknown source

5 times the
night time noise limit

when it reached residences
on East Ocean Blvd.

79^{DB} AVG: 70
PEAK: 82
MAX: 79

Long Beach, 10:19 PM

Saturday, June 16, 2018



Saturday, 7:02 p.m.
June 23, 2018

Amplified sound from the *Bayou Festival*
at the **Harry Bridges Memorial Park**

4 + times the
noise limit

when it reached residences
on East Ocean Blvd.

82^{DB} AVG: 85
PEAK: 102
MAX: 95

Long Beach, 7:02 PM

Saturday, June 23, 2018



Sunday, 11:33 p.m.
July 1, 2018

Noise from taking down facilities
from the *Dew Festival*
at the **Convention Center parking lot**

3 times the
night time noise limit

when it reached residences
on East Ocean Blvd.
on a **work night**.

69^{DB} AVG: 65
PEAK: 80
MAX: 74

Long Beach, 11:33 PM

Sunday, July 1, 2018



Saturday, 11:07 p.m.
July 7, 2018

Amplified sound from
Summertime in the LBC
at the **Harry Bridges Memorial Park, Catalina
lot & parking lots A19-A15**


3 times the
night time noise limit

when it reached residences
on East Ocean Blvd.
on a **work night**.

70^{DB} AVG: 68
PEAK: 78
MAX: 74

Long Beach, 11:07 PM

Saturday, July 7, 2018

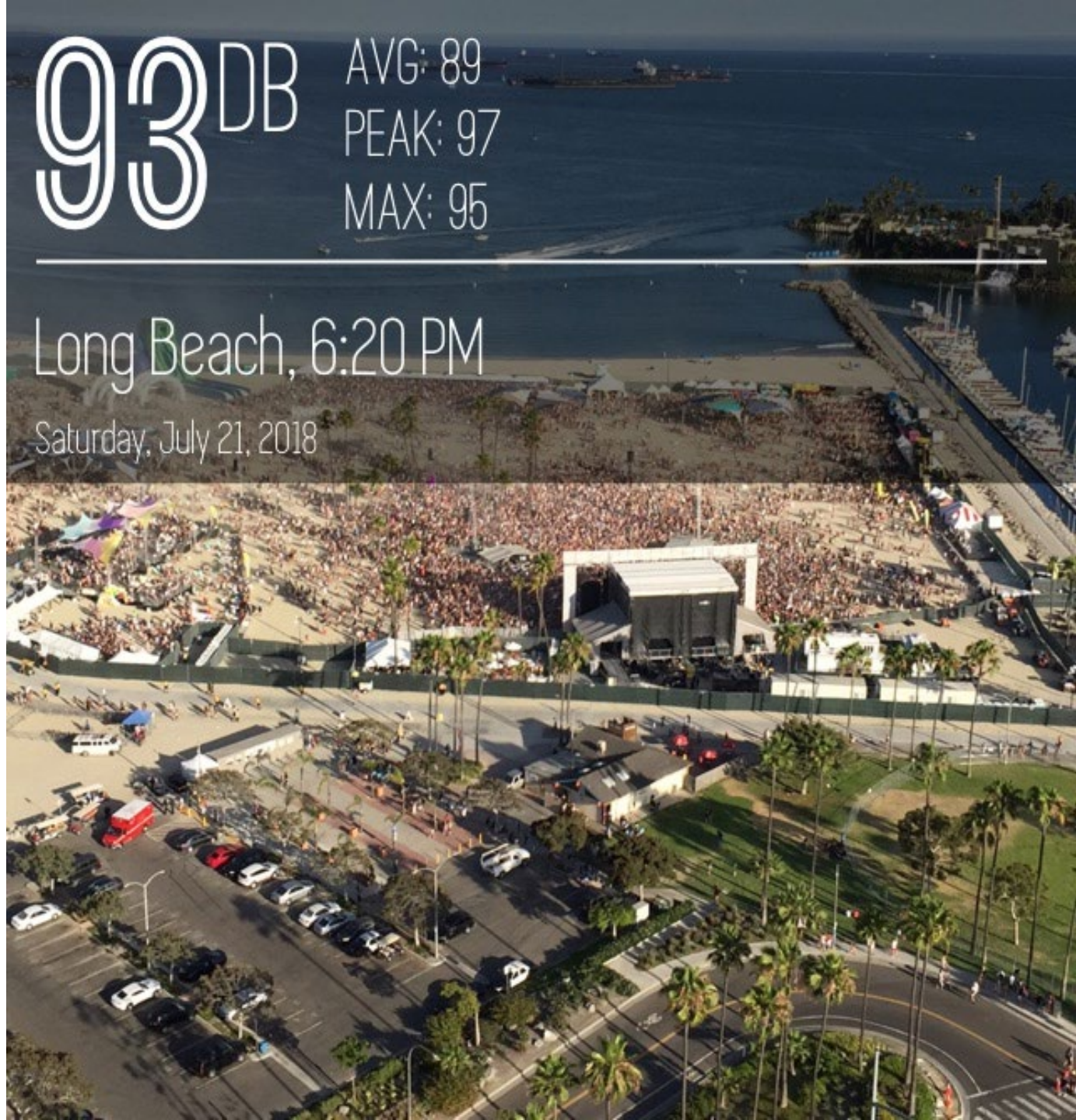


Saturday, 6:20 p.m.
July 21, 2018

Amplified sound from the
Kaskade Sun Soaked Concert at
Alamitos Beach

**8 + times the
noise limit**

when it reached residences
on East Ocean Blvd.



Saturday, 8:25 p.m.
July 21, 2018

Amplified sound from the
Kaskade Sun Soaked Concert at
Alamitos Beach

8 + times the
noise limit

when it reached residences
on East Ocean Blvd.

93^{DB}

AVG: 89

PEAK: 105

MAX: 100

Long Beach, 8:25 PM

Saturday, July 21, 2018



The Kaskade Sun Soaked Concert ended with a fireworks display over the heads of concert attendees.

Residents had no warning there would be fireworks and, consequently, were not able to protect their pets from the trauma of the firework sounds as they would have if they had been warned.

Saturday, 10:25 p.m.
July 21, 2018

Traffic noise from attendees leaving the
Kaskade Sun Soaked Concert
at **Alamitos Beach**

1.5 times the
night time noise limit

when it reached residences
on East Ocean Blvd.

62^{DB} AVG: 62
PEAK: 66
MAX: 64

Long Beach, 10:25 PM

Saturday, July 21, 2018



Friday, 9:30 p.m.
July 27, 2018

Amplified sound from the
Long Beach Crawfish Festival at
Rainbow Lagoon

2 + times the
noise limit

when it reached residences
on East Ocean Blvd.

73^{DB} AVG: 70
PEAK: 81
MAX: 75

Long Beach, 9:30 PM

Friday, July 27, 2018



Saturday, 8:46 p.m.
July 28, 2018

Amplified sound from the
*Love Long Beach Celebration at
Shoreline Park*

3 + times the
noise limit

when it reached residences
on East Ocean Blvd.



77^{DB} AVG: 72
PEAK: 93
MAX: 88

Long Beach, 8:46 PM

Saturday, July 28, 2018

Sunday, 8:04 p.m.
July 29, 2018

Amplified sound from the
*Love Long Beach Celebration at
Shoreline Park*

3 times the
noise limit

when it reached residences
on East Ocean Blvd.

75^{DB} AVG: 73
PEAK: 88
MAX: 80

Long Beach, 8:04 PM

Sunday, July 29, 2018



Friday, 8:15 p.m.
August 10, 2018

Amplified sound from the
Long Beach Jazz Festival at
Rainbow Lagoon

4 times the
noise limit

when it reached residences
on East Ocean Blvd.

80^{DB} AVG: 75
PEAK: 88
MAX: 82

Long Beach, 8:15 PM

Friday, August 10, 2018



Saturday, 2:51 p.m.
August 11, 2018

Amplified sound from the
Long Beach Jazz Festival at
Rainbow Lagoon

4 times the
noise limit

when it reached residences
on East Ocean Blvd.

81 DB

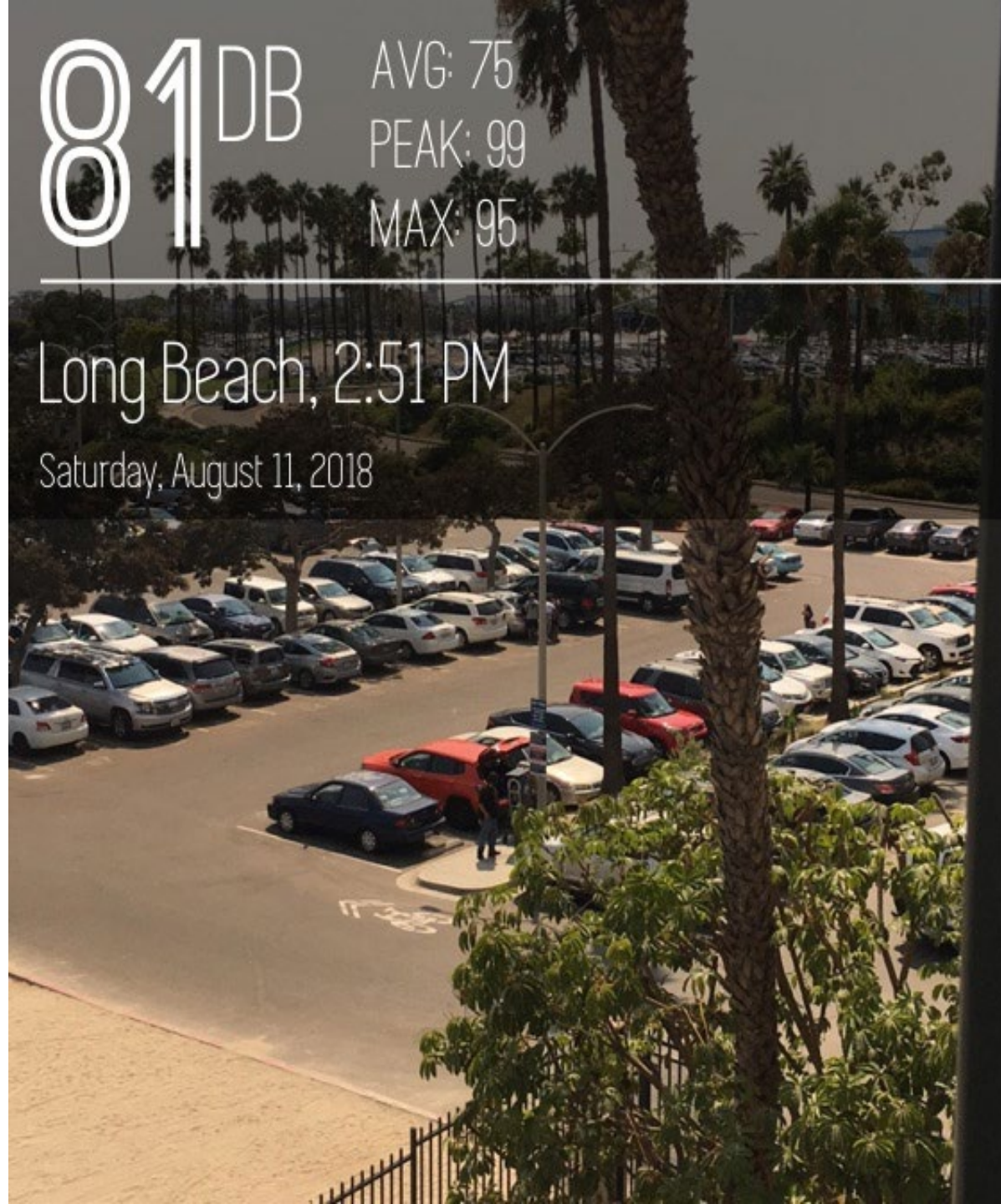
AVG: 75

PEAK: 99

MAX: 95

Long Beach, 2:51 PM

Saturday, August 11, 2018



Saturday, 4:46 p.m.
August 11, 2018

Amplified sound from the
Long Beach Jazz Festival at
Rainbow Lagoon

4 times the
noise limit

when it reached residences
on East Ocean Blvd.

80 DB AVG: 75
PEAK: 99
MAX: 95

Long Beach, 4:46 PM

Saturday, August 11, 2018



Saturday, 9:38 p.m.
August 11, 2018

Amplified sound from the
Long Beach Jazz Festival at
Rainbow Lagoon

4 times the
noise limit

when it reached residences
on East Ocean Blvd.

80^{DB} AVG: 75
PEAK: 97
MAX: 91

Long Beach, 9:38 PM

Saturday, August 11, 2018



Sunday, 1:03 p.m.
August 12, 2018

Amplified sound from the
*Long Beach Jazz Festival at
Rainbow Lagoon*

6 times the
noise limit

when it reached residences
on East Ocean Blvd.



Sunday, 7:52 p.m.
August 12, 2018

Amplified sound from the
Long Beach Jazz Festival at
Rainbow Lagoon

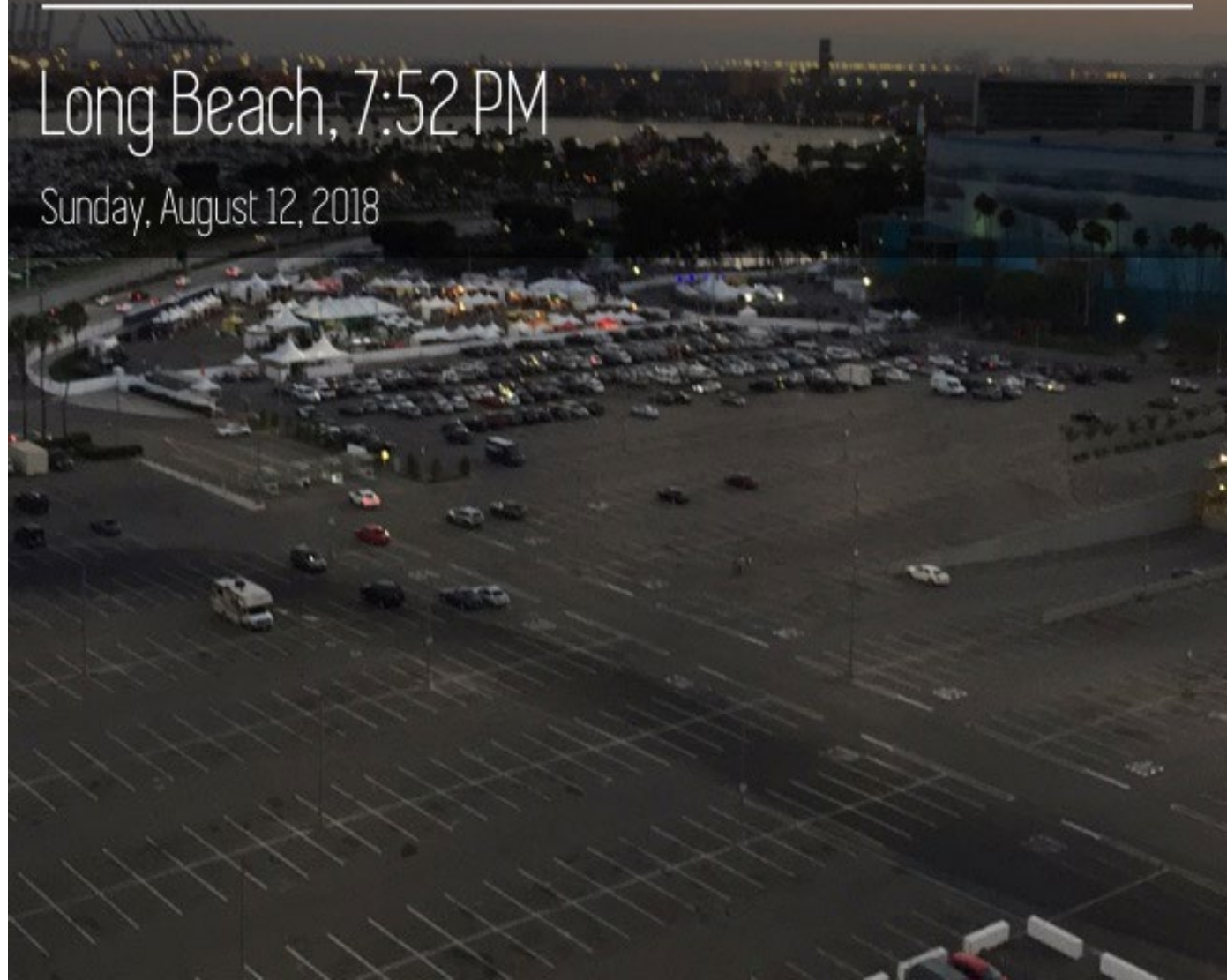
6 + times the
noise limit

when it reached residences
on East Ocean Blvd.

87^{DB} AVG: 78
PEAK: 95
MAX: 91

Long Beach, 7:52 PM

Sunday, August 12, 2018



Sunday, 8:54 p.m.
August 12, 2018

Amplified sound from the
Long Beach Jazz Festival at
Rainbow Lagoon

6 times the
noise limit

when it reached residences
on East Ocean Blvd.

82^{DB} AVG: 75
PEAK: 90
MAX: 82

Long Beach, 8:54 PM

Sunday, August 12, 2018



On August 29, the Taste of Downtown Long Beach ended with fireworks. Residents had no warning there would be fireworks.

Consequently, some residents who could hear the sounds but not see the fireworks because of where they happened to be at the time were terrified, fearing the sounds were gunfire.

Again on Monday, Sept. 24, there were unannounced fireworks from an unknown source.

Saturday, 5:31 a.m.
September 22, 2018

Amplified sound from setting up for the
Japanese Classic Car Show at
the **Marina Green**

1.5 times the
night time noise limit

when it reached residences
on East Ocean Blvd.

59^{DB} AVG: 54
PEAK: 82
MAX: 69

Long Beach, 5:31 AM

Saturday, September 22, 2018



Saturday, 11:51 a.m.
September 29, 2018

Amplified sound from
Music Tastes Good at the
Marina Green

4 times the
noise limit

when it reached residences
on East Ocean Blvd.

81^{DB}

AVG: 67

PEAK: 98

MAX: 90

Long Beach, 11:51 AM

Saturday, September 29, 2018



Saturday, 3:03 p.m.
September 29, 2018

Amplified sound from
Music Tastes Good at the
Marina Green

6 times the
noise limit

when it reached residences
on East Ocean Blvd.

86^{DB} AVG: 73
PEAK: 104
MAX: 94

Long Beach, 3:03 PM

Saturday, September 29, 2018

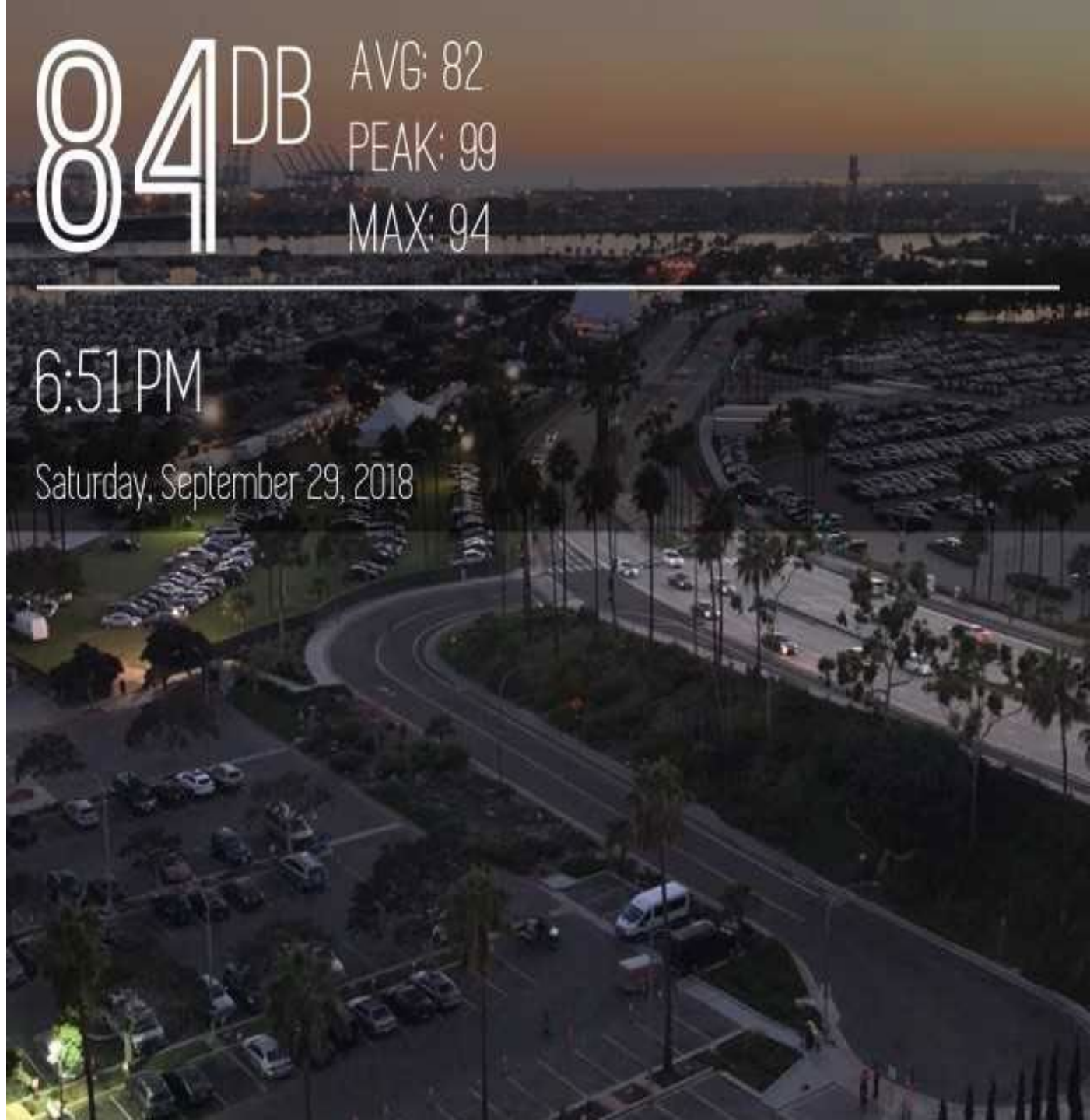


Saturday, 6:51 p.m.
September 29, 2018

Amplified sound from
Music Tastes Good at the
Marina Green

6 times the
noise limit

when it reached residences
on East Ocean Blvd.



84^{DB} AVG: 82
PEAK: 99
MAX: 94

6:51 PM

Saturday, September 29, 2018

Saturday, 9:21 p.m.
September 29, 2018

Amplified sound from
Music Tastes Good at the
Marina Green

8 times the
noise limit

when it reached residences
on East Ocean Blvd.

91^{DB}

AVG: 82

PEAK: 95

MAX: 91

Long Beach, 9:21 PM

Saturday, September 29, 2018



Sunday, 4:15 p.m.
September 30, 2018

Amplified sound from
Music Tastes Good at the
Marina Green

8 times the
noise limit

when it reached residences
on East Ocean Blvd.

89^{DB} AVG: 83
PEAK: 95
MAX: 92

Long Beach, 4:15 PM

Sunday, September 30, 2018



Sunday, 7:22 p.m.
September 30, 2018

Amplified sound from
Music Tastes Good at the
Marina Green

6 times the
noise limit

when it reached residences
on East Ocean Blvd.

85^{DB} AVG: 83
PEAK: 93
MAX: 89

Long Beach, 7:22 PM

Sunday, September 30, 2018



Sunday, 5:29 a.m.
October 7, 2018

Sound from the
Jetblue Long Beach Marathon on
Shoreline Drive

almost 2 times the
night time noise limit

when it reached residences
on East Ocean Blvd.

63^{DB}

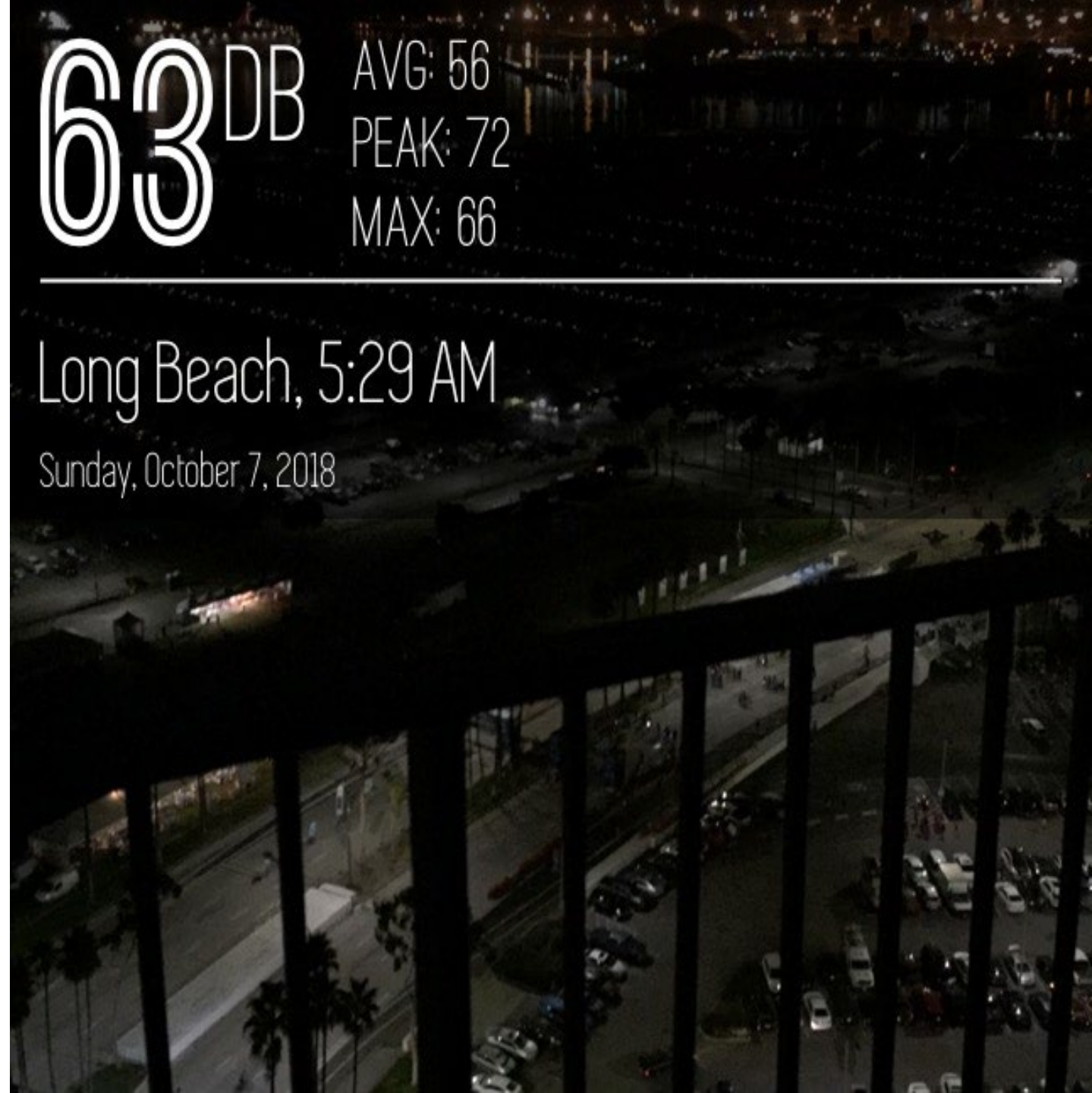
AVG: 56

PEAK: 72

MAX: 66

Long Beach, 5:29 AM

Sunday, October 7, 2018

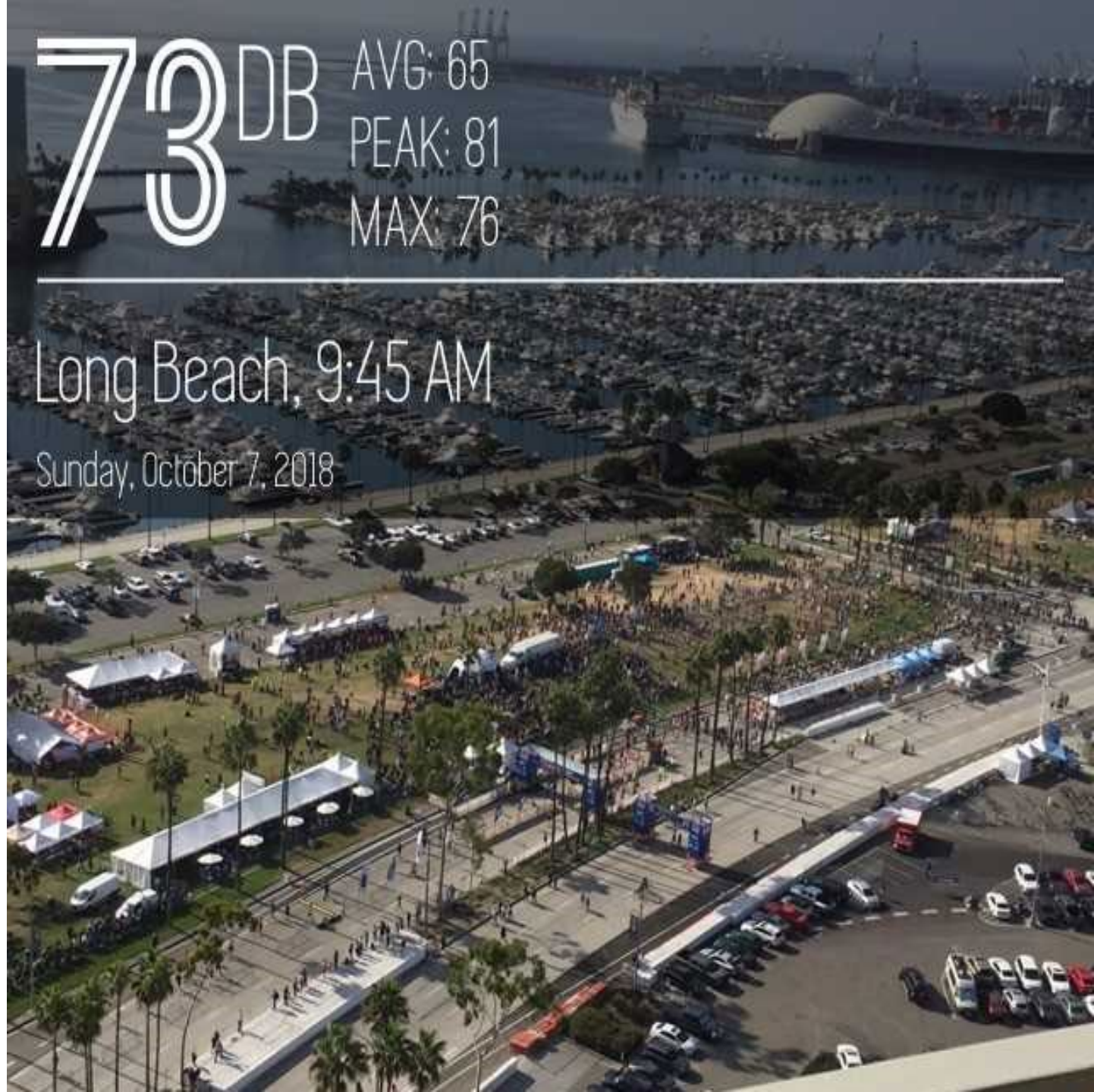


Sunday, 9:45 a.m.
October 7, 2018

Amplified sound from the
Jetblue Long Beach Marathon on the
Marina Green and Shoreline Dr.

2 + times the
noise limit

when it reached residences
on East Ocean Blvd.



Jennifer Ly

From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Sunday, June 16, 2019 10:41 PM
To: LBDS-EIR-Comments
Cc: Robert Garcia; Jeannine Pearce; Patrick West; Linda Tatum; Christopher Koontz
Subject: EIR Initial Study General Plan Noise Element: ENVIRONMENTAL EQUITY AND SOCIAL JUSTICE (page 2-12)
Attachments: 2018 Special Events permitted near residences on East Ocean downtown.docx

The EIR needs to clearly specify how the city will achieve environmental equity and social justice when it comes to outdoor entertainment noise.

Social Justice means that if a city permits a multi-family residential building to be built and people buy a unit in the building and live in it and pay property taxes for it, that the city will honor residential noise limits for the area in which the building exists as long as the building exists. It does *not mean* that the city will, several years after it has permitted buildings to be built, pass an ordinance such as LBMC 8.80.280 that says that the city's noise limits don't apply as long as the city permits it to not apply and then proceed to inflict frequent, prolonged, excessive noise from outdoor entertainment on people in their homes that is a threat to their health and wellbeing.

Social just means that a city does not permit a building such as the building at 700 East Ocean Blvd. with almost all glass exterior to be built and then allow it to be subjected to excessive sound vibrations.

Social justice means that a city does not "balance" the "needs" of outdoor entertainment with the health needs of its residents. Social justice means the city PROTECTS its residents while permitting outdoor entertainment. Social justice means that the city permits only outdoor entertainment that does not harm people in nearby homes. It means, if a city can't protect its residents from excessive noise from a given outdoor entertainment near residences, the city does not permit that entertainment in that area.

Environmental Equity means that exceptions to residential noise limits (such as an exception for a parade) be equal for each acoustical neighborhood across the city. As shown in the attachment, in 2018, the acoustical neighborhood consisting of Alamitos Beach/Shoreline Drive/the Convention Center parking lot/Marina Green/Rainbow Lagoon/Harry Bridges Memorial Park experienced 26 days between March 20 and Oct 7 where people living on East Ocean Blvd downtown were involuntarily exposed in their homes to city-permitted excessive amplified sounds from outdoor entertainment, often up to 12 hours a day each day, often several days in a row. Is there any other acoustical neighborhood in the city that suffered so much?

Failing such specifications the city will not have environmental equity and social justice.

Dr. Margaret Heiss Moustafa
850 East Ocean Blvd, #1601, Long Beach, 90802
714) 395-4536

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Thursday May 30, 2019

NAME: Robert W. Cash
ADDRESS: #907, 850 E Ocean Blvd CITY: LB ZIP: 90802
EMAIL ADDRESS: robert.cash@csulb.edu
REPRESENTING: Condo Resident

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

My Comments are directed to the EIR Initial
Study

Regarding Waterfront development described on page 2-10, if the city is going to encourage high-density housing AND tourism attractions in the same geographical area, it must at the same time ensure that residences are protected from excessive noise from tourism activities (e.g., outdoor concerts), Special Events, transportation, etc

Please comment by June 17, 2019

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Thursday May 30, 2019

NAME: Robert McCash
ADDRESS: 850 E. Long Beach Blvd Long Beach, 90802
EMAIL ADDRESS: rcash@csulb.edu
REPRESENTING: Resident on E Ocean Blvd, LB

Do you wish to be added to the project mailing list? YES ~~NO~~

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

My comment is on the EIR Initial Study

The EIR has extensive city-wide measurements of existing noise from traffic, but no measurement of the impact of city-permitted outdoor entertainment noise on residents whose homes face entertainment venues. Given that the reason for noise ordinances is to protect people's health, noise from outdoor entertainment needs to be measured at the windows of residents whose homes face outdoor venues to ensure that the noise is not endangering their health.

Please comment by June 17, 2019

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Thursday May 30, 2019

NAME: Robert W Cash
ADDRESS: Unit #407 856 E Ocean Blvd CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: robert.cash@csulb.edu
REPRESENTING: Condo Resident

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

My comment is directed to the EIR Initial
Study.

I object to "balancing" Waterfront activities with residential needs as stated in strategies #2 and 13 in section 2.4.2 on page 2-7. The city's first duty is to PROTECT residents, not balance their health with entertainment. The city needs to allow only outdoor activities that do not harm residents with excessive noise.

Please comment by June 17, 2019

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Thursday May 30, 2019

Limit 407

NAME: Robert W Cash
ADDRESS: 850 E. Ocean Blvd CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: robert.cash@csulb.edu
REPRESENTING: Condo Resident

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: IRDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Special Events and Vehicular Traffic Noise registers over 105dB (max) on weekends when measured. We need specified noise levels stated and what actions to be taken by residents when noise levels exceed the

Regarding Noise Management in section 2.4.4.6, in order to manage noise there must first be measurable noise limits. There must also be real time/same day enforcement of outdoor noise as it effects residents.

Please comment by June 17, 2019

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Final EIR 11-20-2019

NAME: _____
ADDRESS: _____ CITY: _____ ZIP: _____
EMAIL ADDRESS: hestermary2@gmail.com
REPRESENTING: Pacific Condo Assoc.
Do you wish to be added to the project mailing list? YES NO

H Mary M. Hester
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the **environmental issues** to be addressed in the EIR (please print).

Suggested comments (One comment per comment form)

The EIR has a table of Maximum Allowable Noise Exposure from Transportation Sources (page 2-11) but no daytime or nighttime noise limits for residential areas. Without measurable residential noise limits, all Long Beach residents are at risk of being harmed by excessive noise.

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: _____
ADDRESS: _____
EMAIL ADDRESS: _____
REPRESENTING: _____

M **Mary M. Hester**
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

CITY: _____ ZIP: _____

_____ *hestermary2@gmail.com.*

_____ *Pacific Condo Assoc.*

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

The EIR has extensive city-wide measurements of existing noise from traffic, but no measurement of the impact of city-permitted outdoor entertainment noise on residents whose homes face entertainment venues. Given that the reason for noise ordinances is to protect people's health, noise from outdoor entertainment needs to be measured at the windows of residents whose homes face outdoor venues to ensure that the noise is not endangering their health.

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: _____
ADDRESS: _____
EMAIL ADDRESS: _____
REPRESENTING: _____



Mary M. Hester
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

CITY: _____ ZIP: _____

hester mary 2 @ gmail . com

Pacific Condo Assoc.

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov


The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Given that dBC vibrations (bass sounds) have become a significant concert feature since the 1975 Noise Element was written and that such noise can cause significant health problems including increased blood pressure, increased heart rate, vasoconstriction, changes in respiration, and cardiac arrhythmia, dBC vibrations from outdoor entertainment need to be measured at the windows of residents whose homes face outdoor venues to ensure that the noise is not endangering their health.

Please comment by June 17, 2019

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

June 10, 2019

NAME:  **Mary M. Hester**
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

ADDRESS: _____ CITY: _____ ZIP: _____

EMAIL ADDRESS: hester mary a@gmail.com

REPRESENTING: Pacific Condo Assoc.

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBD5-EIR-Comments@longbeach.gov

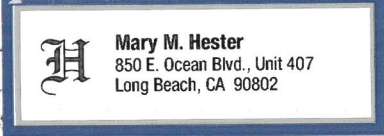
The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the **environmental issues** to be addressed in the EIR (please print).

I object to “balancing” Waterfront activities with residential needs as stated in strategies #2 and 13 in section 2.4.2 on page 2-7. The city’s first duty is to PROTECT residents, not balance their health with entertainment. The city needs to allow only outdoor activities that do not harm residents with excessive noise.

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: _____
ADDRESS: _____
EMAIL ADDRESS: _____
REPRESENTING: _____



CITY: _____ ZIP: _____

hestermary2@gmail.com

Pacific Condo Assn.

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov


The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Regarding Waterfront development described on page 2-10, if the city is going to encourage high-density housing AND tourism attractions in the same geographical area, it must at the same time ensure that residences are protected from excessive noise from tourism activities (e.g., outdoor concerts).

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: _____
ADDRESS: _____ CITY: _____ ZIP: _____
EMAIL ADDRESS: _____
REPRESENTING: _____

 **Mary M. Hester**
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

hestermary2@gmail.com
Pacific Condo Assoc.

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBD5-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Regarding section 2.4.4.4 on page 2-12, Special Events is not the only entity that permits outdoor entertainment. The Convention Center also permits outdoor entertainment and residents should be protected from excessive noise permitted by the Convention Center as well as by Special Events.

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: _____
ADDRESS: _____
EMAIL ADDRESS: _____
REPRESENTING: _____

Mary M. Hester
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

PHONE: _____ ZIP: _____
hestermmary2@gmail.com

Pacific Condo Assoc.

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the **environmental issues** to be addressed in the EIR (please print).

Regarding Environmental Equity and Social Justice in section 2.4.4.5 on page 2-12, if there must be some exceptions to residential noise limits, there needs to be equity and justice across the city as to how many exceptions there are per year per acoustical neighborhood. In 2018, the acoustical neighborhood consisting of Alamitos Beach/ Shoreline drive/the Convention Center parking lot/Marina Green/ Rainbow Lagoon/Harry Bridges Memorial Park experience 26 days between March 20 and Oct 7 where people living on East Ocean Blvd downtown were involuntarily exposed in their homes to city-permitted excessive amplified sounds from outdoor entertainment, often up to 12 hours a day each day, often several days in a row. Is there any other acoustical neighborhood in the city who suffered so much?

Please comment by June 17, 2019

Jennifer Ly

From: Genny Hulbrock <ghulbrock@aol.com>
Sent: Monday, June 17, 2019 3:53 PM
To: Jennifer Ly; lbds@long beach.gov
Subject: Noise Element Input

Jennifer and the LB Development Services Department

Special Events section, page 52

..., however, with residents living in close proximity to these (special) events, ensuring managed frequency and intensity of the noise from these events is a priority for the City. Long Beach strives for an informed, balanced approach to managing the needs of these events while continuing to prioritize the wellbeing of residents.

Thank you for clearly stating that managing special event noise and the wellbeing of residents are both a priority. As the noise element states, noises emanating from the port, various watercraft, freeways, streets and the airport are big factors in Long Beach. We don't need to add to that! Enough is enough.

Thank you,
Genny Hulbrock, Long Beach

Jennifer Ly

From: diana lejins <dianalejins@yahoo.com>
Sent: Friday, May 31, 2019 5:29 PM
To: Jennifer Ly
Cc: diana lejins
Subject: Noise element of Long Beach General plant

Dear Jennifer and to whomever it may concern,

I am writing this note because I'm unable to make tonight's meeting. I truly appreciate your efforts on this noise element for the Long Beach City General plan.

I was especially pleased to see the section on barking dogs. However, I have unfortunately had some recent experiences with the Barking Dog issue.

About two years ago one of my neighbors adopted a dog and does not seem to have the capacity to train their dog properly. I complained to the Animal Care Services, and they did come out. However, after several attempts by the ACs, the poor behavior continued. I was asked to get a petition signed by neighbors. While I did get someone else to sign it, they backed off out of fear.

The family who has the dog has harassed me, told many lies, and done many things to make my life as miserable as possible. The worst part of all in this is the husband in this situation is a Long Beach firefighter. As an older senior citizen, I am also faced with the fact that should I have an emergency, he could be called to my home. The stations where he works service my property.

I now have to live in fear and my health has deteriorated greatly because of the situation. I believe that this is no less than elder abuse.

There needs to be a better way. It's great to have laws on the books, but if they can't be enforced what good are they. Forcing someone to go out and get petitions signed only puts them in grave Jeopardy. That doesn't happen with any other crime. My suggestion is that the enforcement be moved to noise abatement in environmental health and that enforcement procedures are more user-friendly.

Your comments and suggestions are greatly appreciated. You may reach me by phone at 562 421 8012.

Diana Lejins

[Sent from Yahoo Mail on Android](#)

Jennifer Ly

From: wps30@aol.com
Sent: Monday, June 17, 2019 3:24 PM
To: Jennifer Ly; LBDS
Subject: Noise element draft comments

Hello,

It is my hope that the city will enforce the noise limits on bars and restaurants.

Also, I have noticed that the city hasn't always "balanced the needs of special events while prioritizing the well-being of residents." I live three miles away from downtown Long Beach, yet I have had to close my windows to avoid hearing music blaring from the Queen Mary. I can't image how bad the problem is for people who live in downtown Long Beach.

Please enforce the jet skis rules, including no dry starts. And please enforce the boating rules--we have had boat speeding between the oil islands and the beach.

Sincerely,

William Sheehan

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT

Thursday May 30, 2019

NAME: Sandra Stanton
ADDRESS: 850 E. Ocean Blvd #1209 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandra.stanton9@icloud.com
REPRESENTING: myself

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Regarding waterfront development
described on pages 2-10, if the city
encourages both high density housing
and tourism attractions in the same
location, it must insure that
residents are protected from excessive
noise from the attractions.

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT

Thursday May 30, 2019

NAME: Sandra Stanton
ADDRESS: 850 E Ocean Blvd #1209 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandra.stanton9@icloud.com
REPRESENTING: myself

Do you wish to be added to the project mailing list?

YES

NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368

Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Regarding Environmental Equity +

Social Justice in sections 2.4.4.5
on pages 2-12, if there must be ex-
ceptions to residential noise limits
there needs be equity across the city
as to how many exceptions per year
per neighborhood.

It appears that East Ocean Blvd
and the areas from Shoreline/Alamitos
Bld to Rainbow Lagoon are impacted
to a greater degree than other locations
in the city.

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT

Thursday May 30, 2019

NAME: Sandra Stanton
ADDRESS: 850 E. Ocean Blvd #1204 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandra Stanton9@icloud.com
REPRESENTING: myself

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

The EIR has measurements of existing noise from traffic but no measurement of the impact of city permitted outdoor entertainment noise on residents whose homes face entertainment venues. The noise from outdoor entertainment, primarily music/bass sounds, needs to be measured at the windows of residents whose homes face outdoor venues.

Please comment by June 17, 2019

**PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT**

Thursday May 30, 2019

NAME: Sandra Stanton
ADDRESS: 850 E. Ocean Blvd #1404 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandra Stanton9@icloud.com
REPRESENTING: myself

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

I object to "balancing" waterfront activities with residential needs as stated in strategies #2 & 13 in section 2.4.2 on page 2-7.

I think the city should PROTECT residents not balance our health with entertainment which is of course revenue. Only outdoor activities that don't harm residents with excessive noise should be allowed.

Please comment by June 17, 2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Dennis L. Stone, MD
ADDRESS: 850 Ocean Blvd. #209 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: dstonemd@earthlink.net
REPRESENTING: Self - interested homeowner - facing the beach

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the **environmental issues** to be addressed in the EIR (please print).

I personally do not have an issue with entertainment at the beach and consider it a vibrant part of city life. My only issue is - with the new technology - the low frequency sounds coming from the amplified bass/woofer systems can become physically painful. The problem is not with all music venues but only those that have apparently taken advantage of this newer technology. The base sound, best described as a throbbing pulsation, reverberates through the walls and windows of our building even though the venue is at a significant distance. One can actually feel the building vibrating and even feel the pulsations in one's chest. Some people may pay for such a sensation but those of us who are innocent bystanders should not be forced to join them in the experience.

Please comment by June 17, 2019

Jennifer Ly

From: Dianne Sundstrom <dianne.sundstrom@verizon.net>
Sent: Monday, June 17, 2019 4:53 PM
To: Jennifer Ly
Cc: dianne Sundstrom
Subject: Re: Comments on noise element draft

Hi Jennifer,

I didn't find a link for making comments so I am sending a few directly to you. Hopefully you can include them in the public comments.

First, as I read through the document I felt much of it is rather vague and doesn't include specific goals.

Some of the noise generating issues I am most concerned with include:

Motorcycle noise

Leaf blowers

Helicopter noise

Special events, especially those on the beach during the summer months. Time limited events, such as the Grand Prix, are events I am willing to endure but the summer events seem to go on non-stop over several months. I live close to 4th and Park and can hear music from the beach along Ocean during these summer events. The guidelines seem vague — could not an acceptable maximum dBA be identified for these events?

Neighborhood noise including loud music and dog barking

Specific comments —

Motorcycles - Policy N 6-7 is very vague. Is it not possible to include specific goals such as citing motorcycles that have illegally removed mufflers?

Leaf blowers - Policy N 16-6 - a statement is made that suggests promoting conversion to electric leaf blowers. Again, is it not possible to include a goal of having 80% of all leaf blowers used in the City converted to electric by 2025 (or another specific goal)?

Helicopters - N 16-6 - I have been part of a group working with the helicopter coalition over the last many years and very little sustained outcome has been achieved. A representative from the airport has been actively engaged but I feel that the City has not used its influence in this effort. Again, it would be nice to see more specific goals.

N 16-2 - I strongly support and encourage development of an app for reporting noise disturbances

N 16-8 - Enforcement will be critical

One last idea - Once this is finalized prepare a mailing that would include the salient points of this ordinance to all residences and businesses in the City.

Thanks for your consideration of my comments.

Regards,
Dianne Sundstrom

4507 E Barker Way
562-221-5518

> On Jun 17, 2019, at 12:44 PM, Jennifer Ly <Jennifer.Ly@longbeach.gov> wrote:

>

> Hi Dianne,

>

> The public comment period technically ends today 6/17 at 5 pm. Are you able to submit your comment by then?

>

> Thank you,

> Jennifer

>

>

> -----Original Message-----

> From: Dianne Sundstrom <dianne.sundstrom@verizon.net>

> Sent: Monday, June 17, 2019 11:57 AM

> To: Jennifer Ly <Jennifer.Ly@longbeach.gov>

> Subject: Comments on noise element draft

>

> Hi Jennifer,

>

> Are comments being accepted through midnight tonight, the 17th? Or does it close earlier?

>

> Thanks,

> Dianne

Jennifer Ly

From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Monday, June 17, 2019 4:47 PM
To: LBDS-EIR-Comments
Subject: EIR Impact Report Intial Study for the General Noise Plan Noise Element: NOISE MANAGEMENT
Attachments: attachment 1, noise element 1975 residential noise limits.pdf; attachment 2, slide on enforcement at the noise element update, Oct 17, 2018.pptx

To protect the health and welfare of all Long Beach residents and to ensure compliance with California Noise Law 46000, the EIR needs to ensure that there are specified maximum noise limits in residential areas in an updated Noise Element. The 1975 Noise Element specified maximum peak noise for residential areas on page 137. (attachment 1) There is no such specification in the Noise Element Public Review Draft of May 2019.

Without enforcement noise limits are meaningless. Therefore, the EIR also needs to ensure that there is real time/same day enforcement of noise laws outlined in the updated Noise Element. Currently the Health Department only responds on weekdays to noise complaints that happen during the weekend and not at all to complaints about excessive noise that the city permits. Special Events has a little-known afterhours hotline where residents can call in during an event. However, residents speak to a recorder and their complaints have no effect. Special Events records the complaints in the organizers' permanent file to, purportedly be addressed the following year. (Attachment 2). Police refuse to respond to complaints about city-permitted excessive outdoor entertainment noise because of LBMC 8.80.280. This is an untenable situation and needs to be addressed by the EIR.

Dr. Margaret Heiss Moustafa
850 East Ocean Blvd, #1601, Long Beach, 90802
714) 395-4536

TABLE 11

RECOMMENDED CRITERIA FOR MAXIMUM ACCEPTABLE NOISE LEVELS¹ IN A-WEIGHTED DECIBELS (dba)
 (decibels levels for noise monitoring purposes only, for frequency and band restrictions see Section 100.02 (c) of Proposed Model Noise Ordinance, Appendix E)

Major Land Use Type	Outdoor			Indoor	
	Maximum Hourly Peak	Single Peak	L ₁₀ (2)	L ₅₀ (3)	L _{dn} (4)
Residential ⁵ 7 a.m.-10 p.m.	70		55	45	45
Residential ⁵ 10 p.m.-7 a.m.	60		45	35	35
Commercial (anytime)	75		65	55	(6)
Industrial (anytime)	85		70	60	(6)

(1) Based on existing ambient level ranges in Long Beach and recommended U.S. Environmental Protection Agency ratios and standards for interference and annoyance.

(2) Noise levels exceeded ten per cent of the time.

(3) Noise levels exceeded fifty-per cent of the time.

(4) Day-night average sound level. The 24-hour A-weighted equivalent sound level with a 10 decibel penalty applied to nighttime levels.

(5) Includes all residential categories and all noise sensitive land uses such as hospitals, schools, etc.

(6) Since different types of commercial and industrial activities appear to be associated with different noise levels, identification of a maximum indoor level for activity interference is unfeasible.

Source: U.S. Office of Noise Abatement and Control; Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. Arlington, Virginia; U.S. Environmental Protection Agency, March, 1974, pp. 3, 29.

Slide #17 at the Development Services focus group Oct. 17, 2018 on the updated Noise Element.

Special Events Complaints, Response + Enforcement

▶ **Complaints**

- ▶ After-hours hotline for messages and concerns regarding events. All messages left on the after-hours hotline are time/date stamped and sent directly to the on-site Special Events staff in real-time.

▶ **Response + Enforcement**

- ▶ Any written or verbal complaints are included in the permit file
- ▶ When/if the event returns, mitigation measures for these complaints are addressed

Jennifer Ly

From: Moustafa, Margaret <mmousta@exchange.calstatela.edu>
Sent: Monday, June 17, 2019 9:05 AM
To: LBDS-EIR-Comments
Subject: EIR Initial Study for the General Plan Noise Element: SPECIAL EVENTS

Special Events is not the only city entity that permits outdoor entertainment with excessive noise that distresses nearby residents. The Convention Center also permits outdoor entertainment with excessive noise. Residents should be protected from excessive noise permitted by the Convention Center, Special Events, and any other present or future city entity that permits outdoor entertainment.

Dr. Margaret Heiss Moustafa
850 East Ocean Blvd, #1601, Long Beach, 90802
714) 395-4536

June 13, 2019

City of Long Beach
Attn: Jennifer Ly, Planner
333 W Ocean Blvd, 5h floor
Long Beach, CA 90802

Subject: General Plan Noise Element Project

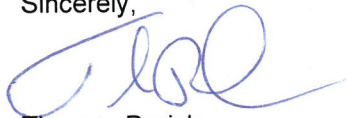
Dear Ms. Ly

I am a resident of Long Beach (second district) and writing to voice my concerns at the ever increasing noise generating events, the city of Long Beach allows in the second district - and resultant nuisance for residents. I am copying my council person and the mayor, as I feel I am under represented. While the events undoubtedly generate significant amounts of revenue for the city as well as merchants in the district, it does come at a steep cost to the residents.

I understand there is an environmental study out and that the city is considering regulating such noise generating events. While the city may want to "balance" Waterfront activities with residential needs - you should consider some of these events making living in the immediate area difficult. The city's first duty is to residents, not revenues. The amount of residential development in the downtown area is very significant - as the number of residents in the area continues to grow, you might find the residents are looking for representatives to represent the residents and will have the common goal to limit the noise.

I strongly urge you to limit the events - more specifically, the amount of noise in the second district.

Sincerely,



Thomas Dorich
850 E Ocean Blvd., # 210
Long Beach, CA 90802
thomasdorich@yahoo.com

cc: Jeannine Pearce
Robert Garcia

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Claire Heiss
ADDRESS: 850 E. Ocean Blvd #1309 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: claire.heiss@sbcglobal.net
REPRESENTING: self

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

→ I object to strategies #2 and #13 in section 2.4.2 on pages 2-7 of the noise element project report. The first duty of LB government is to protect their residents, not balance their health with entertainment revenue. I am not against beach or any other entertainment BUT I am against them being over 75 decibels noise level/exposure.

→ Regarding section 2.4.4.4 on page 2-12 ALL OUTDOOR ENTERTAINMENT and RESIDENTS should be protected from excessive noise levels.

Please comment by June 17, 2019

Claire Heiss
6/5/2019

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Claire Heiss Unit 1309
ADDRESS: 850 E. Ocean Blvd CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: claireheiss@sbcglobal.net
REPRESENTING: Self (resident on the beach)

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Attention: Jennifer Ly, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Phone: (562) 570-6368
Email: LBDS-EIR-Comments@longbeach.gov

The purpose of this comment card is to solicit input regarding the scope and content of the Environmental Impact Report (EIR). Please submit comments for the record that pertain to the *environmental issues* to be addressed in the EIR (please print).

Regarding Noise Mgmt section 2.4.4.6:
In order to manage noise you need a measurement and real time/same day enforcement. The measurement of noise for entertainment events should not be only at the stage, but also at the windows of the nearest residents.
- Base sound levels distort over distance which makes them very disturbing to residents.
- We also need time limits on events at the beach. Getting awoken at 6:00 am on a Saturday with a booming National anthem is frightening. Also anything after 10pm is unreasonable for residents to get proper sleep.

Please comment by June 17, 2019

Claire Heiss
6/13/2019

From: [Jennifer Ly](#)
To: [Bathgate, Diane L.](#); [Vournas, Mikaela Z.](#); [Shelby Cramton](#); [Ashley Davis](#)
Cc: [Patricia Diefenderfer](#)
Subject: FW: LB Noise Element update
Date: Thursday, June 27, 2019 11:34:26 AM
Attachments: [image001.png](#)
[Ch9Noise.pdf](#)

Hi all,

We had the opportunity to touch base with Metro regarding the Noise Element a couple of weeks ago. Generally, we see operational issues relating to their rail to be in the purview of Metro. Their message is forwarded and please note:

- Anticipated increased service frequency on the Blue Line
- Adjacent Development Handbook, accessible from the link that they provided
- We are trying to get a sense of whether Metro's upgrades have positive impacts on noise, and will let you know what we find

For your reference for development of the element.

Thank you,
Jennifer

From: Ling, Shine <LingS@metro.net>
Sent: Tuesday, June 25, 2019 6:33 PM
To: Jennifer Ly <Jennifer.Ly@longbeach.gov>; Patricia Diefenderfer <Patricia.Diefenderfer@longbeach.gov>; Alison Spindler <Alison.Spindler@longbeach.gov>
Cc: Truong, Cassie <TruongC@metro.net>
Subject: RE: LB Noise Element update

Hello Patricia, Jennifer, and Alison,

Thanks again for talking with me and Cassie a couple weeks back. I appreciate that we're able to coordinate and collaborate with your team on the Noise Element and other long range planning efforts. Here's some follow-up information to our call.

I got some comments from our Rail Operations liaison, Brandon Farley, about the Noise Element language. Like we had said on the phone, the proposed Metro-related policies don't present any significant concerns for us. We're not able to make any binding commitments on specific actions at this time but we certainly are open to discussing any options for new technologies that may come up in the future. Brandon noted that much of the noise from Blue Line operations comes from stations and crossings to provide safety related signals to pedestrians and riders. These are directed by California Public Utilities Commission guidance or Metro's systemwide standards. So not much option to adjust those.

As for data that would input into your technical analysis, here's what we know about service

frequency:

- Current: 6-12min headways during weekday commute times. 12min during midday times and weekends. 20min at nights.
- Future, depending on ridership levels and resources: 5min headways during weekday commute times, 10min during midday times and weekends. 10-20min at nights. 20-30min during overnight/owl periods.

Finally, here's a link to our webpage:

<https://www.metro.net/projects/devreview/>

We're in the process of updating it with more resources, but there you will find our Adjacent Development Handbook which outlines best practices for projects next to Metro ROW. There's some information on noise that might prove helpful for your use. I used to work for a city that mandated noise-proofing in new development (see attached), but I'll defer to your team's analysis and judgement.

I look forward to working with your team as the plan develops. Any questions please don't hesitate to contact our team.

Best,

Shine

Shine Ling, AICP

LA Metro

Manager, Transportation Planning

Transit Oriented Communities

213.922.2671

lings@metro.net

metro.net | [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro) | [@metrolosangeles](https://twitter.com/metrolosangeles)

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From: Jennifer Ly <Jennifer.Ly@longbeach.gov>

Sent: Friday, June 7, 2019 2:29 PM

To: Ling, Shine <LingS@metro.net>

Cc: Patricia Diefenderfer <Patricia.Diefenderfer@longbeach.gov>; Alison Spindler <Alison.Spindler@longbeach.gov>

Subject: RE: LB Noise Element update

Hi Shine,

I am following up with my voicemail. Thank you for your message regarding the Noise Element, and I look forward to being in touch with you.

While the public comment period for the Initial Study and NOP ends on 6/17/19, as a coordination partner please do be in contact with me directly about any questions and comments you may have up until then and after.

I'll be in touch next week.

Best,

Jennifer Ly
Planner

Long Beach Development Services | Planning Bureau

333 W. Ocean Blvd. 5th Floor | Long Beach, CA 90802
T 562.570.6368 F 562.570.6068
jennifer.ly@longbeach.gov



From: Alison Spindler
Sent: Friday, June 7, 2019 8:43 AM
To: Ling, Shine <LingS@metro.net>
Cc: Jennifer Ly <Jennifer.Ly@longbeach.gov>; Patricia Diefenderfer <Patricia.Diefenderfer@longbeach.gov>
Subject: Re: LB Noise Element update

Shine,

My colleague Jennifer, cc'ed here, is leading on the Noise Element so I'm using this email to connect you two.

Thanks!
Alison

Alison Spindler, AICP
Planner & Budget Specialist

Long Beach Development Services | Planning Bureau
T 562.570.6946 F 562.570.6068
333 West Ocean Blvd., 5th Fl | Long Beach, CA 90802
alison.spindler@longbeach.gov | lbs.longbeach.gov

From: Ling, Shine <LingS@metro.net>

Sent: Thursday, June 6, 2019 4:59:21 PM

To: Alison Spindler

Subject: LB Noise Element update

Hi Alison: Thanks for returning my message. Can we schedule about 15m to discuss? I'll be in the office today until 6:00p; next week I have these times:

Monday 6/10: 9:00a; 4:00p

Tuesday 6/11: 9:00a; 1:00p

Weds 6/12: 11:30a

I think our areas of interest regarding the Blue Line fall into three categories:

- Identifying any data needs that LB has re: Metro rail operations (e.g. service frequency)
- Clarifying policies/implementation actions calling for coordination with Metro
- Best practices for new development for noise mitigation

It would be great to touch base soon given the NOP comment deadline of 6/17, though I suppose the overall effort will take some time. I look forward to discussing.

Best,

--Shine

Shine Ling, AICP

LA Metro

Manager, Transportation Planning

Transit Oriented Communities

213.922.2671

lings@metro.net

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CHAPTER 9.0 NOISE ELEMENT (NE)

9.1 INTRODUCTION

General Plan Law Requirements [GP]

The Noise Element is one of seven general plan elements mandated by state law. The scope of the Noise Element is specified in Section 65302 (f) of the California Government Code. The element is required to identify and evaluate noise problems in the community and must include current and projected noise contour maps showing the intensities of noise associated with various sources. These sources include highways and freeways, primary arterials and major local streets, railroad operations, airport operations, industrial plants, and other applicable stationary noise sources. Noise contours are required to be considered in establishing the pattern of land uses in the Land Use Element in a manner that minimizes the exposure of residents to excessive noise. Finally, the Noise Element must include implementation measures and possible solutions that address existing and foreseeable noise problems. The Noise Element is intended to serve as a guideline for compliance with the state's noise insulation standards.

Noise Element Policies

- NE 1: Noise and Land Use Compatibility Standards
- NE 2: Traffic Noise Sources
- NE 3: Airport Noise
- NE 4: Railway Noise
- NE 5: Industrial and Other Point Sources
- NE 6: Single-Event and Nuisance Noise
- NE 7: Design Criteria to Attenuate Noise

Coastal Act Requirements [CP]

The California Coastal Act (Coastal Act) does not specifically address noise or noise reduction. The policies of the Noise Element, while applying throughout the city, are not a part of the City's Coastal Land Use Plan.

Background

Definition and Measurement of Noise

Noise is an unavoidable aspect of any built environment. *Noise* is defined as a sound or series of sounds that are perceived as irritating, objectionable, and/or disruptive to the quality of daily life. Levels of noise are measured in decibels (dB) and are typically expressed as *A-weighted decibels* (dBA). The A-weighted decibel scale adjusts for very high and very low sound frequencies that are inaudible to humans. Noise levels emitted by various sources are often expressed as equivalent energy level (Leq).

Because sound levels at a particular location typically vary over the course of the day and because people tend to be more sensitive to noise in the evening and at night than during the morning and afternoon, sound levels are commonly averaged over a 24-hour period, weighted for night and evening sensitivity, and expressed as either *Day-Night Noise Level* (Ldn) or *Community Noise Equivalent Level* (CNEL). These two expressions of average sound levels are nearly equivalent, and while this Noise Element usually refers to CNEL, standards cited from certain state and federal regulations may use Ldn.

Decibel scales are logarithmic, such that an increase from 30 to 40 dB represents a tenfold increase in sound level, while an increase from 30 to 50 dB represents a hundredfold increase.

Human perception of sound loudness, however, is subjective. Everyday sounds normally range from 30 dBA (very quiet such as a soft whisper) to 100 dBA (very loud such as the noise produced by a jet takeoff at a distance of 200 feet). In general, noise may become a nuisance at levels of 45 dBA CNEL or greater. Psychological and physiological stress are common with noise levels in the 65 to 75 dBA CNEL range, and hearing loss can occur at noise levels of 75 dBA CNEL or more.

Federal, State, and Local Noise Standards

The U.S. Noise Control Act of 1972 recognized the role of the federal government in dealing with major noise sources associated with interstate commerce in order to provide for uniform treatment of such sources. Federal regulations specifically preempt local control of noise emissions from aircraft and railroad sources. The U.S. Environmental Protection Agency (EPA) has identified acceptable noise levels for various land uses in order to protect public welfare—which allows for an adequate margin of safety—and has established noise standards

Measuring Noise

Decibel (dB): A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

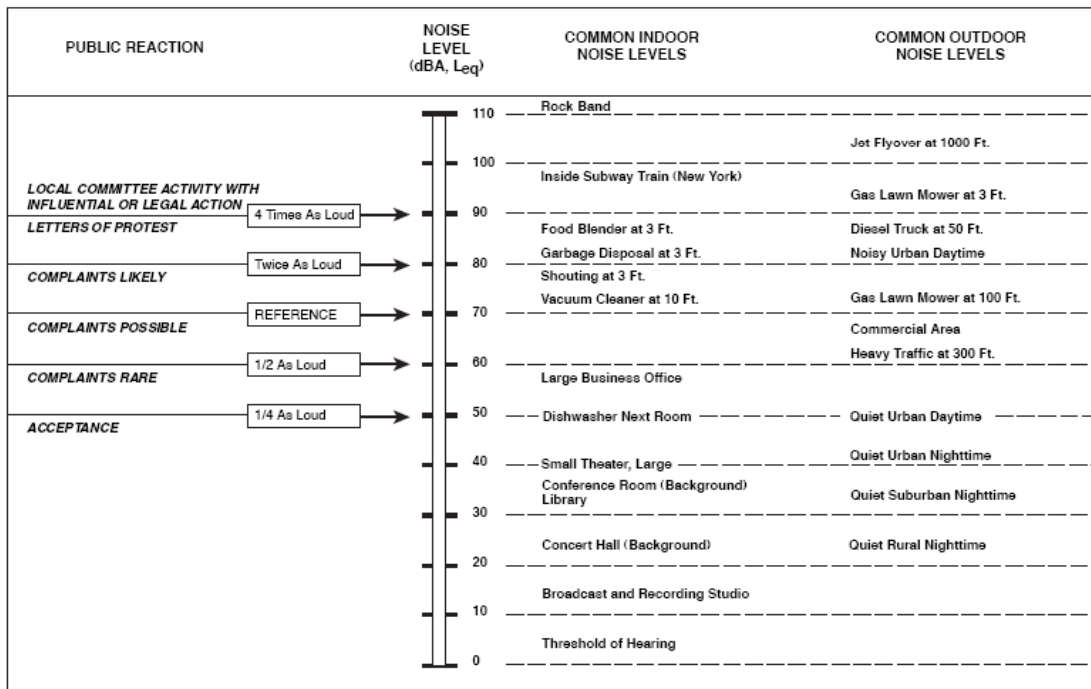
A-Weighted Level (dBA): The sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Leq: Equivalent energy level. The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night after 10 p.m. and before 7

NOISE LEVELS OF COMMON SOURCES AND EFFECTS ON PEOPLE



SOURCE: Caltrans Transportation Laboratory Noise Manual (1982)

for interstate commerce activities. Finally, the U.S. Department of Housing and Urban Development has established policies for granting financial support for the construction of dwelling units in noise-impacted areas.

The California Department of Health Services has developed criteria and guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans. These guidelines include noise exposure levels for both exterior and interior environments. In addition, Title 25, Section 1092 of the California Code of Regulations, sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. These guidelines indicate that locating units in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable, and require the developer to incorporate into building design construction features that will reduce interior noise levels to 45 dBA CNEL. Title 21, Subchapter 6 of the California Administrative Code, establishes noise standards related to airports. According to Title 21, an airport should maintain a noise impact area wherein no residential uses would be located within the 65-dB-CNEL contour. If noise levels exceed this standard for residences and other sensitive receptors, aviation easements and soundproofing of interior space are required.

Noise Sources and Existing Noise Environment

Goleta is affected by several different sources of noise, including automobile and railway traffic, airport and aircraft operations, industrial and commercial activity, and periodic nuisances such as construction noise, amplified sound, loud parties, and other events.

Roadway Traffic Noise: In general, noise levels caused by highway traffic are directly correlated with the volumes and speeds of vehicles and with increases in the number of large truck vehicles. Noise levels adjacent to U.S. Highway 101 (US-101) range from 75 to 90 dBA CNEL, while noise levels adjacent to major arterials in the city can be as high as 85 dBA CNEL. The orientation and spacing of these major roadways combined with the proximity of the Santa Barbara Airport result in a large part of the city being subject to existing noise levels that exceed 60 dBA CNEL, as shown on Figures 9-1 and 9-2.

Railroad-Related Noise: Passenger and freight operations along the Union Pacific Railroad (UPRR) comprise another source of transportation-related noise (see Figure 9-2). The UPRR parallels and is just south of the US-101 corridor. The railroad roughly bisects the city in an east-west direction. The maximum instantaneous sound level of passing trains ranges from 96 to 100 dBA at 100 feet from the tracks, and the average sound level ranges from 70 to 75 dBA CNEL. Although Amtrak also uses the same tracks, sound levels for its operations are not available but are expected to be similar to UPRR trains. The combined noise sources of the railway and US-101 result in a 300-to-600 foot-wide east-west corridor where noise levels equal or exceed 70 dBA CNEL and produce noise levels equal to or exceeding 60 dBA CNEL in a corridor that is roughly three times the width of the 70+ dBA CNEL corridor.



Amtrak Passenger Train

Airport-Related Noise: Noise associated with the Santa Barbara Municipal Airport is generated by operations and aircraft over-flights (see Figure 9-2). The Santa Barbara Municipal Airport is the busiest commercial service airport in the coastal area located between San Jose and Los Angeles, with about 100 scheduled air carrier flights daily serving approximately 853,000 passengers in 2005. In addition, the airport is used by cargo planes, private aircraft, and charter aircraft. Because of its location near the center of Goleta, airport-related noise affects a large area of the city, with noise levels exceeding 60 dBA CNEL for much of the city south of Hollister Avenue.

According to the airport's FAR Part 150 Noise Compatibility Study (January 2005), the number of aircraft operations is expected to increase in the future. Passenger jet and plane operations are projected to average 3.3 percent annual growth, while cargo volume will grow at 4.8 percent annually. Based aircraft will grow at a 1.1-percent average rate. Overall, operations are forecast to grow at 1.25 percent annually. In addition, the airport is planning expansion of its runway safety areas at either end of the east-west (main) runways. The airport would maintain the runway in its current (as of 2006) published length of 6,052 feet (excluding the runway safety areas), but would shift the runway approximately 800 feet westward. The westward shift of this runway and the increase in future aircraft operations is expected to slightly enlarge and shift westward the area within the city subject to CNELs of 60 to 70+ dBA.

Local jurisdictions generally have very limited authority to control airport operations and resulting noise, which are governed by the Federal Aviation Administration.

Commercial and Industrial Noise: The nature and intensity of noise generated by commercial and industrial uses is dependent upon various factors, including the type of use or activity, the equipment and processes employed, and hours of operation. Ground-mounted or rooftop air compressors and air conditioning units are a common source of industrial- or commercial-related noise, as is noise from delivery trucks. The Venoco Ellwood Onshore Oil and Gas Processing Facility generates noise—mostly from compressors and heater-treater units—that exceeds 80 dBA CNEL inside the facility and 65 dBA CNEL in certain locations along its property line. Ordinance 2919, Venoco's Development Plan permit, requires that sound levels not exceed 65 dBA CNEL at public receptor locations and not exceed 70 dBA at the perimeter of the facility.



Oil Processing Equipment at the Venoco Ellwood Onshore Oil Gas and Processing Facility

Construction Noise: Commercial and residential construction projects produce readily apparent noise. The sensitivity to noise from such construction is increased when it occurs in or near residential areas or other sensitive receptors. Earthmoving equipment and some power tools are capable of producing noise levels in the range of 75 to 95 dBA at 50 feet from the source. While most remodeling and infill construction projects typically last no longer than several months to a year, larger projects or construction of new multiple unit developments can have longer durations. Construction-related noise is appropriately managed by establishing and

enforcing restrictions on hours permitted for construction activities that generate unacceptable noise levels.

Nuisance Noise: Nuisance noise results from a variety of sources: landscaping, car, or home maintenance activities; barking dogs; amplified music and sound; car and fire alarms; poorly muffled mopeds and scooters; and even loud voices or crowds. Noise is also produced at playgrounds, athletic fields, and schools. Certain venues in the city, such as schools, parks, and resorts, host special events that may include amplified sound. Nearby residences and sensitive noise receptors may be subject to disturbance from these special events. Often a special-event permit is required from the City. In these cases, permit conditions may include standards for permissible sound levels and duration of the event. Otherwise, nuisance noise from these events may best be controlled by adopting and enforcing standards included in a Noise Ordinance.



Heavy Equipment at a Construction Site

Sensitive Noise Receptors

Sensitive noise receptors are defined as users or types of uses that are interrupted (rather than merely annoyed) by relatively low levels of noise. Such receptors include residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places. Sensitive noise receptor monitoring locations are included in Figures 9-1 and 9-2. This map does not denote all residential areas, so it should be used in combination with land use maps that comprehensively show all residential areas. Sound levels were measured at each of the numbered sites on October 13 to 15, 2003. Results of this sound monitoring are included in Table 9-1 below. Potential noise impacts on sensitive receptors should be minimized using a variety of measures or tools for noise avoidance and noise control. The limit of acceptable noise exposure for sensitive noise receptors is typically 60 dBA CNEL (see Table 9-2, under Section 9.3, "City Policies").

Projected Future Noise Environment

The projected future noise contours are shown in Figures 9-3 and 9-4. Future transportation-related noise levels are projected to increase slightly, as traffic volumes increase due to the planned additional housing and commercial/industrial growth within Goleta and in adjacent jurisdictions, including the University of California, Santa Barbara, (UCSB) and the Santa Barbara Municipal Airport, as well as to growth in regional through traffic. The increase in operations planned by the Santa Barbara Municipal Airport is projected to result in a somewhat larger area affected by airport-related noise.

**TABLE 9-1
FIELD NOISE MEASUREMENTS AT NOISE SENSITIVE LOCATIONS**

Site No.	Category	Sensitive Receptor	Leq dBA
1	Residential	Winchester Commons	54.5
2	Residential	Santa Barbara West Mobile Home Park	55.4
3	School	Evergreen Discovery/Learning Center: Brandon Elementary School	50
4	Church	El Camino Presbyterian Church	58.8
5	School	El Rancho Elementary School	44.1
6	School	Dos Pueblos High School	55.5
7	Church	Christ Lutheran Church of Goleta ELCA	49.5
8	School	La Patera	47.8
9	School	Goleta Valley Junior High/Santa Barbara Charter School	53.7
10	Church	Goleta Presbyterian Church/Presbytery of Santa Barbara (also Care Unit in back)	56.3
11	Church	Goleta Valley Church	52.9
12	School	Montessori Center School	51.9
13	Church	Jehovah's Witnesses	46.6
14	Church	Live Oak Unitarian Universalist Congregation	49.1
15	Library	Goleta Library	50.1
16	Church/Child care	Good Shepherd Lutheran Church and Preschool	57
17	School	Coastline Christian Academy	54.2
18	Church	South Coast Church	51.2
19	School	Kellogg School	48.8
20	Church/Child care	Cambridge Drive Baptist Church/Goleta Valley Nursery School	48.8
21	Church	Church of Jesus Christ of Latter-Day Saints/LDS Institute of Religion	51.3
22	Retirement	Maravilla Senior Complex	57.5
23	Hospital	Goleta Valley Cottage Hospital	54.2
24	Church	Saint Raphael's Church and K-8 School	59.8
25	Residential	Rancho Goleta Mobile Home Park	55.2
26	Community center	Goleta Valley Community Center	62.3
27	Child care	United Boys and Girls Clubs of Santa Barbara County	48.3
28	Residential	Old Town Residential Area	60.7
29	Residential	University Mobile Home Park	59.5
30	Child care	Kinder Care	51.4
31	Child care	Village Park Child Care Center	64.8
32	Residential	Sesame Tree Apartments	65.5
33	Church	Jubilee Christian Church	61.3
34	Residential	Wayside Village (Mobile Home Park)	62.4
35	Residential	Rancho Mobile Homes	60.1
36	Residential	Santa Barbara Shores	57.8
37	School	Ellwood School	55.1

K-8 = kindergarten through 8th grade
Source: Noise monitoring survey conducted by RBF Consulting on October 13, 14, and 15, 2003.

Noise Control Techniques

Noise can be mitigated in three basic ways: by reducing the sound level at the noise source, by increasing the distance between the source and receiver, and by insulating the receiver. Noise reduction can be accomplished by placement of masonry sound walls and/or landscaped berms between a noise source and the receiver.

Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise. In addition to site design techniques, noise insulation can be accomplished through appropriate design of buildings. Nearby noise generators should be recognized in determining the location and orientation of door and window openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective. None of these measures, however, can realize their full potential unless care is taken in actual construction, such as doors and windows fitted properly, openings sealed, joints caulked, and plumbing adequately insulated from structural members.

Noise Mitigation Strategies

Noise can be mitigated in the following three basic ways:

- Reduce the sound level of the noise generator.
- Increase the distance between the source and receiver.
- Insulate the receiver.

Although insulating noise-sensitive uses can reduce noise impacts, the alternative approach of limiting the level of noise generation at the source can be more effective in some instances. With the exception of certain state and federal preemptions, local government actions can assist in abatement of noise from commercial and industrial operations. Local ordinances may establish maximum levels for noise generated on site. These usually limit the level of noise permitted beyond the boundary of a subject property. Local agencies can influence transportation noise through traffic flow improvement, appropriate maintenance of road surfaces, promotion of alternative travel modes, and restrictions on truck traffic. Construction of noise barriers (generally sound walls or berms) are among the more common ways of reducing traffic noise impacts in existing urban environments.

9.2 GUIDING PRINCIPLES AND GOALS [GP]

In addition to analyses of existing and projected future noise levels in the city, the Noise Element sets forth objectives, policies, and implementation actions to achieve and maintain an acceptable noise environment in the city. The intent of the Noise Element is to limit exposure of residents, workers, and visitors to excessive noise levels, while allowing future development consistent with the Land Use Element and other plan elements. Because vehicular traffic is a major source of noise, the Noise Element has been developed with consideration of existing and projected roadway traffic volumes as described in the Transportation Element. The Noise Element also contains policies that serve to achieve certain resource-protection objectives of the Open and Conservation Elements.

The following principles or goals, which are not in order of priority, provide the foundation for the detailed policies in subsequent sections; all policies have been established to be in conformity with the guiding principles and goals. Future actions of the City following adoption of the plan are required to be consistent with these policies.

1. Protect Goleta's residents, workers, and visitors from the harmful effects of exposure to excessive noise, with special attention to reduction and mitigation of noise levels for residential areas, schools, and other sensitive noise receptors.

2. Ensure that open space areas that support significant environmentally sensitive habitat are not subjected to disruptive levels of noise.
3. Ensure noise exposure compatibility between neighboring land uses and protect the long-term values of both private and public investment by preventing the deterioration of properties as a result of the intrusion of objectionable levels of noise.
4. Identify and implement or help implement measures that will mitigate or reduce the noise generated by major transportation sources, including the Santa Barbara Airport, the UPRR, US-101, and other major roadways.
5. Consider noise impacts of proposed commercial, industrial, professional, and institutional developments and ensure that impacts are minimized and appropriately mitigated.
6. Control the generation of nuisance noise through implementation and enforcement of appropriate noise regulations.

9.3 CITY POLICIES

Policy NE 1: Noise and Land Use Compatibility Standards [GP]

Objectives: *To protect Goleta's residents, workers, and visitors from excessive noise by applying noise standards in land use decisions. To ensure compatibility of land uses with noise exposure levels, and to neither introduce new development in areas with unacceptable noise levels nor allow new noise sources that would impact existing development.*

NE 1.1 Land Use Compatibility Standards. [GP] The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels as indicated in this table. Proposals for new development that would cause standards to be exceeded shall only be approved if the project would provide a substantial benefit to the City (including but not limited to provision of affordable housing units or as part of a redevelopment project), and if adequate mitigation measures are employed to reduce interior noise levels to acceptable levels.

NE 1.2 Location of New Residential Development. [GP] Where sites, or portions of sites, designated by the land use element for residential use exceed 60 dBA CNEL, the City shall require measures to be incorporated into the design of projects that will mitigate interior noise levels and noise levels for exterior living and play areas to an acceptable level. In the event that a proposed residential or mixed-use project exceeds these standards, the project may be approved only if it would provide a substantial benefit to the City, including, but not limited to, provision of affordable residential units. Mitigation measures shall reduce interior noise levels to 45 dBA CNEL or less, while noise levels at exterior living areas and play areas should in general not exceed 60 dBA CNEL and 65 dBA CNEL, respectively.

**TABLE 9-2
NOISE AND LAND USE COMPATIBILITY CRITERIA**

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential—low density	50–60	60–65	65–75	75–85+
Residential—multiple family	50–60	60–65	65–75	75–85+
Transient lodging—motels and hotels	50–65	65–70	70–80	80–85+
Schools, libraries, churches, hospitals, and nursing homes	50–60	60–65	65–80	80–85+
Auditoriums, concert halls, and amphitheaters	NA	50–65	NA	65–85+
Sports arenas and outdoor spectator sports	NA	50–70	NA	70–85+
Playgrounds and neighborhood parks	50–70	NA	70–75	75–85+
Golf courses, riding stables, water recreation, and cemeteries	50–70	NA	70–80	80–85+
Office buildings, business commercial, and professional	50–67.5	67.5–75	75–85+	NA
Industrial, manufacturing, utilities, and agriculture	50–70	70–75	75–85+	NA

Notes:

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements shall be made and needed noise insulation features shall be included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

NA: Not applicable.

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

NE 1.3 Noise Buffers. [GP] When feasible, the City should require an open space or other noise buffer between new projects that are a source of noise and nearby sensitive receptors. The nature and extent of the noise buffer shall be determined based upon site-specific conditions.

NE 1.4 Acoustical Studies. [GP] An acoustical study that includes field measurement of noise levels may be required for any proposed project that would: a) locate a potentially intrusive noise source near an existing sensitive receptor, or b) locate a noise-sensitive land use near an existing known or potentially intrusive noise source such as a freeway, arterial roadway, railroad, industrial facility, or airport traffic pattern. Acoustical studies should identify noise sources, magnitudes, and potential noise mitigation measures and describe existing and future noise exposure. The acoustical study shall be funded by the applicant and conducted by a qualified person or firm that is experienced in the fields of environmental noise assessment and architectural acoustics. The determination of applicability of this requirement shall be made by the Planning and Environmental Services Department by applying the standards and criteria of Table 9-2.

- NE 1.5 Acceptable Noise Levels. [GP]** New construction and substantial alterations of existing construction shall include appropriate noise insulation measures (such as insulation, glazing, and other sound attenuation measures) so that such construction or renovations comply with state and building code standards for allowable interior noise levels. The intent of this policy is to require improved soundproofing for both noise receivers and sources.

Policy NE 2: Traffic Noise Sources [GP]

Objective: *To reduce or mitigate noise from existing and projected future vehicular traffic through street improvements, law enforcement, and support of alternative transportation programs.*

NE 2.1 Standards for Use of Noise Barriers along Roadways. [GP]

The City shall require the incorporation of appropriate noise barriers and other noise attenuation features in the design of any new arterial streets. The City shall consider and may require noise attenuation measures in frontage improvements associated with new private and public projects along existing city arterials, provided that such measures are consistent with the policies and standards of the Visual and Historical Resources Element. To be effective, such noise barriers should reduce noise levels at abutting receiver sites by at least 5 dBA CNEL.



Sound Wall Separating Residential and Commercial Developments

- NE 2.2 Synchronization of Traffic Lights. [GP]** To keep traffic flowing smoothly through signals along arterials and major roadways and to minimize noise associated with braking and acceleration, the City shall ensure that all new traffic signals are appropriately timed and synchronized with adjacent lights to the extent feasible. The City shall also periodically assess the timing of existing traffic signals and make any appropriate adjustments.
- NE 2.3 Enforcement of Speed Limits. [GP]** The City Police Department shall enforce speed limits on city streets and work with the California Highway Patrol to enforce speed limits on state and federal highways.
- NE 2.4 Enforcement of Vehicle Noise Standards. [GP]** The City shall work with state and federal agencies to enforce regulations pertaining to vehicle noise generation; one such regulation is the California Vehicle Code, which governs vehicle noise emissions.

- NE 2.5 Alternative Paving Materials. [GP]** The City may incorporate alternative paving materials that reduce traffic-generated noise in City-sponsored road improvement projects, as appropriate. The City encourages the California Department of Transportation to use low-noise paving materials when financially and technically feasible.
- NE 2.6 Programs that Reduce Traffic Volumes. [GP]** The City shall support programs that reduce peak traffic volumes; an example of such programs are incentive programs for use of public transit facilities, high-occupancy vehicles, and other alternative modes of transportation as well as staggering of work hours. For major discretionary projects, the City may require such programs. (See TE 2.1.)
- NE 2.7 Traffic-Calming Measures. [GP]** The City may consider the use of traffic-calming measures and devices to reduce speeds and noise levels in residential neighborhoods where feasible and in consultation with emergency service providers. Any incorporated traffic-calming measures should be monitored by the City for effectiveness.
- NE 2.8 Maintenance of Paved Roadways. [GP]** The City should pursue timely repair and maintenance of roadways in part to minimize traffic-generated noise. Potholes, bumps, and other roadway damage should be identified and repaired promptly.

Policy NE 3: Airport Noise [GP]

Objective: *To seek measures and operational changes that result in a reduction in noise and noise-related impacts generated by the Santa Barbara Municipal Airport.*

- NE 3.1 Support of Noise-Reducing Airport Programs and Improvements. [GP]** The City supports improvements and operational changes at the Santa Barbara Municipal Airport that will reduce noise generated by the airport. Among these operational changes are training and education programs on piloting methods that would reduce noise from aircraft during takeoff and landing. The City shall also continue to encourage the airport to limit aircraft noise between the hours of 11 p.m. and 7 a.m. (See related LU 12.3.)



Passenger Plane on Tarmac

Source: Santa Barbara Airport Economic Impact Report, UCSB Economic Forecast Project, August 2001

- NE 3.2 Support for Smaller and Quieter Commercial Jets. [GP]** The City shall continue to encourage the Santa Barbara Municipal Airport and the airport's carriers to limit commercial aircraft to smaller and quieter aircraft models. The City shall oppose proposals that seek to accommodate jets equal to or larger than Boeing 737s.

- NE 3.3 Consultation with ALUC Staff and City of Santa Barbara Staff. [GP]** The City of Goleta shall continue to monitor and comment on airport-related projects and development proposed for the area surrounding the airport that is under the jurisdiction of the City of Santa Barbara. The City of Goleta shall consult with staff of the Airport Land Use Commission (ALUC) and the Santa Barbara Airport Department for development projects within the clear or approach zones as defined in the Santa Barbara County Airport Land Use Plan (ALUP), as well as any development proposed within the 60 dBA CNEL noise exposure contour as depicted on the Noise contour map in the most recent ALUC-adopted Santa Barbara County Airport Land Use Plan.
- NE 3.4 Noise Mitigation and Avigation Easements. [GP]** In compliance with state law, the City shall discourage new residential development or new sensitive uses in areas subject to high levels (65+ dB CNEL) of airport noise. The City shall require appropriate acoustic insulation measures to be components of any such development. Acoustic insulation should ensure that the interior noise level for any habitable room does not exceed 45 dBA CNEL. For all new development proposed in the clear and approach zones as defined in the Santa Barbara County ALUP, an aviation easement for noise and safety purposes shall be required.
- NE 3.5 Non-Aviation Sources of Noise. [GP]** The City of Goleta shall work with the City of Santa Barbara to ensure that new development and activities of existing business entities located within the airport property, both north and south of Hollister Avenue, comply with the policies in this element and are not disruptive to nearby residences and businesses in Goleta. In addition, the City of Goleta shall request that all new discretionary development and change of use applications in these areas be referred to the City for review and comment.

Policy NE 4: Railway Noise [GP]

Objective: *To reduce noise and minimize the impact of noise from existing and projected future railway operations and activities.*

- NE 4.1 Consideration of Exposure to Railway Noise. [GP]** The City shall consider current and projected exposure to noise levels for any proposed development or use on land adjacent to the UPRR. The City should not approve any development that would result in unacceptable levels of noise exposure in accordance with the standards of Policy NE 1 above.
- NE 4.2 Encouragement of Noise-Reduction Measures. [GP]** The City shall encourage UPRR to incorporate measures that reduce future railway noise levels. Such reduction may include installation of additional sound barriers where effective, incorporation of new, low-noise advances in train technology, and operational changes that reduce railway noise levels, especially during the evening, night, and weekend hours.



**At-Grade
Railroad
Crossing**

- NE 4.3 Potential Establishment of a Quiet Zone. [GP]** The City shall explore the feasibility of establishing a quiet zone pursuant to the Federal Railroad Administration's procedures.
- NE 4.4 Avoidance of New At-Grade Railroad Crossings. [GP]** To prevent an increase in train-horn sounding, the City shall discourage the development of any new at-grade railroad crossings.

Policy NE 5: Industrial and Other Point Sources [GP]

Objective: *To minimize noise generated by industrial sources and other point sources and to limit the impacts of such noise sources.*

- NE 5.1 New, Expanded, or Upgraded Stationary Noise Sources. [GP]** The City shall require proposals for new stationary sources or expansions or alterations of use for an existing stationary source to include appropriate noise mitigation measures. Retrofits and facility upgrades under the permitting jurisdiction of the City should ensure that noise levels are reduced, particularly for sources that impact adjacent sensitive receivers.
- NE 5.2 Equipment Maintenance. [GP]** The City shall require that new and existing heating, ventilation, and air conditioning equipment and other commercial/industrial equipment be adequately maintained in proper working order so that noise levels emitted by such equipment remain minimal. The City shall also require noise shielding or insulation for such equipment if operation of the equipment results in objectionable noise levels at adjacent properties.
- NE 5.3 Standards for City Equipment and Vehicles. [GP]** New equipment and vehicles purchased by the City shall not be modified or operated in a manner inconsistent with manufacturers' instructions that causes nonconformity with noise-level performance standards established in the manufacturers' design. To the extent feasible, such equipment and vehicles shall comply with noise-level performance standards consistent with the best available noise-reduction technology.
- NE 5.4 Noise Barriers for Industrial/Commercial Sources. [GP]** Absorptive types of noise barriers or walls should be used to reduce noise levels generated by industrial and certain heavy commercial uses. To be considered effective, the noise barrier should provide at least a 5-dBA-CNEL noise reduction.
- NE 5.5 Limits on Truck Deliveries and Other Activities. [GP]** The City shall consider requiring commercial and industrial uses that abut residential zones to restrict the hours of truck deliveries and trash pickups to minimize disruption to nearby residences, where practicable. Such restrictions may be imposed by incorporation of conditions of approval for new discretionary planning permits, or on a citywide basis through preparation and adoption of a Noise Ordinance. Limitations on hours for trash pickups should be considered during negotiation of new or renewed franchise agreements with trash haulers.
- NE 5.6 Reduction of Noise at the Venoco Ellwood Onshore Oil and Gas Processing Facility. [GP]** The City shall continue to monitor noise at the Venoco Ellwood Onshore Oil and Gas Processing Facility to determine whether noise levels exceed

required standards and may require Venoco to implement measures that will avoid violations of the standards. The City shall require that any major facility upgrades include measures or designs that ensure noise levels generated by the facility are in compliance with the plant's operating permit.

Policy NE 6: Single-Event and Nuisance Noise [GP]

Objective: *To prevent community and environmental disruptions by limiting single-event and nuisance noise levels, so that relative quiet and peace is achieved and maintained at residential areas and other sensitive receptors.*

- NE 6.1 Enforcement of Noise Ordinances. [GP]** The City shall enforce regulations and standards set forth in a City Noise Ordinance. The City shall periodically review noise regulations and update or add regulations that control noise generation appropriately.
- NE 6.2 Enforcement of Restrictions in Open-Space Areas. [GP]** The City shall enforce restrictions or prohibitions on motorized vehicles in City-owned open-space areas unless such operation is allowed by permit. Signage stating such restrictions or prohibitions shall be provided and maintained in good order, and the need for additional signage shall be considered periodically.
- NE 6.3 Special-Event Noise Control. [GP]** For all special-event permit applications where the proposed event or activity is expected to generate significant noise, the City shall consider imposing limitations on the hours of the event or activity or other noise-reduction measures.
- NE 6.4 Restrictions on Construction Hours. [GP]** The City shall require, as a condition of approval for any land use permit or other planning permit, restrictions on construction hours. Noise-generating construction activities for projects near or adjacent to residential buildings and neighborhoods or other sensitive receptors shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction in nonresidential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.
- NE 6.5 Other Measures to Reduce Construction Noise. [GP]** The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:
- a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.
 - b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction

equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.

- c. To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.

NE 6.6 Limits on Hours for Trash Pickup in Residential Areas. [GP] The City shall consider restricting hours for trash pickups, unless there are substantial transportation benefits or other benefits for different times. Any restriction in hours for trash pickups would be to minimize disruption, particularly in the early morning hours, to residential developments. Application of any such restriction may be made during negotiation of new or renewed franchise agreements with trash haulers.

Policy NE 7: Design Criteria to Attenuate Noise [GP]

Objectives: To employ noise-reduction measures that reduce levels of noise-generated at the source. To use site design and noise insulation techniques that attenuate noise levels experienced at receiver sites to acceptable levels.

- NE 7.1 Control of Noise. [GP]** The City shall require that primary emphasis on the control of noise be accomplished at the source by reducing the intensity of the noise generated or through appropriate placement of noisy components of a project or use. Secondary emphasis should be through site design of receiver sites and noise attenuation and insulation measures.
- NE 7.2 Site-Design Techniques. [GP]** The City encourages the inclusion of site-design techniques for new construction that will minimize noise exposure impacts. These techniques shall include building placement, landscaped setbacks, and siting of more noise-tolerant components (parking, utility areas, and maintenance facilities) between noise sources and sensitive receptor areas.
- NE 7.3 Architectural Techniques. [GP]** The City shall encourage the use of architectural techniques to meet noise attenuation requirements. Such techniques include: a) using noise-tolerant rooms such as garages, kitchens, and bedrooms to shield noise-sensitive rooms such as bedrooms and family rooms and b) using building façade materials that help shield noise.
- NE 7.4 Alternatives to Sound Walls. [GP]** The City shall encourage new development near highway and railroad noise sources to identify alternatives to sound walls to reduce noise impacts.
- NE 7.5 Implementation of Recommendations from Acoustical Analyses. [GP]** For projects where an acoustical analysis is required because of potential noise impacts, the City, through its development review and building permit processes, shall ensure that all appropriate noise reduction measures are incorporated.
- NE 7.6 Noise-Insulation Standards for Multi-Family Dwellings. [GP]** In compliance with state law, the City shall require all multi-family residential developments that are

proposed within the 60-dBA-CNEL noise contour to include appropriate noise-insulation measures.

- NE 7.7 Acoustic Design Manual Requirements. [GP]** For residential projects where mitigation is required to reduce interior noise levels to 45 dBA CNEL, the City Building Official shall require incorporation of measures listed in the current version of the Acoustic Design Manual for the appropriate amount of noise reduction.

9.4 IMPLEMENTATION ACTIONS [GP]

- NE-IA-1 Adoption of New Noise Ordinance.** The City will prepare and consider adoption of a comprehensive new Noise Ordinance that contains quantitative, enforceable, and effective measures to control unacceptable levels of daytime and nighttime noise. The ordinance should address noise related to new development and construction as well as nuisance-type noise sources.

Time period: 2007 to 2008

Responsible party: Planning and Environmental Services Department,
Redevelopment and Neighborhood Services Department

- NE-IA-2 Design Criteria.** New design manuals should be prepared that include suggested site design and architectural design practices and methods that will attenuate exterior and interior noise levels, including residential projects located adjacent to transportation noise sources. Standard conditions of approval for discretionary planning applications should be prepared that incorporate best noise control practices to mitigate noise impacts.

Time period: 2007 to 2008

Responsible party: Planning and Environmental Services Department, Design Review Committee

- NE-IA-3 Noise Enforcement Program.** The City will establish and implement a Noise Enforcement Program to continue the City's practice of promptly investigating and following-up on noise complaints, and tracking these complaints in the City's Customer Service Request Database.

Time period: 2007 to 2008

Responsible party: Redevelopment and Neighborhood Services Department

Attachment

Additional Problems in the *Special Events Sound Study*

In addition to the problems discussed in the cover letter, please consider the following problems in the *Study*, listed in order in which they appear in the *Study*, not necessarily in the order of importance.

The Preface: The City Manager's Memo of June 28

October 17, 2018 ORCA suggested the city "Limit outdoor entertainment *allowed to exceed the noise limits to 2 events* per year per neighborhood." It did *NOT suggest*, as stated, that "Events should be limited to two per year per neighborhood."

1. Introduction

The section on Fundamentals of Noise and Vibrations is incomplete. It:

- Fails to discuss the negative health effects of prolonged exposure to noise and sleep disruption even though the authors of the *Study* included this information in two other documents they wrote for Long Beach.¹
- Fails to mention that people vary in their tolerance for excessive noise by gender, age, race/ethnicity, genetics, and general health issues and, since it is not possible to measure the exact susceptibility for any individual person, the policy of the federal government is to establish noise limits that are safe for all people.
- Fails to recognize the particulars of the situation on East Ocean downtown:
 - The residential buildings housing several thousand residents at 388, 488, 600, 700, 800 and 850 East Ocean and 525 East Seaside Way are *adjacent to* (not in "close proximity to") Alamitos Beach and the Convention Center parking lot, places where the city frequently permits excessive noise. (p. 1-1)
 - Most of the residences in the high-rise residential building on East Ocean downtown are higher than the trees and, thus, have no natural sound buffers between them and an event as sound travels through air unobstructed.
 - The residential high-rises are close to each other so sound bounces from one high-rise to the next, amplifying and distorting the noise.
 - The exterior of the high rise at 700 East Ocean is mostly glass and therefore very sensitive to excessive noise.

2. Existing Regulatory Setting

The section on Existing Municipal Code is misleading in its incompleteness. The *Study*:

- States, "Section 5.60 of the Long Beach municipal code provides the regulation of Parades and Special Events." (p. 2-6) It fails to mention that noise is regulated in Chapter 8 of the Long Beach municipal code, not in Chapter 5.
- States that Special Events are "temporary in nature". (p. 2-6) L.B.M.C. 8.80.280 uses the word *occasional*, not *temporary*. (While each event is occasional—once a year, there are so many events near us that the events are constant, not occasional.)

¹ The *Noise Element, Existing Conditions* (2018), p. 1-6, and the *Noise Element Public Review Draft* (May, 2019), p. 34.

- Implies that the Health Department regulates sound at Special Events. (p. 2-9) It does not. In response to our complaints about excessive noise, the Director of Public Health wrote "...the City's Noise Ordinance specifically exempts permitted special events from the requirement of the noise ordinance."
- States "Concert event breakdown is required to end at 10 pm and/or continue the next day." (p. 2-15) It gives the impression that this is, in fact, what is happening. It is not. Our sleep is often interrupted in the middle of the night by the sounds of back-up alarms and steel falling on concrete as workers take down event facilities. When we call the police when this happens to ask for relief, they do not stop the tear-down activity.
- Spends almost a page discussing Citywide Procedures regarding noise complaints even though Special Events is exempted from these procedures. (p. 2-16)

3. Case Studies

The *Study* provides information on outdoor amplified noise practices in four other cities. It claims these cities are using "best practices". However, the *Study*:

- Fails to explain how the practices in other cities are "best practices", not just practices. (p. 3-1)
- Failed to choose other cities on the basis of best practices. (They were chosen for similarity to Long Beach in terms of size, types of events, and make-up of the urban environment.) (p. 3-1)
- Failed to choose cities based on the proximity between outdoor event venues and residences which would have been a better comparison.
- **Fails to state how far the permitted outdoor entertainment events in the other cities are from residential buildings in these cities.** (pp. 3-1 through 3-7)
- **Fails to state if the permitted noise reached residents and, if so, was it higher than the noise limits for residential areas by the time it reached the residential areas? how much higher? and how long and how often was it higher?**
- **Fails to find out if nearby residences are disturbed by the permitted amplified noise in these cities or not.**
- Lists San Diego, California as one of the cities studied but did not include any information on San Diego. (p. 3-1)

4. Key Findings

- The *Study* fails to make any recommendations that protect residents from permitted excessive amplified noise.
 - Providing information on upcoming events does not protect residents from excessive noise.
 - Employing a sound engineer to "measure sound levels" and "make on the spot recommendations" does not protect residents from excessive noise if the engineer has no authority to turn down or shut off amplified sounds in real time when the noise is too loud or foul language is used.
 - Fines do not protect residents from excessive noise in real time. They may have a long run effect if there are clear limits for acceptable noise levels by the time the noise reaches our homes, the fines are large enough to be a deterrent, and violations are enforced. However, the *Study* does not specify any of these things.

A. Appendix

The Appendix is the only section of the Study that deals with “the impact of amplified sound... on adjacent residences.” In addition to the problems pointed out in the cover letter, the *Study*

- Fails to be consistent, in many cases, with our experiences. While the decibel readings on the Saturday and Sunday portion of the 2019 *Pride Festival* are consistent with our experience, the decibel readings of the 2018 *Music Tastes Good*, 2018 *Pride Festival*, 2018 *Sun Soaked Concert* and 2019 *One Love Call* are not consistent with our experience. The decibel readings reported in the *Study* are within—or close to—Noise District 2’s noise limits. However, to us, the amplified sounds from these events were so loud that many of us had to leave our homes to protect ourselves from the noise.
- Fails to investigate how often residents are forced to leave their homes to protect themselves from city-permitted excessive amplified noise. (The larger an event, the more people leave town, and thus the smaller number of the complaints to the city.)
- **Fails to investigate residents’ awareness of who to call when city-permitted amplified noise is excessive.** (Some call the police only to be told there is nothing they can do because the city has permitted it. Others call the Health Department only to receive a call the next business day advising them to call Special Events during office hours. The few who know of the Special Event’s after-hours line for real-time complaints, speak to a recorder only to find their calls had no effect. When people stop calling, it doesn’t mean things have improved. It means people have found calls are pointless.)
- Fails to mention the use of amplified foul language (mother fxxer, etc.) in some permitted events. After one recent event, one resident said, “My six-year-old granddaughter got to hear it all” as she visited him in his home.



OCEAN RESIDENTS COMMUNITY ASSOCIATION

Long Beach, California, 90802

July 19, 2019

Long Beach Mayor Garcia and City Council Members
333 West Ocean Blvd.
Long Beach, CA 90802

Re: SPECIAL EVENTS SOUND STUDY draft, June 27, 2019

Dear Mayor Garcia and City Council Members:

As you know, prolonged, amplified noise from city-permitted events frequently disturbs us in our homes on East Ocean Boulevard downtown. It is often an unhealthy 4 times louder than the noise limit for industrial areas, 8 times louder than the ambient noise level for our area, and 8 times louder than the legal noise limit for our area. Additionally, noise from setting up and breaking down event facilities interrupts our sleep at night.

Last year, on April 17, in response to our complaints, you directed the City Manager to (1) "study the impact of amplified sound from city-permitted outdoor events in Downtown Long Beach on adjacent residences" and (2) "make recommendations... to help address concerns associated with amplified volume on adjacent residences."

The *Special Events Noise Study* draft, finally released last month, fails on both counts. The study is not a credible investigation of "the impact of amplified sound...on adjacent residences". Among other things:

- The *Study* fails to examine the frequency and duration of events with excessive noise even though, frequency, duration, and volume are all factors in how much noise threatens health.
- The *Study* fails to discuss the amplified bass that often makes us leave our homes to protect ourselves.
- The *Study* fails to state who took the decibel readings in the Appendix, his/her/their credentials, what instruments were used, and how and when the instruments were calibrated.
- The decibel readings were taken at only 7 of the hundreds of events, haphazardly without regard to time, place, duration or which events have excessive amplified noise and which do not.¹

The *Study* also fails to "make recommendations... to help address concerns associated with amplified volume on adjacent residences." None of its recommendations address the problem of city-permitted amplified noise making our homes unlivable. The attachment points out other problems with the *Study*.

The most important fact revealed in the *Study* is that the **CITY OF LONG BEACH DOES NOT HAVE REAL-TIME CONTROL** over daytime amplified noise or nighttime construction noise from the events it permits, as demonstrated in the letter from the Special Events Manager on page A-141 of the *Study*. In a recent event, Special Events staff asked for the volume to be turned down. It was not. Staff told the organizers that nighttime noise should be kept within normal [noise] standards. It was not. There was no real-time intervention.

¹ The only well- documented decibel reading, shown on page A-54, was *not* taken at the residential building nearest the event but near one further away, behind intervening land, trees, and shrubbery.

Please remember that:

- There are 7 high-density, high-rise residential buildings on East Ocean that altogether house several thousand people. Half the residential units in these buildings face event venues.
- Three of these buildings, the buildings at 600, 700, and 800 East Ocean Boulevard, were built many decades before the enactment of L.B.M.C. 8.80.280, the code which the city uses to exempt entertainment events from the city's noise limits. They were built without adequate noise insulation to protect them from the amount of noise they currently receive from some city-permitted events.
- California Noise Law 46000(f) says, "All Californians are entitled to ... [an] environment without the intrusion of noise which may be hazardous to their health or welfare."
- Frequent, prolonged, excessive noise and sleep interruption have a cumulative negative effect on blood pressure, the heart, and the nervous system, especially in elderly people and in people with pre-existing conditions such as diabetes and heart disease.
- Many people in the high-density, high-rise residential buildings on East Ocean downtown are senior citizens. Some have medical conditions such as diabetes and heart disease. Some spend most or all of their time at home.
- L.B.M.C. 8.80.160 says the daytime exterior noise limit for East Ocean Boulevard east of Shoreline Drive in Noise District 1, is **50 decibels**, and the limit for East Ocean Boulevard west of Shoreline Drive in Noise District 2, is **60 decibels**.
- L.B.M.C. 8.80.140 says "Upon receipt of a complaint from a citizen...the noise level shall be measured at a position or positions along the complainant's property line closest to the noise source or at the location along the boundary line where the noise level is at a maximum."

Therefore, in order to protect its residents, comply with California Noise Law 46000(f), and comply with its own ordinances, the city needs to:

1. **Require that city-permitted amplified noise not exceed the city's daytime noise limit** for our respective noise districts **when measured unobstructed** (without vehicles, shrubbery, buildings, or other buffering matter) **by the time the noise reaches the property line of the residential buildings closest to the permitted event** or the location along the boundary line where the noise level from the event is at a maximum.
2. **Implement real-time control on city-permitted daytime amplified noise and on nighttime event set-up and break-down.**
 - Require an onsite monitor to turn down or turn off amplified sound *in real time* when it exceeds noise limits for our respective noise districts as described above or when foul language is used.
 - Establish a policy that event facility set-up and break-down ends at 10:00 pm on Friday and Saturday and 8:00 pm on Sunday through Thursday and require the police or other designee to enforce the policy *in real time* and issue meaningful fines for violations.

The City's failure to protect us from city-permitted excessive amplified noise and its cumulative impact over these many years is unacceptable. **The City is responsible for allowing the events to take place. Therefore, until it remedies the situation, the City is in violation of California Noise Law 46000(f).**

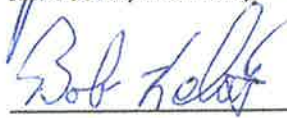
Sincerely,



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Attachment: Additional problems with the *Special Events Noise Study* draft, June 27, 2019

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APPENDIX B

PROPOSED GENERAL PLAN NOISE ELEMENT (DECEMBER 2019)

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NOISE element

City of Long Beach General Plan

DRAFT December 2019



creating livable environments



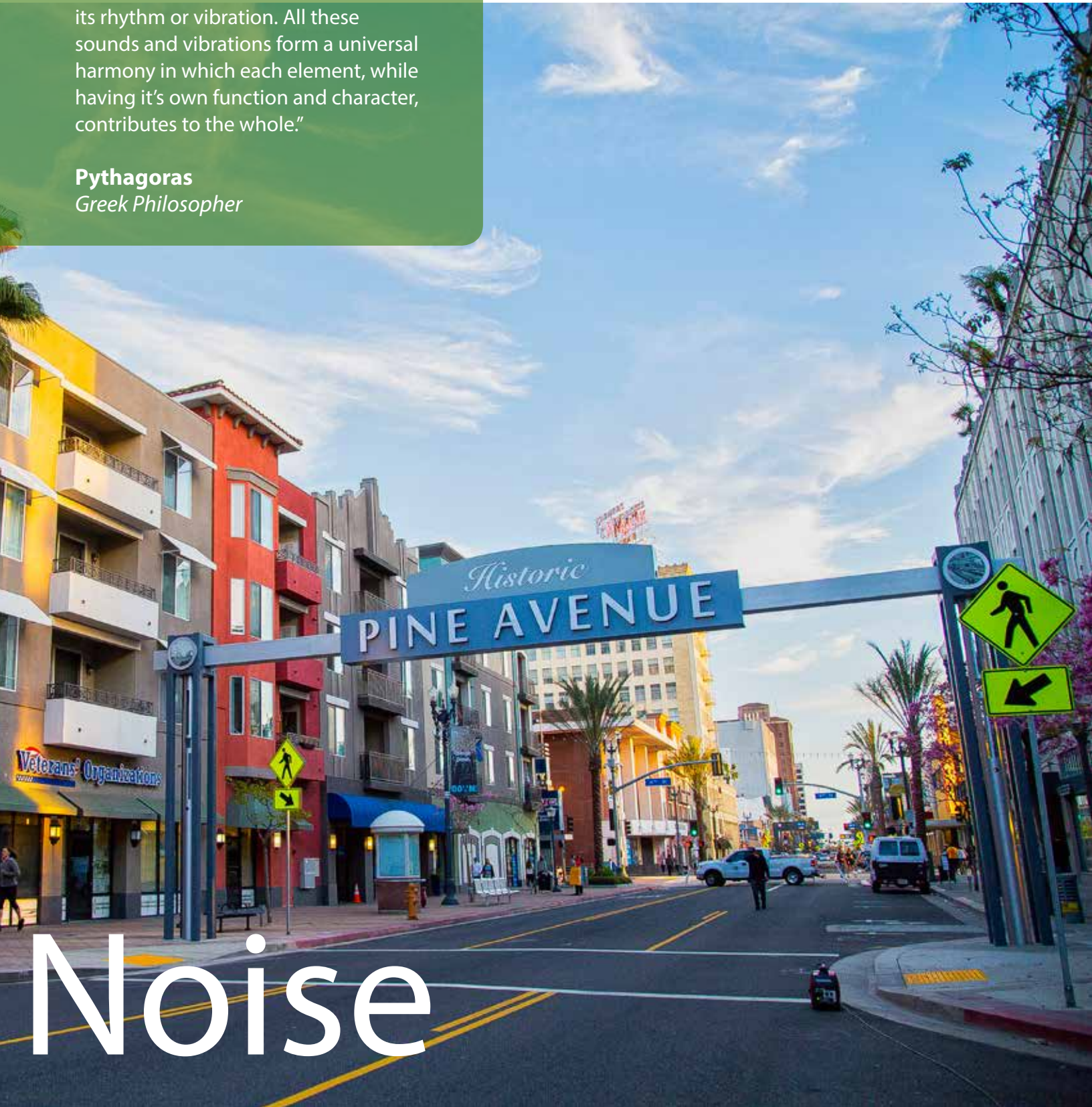
LONG BEACH
DEVELOPMENT
SERVICES

CITY OF
LONG BEACH

"Each celestial body, in fact each and every atom, produces a particular sound on account of its movement, its rhythm or vibration. All these sounds and vibrations form a universal harmony in which each element, while having it's own function and character, contributes to the whole."

Pythagoras

Greek Philosopher



Noise

NOISE element

City of Long Beach General Plan
DRAFT December 2019

Adopted by the Long Beach City Council on (xx.xx.xxxx)

Processed by Long Beach Development Services

Assisted by RRM Design Group and LSA Associates.

ACKNOWLEDGEMENTS

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Honorable Mayor Robert Garcia
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Jeannine Pearce, Councilmember, 2nd District
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Vision

A City That Thrives

1

"Just as we share the air we breathe, we are submerged in a sea of shared sound. We are all connected by the vibrations we make as we use energy in daily life."

Bruce Odland and Sam Auinger

Reflections on the Sonic Commons, a Special Section of the Leonardo Music Journal



1



Vision

A City That Thrives

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INTRODUCTION

The City of Long Beach has evolved into a vibrant urban community, a home for residents and enterprise alike. Long Beach has become a metropolitan community by its own right—a home to a thriving port, international airport, and transit lines. Additionally, Long Beach is a destination for nightlife, festivals, and concerts. As Long Beach transitions from a Los Angeles suburb to a young, spirited stand-alone city, the soundscape will inevitably also transition.

Our vision for Long Beach includes an urban environment with all the amenities of life in a city while maintaining healthy, livable neighborhoods for all residents. Balancing the needs of transit, industry, entertainment, and business with the livelihood of all residents, is essential for a growing city. These aspects are part of the daily lives of residents and visitors in Long Beach. An ambient level of noise is to be expected as part of life in an urban environment; the key will be minimizing noise events and striving for equality

throughout all neighborhoods of Long Beach. Desired goals of the Noise Element include: A healthy, livable community, equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city.

A Healthy, Livable Community

A base level of noise as part of life in an urban environment can be normal and healthy. Noise events that disturb the peace of residents can lead to negative health outcomes; therefore, this Noise Element should prioritize the health and well-being of City residents and visitors.

Long Beach: A vibrant, growing community





Equitable Distribution of Noise

Urban noise may be more likely to occur in some parts of Long Beach than others. An equitable distribution of noise is a pillar of environmental justice, and as such, this Noise Element should prioritize the well being of all residents by ensuring equitable spatial distribution of potential noise impacts.

Minimizing Exposures to Excessive Noise

Though an ambient level of noise is to be expected as part of daily life in Long Beach, excessive noise events can be disruptive and unwelcomed. Frequent occurrences of excessive noise events can lead to negative health outcomes, and should be minimized to the extent feasible. A main purpose of the Noise Element is to limit exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.

Allowances for Elements Necessary for a Dynamic, Growing City

Many of the elements that make Long Beach such an exciting place to live also contribute to urban noise. Long Beach is a desirable place to live due to its many amenities including availability of transportation and wide-range of entertainment. Buses, cars, airplanes, ships, and light rail as well as nightlife, concerts, and festivals are all part of the urban fabric of Long Beach. Allowing for these elements while minimizing their impact is a priority of the Noise Element.

Downtown Long Beach at night





Introduction

What is a Noise Element?

2

"Sound is the vocabulary of nature."

Pierre Schaeffer
French Composer



2



Introduction

What is a Noise Element?

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INTRODUCTION

Noise surrounds us; it is a constant presence in urban life. A certain level of noise in a community can be indicative of a healthy, active neighborhood. Noise from busy shops and restaurants, children playing, and public transportation are all signs of a thriving environment. While technical in nature, noise is often interpreted subjectively. Certain types of noise are commonly perceived as negative, such as busy transportation corridors, construction zones, and landscaping activities. However, in the context of a dynamic neighborhood, these noises may be perceived as less obtrusive. In addition, some development goals, such as infill, may create acceptably higher levels of noise.

The overall objective of the Noise Element is to create and maintain a healthy noise environment in Long Beach. Specific goals of the Noise Element include: striving for a more equitable distribution of noise, limiting the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day, and creating allowances for Long Beach to thrive as a dynamic, growing city.

WHAT IS A NOISE ELEMENT?

Due to potential impacts associated with elevated noise and vibration impacts and the effects on citizens within its cities, the California legislature in 1972 mandated that a noise element be included as part of city and county general plans. The current State of California General Plan Guidelines provides the specific requirements for a noise element (2017).

The Noise Element is a mandatory element of the City of Long Beach General Plan, and sets forth policies regarding noise and land use throughout the City. The Noise Element was last updated in 1975, and was implemented through a 1977 noise ordinance. Since that time, the City's physical makeup, population, regional context, and the regulatory guidance around noise have changed significantly.

Downtown Long Beach skyline

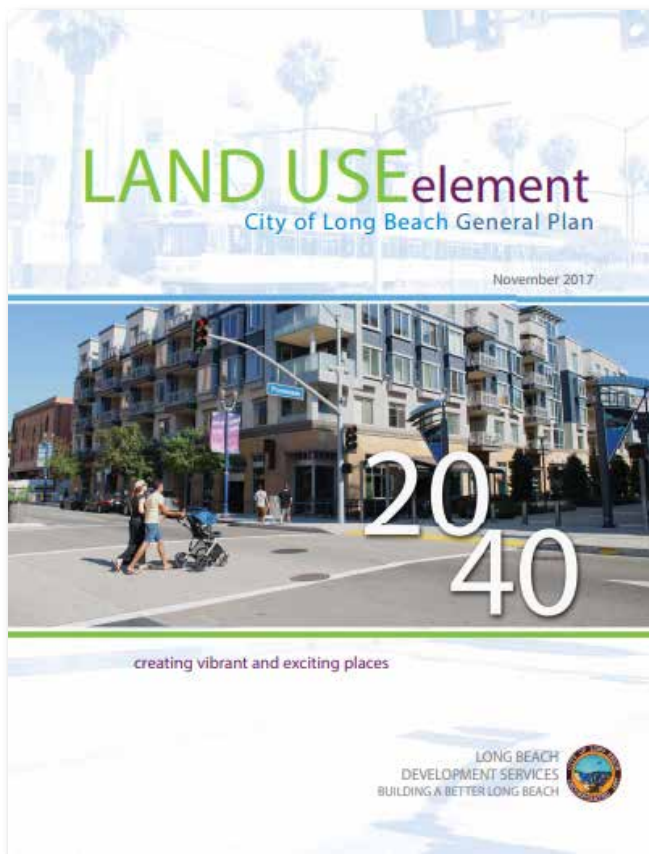


Relationship to Other Elements

Additionally, state law mandates that the Noise Element be consistent with all other General Plan Elements. Policies and strategies in the Noise Element are intended to provide protection for land uses, as identified in the Land Use Element, from excessive noise. The Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. All policies and strategies established in the Noise Element are designed to support the vision established in Chapter 1.

The Noise Element is related to other mandated elements, including Land Use, Housing, Circulation, and Open Space. Recognition of the interrelationship of noise and these four other mandated elements is necessary in order to prepare an integrated general plan. In addition, the Noise Element is related to policies in the Urban Design Element, an optional element under state law. The relationship between noise and these elements is briefly discussed below.

Long Beach General Plan 2040 Land Use Element



- » **Land Use**—A key objective of the Noise Element is to provide noise exposure information for use in the land use element. When integrated with the Noise Element, the Land Use Element will show acceptable land uses in relation to existing and projected noise contours. Section 65302(f) states that: “The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.”
- » **Housing**—The Housing Element considers the provision of adequate sites for new housing and standards for housing stock. Since residential land use is among the most noise sensitive, the noise exposure information provided in the Noise Element must be considered when planning the location of new housing. Also, state law requires special noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contour. This requirement may influence the location and cost of this housing type. In some cases, the noise environment may be a constraint on housing opportunities.
- » **Mobility**—The circulation system must be correlated with the Land use Element and is one of the major sources of noise. Noise exposure will thus be a decisive factor in the location and design of new transportation facilities and the possible mitigation of noise from existing facilities in relation to existing and planned land uses. The local planning agency may wish to review the circulation and land use elements simultaneously to assess their compatibility with the noise element.
- » **Open Space**—Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space. Thus, noise exposure levels should be considered when planning for this kind of open space use. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setbacks and landscaping. Open space designation can also effectively exclude other land uses from excessively noisy areas.
- » **Urban Design**—Urban design techniques can be employed to mitigate noise impacts. Strategies such as creative incorporation of noise attenuation methods can be effective in accomplishing both urban design goals as well as noise mitigation goals. Additionally, the Urban Design Element utilizes a differentiated approach for neighborhoods of Long Beach, complementing that of this element.

State Requirements for Noise Elements

The State of California’s Governor’s Office of Planning and Research (OPR), under California Government Code 65303, allows a city or county to adopt “any other elements or address any other subjects, which, in the judgement of the legislative body, relate to the physical development of the county or city.” Once adopted, this Noise Element will carry the same legal weight as any of the seven mandatory elements and will be consistent to all the other elements, as required by §65300.5.

OPR also states: “The noise element of the general plan provides a basis for comprehensive local programs to control and abate environmental noise and to protect residents from excessive exposure. The fundamental goals of the noise element are:

- » To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. In so doing, the necessary groundwork will have been developed so that a community noise ordinance may be utilized to resolve noise complaints.
- » To develop strategies for abating excessive noise exposure through cost-effective mitigating measures in combination with zoning, as appropriate, to avoid incompatible land uses.
- » To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed “noise sensitive.”
- » To utilize the definition of the community noise environment in the form of CNEL or Ldn noise contours as provided in the noise element for local compliance with the State Noise Insulation Standards. These standards require specified levels of outdoor to indoor noise reduction for new multifamily residential constructions in areas where the outdoor noise exposure exceeds CNEL (or Ldn) 60 dB.”

Document Organization

The chapters of the Noise Element are organized by topic as follows:

- 1. Vision**
 - » This chapter discusses the overall vision of the Noise Element.
- 2. Introduction: What is a Noise Element?**
 - » This chapter discusses the function of a noise element and its role within other planning and regulatory frameworks and the community engagement involved in shaping this element. It concludes with a discussion of concepts important for implementing the vision of the element.
- 3. Context: Understanding the Noise Environment**
 - » This chapter discusses the context and sources of noise and vibration in the City of Long Beach.
- 4. Noise Fundamentals: Characteristics of Sound**
 - » This chapter details the technical aspects of how noise is measured and its impact on human health.
- 5. Noise Plan: Creating Livable Environments**
 - » This chapter contains the strategies and policies that implement the vision of the Noise Element. Topics include land use compatibility, mobility, construction, special events, environmental justice and noise management.
- 6. Administration + Implementation: Maintaining the Noise Environment**
 - » This chapter describes the tools for administering and implementing the Noise Element.
- A. Appendix**
 - » Detailed information on modeled future traffic noise contours (2040) may be found here.

The upcoming sections discuss the many ways noise is regulated and planned for within the City of Long Beach. The primary tools for regulation are this Noise Element and the Long Beach Municipal Code Noise Ordinance. Beyond the local level, different types of noise are regulated by several federal and state organizations and policy frameworks.



REGULATORY SETTING

Federal Regulations

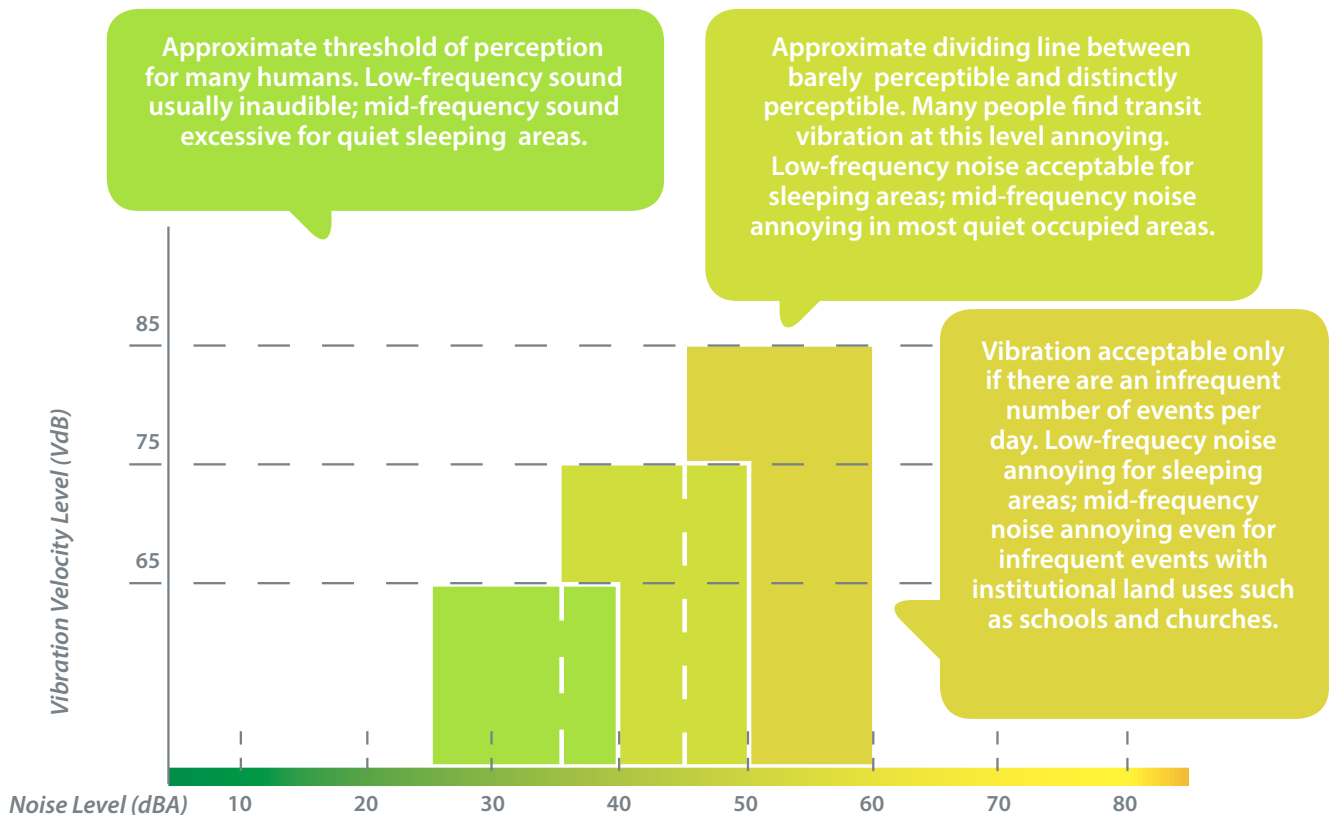
Long Beach does not typically rely on any specific federal noise regulations given that the State level requirements, specifically the California Environmental Quality Act (CEQA), and the City’s Noise Element and Municipal Code Noise Ordinance provide more specific and restrictive regulations related to noise and vibration impacts. However, the following information is provided for reference and may be used when local criteria are not established.

Federal Railroad and Federal Transit Administrations

The guidelines in the Federal Transit Administrations (FTA) *Transit Noise and Vibration Impact Assessment* (2006) general assessment establishes thresholds for construction noise identified as a 1-hour noise level of 90 dBA L_{eq} for residential uses during daytime hours and a 1-hour noise level of 100 dBA L_{eq} for commercial and industrial uses. This provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction when the noise thresholds are exceeded.

In addition to the vibration standards included in the FTA *Transit Noise and Vibration Impact Assessment* for ground-borne vibration impacts on human annoyance are shown below, the criteria for potential damage from ground-borne vibration and noise are based on the maximum levels for a single event. Table N-1 lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment*. FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered (those not designed by an engineer or architect) timber and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Human Response to Different Levels of Ground-Borne Noise and Vibration



**Table N-1: Construction Vibration Damage Criteria**

Building Category	PPV (in/sec)	Approximate L_v (VdB) ¹
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: Table 12-3, *Transit Noise and Vibration Impact Assessment (FTA 2006)*.

1 RMS VdB re 1 μ in/sec.

μ in/sec = microinches per second

FTA = Federal Transit Administration

in/sec = inches per second

LV = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity in decibels

Environmental Protection Agency

In 1972 Congress enacted the Noise Control Act. This act authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish appropriate levels of sound. The document *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety* (EPA 1974) established that noise levels less than or equal to 45 dBA would not interfere with indoor activities or cause annoyance. Thus, an interior noise level of 45 dBA CNEL or less is often used to assure exterior façades will provide adequate noise reduction.

International Building Code

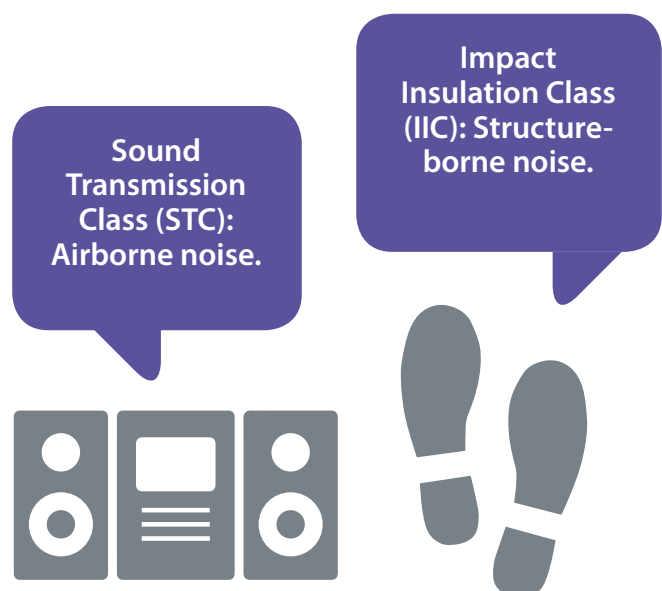
The International Building Code (IBC) (ICC 2015) has been adopted and used as a standard code throughout most of the United States. Within the IBC, standards for both reference or laboratory ratings as well as field measured

rating requirements are identified to assure interior noise environment thresholds are met. There are two specific class ratings: (1) STC or Sound Transmission Class and (2) IIC or Impact Insulation Class. The STC rating is often used for room-to-room assemblies and focuses more on airborne noise impacts such as radio, television, and human speech. The IIC rating is often used for floor/ceiling assemblies to focus on structure-borne noise such as footfall or objects being dropped. The IBC specifies that a minimum STC or IIC rating of 50 is desired to provide a comfortable living environment.

State Regulations

State of California Noise Control Act

In 1975, the State of California established its own Noise Control Act located in Division 28 of the State's Health and Safety Code. Chapter 6, Assistance to Local Agencies, provides direction on how the state will assist each local agency in establishing local ordinances and policies, as expected below.



Two class ratings help to measure interior noise thresholds.

Chapter 6. Assistance to Local Agencies

46060. *It is the purpose of this chapter to encourage the enactment and enforcement of local ordinances in those areas which are most properly the responsibility of local government. It is further the purpose to insure that the state is of maximum assistance to local agencies in the discharge of those responsibilities, furnishing technical and legal expertise to assist local agencies in the enactment and enforcement of meaningful and technically sufficient noise abatement measures.*

46061. *The office shall provide technical assistance to local agencies in combating noise pollution. Such assistance shall include but not be limited to:*

- G. *Advice concerning methods of noise abatement and control.*
- H. *Advice on training of noise control personnel.*
- I. *Advice on selection and operation of noise abatement equipment.*

46062. *The office shall provide assistance to local agencies in the preparation of model ordinances to control and abate noise. Such ordinances shall be developed in consultation with the Attorney General and with representatives of local agencies, including the County Supervisors Association of California and the League of California Cities. Any local agency which adopts any noise control ordinance shall promptly furnish a copy to the office.*

State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or Ldn. Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or Ldn at the facade of a building, a report must be submitted with the building plans that describe the noise control measures that have been incorporated into the design of the project to meet the 45 dBA CNEL or Ldn noise limit.

California Green Building Code

The California Green Building Code, also referred to as CalGreen (ICC 2017), provides requirements under Environmental Comfort related to noise, including acoustical control, exterior noise transmission prescriptive method, noise exposure where noise contours are not readily available, performance method, site features, and interior sound transmission.

State of California Land Use Compatibility Criteria

The State of California adopts suggested land use noise compatibility levels as part of its General Plan Guidelines. These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications. The Land Use Compatibility Guidelines are shown in Table N-2.



State of California Land Use Compatibility Criteria.

Table N-2: Land Use Compatibility Guidelines for Noise Exposure

Land Use Type	Community Noise Exposure L _{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging - Hotels, Motels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings - Business, Commercial & Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Normally Acceptable	<i>Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</i>						
Conditionally Acceptable	<i>New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i>						
Normally Unacceptable	<i>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</i>						
Clearly Unacceptable	<i>New construction or development should generally not be undertaken.</i>						

Source: California Office of Planning and Research, General Plan Guidelines (2017), Appendix D.

State of California Vehicle Code

Division 12, Equipment of Vehicles, Chapter 5, Other Equipment, Article 2, Exhaust Systems, and Article 2.5, Noise Limits, provide regulations related to noise levels associated with motor vehicles, including exhaust systems and noise limits.



Long Beach Airport



State of California Airport Land Use Requirements

The State of California has multiple regulations and standards that apply to airports. These are briefly summarized below:

- » The Aeronautics Division of the California State Department of Transportation (Caltrans)
- » Enforces the California Airport Noise Regulations. These regulations establish 65 dB CNEL as the noise impact boundary within which there shall be no incompatible land uses. Airports are responsible for achieving compliance with these regulations. Compliance can be achieved through noise abatement alternatives, land acquisition, land use conversion, land use restrictions, or sound insulation of structures. Airports not in compliance can operate under variance procedures established within the regulations.
- » California Noise Insulation Standards apply to all multi-family dwellings built in the State. Single-family residences are exempt from these regulations. The regulations require that all multi-family dwellings with exterior noise exposures greater than 60 dB CNEL must be sound insulated such that the interior noise level will not exceed 45 dB CNEL. These requirements apply to all roadway, rail, and airport noise sources.
- » The State of California requires that all municipal General Plans contain a Noise Element. The requirements for the Noise Element of the General Plan include describing the noise environment quantitatively using a cumulative noise metric such as CNEL or DNL, establishing noise/land use compatibility criteria, and establishing programs for achieving and/or maintaining compatibility. Noise elements shall address all major noise sources in the community including mobile and stationary sources.
- » Airport Land Use Commissions were created by State Law for the purpose of establishing a regional level of land use compatibility between
- » Airports and their surrounding environs. The Los Angeles County Airport Land Use Commission has adopted an Airport Environs Land Use Plan (AELUP) for Los Angeles County airports including Long Beach Airport. The AELUP criteria for sensitive land uses at 65 dB CNEL for outdoor areas and 45 dB CNEL for indoor areas of residential land uses.

State of California Motorized Watercraft Requirements

The State of California has established requirements and limits as it relates to noise associated with watercraft. Any motorized vessel operated on the inland waters of California or on ocean waters within one mile of the coastline must be muffled or otherwise prevented from exceeding the following noise levels:

- » As measured using a stationary sound level test as defined by SAE J-2005:
 - 90 decibels if the engine was manufactured before January 1, 1993
 - 88 decibels if the engine was manufactured on or after January 1, 1993, or
- » 75 decibels measured as defined by SAE J-1970 for all engines. However, such measurement shall not preclude a stationary sound level test as prescribed by SAE J-2005.

Exceptions to the above restrictions are made for vessels participating in permitted regattas, boat races or speed trials. Authorities generally agree that un baffled exhaust pipes (stacks) and most water-injected pipes do not meet the above noise level requirements. Unmodified outboards usually meet legal requirements.

#ListenUpLB materials



Municipal Code

The Long Beach Municipal Code (LBMC) contains the City's Noise Ordinance in Chapter 8.80. In addition to this section, many chapters and sections of the Municipal Code contain regulations related to noise within Long Beach. The LBMC implements Long Beach General Plan policies and strategies.

COMMUNITY ENGAGEMENT

To inform the Noise Element update and identify potential issues, a variety of community engagement strategies were employed. A City of Long Beach project webpage was established as well as a Facebook and Twitter account for the Noise Element at #ListenUpLB. Project background was furnished and the community was invited to use an online engagement tool linked on the sites. The online tool provided a map-based ability to provide comments on a range of topics linked to specific locations throughout the city. Awareness of this opportunity for participation was provided through the City's website, emails, Facebook and Twitter advertising, and counter cards placed throughout city hall and other locations. Materials were provided in both English and Spanish.



In addition, a series of meetings were conducted with internal and external stakeholders. Initial meetings were held with City departments and local agencies including the Police Department, Noise Control Office, Animal Care Services, Public Works, Port, Airport and Long Beach Unified School District. Meetings with focus groups included public health professionals/academics, environmental justice, bar and restaurant operators, and the construction industry, as well as the Environmental Health Working Group and various local school students in their classrooms. Further, a Planning Commission study session was conducted on April 20, 2017 to introduce the Noise Element work effort and solicit comments from commissioners and members of the public.

Feedback provided through these various platforms covered an array of topics and key themes are summarized below:

- » Develop regulations that respond to the evolution of neighborhoods
- » Needed coordination with other regulatory agencies (rail, on-road vehicles, aircraft)
- » Common annoyances: Leaf blowers, rail line operations, motorcycles, helicopters, loud music, construction, dogs, park/beach activities, bars/restaurants, autos/freeway, industrial and commercial uses
- » Noise impacted communities in West Long Beach
- » Effectiveness of good communication, relationship-building, proactive noticing
- » Technology trending toward quieter equipment

Received comments and input informed collection of noise data and the preparation of the Noise Element.

NEXT BOLD MOVES: VISION IN MOTION

Long Beach is committed to innovative and meaningful policies to advance the vision of the community and this Noise Element. In order to create a healthy, more equitable noise environment, the City will work to pave the way in several aspects of noise management. Communication of noise policy, creative and thoughtful urban design, and advanced technology will help foster a balanced noise environment in Long Beach.

Communication

Communication is a central aspect of noise management. Ensuring clear communication between the various City departments that manage noise, residents, business owners, and special event managers will serve as a strong foundation for noise management and minimizing noise impacts. Noise policy and the noise ordinance should be clear and enforced, as well as continue to evolve over time based on feedback and better information. Reminders of the noise ordinance should be strategically provided throughout the City.

Design

Land use compatibility and urban design can prevent noise impacts before they begin. Thoughtfully sited and oriented uses, along with creative placemaking can focus noise sources and buffer sensitive receptors from noise impacts.

Technology

Long Beach will seek the latest technology regarding noise mitigation. This includes building materials, freeway noise buffering, public transit, and even technology such as silent fireworks. Noise monitoring equipment used within the City will also be as advanced as possible.



Context

Understanding the Noise Environment

3

“But a city is more than a place in space, it is a drama in time.”

Patrick Geddes
Scottish Scientist



3



Context

Understanding the Noise Environment

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OUR REGION. OUR CITY.

Long Beach is committed to creating a healthy noise environment throughout the metropolitan City. The Long Beach Noise Ordinance (Chapter 8.80 of the Long Beach Municipal Code) is intended to protect people from non-transportation noise sources such as construction activities, commercial operations, machinery, and nightlife. Enforcement of the noise ordinance requires new developments to show compliance with the ordinance, including operating in accordance with noise levels recommended in this element. The ordinance also provides general standards for prohibited noises and identifies specific activities that are prohibited because of their capability to create unreasonable noise. As an example, the City requires construction activity to comply with established work schedule limits (see Section 8.80.202, Construction Activity-Noise Regulations).

Long Beach is an urban, developed City. As with any developed environment, it is subject to numerous noise sources. Major sources of noise include traffic, rail, aircraft, and stationary sources. Many freeways and corridors throughout Long Beach contribute to traffic noise within the City, including I-405, I-605, I-710, SR-22, SR-91, Pacific Coast Highway or State Route 1 (SR-1), and Long Beach Boulevard. In addition to the automobile and truck traffic along these corridors, the City is currently served by Long Beach Transit, a public transit agency with bus service along major roadways in the City through various routes (i.e., Routes 1, 21, 22, 81, and 192). The Los Angeles County Metropolitan Transportation Authority (Metro) operates a limited number of local and express buses. The Long Beach Transit Gallery serves as the southern terminus of the Metro Blue Line and is the main transit hub for bus connections to various Metro, Long Beach Transit, Los Angeles Department of Transportation Commuter Express, and Torrance Transit bus routes. Rail noise is due to the three freight rail lines and one public transit line, the Metro Blue Line, that pass through the City. Aircraft noise is from the Long Beach Airport, located within City limits.

Anaheim Street and Long Beach Boulevard



NOISE SOURCES

Land Use Patterns

Noise is a key element for consideration in the arrangement of land uses throughout Long Beach. Thoughtfully designed land use patterns can be the first step in avoiding potential noise impacts on a neighborhood or group of people. Additionally, priority should be given to reduction of noise in severely impacted areas through rehabilitative improvements.

The overall noise environment is a conglomeration of noise from several sources. Mobility sources, including vehicular traffic, rail, aircraft and watercraft, contribute to the daily transportation-related noise in Long Beach. Another noise source is special events, which occur on a periodic basis. The last category of noise sources is construction and nuisance noises, which include machinery, heating ventilation and air conditioning systems, compressors, and landscape maintenance equipment among others.

Though Long Beach is unique in that the Port of Long Beach is so active, operation noise levels are generally limited to areas within the perimeter of the Port. Noise associated with the Port includes cranes, forklifts, and truck activities. Due to the distance from daily operations, which

are located close to the coast, to the nearest sensitive uses, noise impacts are rarely audible at such a large distance. Heavy truck traffic associated with the transport of cargo along the I-710 corridor is the primary source of noise associated with the Port. Impacts associated with the Port of Long Beach, including noise, were assessed in the Port of Long Beach Community Impact Study in July 2016.

Commercial, commercial-industrial, light-industrial, and to a lesser extent residential land uses in the City have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Additionally, activities that are not necessarily “stationary” include parking lot activities, truck deliveries, and events are oftentimes classified in the same categories.

The highest priority for protection from noise are “sensitive receptors,” or groups which are particularly vulnerable to the impacts of noise. Examples of sensitive receptors include residential neighborhoods, schools, hospitals, religious facilities, libraries, offices and parks. Areas of Long Beach with sensitive receptors should be protected through proper land use planning.

Pine Avenue





Mobility

Traffic Noise

Automobiles, buses, trucks, motorcycles and trains dominate transportation noise in the City. Traffic moving along streets and freeways produces a sound level that remains relatively constant and is part of the City's minimum ambient noise level. Vehicular noise varies depending on the volume, speed and type of traffic. Slower traffic produces less noise than fast moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise is also associated with vehicles, including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies. Often times, noise from motorcycle activities are specifically noticed over general traffic noise impacts due to acceleration, exposed motor and, in some cases, lack of or modified mufflers.

Bus service is provided on major streets, collectors, and local streets within the City's circulation system. For the purpose of assessing vehicular noise, three generic weight classifications are considered (light, medium, and heavy). At 35 mph, 1 medium duty truck is as loud as 10 cars, 1 bus is as loud as 20 cars, and 1 heavy truck is as loud as 30 cars. In addition, noise from traffic sources may be worsened by grade (inclined roadway) or by the condition of the pavement.

Major transportation noise sources in the City include traffic on I-405, I-605, I-710, SR-22, SR-91, SR-103, Terminal Island Freeway, Pacific Coast Highway, and Long Beach Boulevard.

Interstate 405



In addition to typical automobiles and medium and heavy trucks, the City is currently served by Long Beach Transit, a public transit agency, with bus service along major roadways in the City through various routes (i.e., Routes 1, 21, 22, 81, and 192). The Los Angeles County Metropolitan Transportation Authority (Metro) operates a limited number of local and express buses. The Long Beach Transit Gallery serves as the southern terminus of the Metro Blue Line light rail and is the main transit hub for bus connections to various Metro, Long Beach Transit, Los Angeles Department of Transportation Commuter Express, and Torrance Transit bus routes.

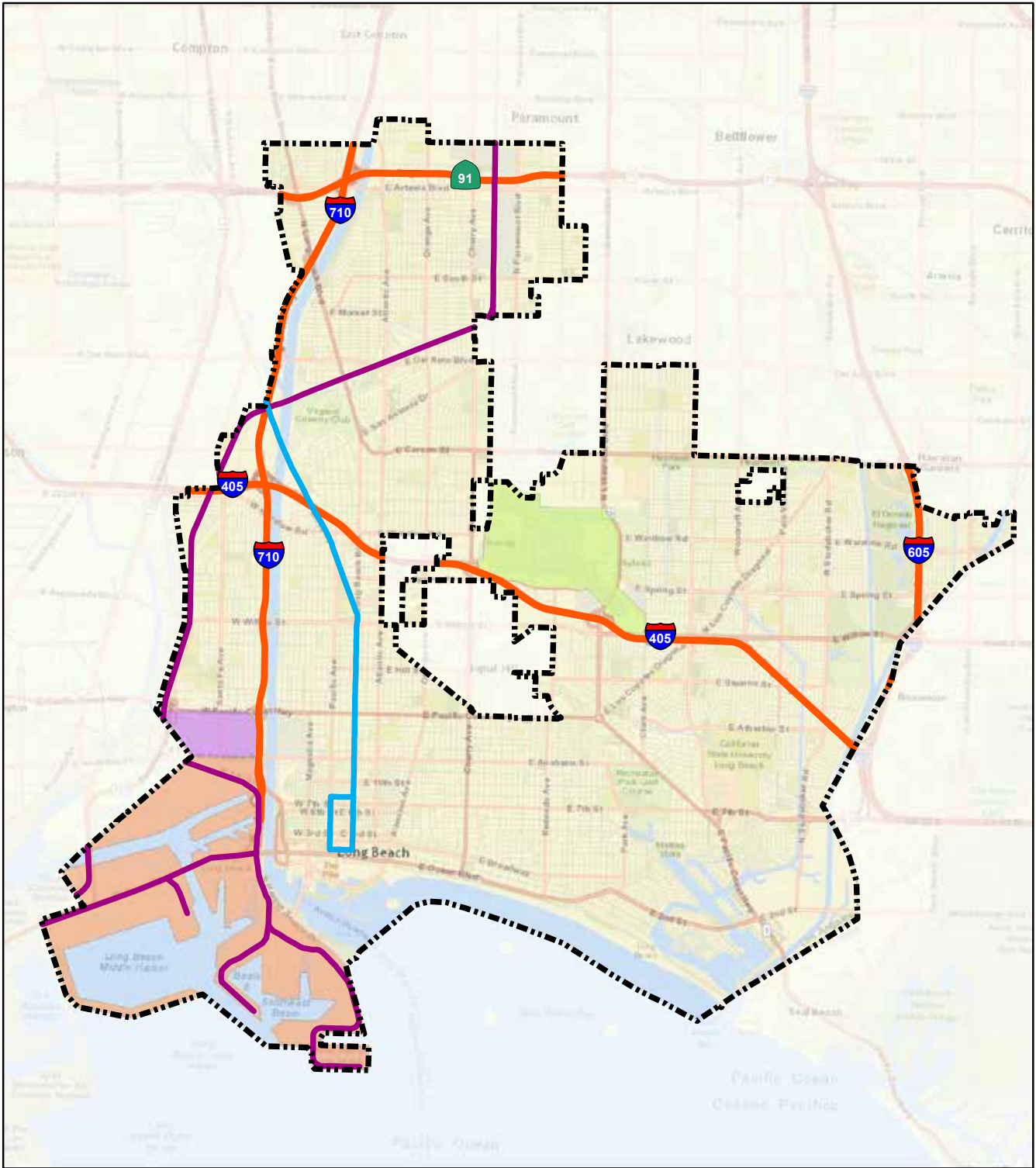
Rail Noise

The noise impacts associated with rail activities depend heavily on a number of factors, including the type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the night time, and the speed of the train. Additionally, when a horn is required to sound a warning, which is typical for at-grade crossings, the noise impact would be greatest at the land uses closest to the intersection.

Currently, three freight rail lines pass through the City which are operated by Burlington Northern Santa Fe Corporation (BNSF) Railway, Union Pacific Railroad Company (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, through the northwest corner of the City, around the neighborhood of North Long Beach.

Metro Light Rail





LEGEND

- Long Beach City Boundary
- Long Beach Airport
- Port of Long Beach
- Industrial Area
- Freeway
- Metro Blue Line
- Freight Line

0 0.75 1.5
MILES

SOURCE: Esri (2016); LSA (5/2017)

Figure N-1, Existing Major Noise Sources



In addition to freight activities, the Metro Blue Line which serves as public transit, is part of the Metro Rail System that runs north-south from Los Angeles to Long Beach, traveling south via Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard to its final destination at the Long Beach Transit Gallery. The Metro Blue Line operates daily, including all major holidays.

Based on the Federal Railroad Administration crossing inventories completed between January 1, 2000 and September 17, 2017 conducted at various crossings in the City, typical operations along the main rail line included up to 74 trains per day ranging in speed from 5 to 25 mph.

Aircraft Noise

Aircraft noise within the City is predominately influenced by operations at the Long Beach Airport located within the City limits. Operations at the Long Beach Airport include commercial air carriers, commuter flights, industrial planes, charter flights, and other general aviation. Operations at the Long Beach Airport typically occur within the daytime hours of 7:00 a.m. to 10:00 p.m., with the exception of occasional unscheduled landings that occur after 10:00 p.m., and emergency and police helicopter activities. *The Long Beach Airport Community Guide to Aircraft Noise* presents

Long Beach Airport

factual information on the City of Long Beach Airport Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and Long Beach Airport's efforts to minimize aircraft noise over nearby neighborhoods. While the City is not able to control the flight paths, typical operations include approaches from the southeast of the airport and departures taking off in a northwest direction.

Apart from the restrictions on hours of day, noise budgets are utilized to limit aircraft activities. Noise budgets do not directly restrict the operation of a particular aircraft, in contrast to night time restrictions, but they restrict access by the fleet as a whole. Noise budgets restrict the overall noise during a certain period of time, which could be seasonally related or annual.

Currently, the City has implemented a Helicopter Noise Reduction Study Group that provides members of the public the opportunity to meet with both City and Airport staff to discuss issues and concerns regarding helicopter noise including rotor or "chop" noise, hovering, and inconsistent flight paths. While the City cannot directly control the majority of the operations associated with helicopters, specifically those related to emergency and police, the City maintains an interest in helping resolve noise issues where possible. Members of the communities



are currently participating as a part of the Los Angeles Area Helicopter Coalition (LAAHNC) and regularly meet with Federal Aviation Administration (FAA) representatives, helicopter operators, and Long Beach Airport staff in an effort to reduce noise exposure from helicopter operations.

Watercraft Noise

Watercraft noise along the southern portion of the City varies greatly depending on watercraft type, distance from mainland, and overall control and use of equipment. While the City does not currently have any specific criteria related to noise associated with watercraft, the State of California Department of Motor Vehicles, as part of its requirements for watercraft operations, does have regulations that would also be applicable in the City of Long Beach.

Special Events

Long Beach is a vibrant coastal city with attractions serving residents, businesses, and visitors. As such, the City has experienced an increased interest in holding special events in Long Beach, especially outdoor special events along the waterfront in the downtown area. These events include,

but are not limited to, community festivals, runs/walks, citywide holiday celebrations, Long Beach Grand Prix, Long Beach Marathon, Long Beach Lesbian and Gay Pride Parade and Celebration, Jazz Festival, film production, and events hosted at the Queen Mary. These activities help build a foundation that fosters sustainable community development, economic development, and tourism. However, with residents living in close proximity to these events, ensuring managed frequency and intensity of the noise from these events is a priority for the City. Long Beach is seeking an informed, balanced approach to managing the needs of these events while continuing to prioritize the well-being of residents.

Construction and Nuisance Noises

Construction noise, though temporary in nature, can cause noise disruptions on an on-going basis. Long Beach is a growing metropolitan City, therefore construction noise is an expected part of the noise environment. Restrictions on noise from construction are especially important for sensitive receptors. The primary method of restricting noise from construction is through limiting the hours in which construction activity is permitted.

Beach Streets Concert





The City of Long Beach has a wide variety of land use types. Within the commercial and downtown area, certain uses including restaurants, bars, and clubs have the potential to generate noise which may be perceived as annoying or disturbing. Additionally, sources of noise that are permissible under existing laws and regulations still have the potential to disrupt the peace, cause sleep interference, and can create an undesirable setting for residents. The following graphic lists some of the potential sources of noise that have been noted to occur with regularity in the City limits:

VIBRATION SOURCES

Major vibration sources in the City include construction activities, rail operations, heavy vehicle traffic, and vehicle loading and delivery operations. Other sources which have the potential to cause vibration impacts are aircraft operations, low-frequency music and some stationary sources. Similar to noise standards, cities can adopt vibration exposure standards regarding the sensitivity of land uses which may be affected. In relation to vibration impacts, there are two factors that are considered to assessing the level of impact expected: the potential for damage to a building or structure and the potential of annoyance to people. Also similar to potential noise impacts, the most efficient actions to help reduce vibration impacts occur during the planning and permitting phases of any project or development.



Other potential noise sources

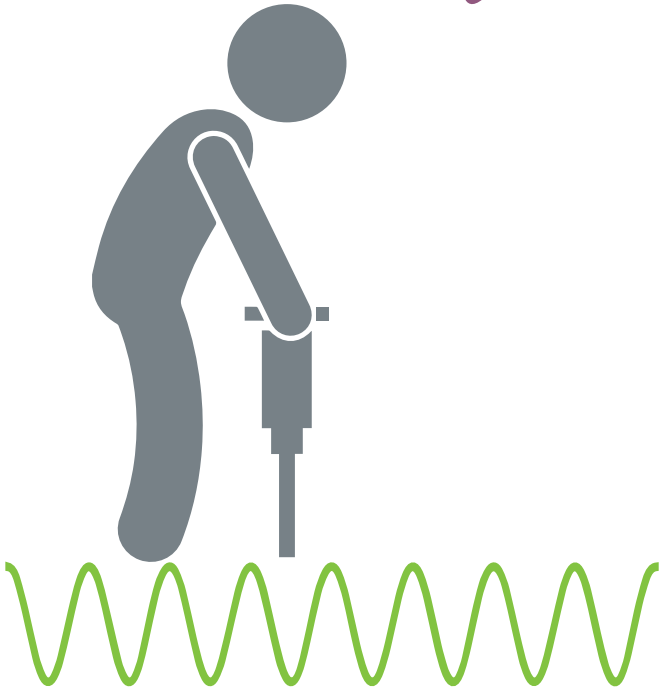


Construction

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related ground-borne vibration levels. Because of the impulsive nature of such activities, the use of the peak particle velocity (PPV) descriptor has been routinely used to measure and assess ground-borne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range

of 0.2 to 0.3 millimeters per second (0.008 to 0.012 inches per second), PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels (e.g., people in an urban environment) may tolerate a higher vibration level. Structural damage can be classified as cosmetic only (e.g., minor cracking of building elements) or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity (e.g., impact pile driving) occurs immediately adjacent to the structure.

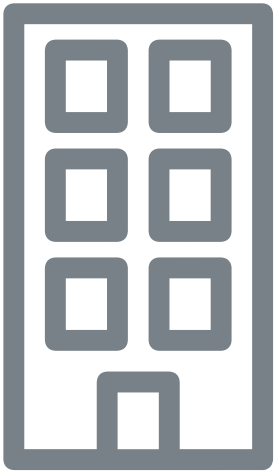
Threshold of perception for average persons is in the range of 0.2 to 0.3 millimeters per second PPV.



Construction-induced vibration may interfere with the enjoyment of life.

Potential for damage to building or structure.

Potential to annoy people.



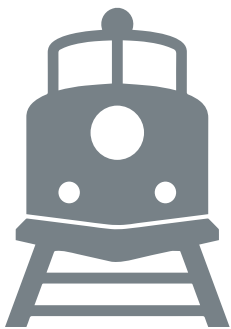
Two factors help measure the impact of noise to humans and buildings.



Rail Activity

Rail operations are potential sources of substantial ground-borne vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground-borne vibration has been correlated best with how quickly sounds moves through the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} inches per second. RMS, which equals 0 vibration velocity decibels (VdB), and 1 inch per second equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

One of the challenges with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The United States Department of Transportation, Federal Transit Administration has developed rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. These criteria are primarily based on experience with passenger train operations (e.g., rapid transit and commuter rail systems). The main difference between passenger and freight operations is the time duration of individual events. For example, a passenger train lasts a few seconds whereas a long freight train may last several minutes, depending on speed and length.



Ground-borne vibration decibels depend on the distance, type and speed of trains, and type of track.

Many factors affect ground-borne vibration.

Heavy Vehicles and Buses

Ground-borne vibration levels from heavy trucks and buses are not normally perceptible, especially if roadway surfaces are smooth. Buses and trucks typically generate ground-borne vibration levels of about 63 VdB at a distance of 25 feet when traveling at a speed of 30 miles per hour (mph). Higher vibration levels can occur when buses or trucks travel at higher rates of speed or when the pavement is in poor condition. Vibration levels below 65 VdB are below the threshold for human perception.

Other

In addition to activities that have vibration impacts which translate through the ground surface between source and receptor, sources which generate high levels of low-frequency noise may generate vibration through air. These sources may include aircraft and helicopter operations, low-frequency music and other large stationary sources. When the vibration effects of these sources are felt or experienced by a receptor, to determine the level of impact, low-frequency noise measurements are the best method to determine the impact.

At 30 mph, buses and trucks typically generate vibration levels of 63 VdB at a distance of 25 feet. Vibration levels below 65 VdB are below the threshold for human perception.



How loud are busses and trucks?



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Noise Fundamentals

4

Characteristics of Sound

“The City is what it is because our citizens are what they are.”

Plato

Classical Greek Philosopher



4



Noise Fundamentals

Characteristics of Sound

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CHARACTERISTICS OF SOUND

Sound is increasing in the environment and can affect quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. Typically, a noise analysis defines the noise environment within a specific area in terms of sound intensity and the effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units, such as inches or pounds, decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

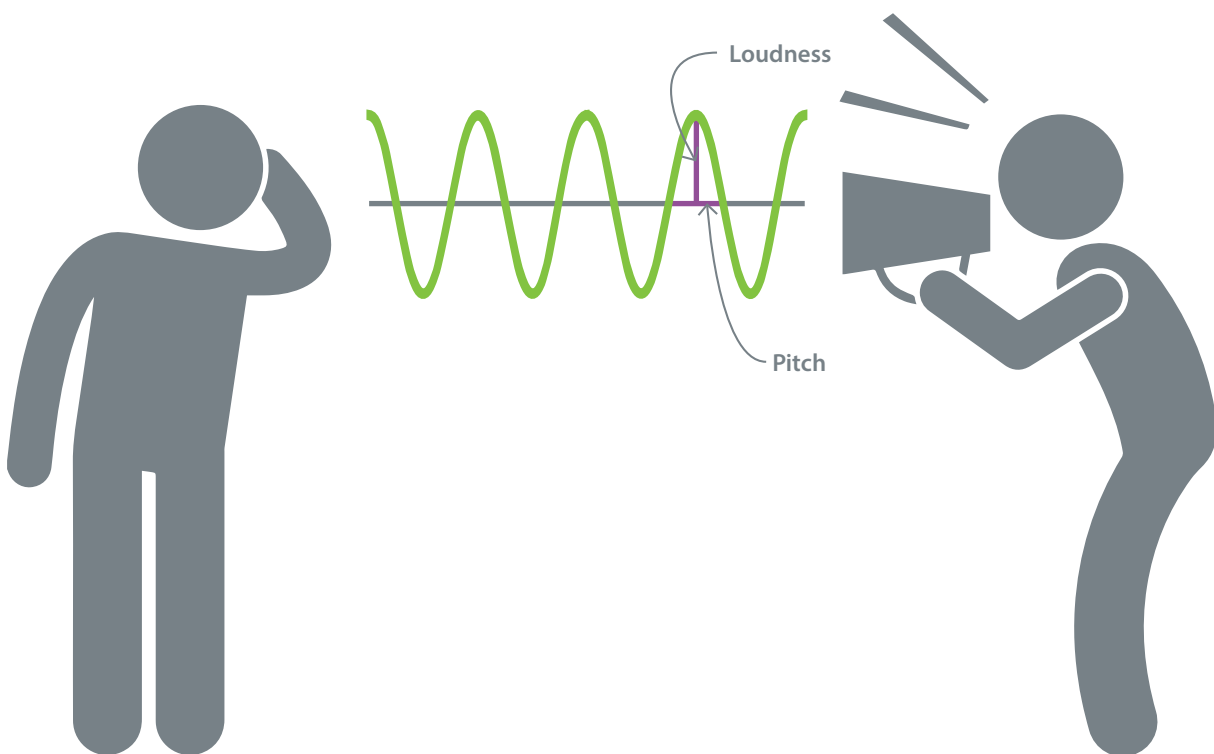




Table N-3: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time; the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)
L_{02} , L_{08} , L_{50} , L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast-time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, tonal or informational content, and the prevailing ambient noise level.
Sound Exposure Level (SEL)	A measure of the total noise within an event which accounts for duration.
Single Event Noise Equivalent Level (SENEL)	The sound exposure level for a defined noise threshold level.

Source: Handbook of Acoustical Measurement and Noise Control (Harris 1991).

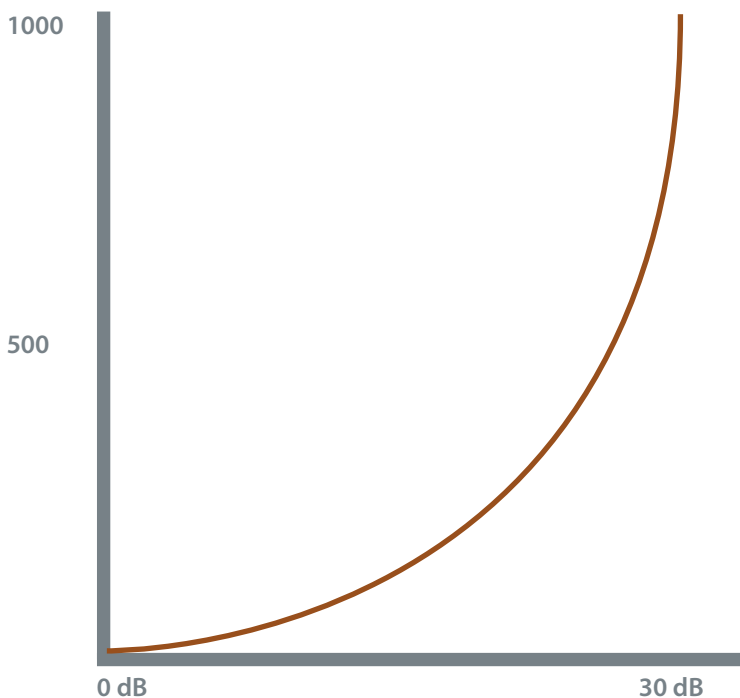


Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

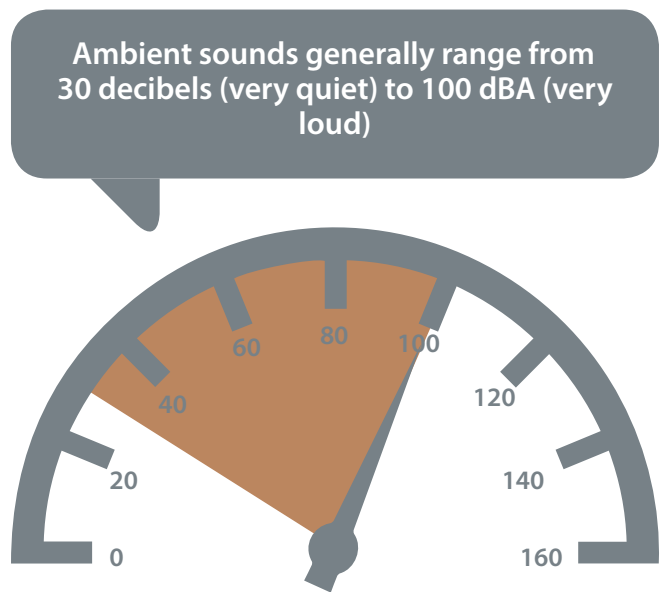
There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average level (L_{dn}) based on A-weighted decibels. CNEL is the time-varying

noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak-operating conditions and addresses the annoying aspects of intermittent noise.



Exponential intensity of decibels



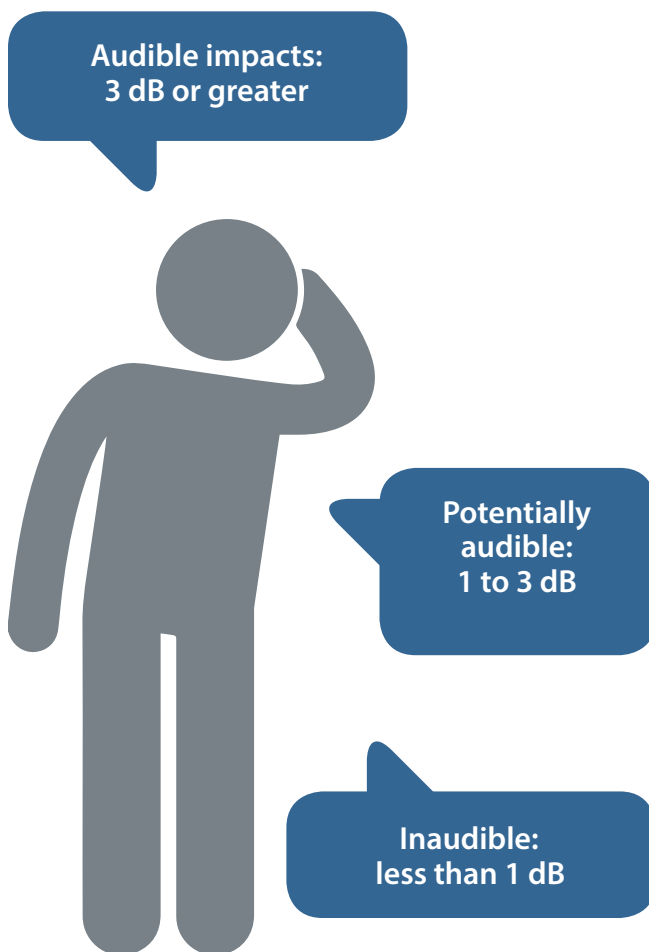
A-weighted decibels (dBA) of ambient sounds

Another noise scale often used together with the L_{\max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first includes audible impacts, which refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater, because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 dBA to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is common and generally more concentrated in urban areas than in outlying, less-developed areas.



What noise level changes are audible?



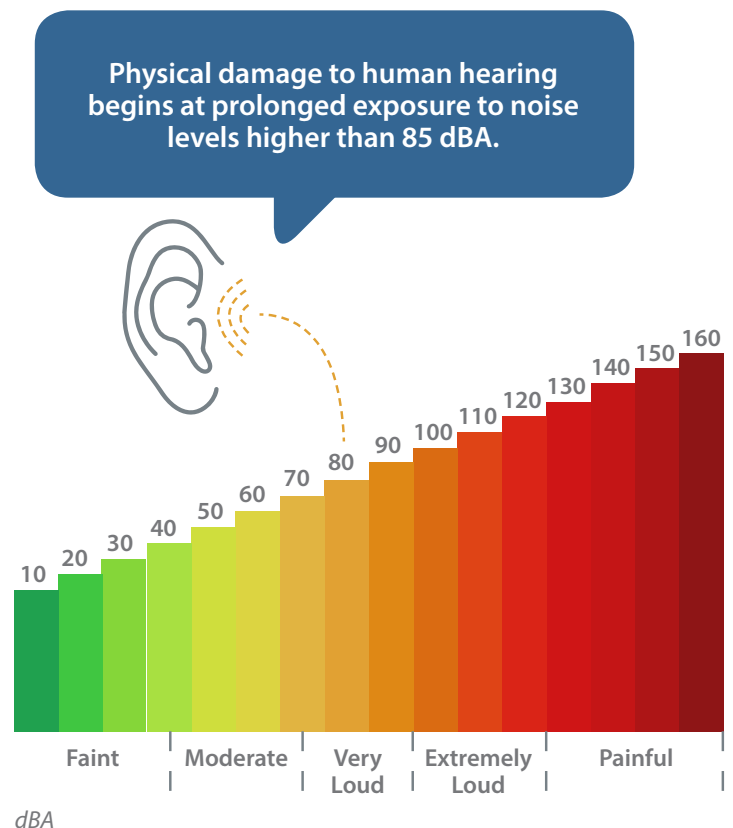
In addition to the audible effects of noise, research has shown that prolonged exposure to elevated noise levels may have other negative health effects. As presented in Wolfgang Babisch's *Cardiovascular Effects of Noise*, sleep disturbance is considered a major environmental effect. It is estimated that 80 to 90 percent of the reported cases of sleep disturbance in noisy environments are for reasons other than noise originating outdoors. Examples of sleep disturbance causes include restroom trips; indoor noises from other occupants; worries; illness; and climate. Field studies conducted with people in their normal living situations are scarce.

The primary sleep disturbance effects of noise are: difficulty in falling asleep (increased sleep latency time); awakenings; and alterations of sleep stages or depth, especially a reduction in the proportion of REM-sleep. Other physiological effects can be induced by noise during sleep, including increased blood pressure; increased heart rate; increased finger pulse amplitude; vasoconstriction; changes in respiration; cardiac arrhythmia; and an increase in body movements. For each of these physiological effects, both the noise threshold and the noise-response relationships may be different. Different noises may also have different information content and this also could affect physiological threshold and noise-response relationships.

Exposure to night time noise also induces secondary effects, or so-called after effects. These are effects that can be measured the day following the night time exposure, while the individual is awake. The secondary effects include reduced perceived sleep quality, increased fatigue, depressed mood or well-being, and decreased performance.

Long-term effects on psychosocial well-being have also been related to noise exposure during the night. Noise annoyance during the night time increased the total noise annoyance expressed by people in the following day. Various studies have also shown that people living in areas exposed to night time noise have an increased use of sedatives or sleeping pills. Other frequently reported behavioral effects of night time noise include closed bedroom windows and use of personal hearing protection. Sensitive groups include the elderly, shift workers, persons especially vulnerable to physical or mental disorders and other individuals with sleeping difficulties.

Table N-3 lists definitions of acoustical terms and Table N-4 shows common sound levels and their noise sources.



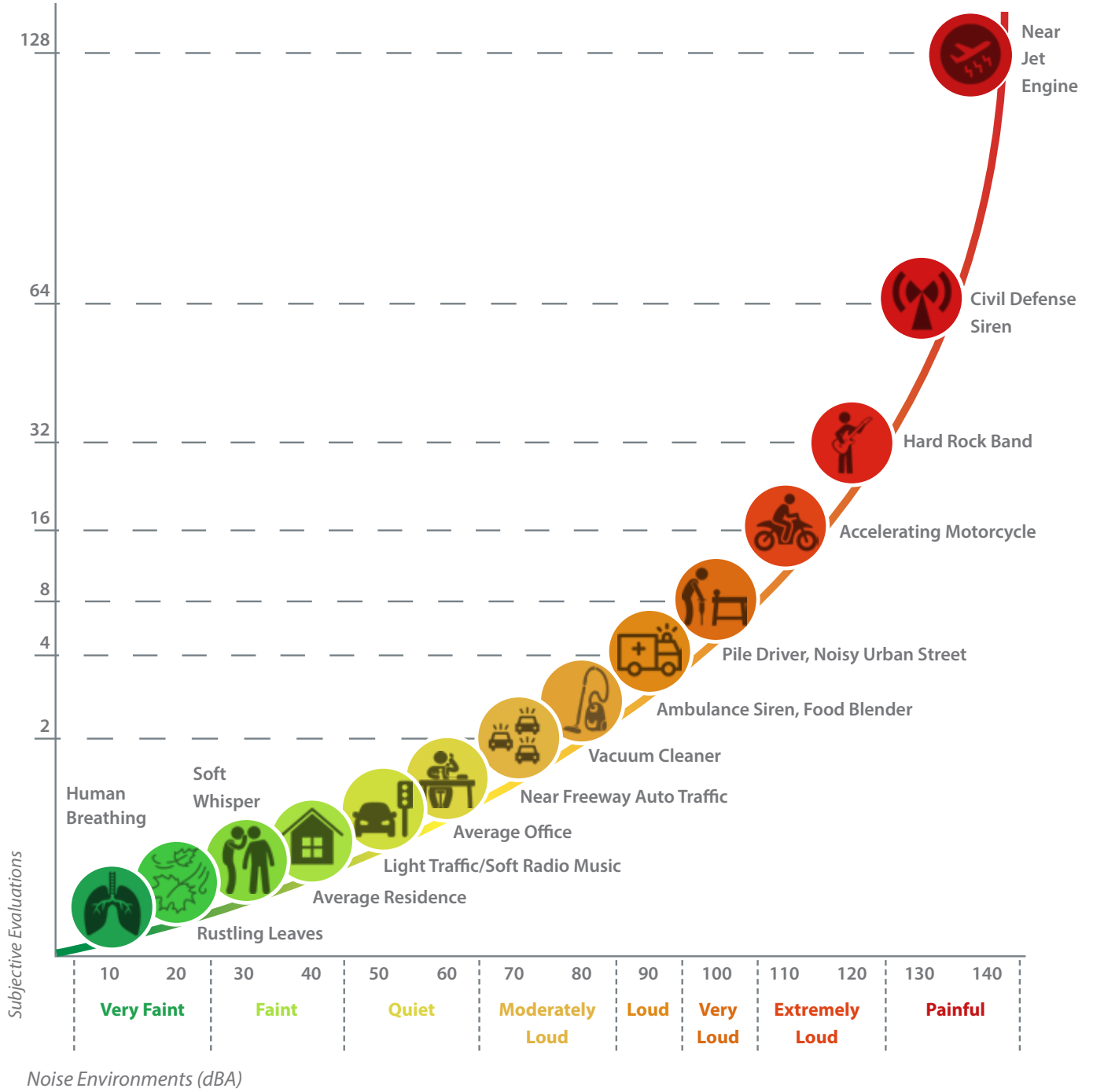


Table N-4: Common Sound Levels and Their Noise Sources



Noise Plan

Creating Livable Environments

5

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

Jane Jacobs

Urbanist, Author - The Death and Life of Great American Cities



5



Noise Plan

Creating Livable Environments

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This Noise Element identifies strategies and policies to implement the vision of a healthy, livable noise environment in Long Beach. The strategies and policies outlined in this chapter identify specific ways the City is working toward that vision. Long Beach is constantly pursuing innovative policies to lead the way in planning for noise in an evolving urban environment.

PLACETYPE CHARACTERISTICS AND LAND USE COMPATIBILITY

Long Beach values the health and wellness of its residents. PlaceTypes identified within the Land Use Element establish neighborhood form, character and community-scaled districts structured around development patterns, streetscape design, and urban form. These areas range in development intensity and activity. Land use compatibility and project design strategies and policies are established to protect more sensitive PlaceTypes such as Founding and Contemporary Neighborhoods and Multifamily Residential—Low and Moderate. Additional policies are provided for more active areas such as Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceTypes to promote harmony within entertainment and visitor-serving areas. Finally, policies are provided for business and employment center PlaceTypes including Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, as well as the Port of Long Beach, to address noise generated from operations and service. Development of buildings, neighborhoods, streets, and outdoor spaces within any PlaceType should be designed to identify and reduce or eliminate unnecessary noise near noise sensitive areas. In summary, noise policies are largely organized to correspond to established PlaceTypes that reflect differentiated area characteristics. A map of Long Beach PlaceTypes is brought forward from the Land Use Element for ease of reference.

Recognizing that much of Long Beach is currently developed and in proximity to existing roadways, land use decisions must be made in context considering ambient noise levels. For example, adaptive reuse of an existing building may be in a location with high ambient noise, however, measures to the degree practical should be applied to minimize noise impacts.

Strategy No. 1 Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- » **Policy N 1-1:** Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts.
- » **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.
- » **Policy N 1-3:** Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.
- » **Policy N 1-4:** Encourage developers or landowners to incorporate noise reduction features in the site planning process.
- » **Policy N 1-5:** Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses.
- » **Policy N 1-6:** Ensure that project site design and function minimize the potential adverse impacts of noise.
- » **Policy N 1-7:** Encourage educational facilities to locate playgrounds, sports fields, and other outdoor activity areas away from residential areas.
- » **Policy N 1-8:** Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit.
- » **Policy N 1-9:** Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances where sound walls are necessary, they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated.

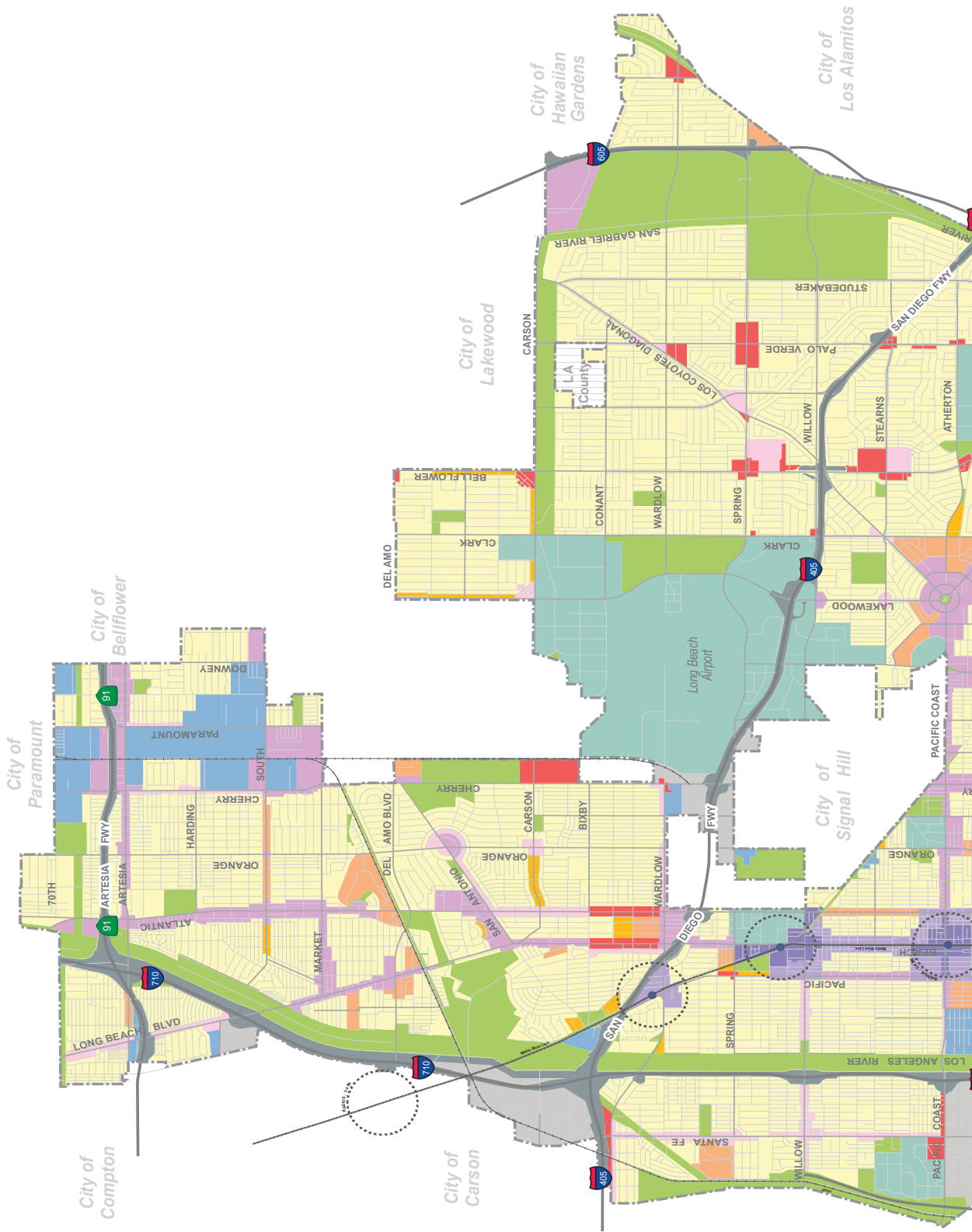


Figure N-2, Long Beach PlaceTypes-Northern (Land Use Element)

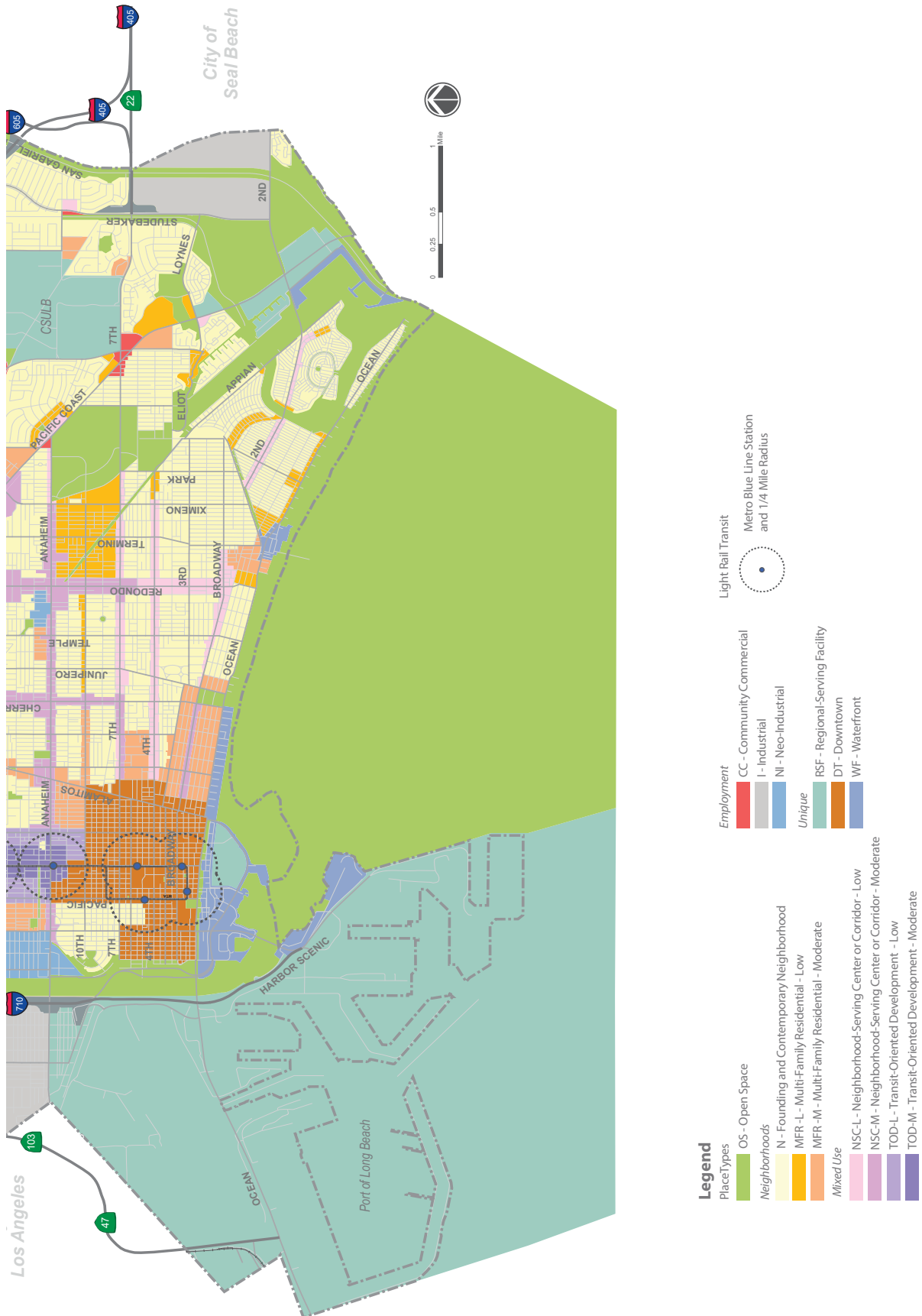


Figure N-3, Long Beach Place Types-Southern (Land Use Element)



Strategy No. 2 Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

- » **Policy N 2-1:** Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.
- » **Policy N 2-2:** Require mitigation measures for new high-generating uses adjacent to sensitive receptors.
- » **Policy N 2-3:** Require that high-generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences.
- » **Policy N 2-4:** Develop, update and apply best practices for restaurants, bars and retail establishments with evening activities to ensure compatibility such as limitations on hours, location of trash/recycling, policies for rooftop activities, and communications with neighboring residents and businesses.

Strategy No. 3 Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.

- » **Policy N 3-1:** Provide sufficient spatial separation between industrial uses and sensitive receptors. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise.
- » **Policy N 3-2:** Ensure new industrial uses are in compliance with the City's Noise Ordinance.
- » **Policy N 3-3:** Encourage industrial and commercial activities to restrict their receiving operations to daytime periods.
- » **Policy N 3-4:** Enforce established hours and routes for delivery trucks and truck traffic.

- » **Policy N 3-5:** Where sensitive receptors are located adjacent to industrial uses, reduce noise impacts through the use of noise barriers, restriction of operating hours, and investment in noise cancelling technology.
- » **Policy N 3-6:** Mitigate off-site impacts from port operations and consider development of grant programs for off-site port-related noise mitigations.

Strategy No. 4 Protect and buffer noise sensitive areas and uses through effective building design and material selection.

- » **Policy N 4-1:** Encourage developers to utilize noise absorbing building materials.
- » **Policy N 4-2:** In mixed-use developments, locate and orient residential units away from noise sources associated with other uses on the site.
- » **Policy N 4-3:** In mixed-use developments, locate residential balconies and windows away from the primary street and from other uses on the site.
- » **Policy N 4-4:** In mixed-use developments, require techniques to prevent the transfer of noise and vibration to the residential uses on the site.
- » **Policy N 4-5:** Encourage building design that incorporates varying and/or angled wall articulation to disperse noise.

Outdoor dining





- » **Policy N 4-6:** Promote building design best practices such as staggering wall studs to minimize transmission of noise between rooms.
- » **Policy N 4-7:** Consider use of decorative walls and/or dense landscaping to further buffer noise between uses.

Strategy No. 5 Implement best practices to reduce impacts of noise from industrial sources.

- » **Policy N 5-1:** In observance of requirements imposed by the California Air Resources Board (CARB), limit the idling of heavy trucks during night time hours to less than five minutes.
- » **Policy N 5-2:** Where feasible, require equipment enclosures for pumps and compressors that exceed Municipal Code noise standards.
- » **Policy N 5-3:** Encourage conduction of high-noise or high-vibration activities in a set window or time during the day.
- » **Policy N 5-4:** Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
- » **Policy N 5-5:** Commercial delivery truck traffic should avoid residential areas whenever feasible.

Streets opened for biking for Beach Streets celebration



- » **Policy N 5-6:** Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible.
- » **Policy N 5-7:** Encourage industrial operations to utilize on-site electrical sources to power equipment rather than diesel generators where feasible.

MOBILITY

Vehicle Noise

Long Beach has a multitude of sources of vehicle-related noise including automobiles, trucks, motorcycles, and buses.

Automobiles, Buses, and Trucks

Automobiles, buses, trucks, motorcycles and trains dominate transportation noise in the City. In addition to the ambient noise level created by freeway and corridor traffic, cars and trucks may also produce intermittent noise like honking and car alarms. Intermittent noise is also produced by public bus routes.

Vehicle Emissions

Vehicle noise emission standards are promulgated by the federal Environmental Protection Agency (Title 49, Code of Federal Regulations Parts 190 et seq.). The Federal Highway Administration (FHA) of the Department of Transportation has authority to enforce noise standards pertaining to licensed interstate vehicles with a gross weight of over 10,000 pounds, providing the enforcement authority has been authorized “curbing” (i.e., police) authority. State and local jurisdictions may adopt the Environmental Protection Agency regulations with-out amendment in order to enforce the regulations. However many cities, including Los Angeles, have not done so because noise emissions, as described previously and below, can be enforced locally as nuisance noise under other authorities.

The California Department of Motor Vehicles has jurisdiction over vehicle noise emissions within California. California Motor Vehicle Code Section 23130 establishes vehicle noise limits for moving vehicles, including interstate trucks that operate on streets, highways and freeways within the state, and regulates noise impacts on adjacent land uses. The provisions are enforced by the California Highway Patrol and local law enforcement agencies, such as city police.

Trucks tend to generate greater noise than cars. Certain types of trucks are prohibited by the State from traveling on certain State highways due to safety considerations. Freeways serve as the primary truck freight haul routes. Within the City, trucks are allowed to travel on streets except where prohibited by State regulations or by weight or height limits, such as on bridges, in tunnels and on some substandard streets. Because trucks can travel on most streets and highways in Long Beach, truck noise can impact all areas of the city. Areas especially impacted tend to be those that are located adjacent to industrial and warehouse sites. Truck traffic impacts, including noise, are such a problem near the Port of Long Beach and along the SR-91, I-605, I-710 and I-405 Freeways.

Freeway Noise

By the late 1960s, freeways were a major source of noise throughout the State. Entire communities were impacted, especially at night, by the steady hum or roar generated by fast moving traffic. In 1973-74 state and federal agencies, in response to the 1969 National Environmental Policy Act, adopted formal policies and criteria for construction of noise barriers to mitigate impacts. In California, the responsibility for freeway and highway noise management was assumed by the California Department of Transportation (Caltrans). As a part of the nationwide highway noise abatement effort, Caltrans instituted a noise management program to reduce impacts from existing and new freeways on residential, school and other noise sensitive uses.

The program utilized noise barriers (sound walls) and/or building modification methods. Where sound walls alone cannot reduce interior sound to acceptable levels, buildings sometimes are modified by adding or improving air conditioning, acoustical glass and/or other noise insulation features.

Future traffic noise contours, consistent with Land Use Element and Mobility Element assumptions, have been modeled and are shown in Figure 4. Detailed traffic noise contour maps are provided in the appendix.

Strategy No. 6 Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

- » **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.
- » **Policy N 6-2:** Use the "Land Use Compatibility Guidelines" and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.
- » **Policy N 6-3:** Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls.
- » **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.
- » **Policy N 6-5:** Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.
- » **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA Ldn noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.
- » **Policy N 6-7:** Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard).
- » **Policy N 6-8:** Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise.
- » **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.
- » **Policy N 6-10:** Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach.
- » **Policy N 6-11:** Support and promote the Air Quality Management District's (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles.

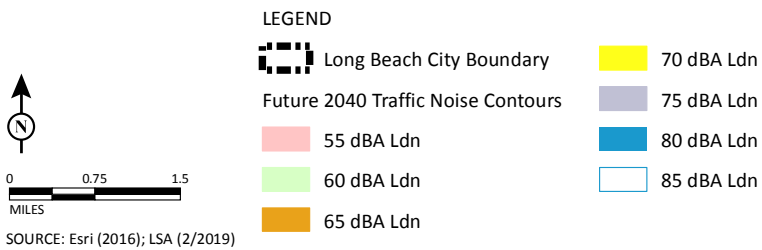
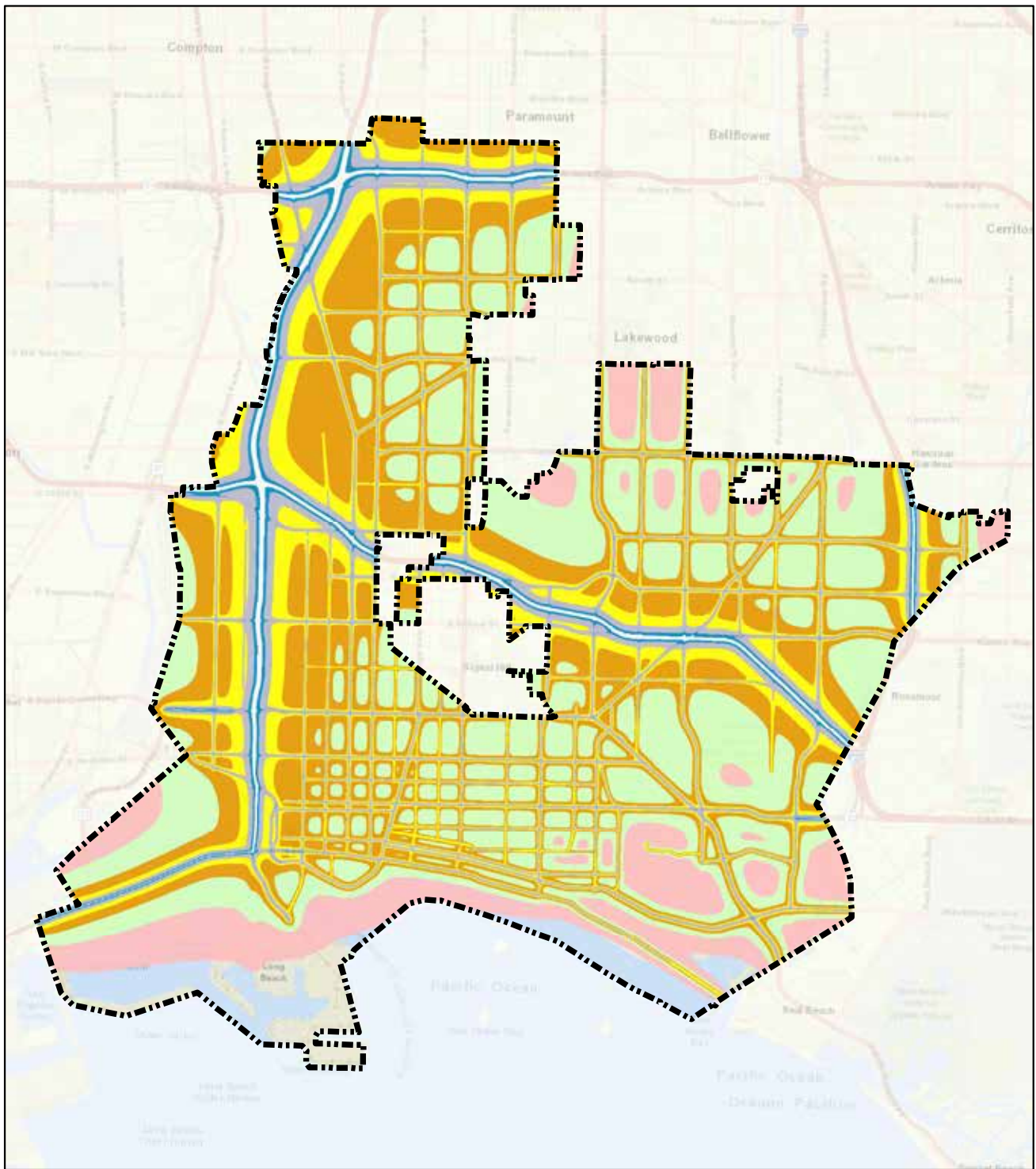


Figure N-4, Future Traffic Noise Contours (2040) Overview (Detailed maps available in Appendix)

Table N-5: Allowable Noise Exposure from Transportation Sources

Allowable noise exposure levels from transportation sources provided in Table N-5 are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. In areas where transportation noise is not the dominant noise source, refer to stationary and operational standards in the Noise Ordinance of the Long Beach Municipal Code.

Land Use		Ldn (dBA)	
PlaceType	Uses	Interior ^{1,2}	Exterior ³
<i>Open Space</i> Open Space (OS)	Playgrounds, neighborhood parks	N/A	70
	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
<i>Neighborhoods</i> Founding and Contemporary Neighborhood (N) Multi-Family Residential-Low (MRF-L) Multi-Family Residential-Moderate (MRF-M)	Single-family, duplex and multiple-family	45	65
	Mobile home park	N/A	65
<i>Mixed-Use</i> Neighborhood-Serving Center or Corridor – Low (NC-L) Neighborhood-Serving Center or Corridor – Low (NC-M) Transit-Oriented Development – Low (TOD-L) Transit-Oriented Development – Moderate (TOD-M)	Single-family	45	65
	Mobile home park	N/A	65
	Multiple-family, mixed-use	45	65 ⁴
	Transient lodging-motels, hotels	45	65
	Sports arenas, outdoor spectator sports	N/A	N/A
	Auditoriums, concert halls, amphitheaters	45	N/A
	Office buildings, business, commercial and professional	50	N/A
<i>Employment</i> Community Commercial (CC) Industrial (I) Neo-Industrial (NI)	Manufacturing, utilities, agriculture	N/A	N/A
	Office buildings, business, commercial and professional	50	N/A
	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
<i>Unique</i> Regional Serving Facility RSF) Downtown (DT) Waterfront (WF)	Government Facilities – offices, fire stations, community buildings	45	N/A
	Places of Worship, churches	45	N/A
	Libraries	45	N/A
	Multiple-family, mixed-use	45	65 ⁴
	Utilities	N/A	N/A
	Cemeteries	N/A	N/A

¹ Interior habitable environment excludes bathrooms, closets, and corridors.

² Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.

³ Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multifamily residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.

⁴ Within the NC-M, TOD-L, TOD-M, DT and WF PlaceType designations, exterior space standards apply only to common outdoor recreational areas.

Ldn = Day-Night Average Level

dBA = A-weighted decibels

N/A = Not Applicable



Strategy No. 7 Promote multimodal mobility to reduce noise generated from vehicular traffic.

- » **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.
- » **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.
- » **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.
- » **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public rights-of-way.

Strategy No. 8 Implement street design and maintenance practices to minimize vehicular noise impacts.

- » **Policy N 8-1:** Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

Freeway interchange in Long Beach



- » **Policy N 8-2:** Consider traffic calming design, such as “road diets,” traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise.
- » **Policy N 8-3:** Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices.
- » **Policy N 8-4:** Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed.
- » **Policy N 8-5:** Consider using roadway sound attenuation techniques for resurfacing projects that use “quiet” pavement or noise-reducing rubberized asphalt.

Rail

Noise from rail systems is localized, impacting immediately adjacent communities. This section addresses noise management relative to rail systems within the City. Currently, three main freight rail lines pass through the City that are operated by Burlington Northern Santa Fe Corporation (BNSF) Railway, Union Pacific Railroad Company (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, through the northwest corner of the City, around the neighborhood of North Long Beach.

In addition to freight activities, the Metro Blue Line which serves as public transit, is part of the Metro Rail System that runs north-south from Los Angeles to Long Beach, traveling south via Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard to its final destination at the Long Beach Transit Gallery. The Metro Blue Line operates daily, including all major holidays.

Railways in Long Beach serve the industrial sites located in the northwest and southwest sectors of the community and typically operate at 20-30 mph. The major source of noise in trains operating in Long Beach is the diesel locomotive. The propulsion system includes a diesel engine driving an electrical generator which in turn provides power to the wheels. The water-cooling system for the engine requires auxiliary equipment such as cooling fans which are an additional source of noise. The separate sources of noise are: the exhaust, engine, fans, and wheel-to-rail noise.

A unique source of noise in the locomotive is the horn which produces the highest sound levels, up to about 115 dBA. Another noise source in a train is the rolling stock or vehicles being pulled by the locomotive. The noise exposures produced by these vehicles is due primarily to the interaction between the wheels and the rails. This noise will be dependent on the type and condition of the railway and the suspension of the vehicle. Items such as welded track and hydraulic shock absorbers on the wheel assemblies can produce significant (5-10 dBA) noise reductions. Other types of surface tracked vehicles, such as those used for rapid transit system, will produce lower noise emissions. Some residential neighborhoods near active rail lines are impacted by noise from intermittent passing trains and associated rail and truck activities.

Strategy No. 9 Minimize train noise in residential areas and near noise-sensitive land uses.

- » **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.
- » **Policy N 9-2:** Encourage all active railroads within the City to schedule trains during daylight hours when possible.
- » **Policy N 9-3:** Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.
- » **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.
- » **Policy N 9-5:** Require future rail projects under the City's control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design.
- » **Policy N 9-6:** Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community.
- » **Policy N 9-7:** Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use.
- » **Policy N 9-8:** Explore Port to Alameda Corridor "Quiet Zone" implementation.
- » **Policy N 9-9:** Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.

Aircraft

The primary source of aircraft noise in Long Beach is from the Long Beach Airport, though other neighboring airports, including Los Angeles International, may also impact Long Beach residents. Operations at the Long Beach Airport include commercial air carriers, commuter flights, industrial planes, charter flights, and other general aviation as well as emergency and police helicopter activities. Management of aircraft and airport related noise impacts are within federal, state and/or local authority jurisdiction.

Federal regulations are through the Federal Aviation Administration (FAA). The Caltrans Aeronautics Program (CAP) administers the enforcement of federal airport regulations in the state of California. CAP sets noise guidelines for local airports. In addition, the state provides noise level guidelines for land uses surrounding airport and those within the airport land use plan with the main focus being interior noise level standards.



In addition to the CAP, State law (Public Utilities Code Section 21670 et seq.) requires creation of county Airport Land Use Commissions (ALUCs). The ALUCs advise local jurisdictions concerning coordination of airport and land use planning for adjacent geographic areas in order to achieve orderly expansion of airports, reduction of community exposure to excessive noise and elimination of safety hazards associated with airport operations. The ALUCs prepare and adopt Comprehensive Airport Land Use Plans (CLUPs). Local methods for regulation of noise impacts is through proactive land use planning. The primary regulating tool for airport compatibility is the City of Long Beach compatibility ordinance. Chapter 16.43 of the City of Long Beach Municipal Code was established in

1995 giving the City one of the strictest noise-controlled airports in the United States. In 1990, out of concern over the proliferation of local airport noise control regulations, Congress passed the Airport Noise and Capacity Act, giving noise control to the federal government and Federal Aviation Administration (FAA). However, the City was able to work with the federal government and the FAA to retain the Ordinance, as “grandfathered” under the legislation. The Ordinance includes many details including, but not limited to, number of flights restrictions, maximum allowed noise exposure levels, a monetary violation process, incentives for quieter operations, and pilot education programs.

Federal Aviation Regulations, Part 150, “Airport Noise Compatibility Planning”

As a means of implementing the Aviation Safety and Noise Abatement Act, the FAA adopted Regulations on Airport Noise Compatibility Planning Programs. The FAA published noise and land use compatibility charts to be used for land use planning with respect to aircraft noise. An expanded version of this chart appears in Aviation Circular 150/5020-1 (dated August 5, 1983). These guidelines represent recommendations to local authorities for determining acceptability and permissibility of land uses. The guidelines recommend a maximum amount of noise exposure (in terms of the cumulative noise metric DNL) that might be considered acceptable or compatible to people in living and working areas. Residential land use is deemed acceptable for noise exposures up to 65 dB DNL. The FAA permits substitution of CNEL for DNL in California.

Helicopter Operations

Helicopter noise, unlike that of fixed-wing aircraft, is associated with the sound generated by rotor blades slapping against wind currents, not by the aircraft engine. Improvements in rotor systems is the primary means of reducing noise generated by helicopters. Even with noise suppression improvements, helicopter flight at 500 feet creates an audible sound that is especially noticeable at night. National “FlyNeighborly” guidelines are implemented voluntarily by most pilots, thereby reducing noise impacts, especially in the vicinity of residential neighborhoods and noise sensitive uses.

Long Beach Airport runway



Strategy No. 10 While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- » **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.
- » **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.
- » **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.
- » **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.
- » **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible.
- » **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.
- » **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.
- » **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.

- » **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Watercraft

Watercraft operation noise is a concern for noise sensitive receivers located near the City's coast and waterways. Watercraft noise levels vary greatly depending on the size of the engines and noise levels are magnified when improper muffling occurs. The Long Beach Marine Department has the responsibility to regulate noise levels on the City's coast and waterways. Typically, watercraft are divided into two general categories: personal watercraft and boats. Personal watercraft typically refer to non-motorized vessels such as kayaks and paddle boats as well as motorized vessels such as sea-doo's and jet skis. Boats are typically divided into three sub-categories: man-powered boats such as gondolas; sailboats which are wind-propelled; and motor boats. The motor boat category ranges from small fishing and ski boats to cruise liners and tug boats. In areas of low speed, boat noise is generally not a concern, with the use of proper mufflers.

Strategy No. 11 Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- » **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.

Watercraft in Rainbow Harbor





- » **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.
- » **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.
- » **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

CONSTRUCTION

Construction activities are a necessary and on-going source of noise throughout all parts of the City. The duration of construction noise ranges from a few hours to multiple months. Construction activities are regulated by the City's Municipal Code, which limits typical construction activities to the daytime hours, except under special circumstances. The type of construction equipment and duration of activities greatly affect the amount of noise and vibration created. Activities include hauling materials, site preparation, grading, building erection, and other specialized construction activities.

Construction of city hall



Strategy No. 12 Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

- » **Policy N 12-1:** Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.
- » **Policy N 12-2:** Limit the allowable hours for construction activities and maintenance operations near sensitive uses.
- » **Policy N 12-3:** As part of the City's Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform.
- » **Policy N 12-4:** Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.
- » **Policy N 12-5:** Encourage the following construction best practices:
 - Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
 - Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
 - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.
 - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
 - The construction contractor should use on-site electrical sources to power equipment rather than diesel generators where feasible.

- All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.”
 - A “noise disturbance coordinator” should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.
- » **Policy N 12-6:** Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.
- » **Policy N 12-7:** Work together with the AQMD to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment.

SPECIAL EVENTS

Long Beach provides a desirable setting for special events of many forms. These events include, but are not limited to, community festivals, runs/walks, citywide holiday celebrations, Long Beach Grand Prix, Long Beach Marathon, Long Beach Lesbian and Gay Pride Parade and Celebration, Jazz Festival, film production, and events hosted at the Queen Mary. Special events provide economic development and tourism, however, with residents living in close proximity to these events, ensuring managed frequency and intensity of the noise from these events is a priority for the City. Long Beach strives for an informed, balanced approach to managing the needs of these events while continuing to prioritize the wellbeing of residents.

Special event in Long Beach





Strategy No. 13 Balance the needs of special events while prioritizing the well-being of residents.

- » **Policy N 13-1:** Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins.
- » **Policy N 13-2:** Provide a efficient and standardized process for Special Events permitting in order to increase predictability for residents and applicants.
- » **Policy N 13-3:** Implement and enforce procedures related to noise level requirements for large special events.
- » **Policy N 13-4:** Communicate regularly with residents about the Special Events that may impact them through appropriate channels to increase transparency and timely information.
- » **Policy N 13-5:** Consider geographic distribution of special events throughout the City by managing frequency and intensity of events.
- » **Policy N 13-6:** Stay up-to-date with sound mitigation technology for Special Events.

ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY

Environmental justice and social equity, as they relate to sound, are important aspects of planning for a healthy noise environment for all residents of Long Beach. Creating a more equitable distribution of noise is one of the four primary goals of this Noise Element. Environmental justice entails equitable treatment and enforcement of environmental laws, regulations, and policies as they may disproportionately affect marginalized groups. It also emphasizes meaningful participation from affected groups.

Strategy No. 14 Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

- » **Policy N 14-1:** Ensure that affected residents have the opportunity to participate in decisions that impact their health.
- » **Policy N 14-2:** Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.
- » **Policy N 14-3:** Utilize culturally appropriate approaches to public participation and involvement.

Sound wall to protect residential neighborhood from noise



- » **Policy N 14-4:** Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM) or other model.

Strategy No. 15 Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.

- » **Policy N 15-1:** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.
- » **Policy N 15-2:** Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize noise impacts.
- » **Policy N 15-3:** Provide adequate buffers between schools and industrial facilities and transportation corridors.
- » **Policy N 15-4:** Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.
- » **Policy N 15-5:** Ensure that low-income and minority populations understand the effect of projects with noise impacts.
- » **Policy N 15-6:** Initiate outreach efforts as early as possible in the decision-making process before significant resources have been invested in a particular outcome.
- » **Policy N 15-7:** Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design and other measures.

NOISE MANAGEMENT

Long Beach makes a continual effort to regulate noise and create buffers from sources of noise to surrounding sensitive receptors and land uses. Enforcement of regulations is ongoing, and efforts are made to inform the public through a variety of means, such as through information bulletins.

One method of imposing noise regulations is through the enforcement of the California Environmental Quality Act (CEQA). Through the review of projects in compliance with CEQA, noise mitigation measures are prescribed through approved Mitigation and Monitoring Programs to limit excessive noise. The CEQA process provides a tailored environmental analysis to address project-specific impacts and individual context.

Noise mitigations are typically divided into measures addressing construction activities and measures addressing project design and operation. For construction noise, potential mitigation measures include equipment mufflers, quieter models of air compressors, locating stationary noise-generating equipment farther from sensitive receptors, no unnecessary idling of internal combustion equipment, routing construction-related traffic away from sensitive receptors, hours of loading/unloading, 150-foot radius noticing for construction activities, establishing a construction liaison to respond to noise complaints and provide corrections, provision of temporary noise barriers or blankets, and site-specific vibration mitigation.

For project design and operation noise mitigation, potential mitigation measures include appropriate site planning (for example, locating shared residential spaces behind buildings to reduce noise exposure), mechanical ventilation in residential areas in higher noise areas to allow for closed windows if desired, installation of sound-rated windows and construction methods, strategic placement of loading/unloading areas, placement of HVAC in mechanical rooms whenever possible, and provision of localized noise barriers or rooftop parapets around mechanical equipment.

Strategy No. 16 Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

- » **Policy N 16-1:** Create a one-stop shop for noise concerns of all types to streamline processes, obtain information and report complaints.



- » **Policy N 16-2:** Explore implementation of a noise reporting app in collaboration with existing platforms such as Go Long Beach.
- » **Policy N 16-3:** Develop a framework for improved inter-agency coordination such as with the Federal Rail Administration, Federal Highway Administration, Federal Aviation Administration, and California Department of Motor Vehicles.
- » **Policy N 16-4:** Compile best noise mitigation practices for key industries (such as special events, bars/entertainment, industrial and commercial uses, and construction practices).
- » **Policy N 16-5:** Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices.
- » **Policy N 16-6:** Regularly evaluate and update strategies for management of nuisance noise such as:
 - Updating leaf blower requirements to encourage use of electric leaf blowers versus gas-powered machines.
 - Enhancing methods for managing animal noise (such as from dogs and birds).
 - Improving communications and enforcement for house parties and other neighborhood disturbances.
 - Support business owners by providing information on useful tools and best practices and clarifying requirements.
- » **Policy N 16-7:** Evaluate the development of a mitigation program to provide sound-attenuating improvements (such as updated windows) to older buildings and residences using funds from noise fines, grants or other sources.
- » **Policy N 16-8:** Ensure adequate resources are provided for enforcement of City noise regulations.
- » **Policy N 16-9:** Improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures.

Noise from delivery trucks can be classified as a nuisance noise





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Administration + Implementation

Maintaining the Noise Element

6

"I have been impressed with the urgency of doing. Knowing is not enough; we must apply. Being willing is not enough; we must do."

Leonardo da Vinci

Italian Artist, Scientist, and Inventor



6



Administration + Implementation

Maintaining the Noise Element

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ADMINISTRATION

The Noise Element provides the highest level of noise guidance on a citywide basis. It provides guidance that will be implemented through the Municipal Code, zoning, public project consistency, development review process and interagency coordination. The Noise Element further implements the PlaceType approach established in the Land Use Element and interrelates with policies with the broader Long Beach General Plan, especially those established in the Mobility Element, Housing Element, Urban Design Element and Open Space Element.

State law allows amendments to the Noise Element. Amendments may be periodically initiated by staff, the Planning Commission, City Council or a property owner. State mandated elements, including the Noise Element, can only be amended four times per calendar year. However, more than one change may be considered at each of these four opportunities. General Plan Amendments are adopted by resolution and approved immediately upon adoption of the resolution.

IMPLEMENTATION

To effectively implement the goals, strategies and policies of the Noise Element, implementing measures must be reflective of local needs and carried out as an integrated program of complementary and mutually reinforcing actions. Measures should be specific enough to implement the goals of the General Plan, while maintaining adaptability to allow flexibility in implementation throughout the timeline of the General Plan.

The City is committed to regularly reviewing progress toward implementing the goals, policies and implementation measures of the Noise Element. Since many of the factors and issues that the Element addresses change from time to time, a review and progress report that is prepared every two to three years will help ensure the City is moving forward to achieve the Noise Plan's vision and bold moves. This review will describe the status of each specific implementation strategy outlined. The review will also take into account the availability of new implementation tools and feedback from monitoring activities.

Noise Element policies are implemented through a variety of implementation tools including:

- » Zoning (location of land uses, especially near sensitive receptors)
- » Noise Ordinance
- » Development Review (project design)
- » Building and Housing Codes
- » California Environmental Quality Act/National Environmental Protection Act
- » Consistency in Implementation (General Plan findings for zoning, subdivisions, specific plans, capital improvement projects)
- » City Noise Procedures/Management
- » Interagency Coordination
- » Enforcement and Remedies
- » Periodic Progress Reports

Table N-6 summarizes Noise Element strategies and related policies from Chapter 5 (Noise Plan) and identifies responsible departments and the time frames to complete implementation strategies.

- » Responsible Department(s). The lead City department which has primary responsibility for completion of a program will be listed. If any additional departments or external agencies are involved in a critical or supporting role, they are also listed.
- » Time Frame. A time frame for existing and proposed (new) strategies and programs will be identified. Many strategies operate on an ongoing basis and are indicated as such. The timelines presented are only an estimate and may not occur as indicated due to unforeseen events, changes in funding, or City operations. Time frames are defined generally as follows:
 - Short-term = 0-5 years
 - Mid-term = 5-10 years
 - Long-term = 10-20 years
 - Ongoing = May require short-, mid-, and long-term actions

Table N-6: Implementation Matrix

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.					
N 1-1	Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts. Responsible Department: Development Services				●
N 1-2	Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines. Responsible Department: Development Services				●
N 1-3	Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts. Responsible Department: Development Services				●
N 1-4	Encourage developers or landowners to incorporate noise reduction features in the site planning process. Responsible Department: Development Services				●
N 1-5	Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses. Responsible Department: Development Services				●
N 1-6	Ensure that project site design and function minimize the potential adverse impacts of noise. Responsible Department: Development Services				●
N 1-7	Encourage educational facilities to locate playgrounds, sports fields, and other outdoor activity areas away from residential areas. Responsible Department: Development Services				●
N 1-8	Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit. Responsible Department: Development Services				●
N 1-9	Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances where sound walls are necessary, they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated. Responsible Department: Development Services Supporting Department: Public Works				●
Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.					
N 2-1	Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses. Responsible Department: Development Services				●
N 2-2	Require mitigation measures for new high-generating uses adjacent to sensitive receptors. Responsible Department: Development Services				●
N 2-3	Require that high-generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences. Responsible Department: Development Services Supporting Departments: Police, Health and Human Services				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 2-4	Develop, update and apply best practices for restaurants, bars and retail establishments with evening activities to ensure compatibility such as limitations on hours, location of trash/recycling, policies for rooftop activities, and communications with neighboring residents and businesses. Responsible Department: Development Services Supporting Departments: Police, Health and Human Services	●			●
Strategy No. 3: Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.					
N 3-1	Provide sufficient spatial separation between industrial uses and sensitive receptors. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise. Responsible Department: Development Services				●
N 3-2	Ensure new industrial uses are in compliance with the City's Noise Ordinance. Responsible Department: Development Services				●
N 3-3	Encourage industrial and commercial activities to restrict their receiving operations to daytime periods. Responsible Department: Development Services				●
N 3-4	Enforce established hours and routes for delivery trucks and truck traffic. Responsible Department: Police				●
N 3-5	Where sensitive receptors are located adjacent to industrial uses, reduce noise impacts through the use of noise barriers, restriction of operating hours, and investment in noise cancelling technology. Responsible Department: Development Services				●
N 3-6	Mitigate off-site impacts from port operations and consider development of grant programs for off-site port-related noise mitigations. Responsible Department: Development Services Supporting Department: Harbor Department				●
Strategy No. 4: Protect and buffer noise sensitive areas and uses through effective building design and material selection.					
N 4-1	Encourage developers to utilize noise absorbing building materials. Responsible Department: Development Services				●
N 4-2	In mixed-use developments, locate and orient residential units away from noise sources associated with other uses on the site. Responsible Department: Development Services				●
N 4-3	In mixed-use developments, locate residential balconies and windows away from the primary street and from other uses on the site. Responsible Department: Development Services				●
N 4-4	In mixed-use developments, require techniques to prevent the transfer of noise and vibration to the residential uses on the site. Responsible Department: Development Services				●
N 4-5	Encourage building design that incorporates varying and/or angled wall articulation to disperse noise. Responsible Department: Development Services				●
N 4-6	Promote building design best practices such as staggering wall studs to minimize transmission of noise between rooms. Responsible Department: Development Services				●
N 4-7	Consider use of decorative walls and/or dense landscaping to further buffer noise between uses. Responsible Department: Development Services				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 5: Implement best practices to reduce impacts of noise from industrial sources					
N 5-1	In observance of requirements imposed by the California Air Resources Board (CARB), limit the idling of heavy trucks during night time hours to less than five minutes. Responsible Department: Development Services				●
N 5-2	Where feasible, require equipment enclosures for pumps and compressors that exceed Municipal Code noise standards. Responsible Department: Development Services				●
N 5-3	Encourage conduction of high-noise or high-vibration activities in a set window or time during the day. Responsible Department: Development Services				●
N 5-4	Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment. Responsible Department: Development Services				●
N 5-5	Commercial delivery truck traffic should avoid residential areas whenever feasible. Responsible Department: Development Services				●
N 5-6	Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible. Responsible Department: Development Services				●
N 5-7	Encourage industrial operations to utilize on-site electrical sources to power equipment rather than diesel generators where feasible. Responsible Department: Development Services				●
Strategy No. 6: Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.					
N 6-1	Ensure noise-compatible land uses along existing and future roadways, highways, and freeways. Responsible Department: Development Services				●
N 6-2	Use the "Land Use Compatibility Guidelines" and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes. Responsible Department: Development Services				●
N 6-3	Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls. Responsible Department: Public Works Outside Agency: Caltrans				●
N 6-4	Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City. Responsible Department: Public Works				●
N 6-5	Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City. Responsible Department: Development Services Supporting Departments: Public Works, Police		●		●
N 6-6	For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards. Responsible Department: Development Services				●
N 6-7	Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard). Responsible Department: Police Supporting Department: City Manager				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 6-8	Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise. Responsible Department: Public Works Supporting Department: Long Beach Transit				•
N 6-9	Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones. Responsible Department: Development Services				•
N 6-10	Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach. Responsible Department: Development Services Supporting Departments: Police, Fire	•			•
N 6-11	Support and promote the Air Quality Management District's (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles. Responsible Department: City Manager	•			•
Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.					
N 7-1	Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City. Responsible Department: Development Services Supporting Department: Public Works				•
N 7-2	Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element. Responsible Department: Development Services Supporting Department: Public Works				•
N 7-3	Evaluate private development proposals to ensure provisions for multimodal mobility where feasible. Responsible Department: Development Services				•
N 7-4	Factor multimodal mobility as part of decisions affecting use and priority of public rights-of-way. Responsible Department: Public Works Supporting Department: Development Services				•
Strategy No. 8: Implement street design and maintenance practices to minimize vehicular noise impacts.					
N 8-1	Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas. Responsible Department: Development Services Supporting Department: Public Works				•
N 8-2	Consider traffic calming design, such as "road diets," traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise. Responsible Department: Public Works Supporting Department: Development Services				•
N 8-3	Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices. Responsible Department: Public Works Supporting Department: Development Services				•
N 8-4	Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed. Responsible Department: Public Works Supporting Department: Development Services				•

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 8-5	Consider using roadway sound attenuation techniques for resurfacing projects that use “quiet” pavement or noise-reducing rubberized asphalt. Responsible Department: Public Works Supporting Department: Development Services				●
Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.					
N 9-1	Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors. Responsible Department: Development Services				●
N 9-2	Encourage all active railroads within the City to schedule trains during daylight hours when possible. Responsible Department: Public Works				●
N 9-3	Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track. Responsible Department: Public Works Supporting Department: Development Services				●
N 9-4	Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses. Responsible Department: Development Services Supporting Department: Public Works				●
N 9-5	Require future rail projects under the City’s control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design. Responsible Department: Public Works				●
N 9-6	Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community. Responsible Department: Public Works Supporting Department: Development Services	●			●
N 9-7	Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use. Responsible Department: Public Works		●		
N 9-8	Explore Port to Alameda Corridor “Quiet Zone” implementation. Responsible Department: Public Works Supporting Department: Harbor		●		
N 9-9	Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas. Responsible Department: Public Works		●		
Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.					
N 10-1	Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. Responsible Department: Development Services Supporting Department: Long Beach Airport				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 10-2	When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport. Responsible Department: Development Services				●
N 10-3	Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft. Responsible Department: Long Beach Airport				●
N 10-4	Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development. Responsible Department: Long Beach Airport				●
N 10-5	Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible. Responsible Department: Long Beach Airport				●
N 10-6	Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards. Responsible Department: Long Beach Airport Supporting Department: Police				●
N 10-7	Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas. Responsible Department: Long Beach Airport Supporting Department: City Manager				●
N 10-8	Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff. Supporting Department: Long Beach Airport				●
N 10-9	Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). Responsible Department: Development Services				●
Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.					
N 11-1	Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code. Responsible Department: Parks, Recreation and Marine Supporting Department: Harbor				●
N 11-2	Enforce speed limits near the coastline and on the existing water channels. Responsible Department: Parks, Recreation and Marine Supporting Department: Harbor				●
N 11-3	Continue communications with the Marine Department on responding to and documenting noise complaints. Responsible Department: Health and Human Services Supporting Departments: Parks, Recreation and Marine, Harbor				●
N 11-4	Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education. Responsible Department: Parks, Recreation and Marine	●			●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 12: Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.					
N 12-1	Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts. Responsible Department: Development Services				•
N 12-2	Limit the allowable hours for construction activities and maintenance operations near sensitive uses. Responsible Department: Development Services				•
N 12-3	As part of the City's Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform. Responsible Department: Development Services	•			•
N 12-4	Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration. Responsible Department: Development Services				•
N 12-5	Encourage the following construction best practices: <ul style="list-style-type: none"> Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses. Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment. Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible. The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible. All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a "noise disturbance coordinator." A "noise disturbance coordinator" should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels. Responsible Department: Development Services				•
N 12-6	Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices. Responsible Department: Health and Human Services Supporting Departments: Development Services, City Manager				•
N 12-7	Work together with the AQMD to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment. Responsible Department: City Manager Supporting Department: Development Services	•			•
Strategy No. 13: Balance the needs of special events while prioritizing the well-being of residents.					
N 13-1	Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins. Responsible Department: City Manager Supporting Department: Health and Human Services	•			•
N 13-2	Provide a efficient and standardized process for special events permitting in order to increase predictability for residents and applicants. Responsible Department: City Manager				•
N 13-3	Implement and enforce procedures related to noise level requirements for large special events. Responsible Department: City Manager Supporting Departments: Health and Human Services, Police				•

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
N 13-4	Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information. Responsible Department: City Manager				●
N 13-5	Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information. Responsible Department: City Manager				●
N 13-6	Stay up-to-date with sound mitigation technology for special events. Responsible Department: City Manager Supporting Department: Health and Human Services				●
Strategy No. 14: Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.					
N 14-1	Ensure that affected residents have the opportunity to participate in decisions that impact their health. Responsible Department: Development Services Supporting Departments: City Manager, Health and Human Services				●
N 14-2	Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process. Responsible Department: Development Services Supporting Departments: City Manager, Health and Human Services				●
N 14-3	Utilize culturally appropriate approaches to public participation and involvement. Responsible Department: Development Services Supporting Departments: City Manager, Health and Human Services				●
N 14-4	Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM) or other model. Responsible Department: Development Services Supporting Department: Health and Human Services				●
Strategy No. 15: Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.					
N 15-1	Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site. Responsible Department: Development Services				●
N 15-2	Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize noise impacts. Responsible Department: Development Services				●
N 15-3	Provide adequate buffers between schools and industrial facilities and transportation corridors. Responsible Department: Development Services				●
N 15-4	Require that zoning regulations provide adequate separation and buffering of residential and industrial uses. Responsible Department: Development Services				●
N 15-5	Ensure that low-income and minority populations understand the effect of projects with noise impacts. Responsible Department: Development Services Supporting Department: Public Works				●
N 15-6	Initiate outreach efforts as early as possible in the decision-making process before significant resources have been invested in a particular outcome. Responsible Department: Development Services Supporting Department: Public Works				●
N 15-7	Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design and other measures. Responsible Department: Public Works Supporting Department: Development Services				●

Policy Number	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Strategy No. 16: Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.					
N 16-1	Create a one-stop shop for noise concerns of all types to streamline processes, obtain information and report complaints. Responsible Department: Health and Human Services Supporting Departments: City Manager, Police, Development Services				●
N 16-2	Explore implementation of a noise reporting app in collaboration with existing platforms such as Go Long Beach. Responsible Department: Health and Human Services Supporting Departments: City Manager				●
N 16-3	Develop a framework for improved inter-agency coordination such as with the Federal Rail Administration, Federal Highway Administration, Federal Aviation Administration, and California Department of Motor Vehicles. Responsible Department: Public Works Supporting Department: Development Services				●
N 16-4	Compile best noise mitigation practices for key industries (such as special events, bars/entertainment, industrial and commercial uses, and construction practices). Responsible Department: City Manager Supporting Department: Development Services	●			
N 16-5	Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices. Responsible Department: Development Services	●			●
N 16-6	Regularly evaluate and update strategies for management of nuisance noise such as: <ul style="list-style-type: none"> Updating leaf blower requirements to encourage use of electric leaf blowers versus gas-powered machines. Enhancing methods for managing animal noise (such as from dogs and birds). Improving communications and enforcement for house parties and other neighborhood disturbances. Support business owners by providing information on useful tools and best practices and clarifying requirements. Responsible Department: Development Services Supporting Departments: Health and Human Services, Police				●
N 16-7	Evaluate the development of a mitigation program to provide sound-attenuating improvements (such as updated windows) to older buildings and residences using funds from noise fines, grants or other sources. Responsible Department: Development Services Supporting Department: Health and Human Services		●		
N 16-8	Ensure adequate resources are provided for enforcement of City noise regulations. Responsible Department: Health and Human Services Supporting Department: Police				●
N 16-9	Improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures. Responsible Department: Health and Human Services Supporting Departments: City Manager, Development Services	●			●



Appendix

7

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

Jane Jacobs

Urbanist, Author - The Death and Life of Great American Cities

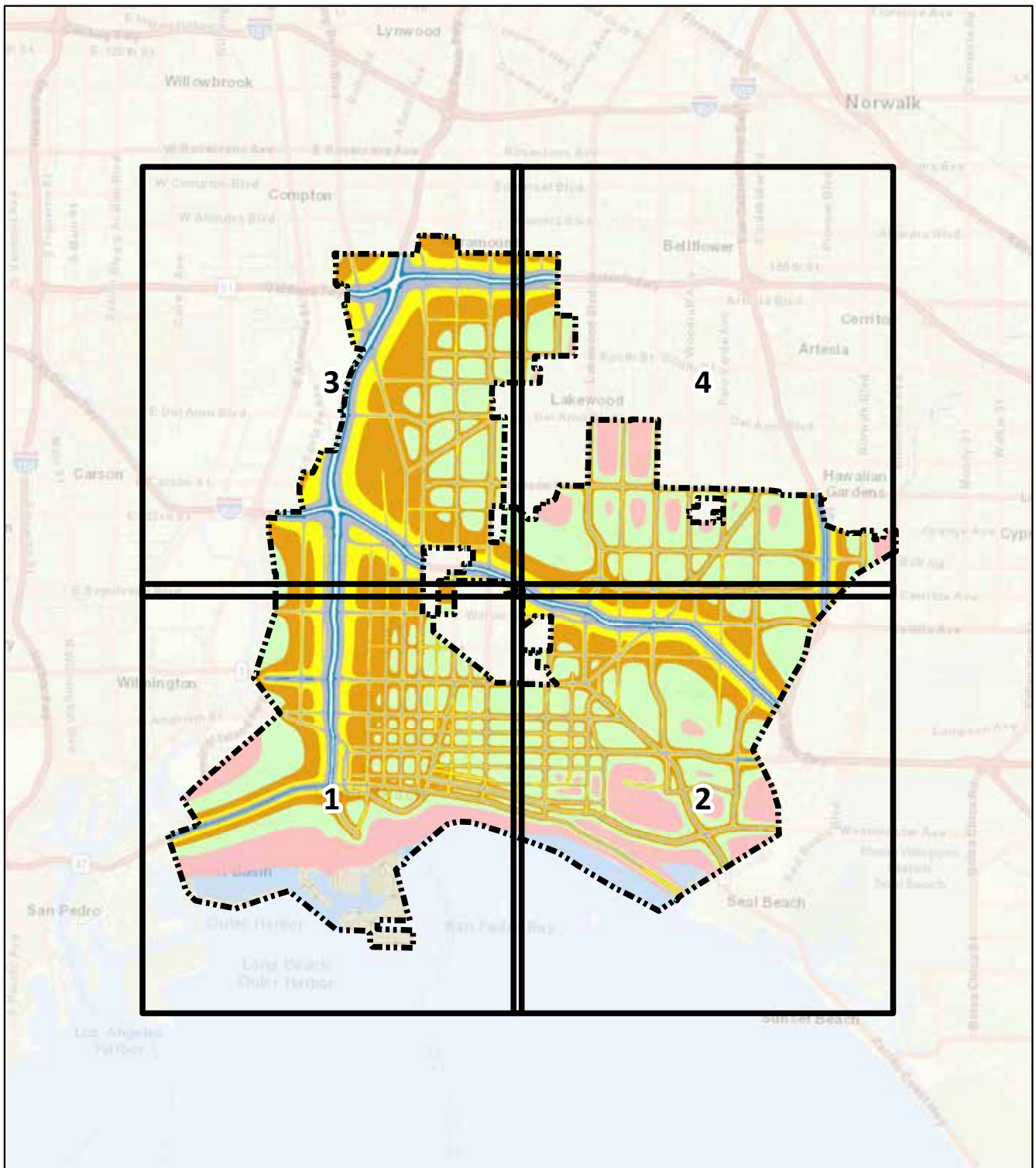


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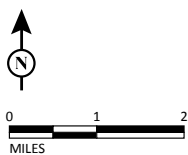
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Future Traffic Noise Contours (2040) 63

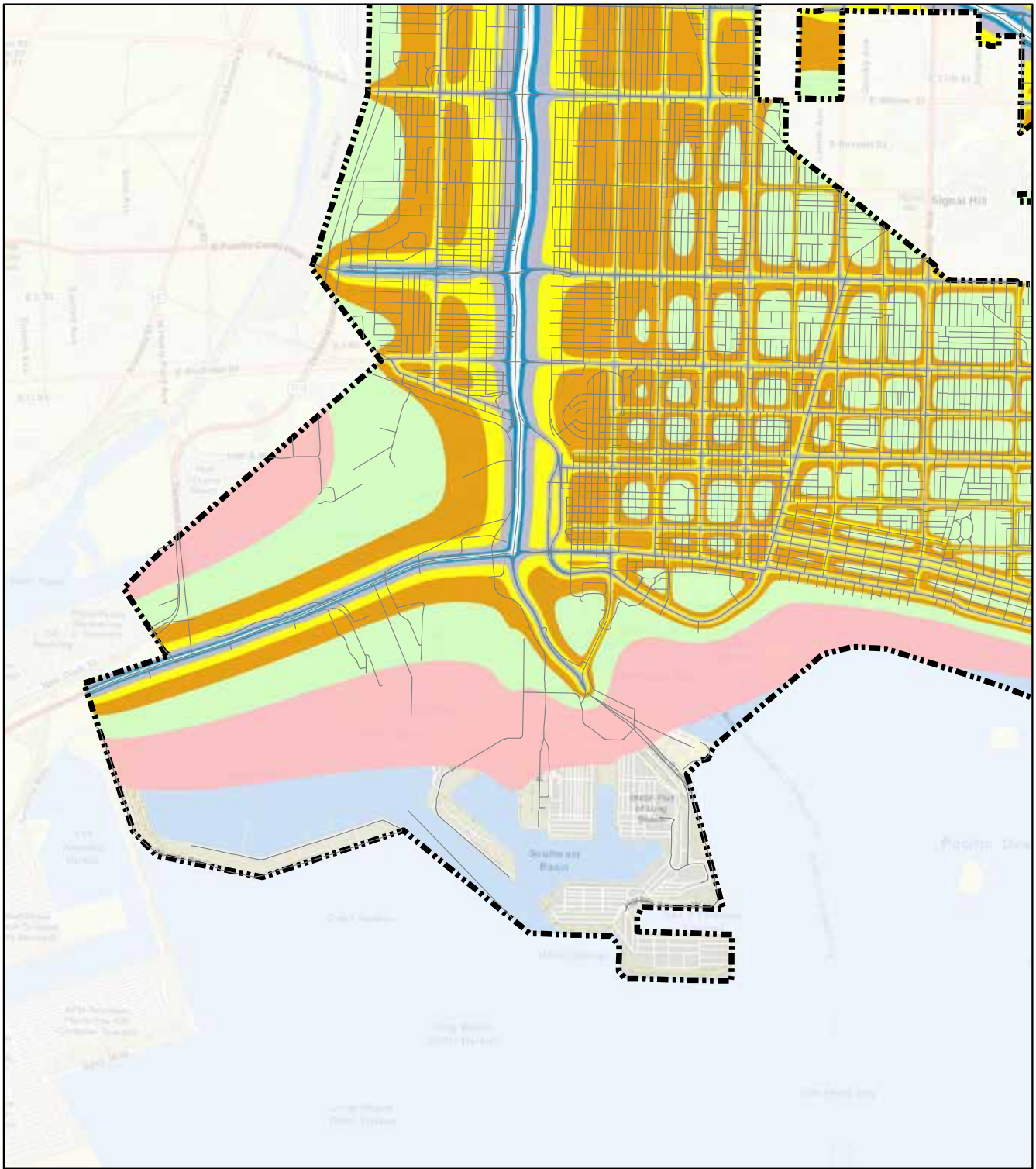


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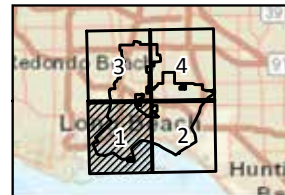
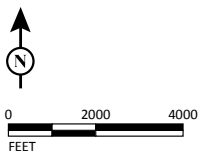
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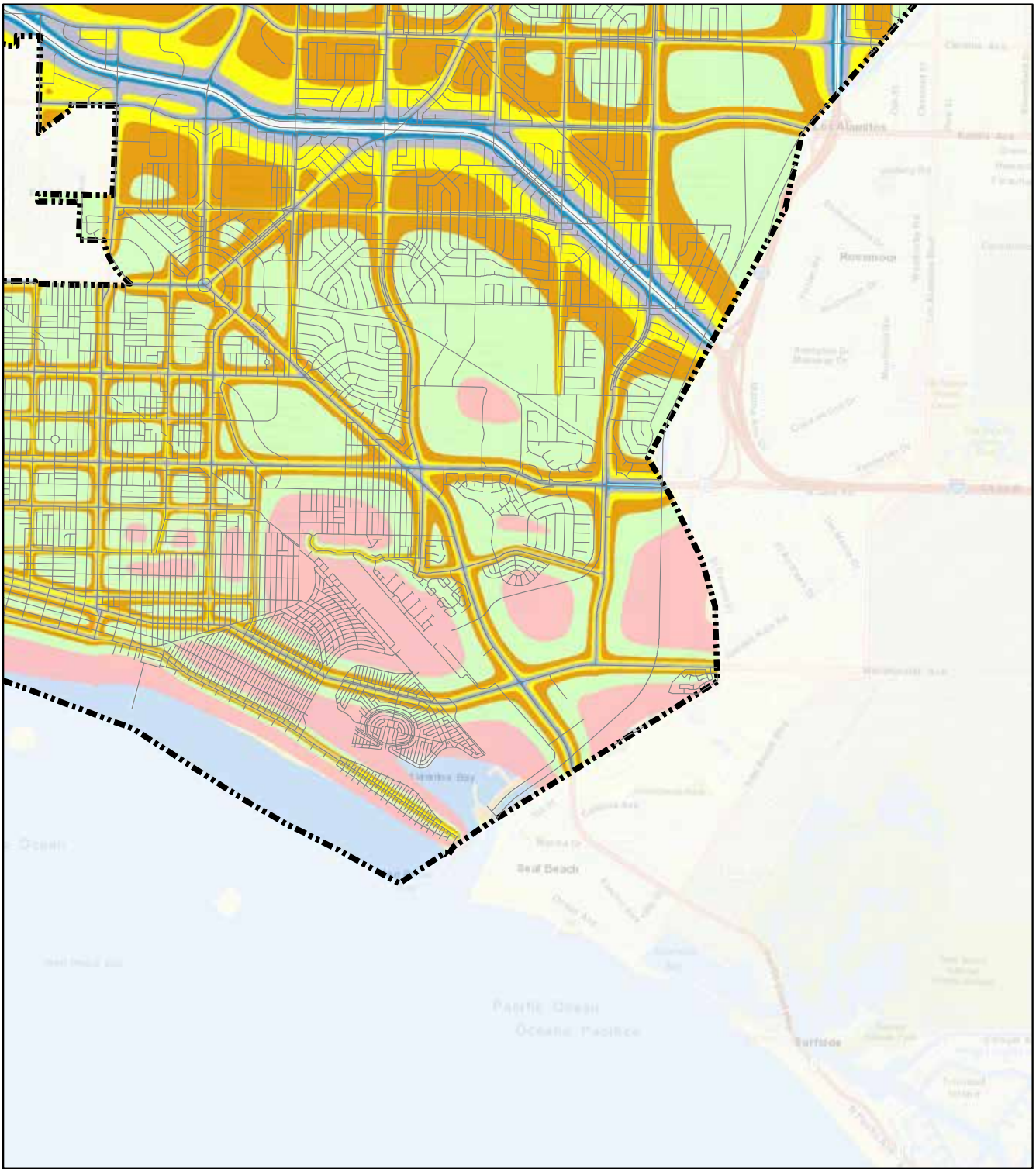
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-  Long Beach City Centerlines
- Future 2040 Traffic Noise Contours
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SOURCE: Esri (2016); LSA (5/2017, 2/2019)

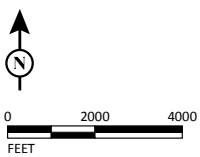


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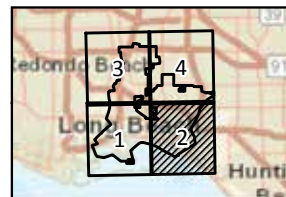
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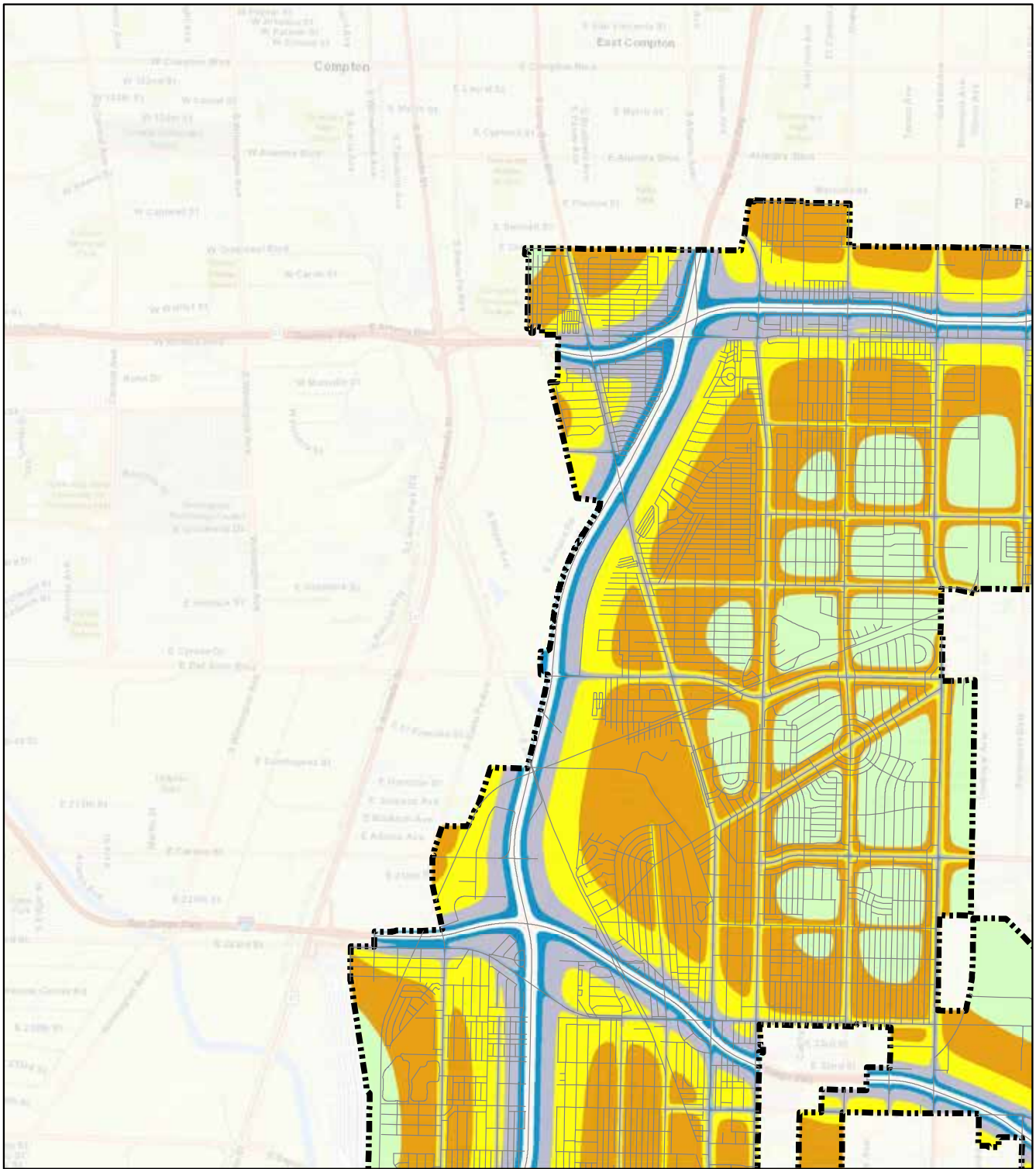
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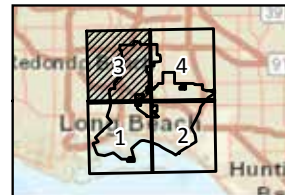
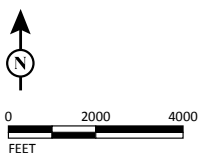


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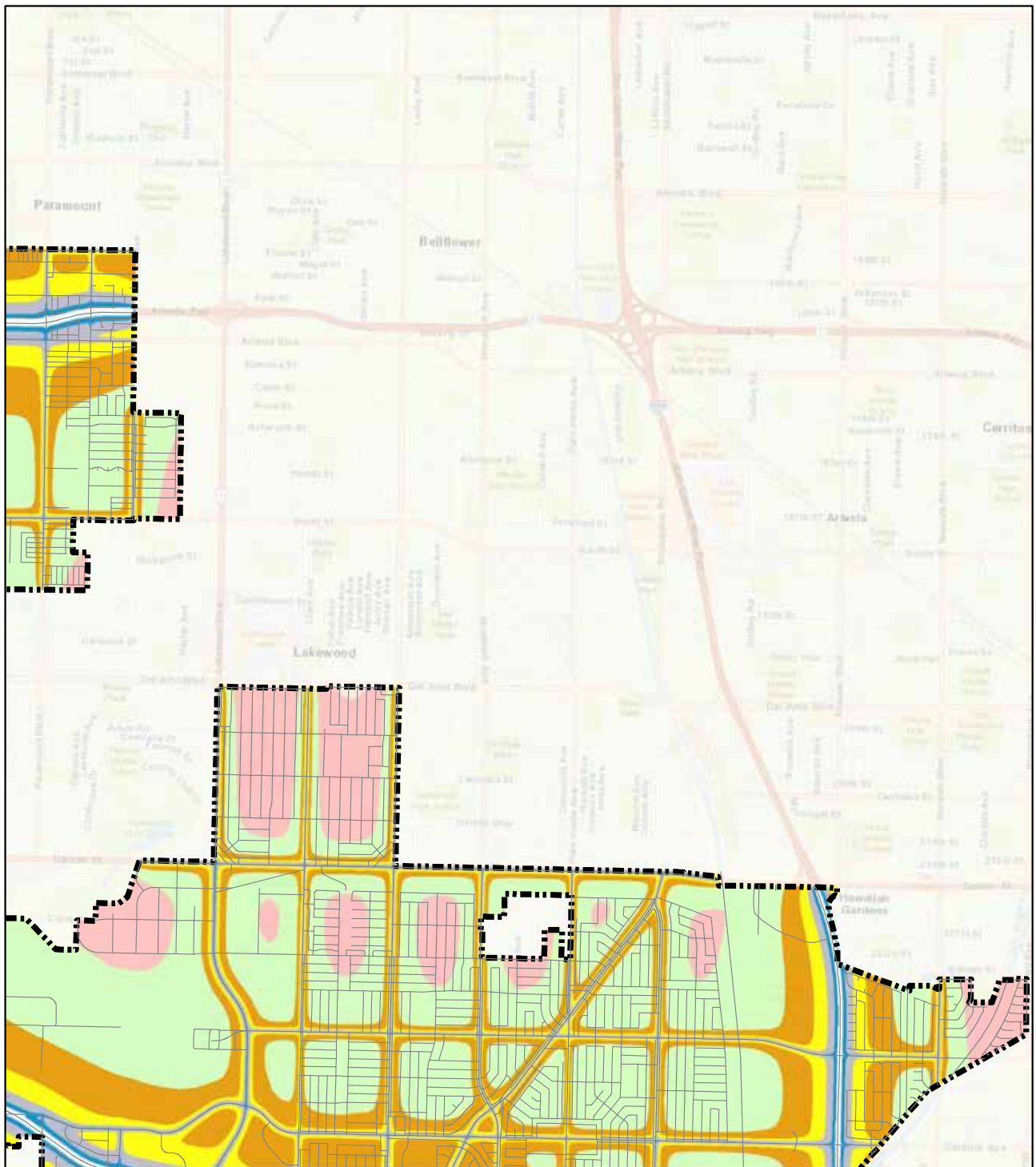
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SOURCE: Esri (2016); LSA (5/2017, 2/2019)



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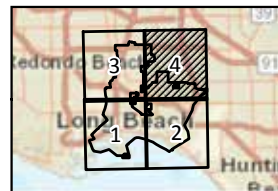
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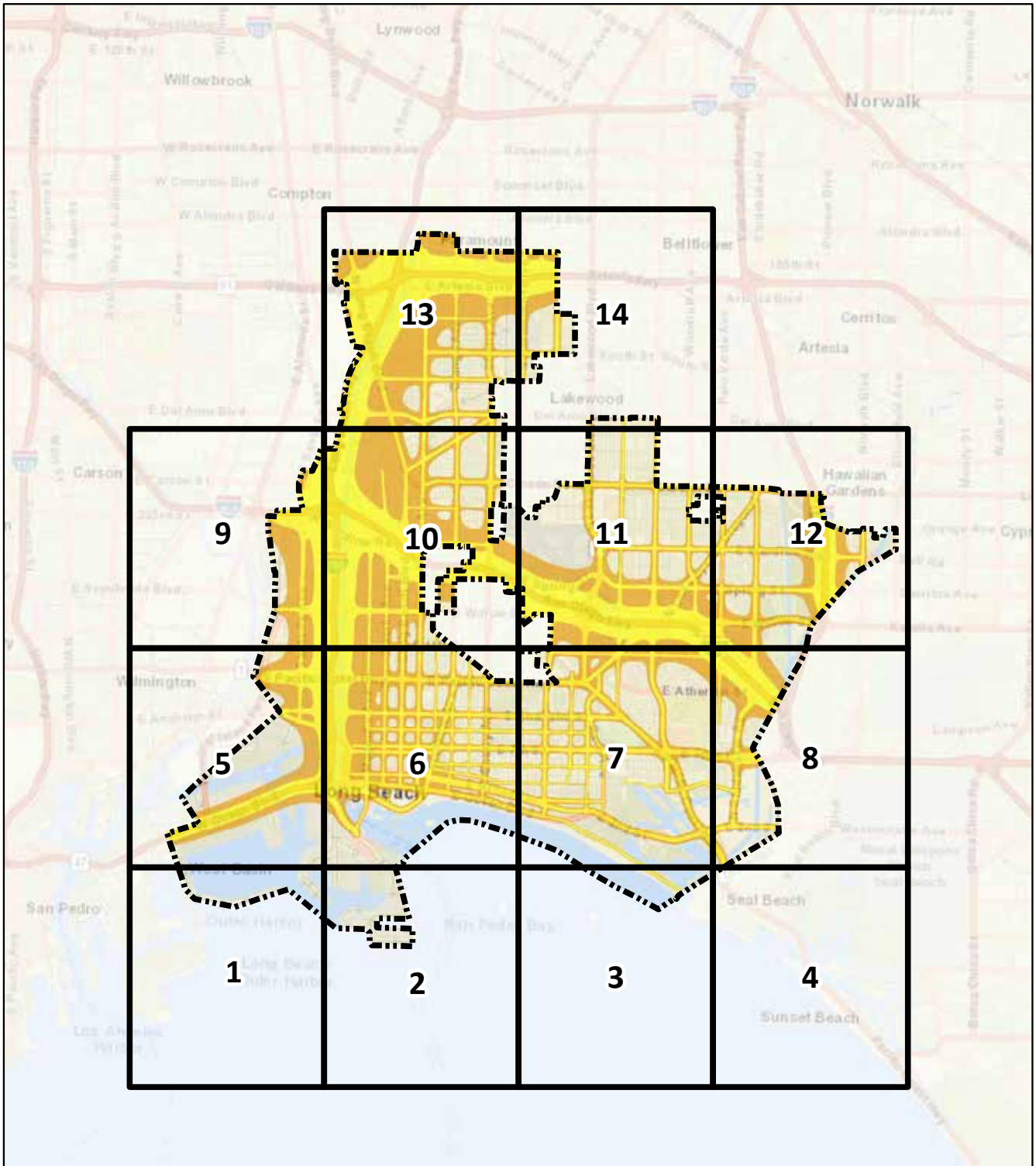
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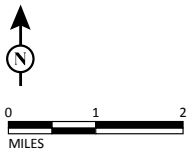
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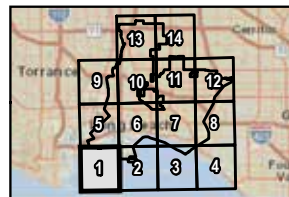
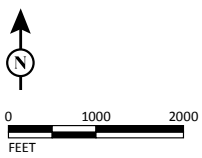


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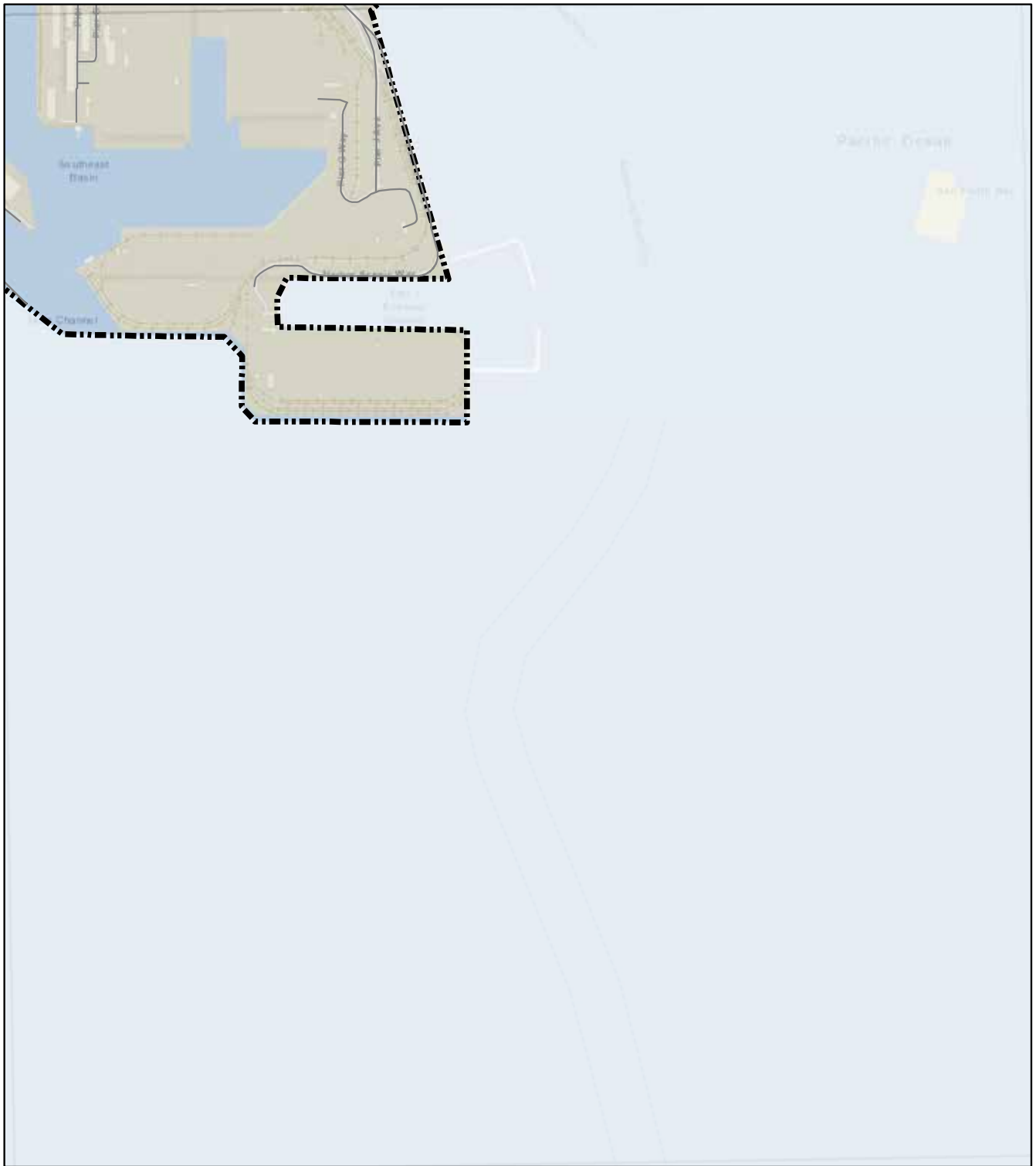


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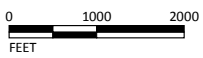


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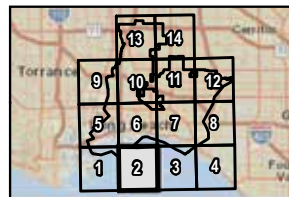


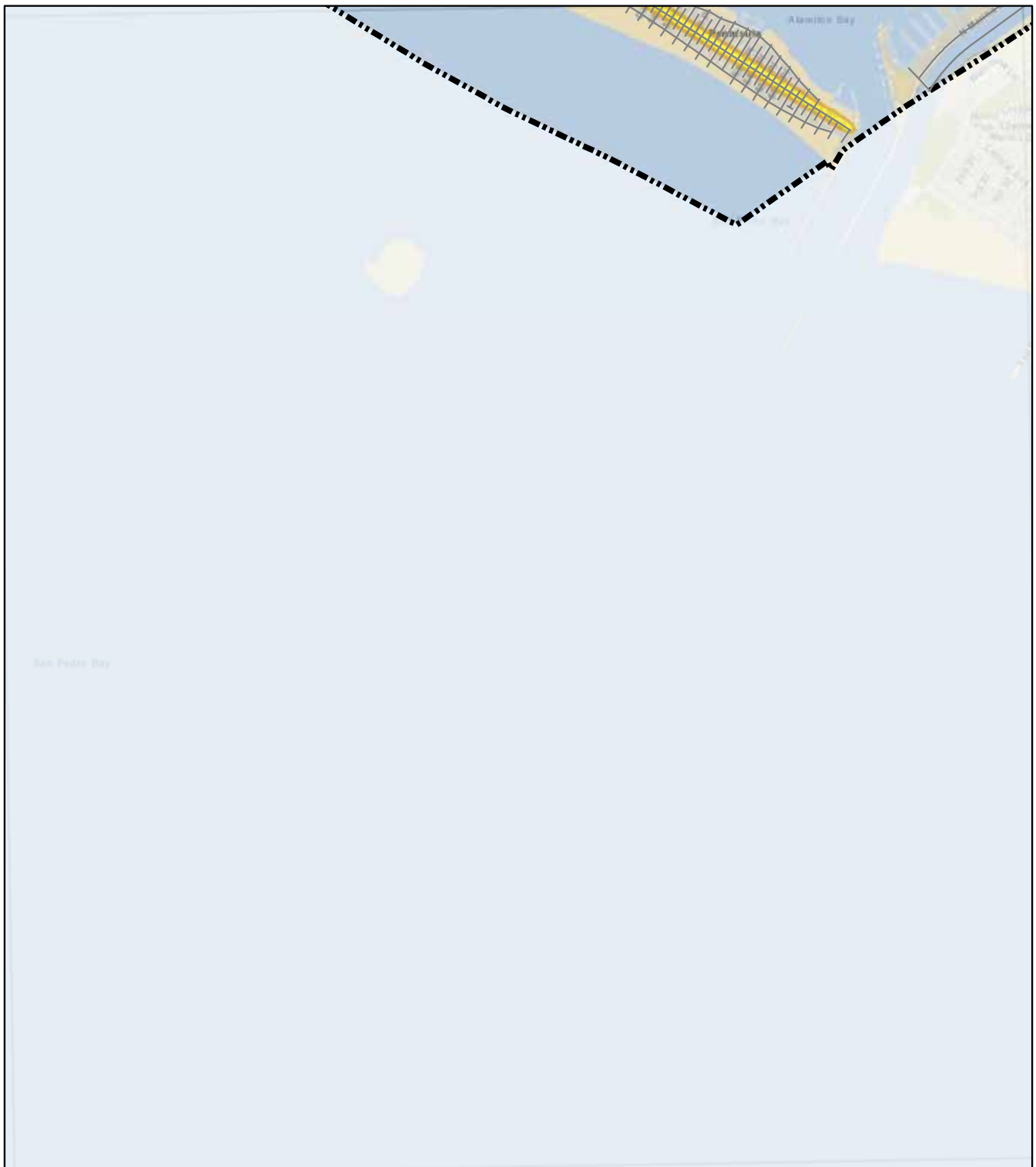
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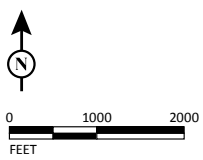
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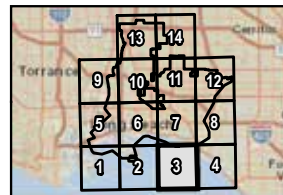


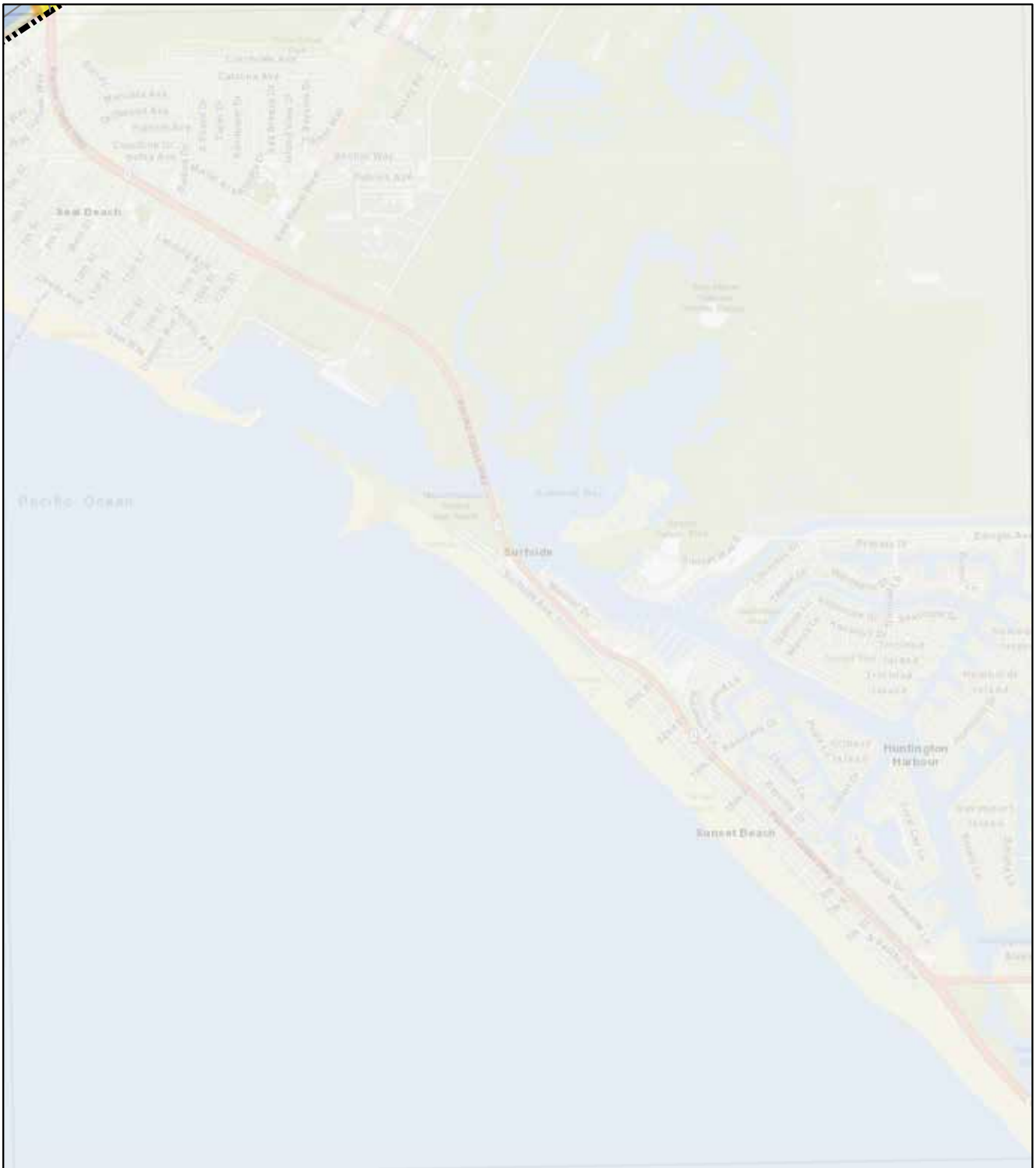
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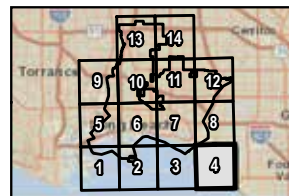


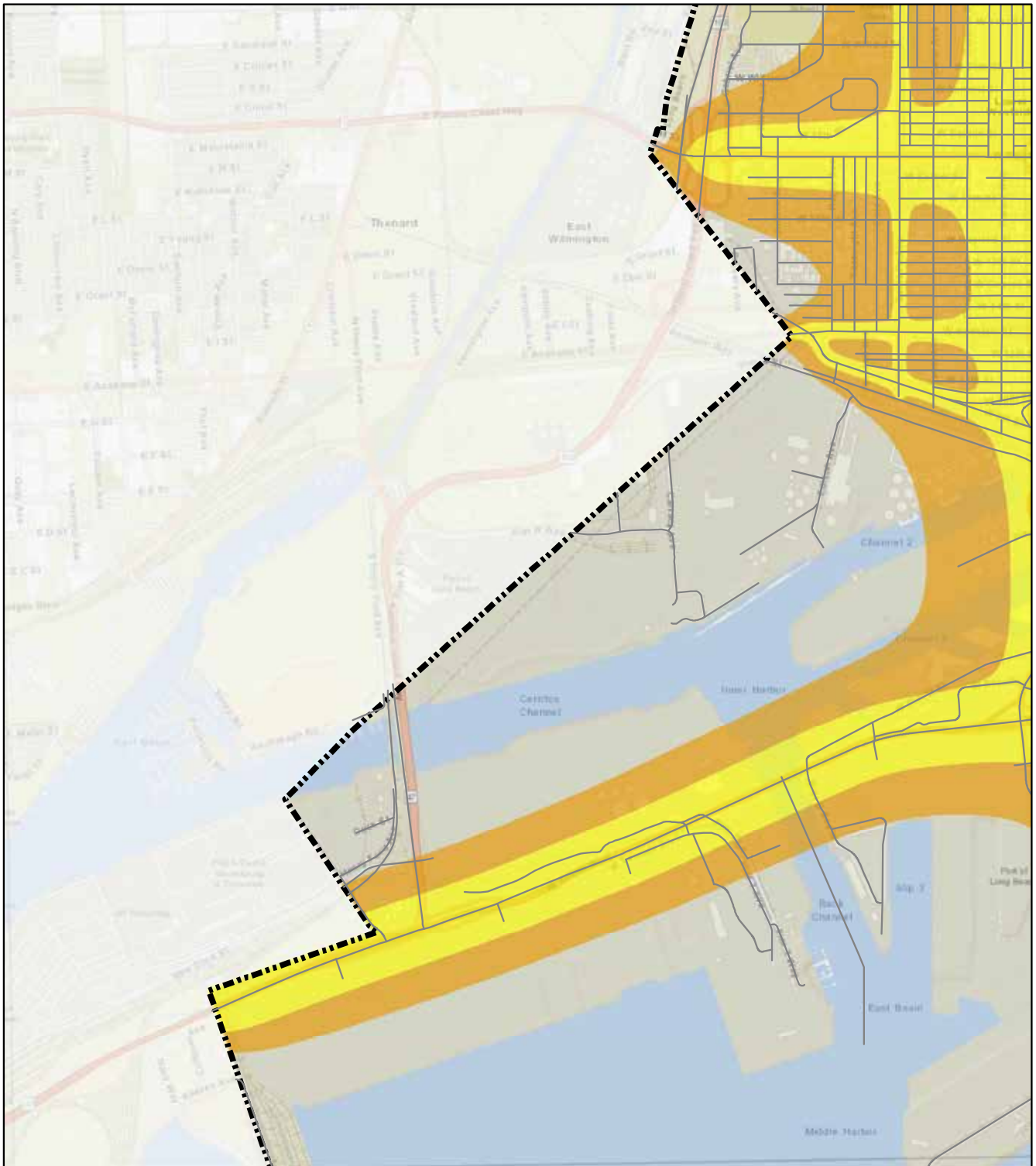
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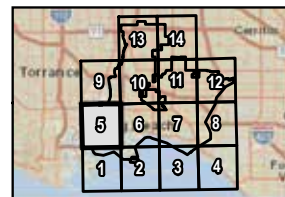
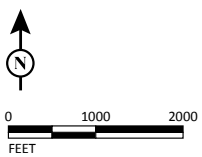




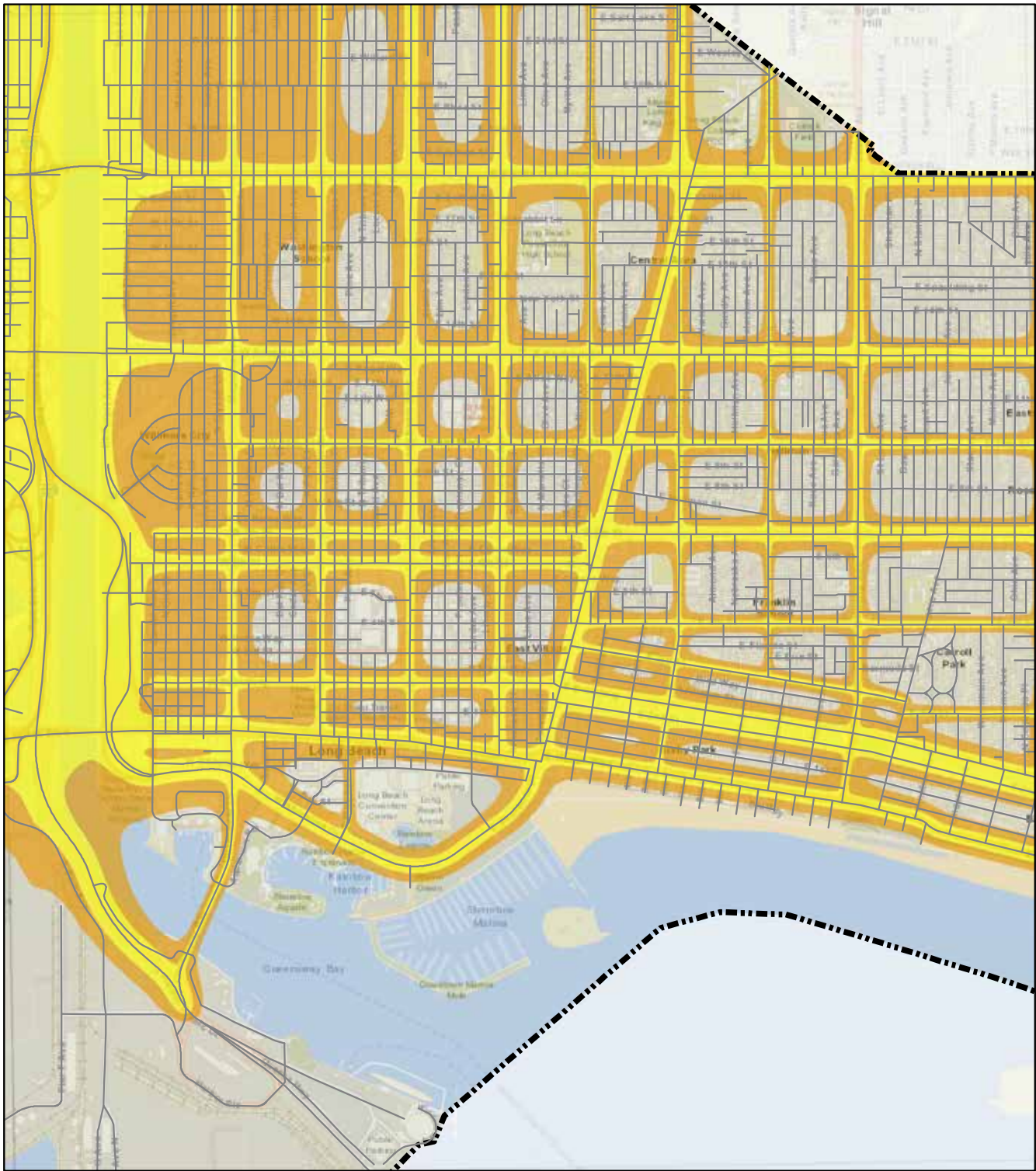
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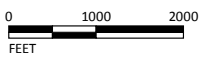


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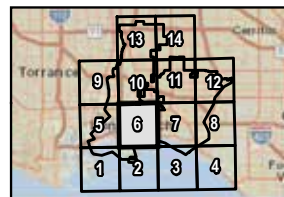


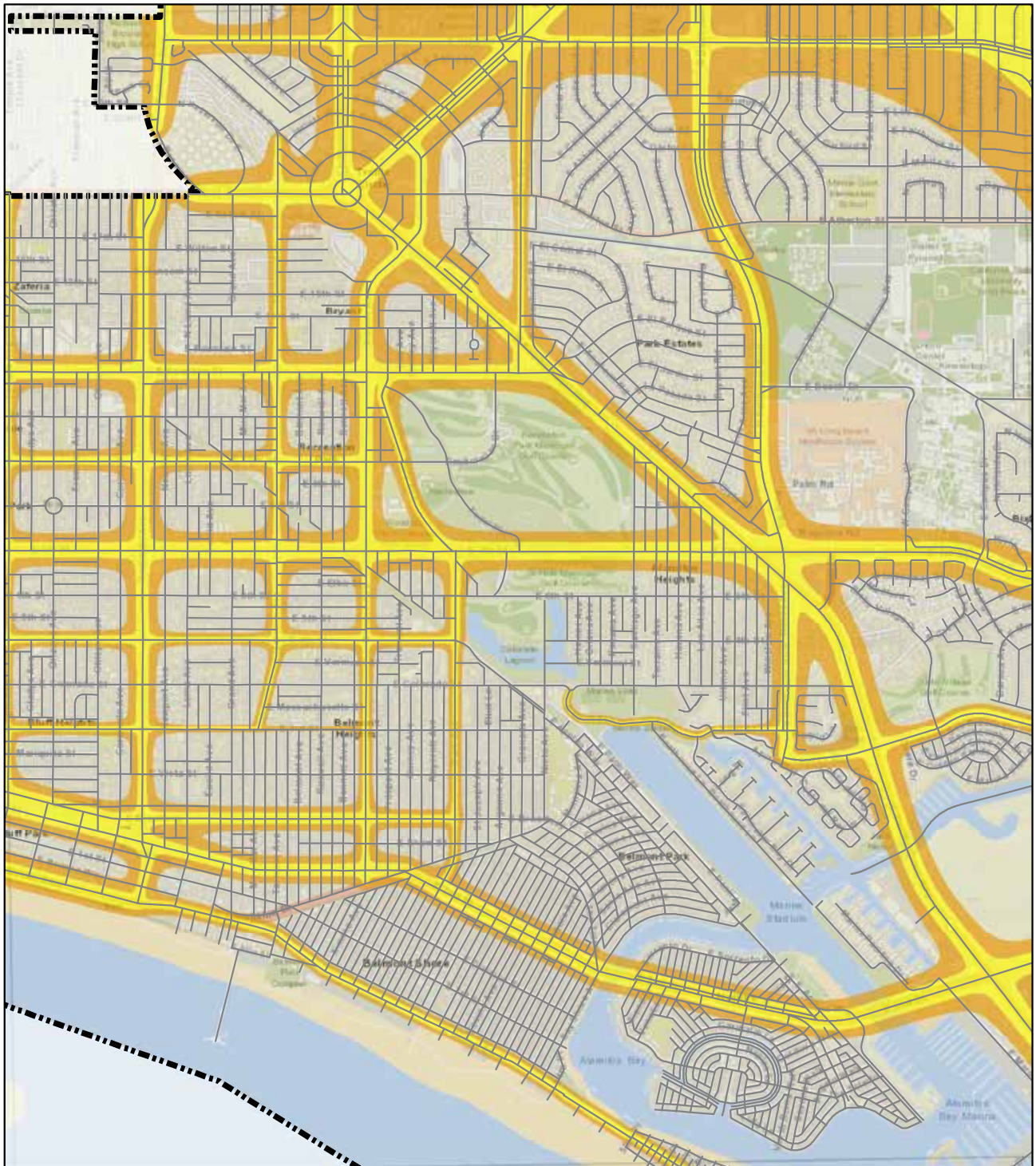
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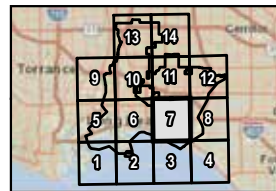
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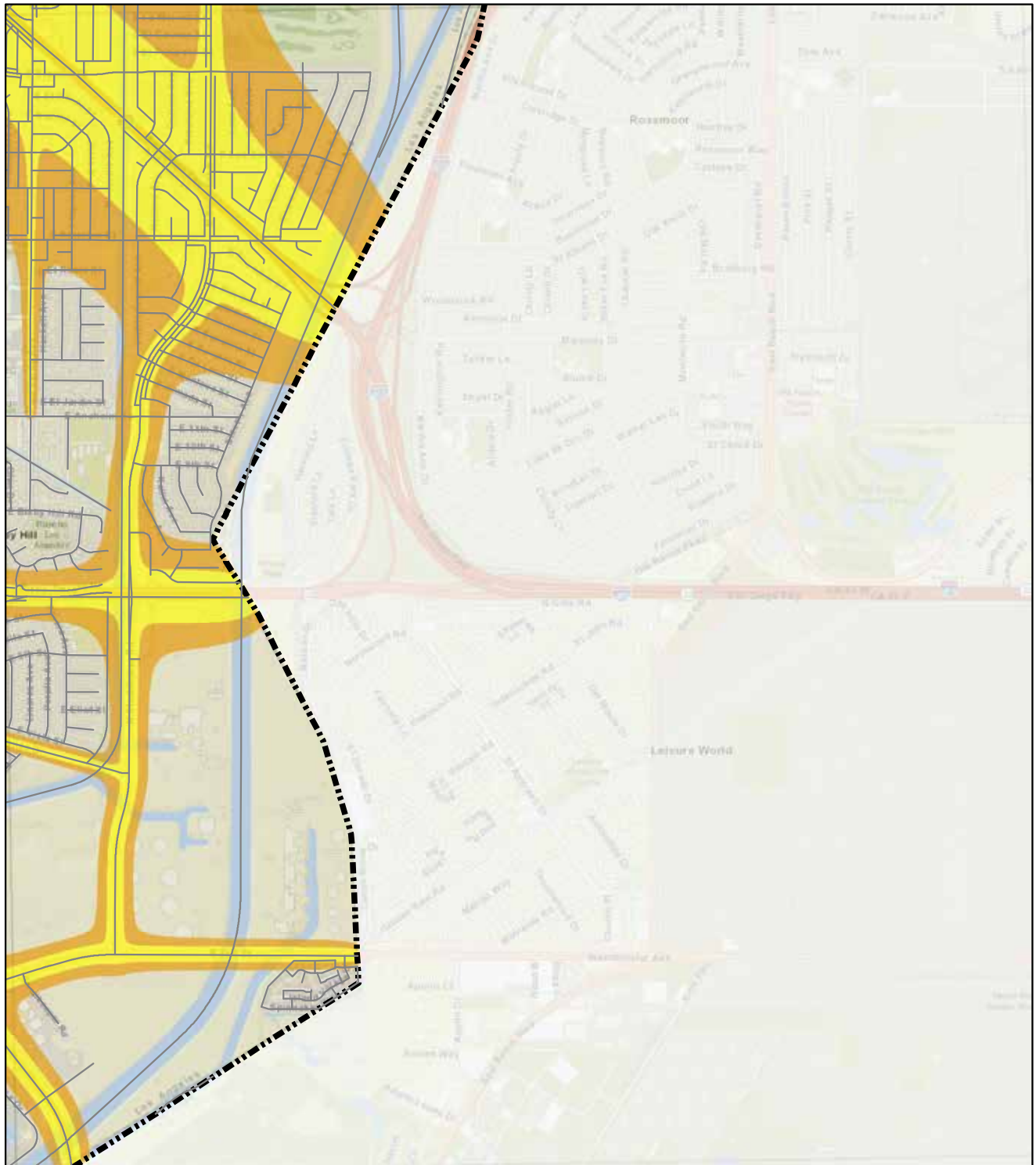
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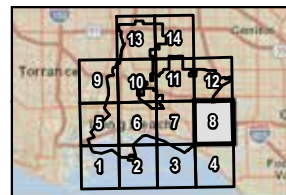
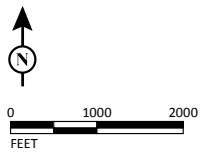
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SOURCE: Esri (2016); LSA (5/2017, 2/2019)

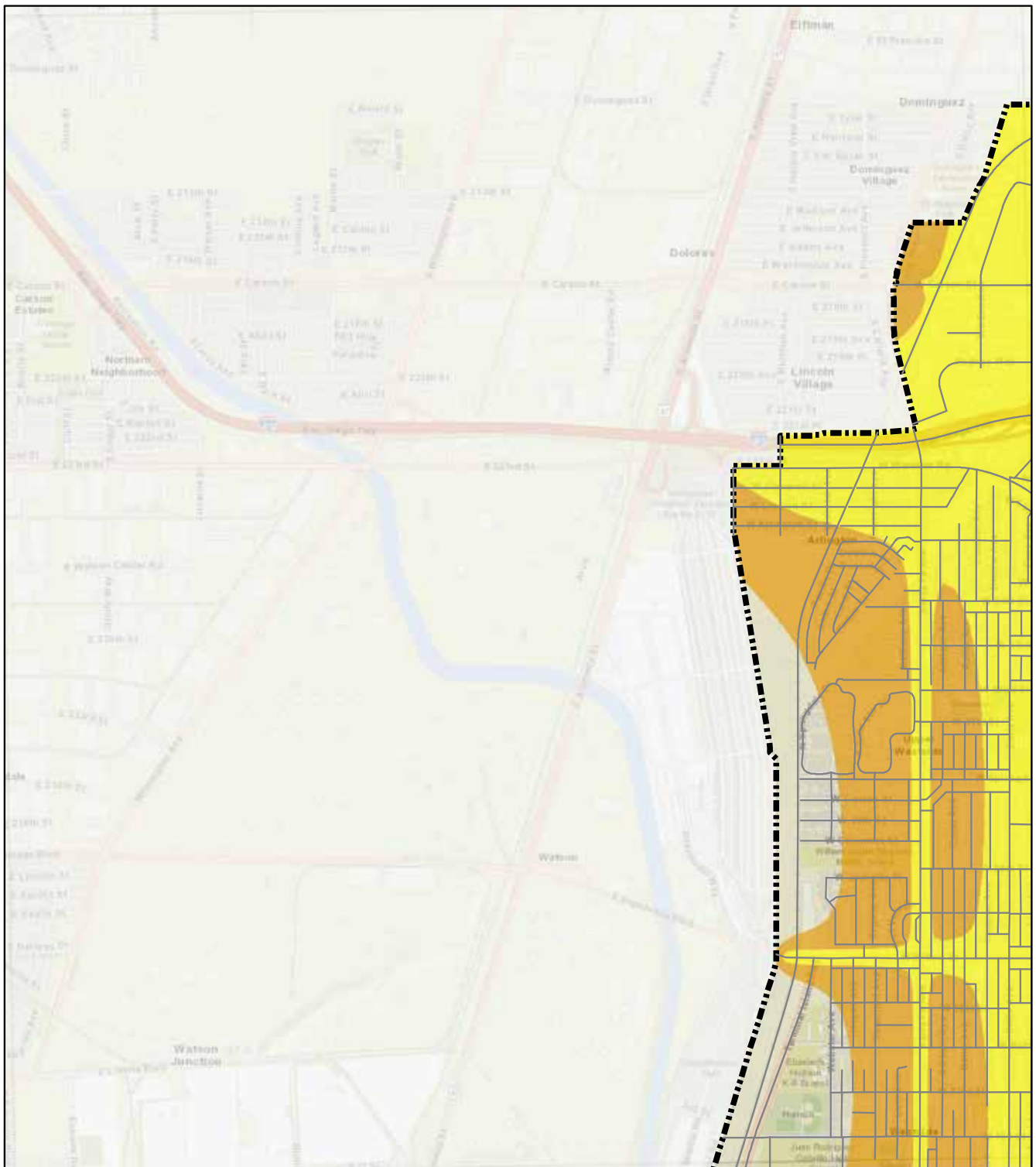








- LEGEND**
- Long Beach City Boundary
 - Long Beach City Centerlines
 - Future 2040 Traffic Noise Contours**
 - 65 dBA Ldn
 - 70 dBA Ldn

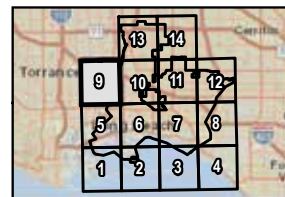
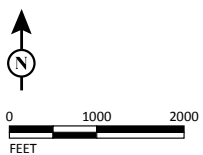


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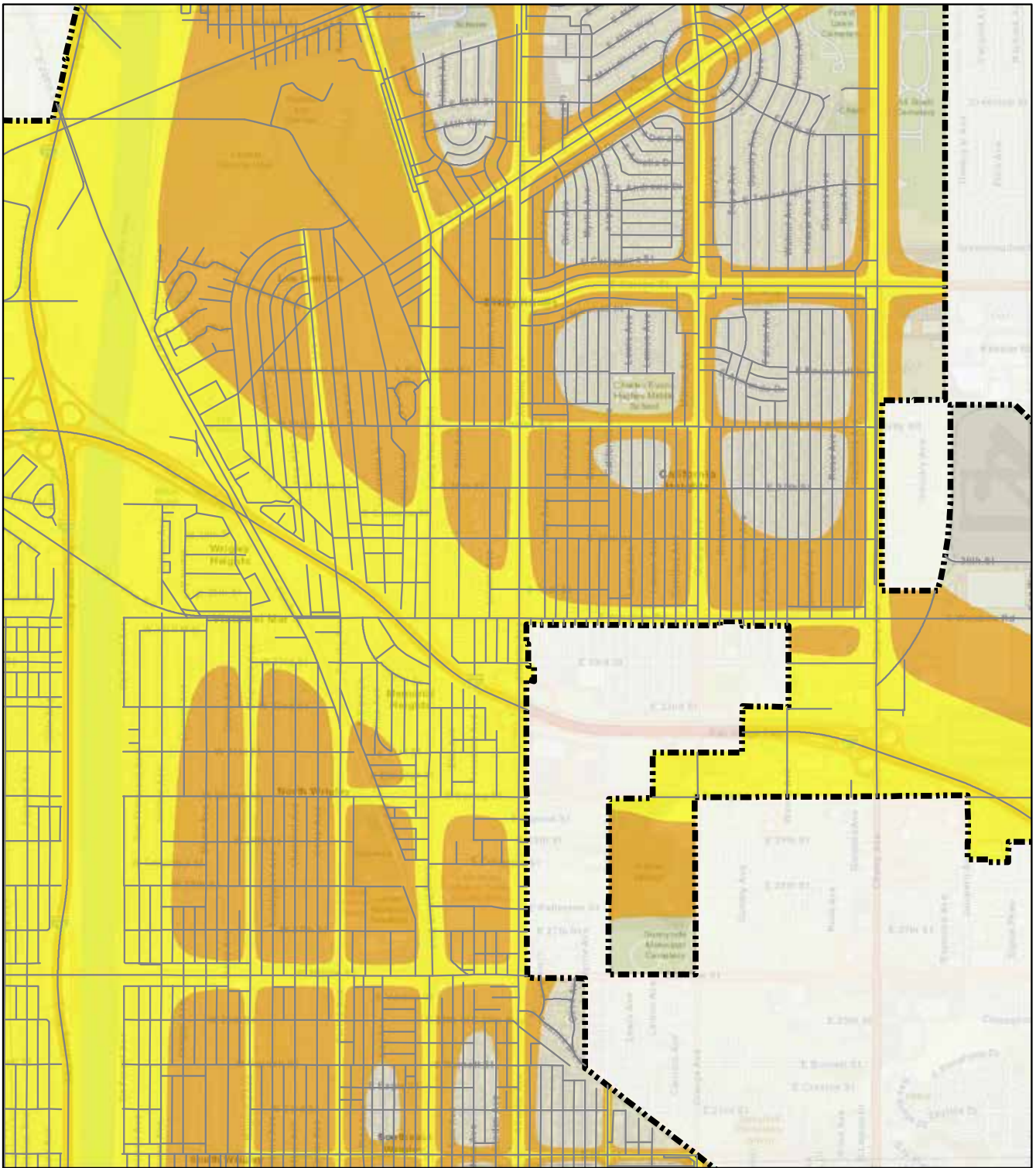


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
-  Long Beach City Boundary
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 -  65 dBA Ldn
 -  70 dBA Ldn

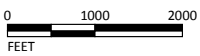


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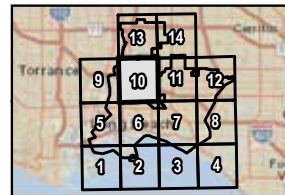


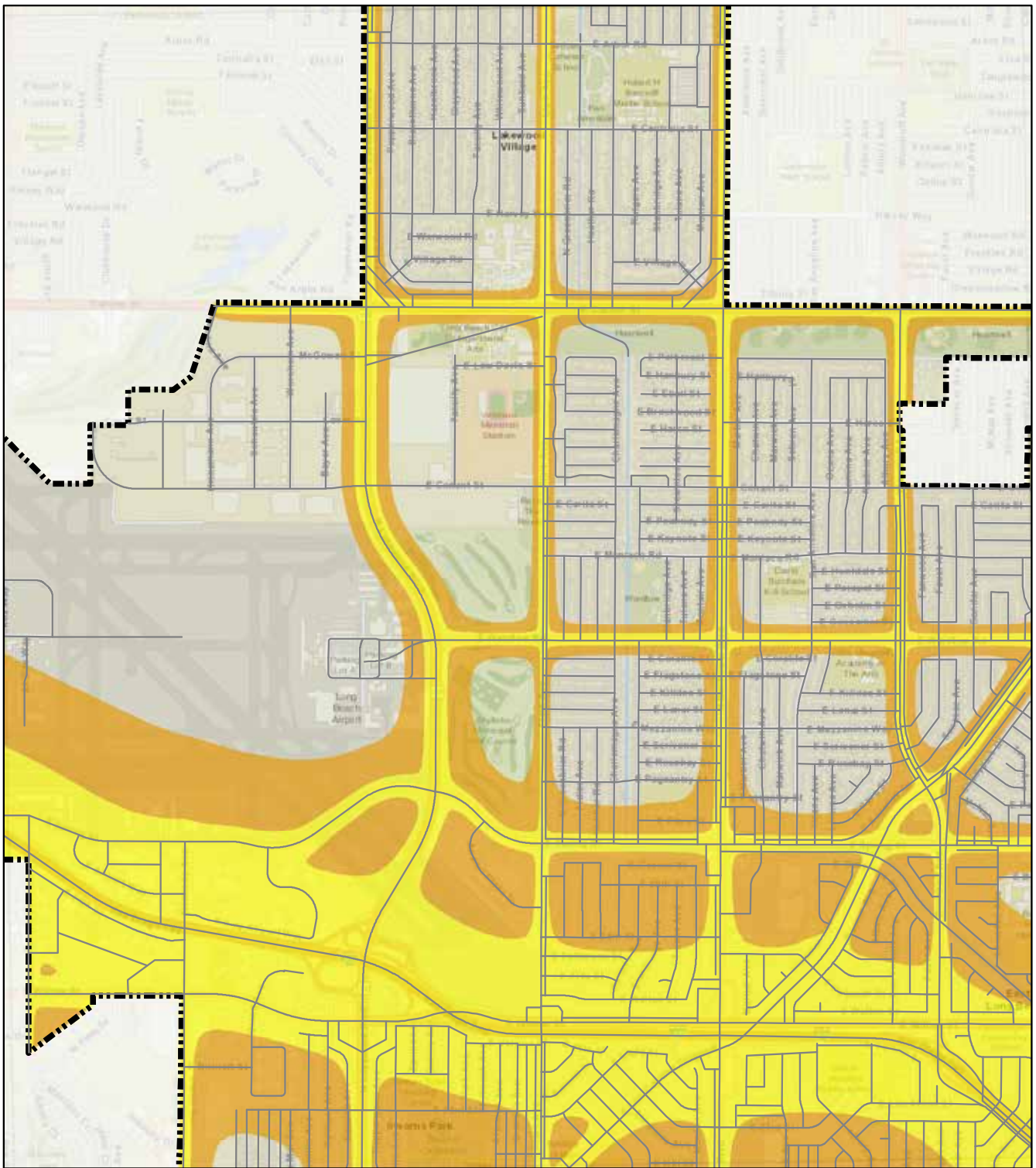
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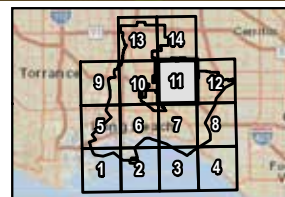
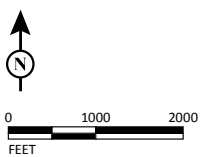


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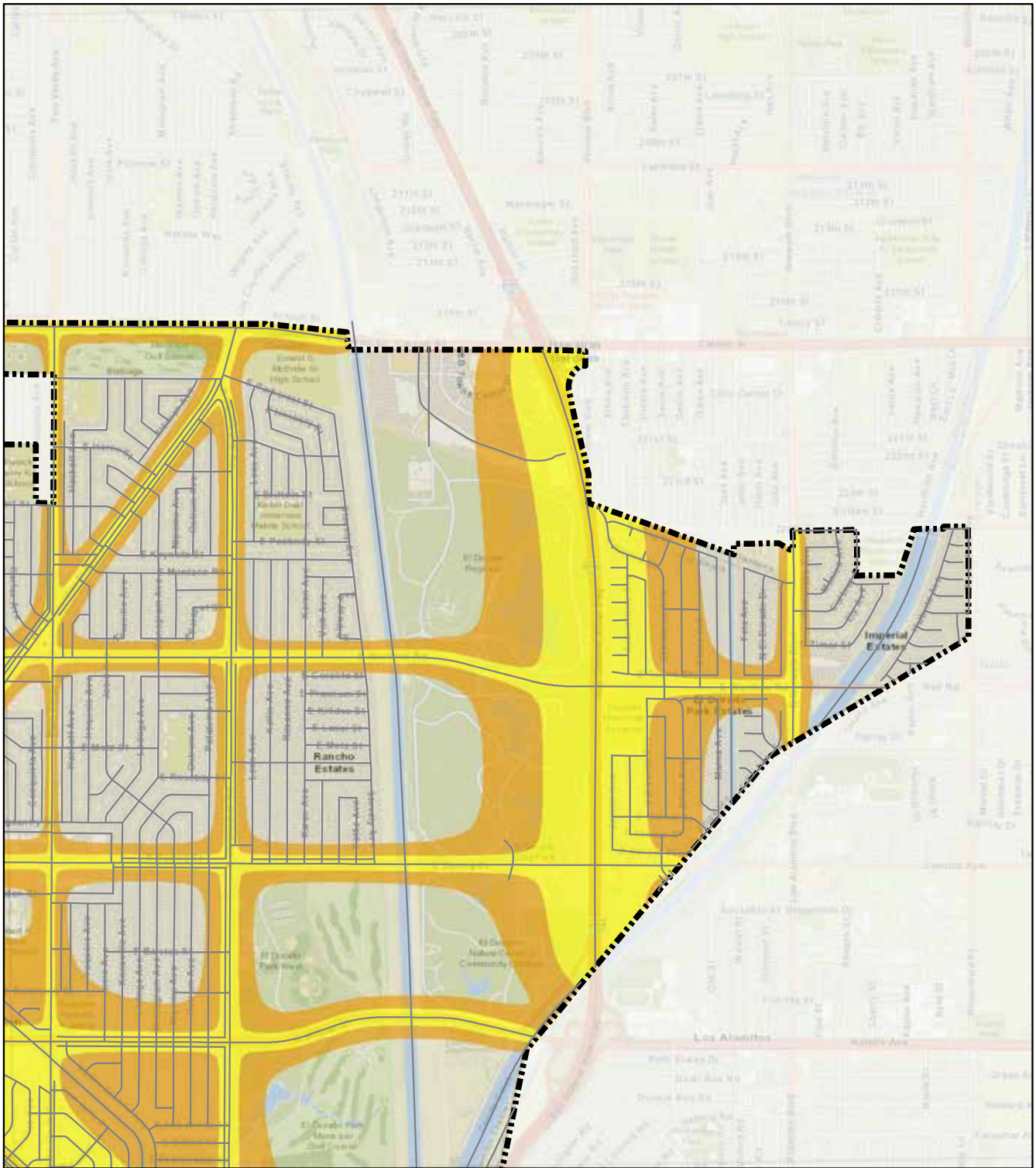








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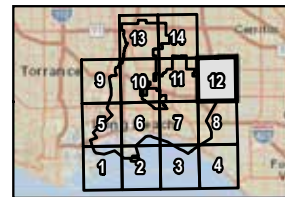
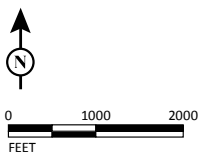


SOURCE: Esri (2016); LSA (5/2017, 2/2019)

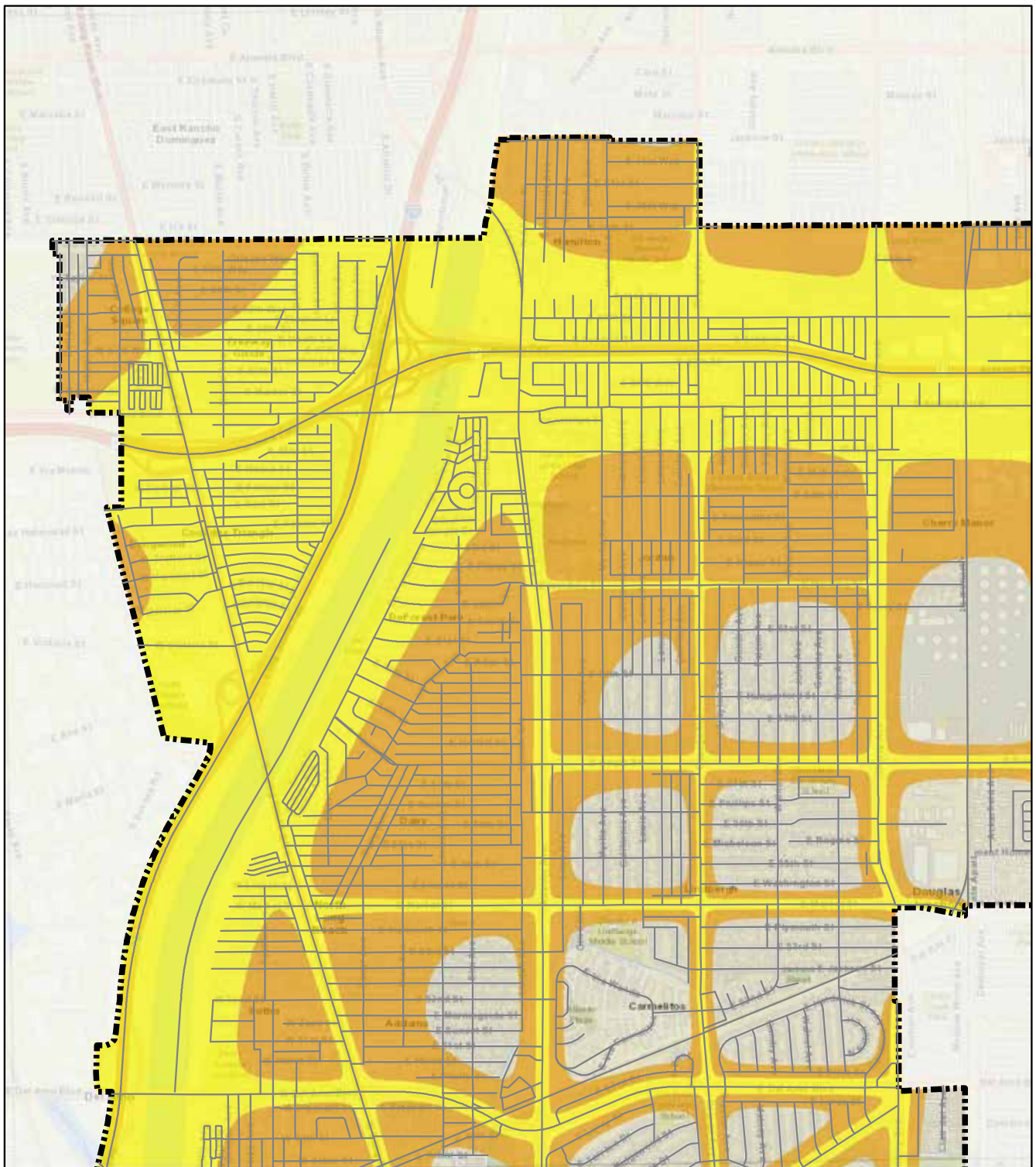


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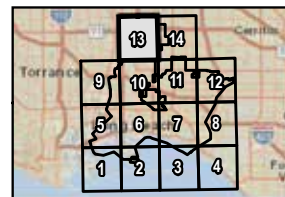
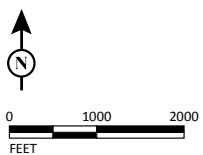


SOURCE: Esri (2016); LSA (5/2017, 2/2019)

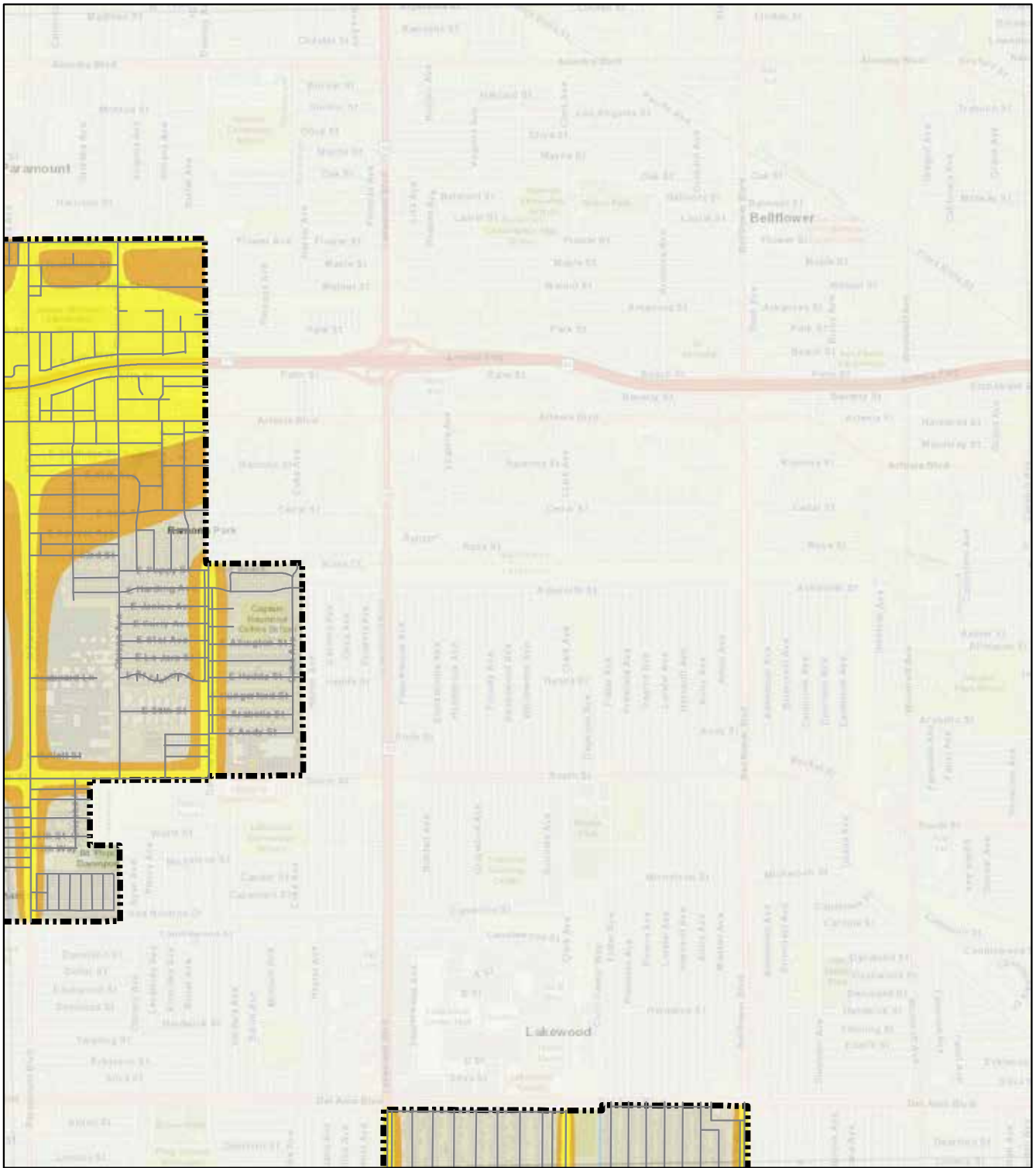


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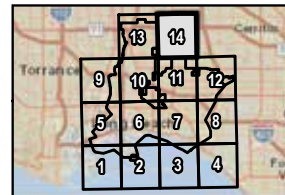


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SOURCE: Esri (2016); LSA (5/2017, 2/2019)





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APPENDIX C

NATIVE AMERICAN CONSULTATION LETTERS

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April 1, 2020

Mr. Andrew Salas
PO Box 393
Covina, CA 91723

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1188)

Re: SB 18 and AB 52 Consultation with the Gabrieleno Band of Mission Indians – Kizh Nation for the General Plan Noise Element Update Project.

Dear Mr. Salas:

Please let this letter serve as notification that the City of Long Beach, as the lead agency, is initiating consultation in compliance with Senate Bill (SB) 18 and Assembly (AB) 52 for the General Plan Noise Element Update Project (Application No. 2003-26 (GPA20-001)). Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act procedures, specifically Public Resources Code (PRC) Section 65352.3–65352.4 (i.e., SB 18) and Public Resources Code Section 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52).

Under SB 18, the Gabrieleno Band of Mission Indians – Kizh Nation has 90 days upon receipt of this letter to request consultation regarding the General Plan Noise Element Update Project. Under AB 52, the Gabrieleno Band of Mission Indians – Kizh Nation has 30 days (concurrent with the beginning of the above 90-day period) upon receipt of this letter to request consultation on the same project. Please respond within the above timeframes, pursuant to PRC Section 65352.3–65352.4 and Section 21080.3.1(d) if you would like to consult on this project.

Project Description: The proposed project is an update General Plan Noise Element, which would replace the City's existing 1975 Noise Element. The City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly since the adoption of the current Noise Element. In order to allow for increased flexibility in responding to such changes, the City proposes to update the existing Noise Element. The proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

The proposed General Plan Noise Element Update is a Citywide General Plan element and covers the entire geography of the City. An Environmental Impact Report (EIR) is being

produced to evaluate environmental factors under the California Environmental Quality Act (CEQA) that would be potentially affected by the Project (EIR-03-20).

Although this project is a planning and policy action that will not directly result in any digging or grading, it should be noted that as a matter of policy, the City requires a tribal monitor be given access to any construction site during grading activities. A typical condition placed on development projects is found below:

Prior to the issuance of any Grading Permit for the project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on-site during the construction phases that involve any ground disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the CEQA, California Public Resources Code Division 13, Section 21083.2 (a) through (k). Neither the City of Long Beach, project applicant, nor construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has determined that the site has a low potential for archaeological resources.

Additionally, the following are typical mitigation measures the City has required as part of the Mitigation Monitoring and Reporting Program for an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) for specific development projects:

- **Retention of Qualified Archaeologist and Worker Training.** Prior to the issuance of a grading permit by the City of Long Beach, evidence shall be provided to the City that a qualified archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Secretary of the Interior 2008) has been retained by the Applicant to conduct any required training, evaluation, or treatment of archaeological resources that might be encountered during implementation of the project. As part of this, prior to the start of grading, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel must be informed of the types of archaeological resources that may be encountered (both prehistoric and historical), and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological

resources or human remains. The Applicant must ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. This documentation shall be made available to the City upon request.

- **Native American Monitoring.** A Native American monitor from the tribe or tribes identified as a consulting party for the project under AB 52 shall be present during all earth-moving construction activities. The Native American monitor shall be given the opportunity to participate in the cultural resources sensitivity training described in the preceding mitigation measure. At least 30 days prior to issuance of grading permits by the City of Long Beach for each of the four individual sites and any off-site improvements, a Native American Monitoring Agreement (Monitoring Agreement) shall be developed between the City and the consulting party. The Monitoring Agreement shall pertain to prehistoric archaeological resources and Tribal cultural resources, respectively, and shall identify any monitoring requirements and treatment of cultural resources to meet both the requirements of CEQA and those of the Tribal representative. The Monitoring Agreement shall also address communication protocols in the event of an unanticipated discovery of cultural materials, and the roles, responsibilities, and authorities of the Native American Monitor. The Monitoring Agreement shall also detail the protocols for treatment and final disposition of any Native American cultural resources, sacred sites, and human remains discovered on the site that the Native American Monitor shall implement in consultation and coordination with the Native American Most Likely Descendant, as identified by the NAHC. In accordance with the mitigation measure below, discovery and treatment of human remains shall comply with State Health and Safety Code Section 7050.5 and PRC Section 5097.98.
- **Archaeological Resource and/or Tribal Cultural Resource Discovery and Treatment.** In the event of the unanticipated discovery of archaeological or other cultural resources, whether discovered through Native American monitoring or not, all work activities in the area (within approximately 100 feet of the discovery) shall be halted or redirected until the discovery can be evaluated by a qualified archaeologist. Construction shall not resume until a qualified archaeologist has conferred with the City and, in the case of prehistoric archaeological resources and tribal cultural resources, the Native American monitor, on the significance of the resource. If it is determined that the discovered archaeological resource and/or tribal cultural resource is significant under CEQA, avoidance and preservation in place shall be the preferred manner of mitigation, pursuant to PRC Section 21083.2(b) and Section 21084.3. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Treatment Plan shall be prepared and implemented by a qualified archaeologist, in consultation with the City, that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource or cultural information in the event of a tribal cultural

resource. The City shall also consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. Any evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards.

- **Treatment of Human Remains.** In accordance with California Health and Safety Code Section 7050.5, if human remains are found, the Los Angeles County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains (100 feet or as determined by the project archaeologist) shall occur until the procedures set forth in this measure have been implemented. If the County Coroner determines that the remains are, or are believed to be, Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California PRC Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

To ensure compliance with SB 18 and AB 52, the City respectfully requests that you assist us by providing any relevant information you may have regarding tribal cultural resources within the project area boundaries. Your comments and concerns are important to the City's planning process. If you have any questions or concerns with the Project, please contact:

Jennifer Ly, Project Planner
Department of Development Services, Planning Bureau
333 West Ocean Blvd., 5th floor
Long Beach, CA 90802

Jennifer.Ly@LongBeach.gov

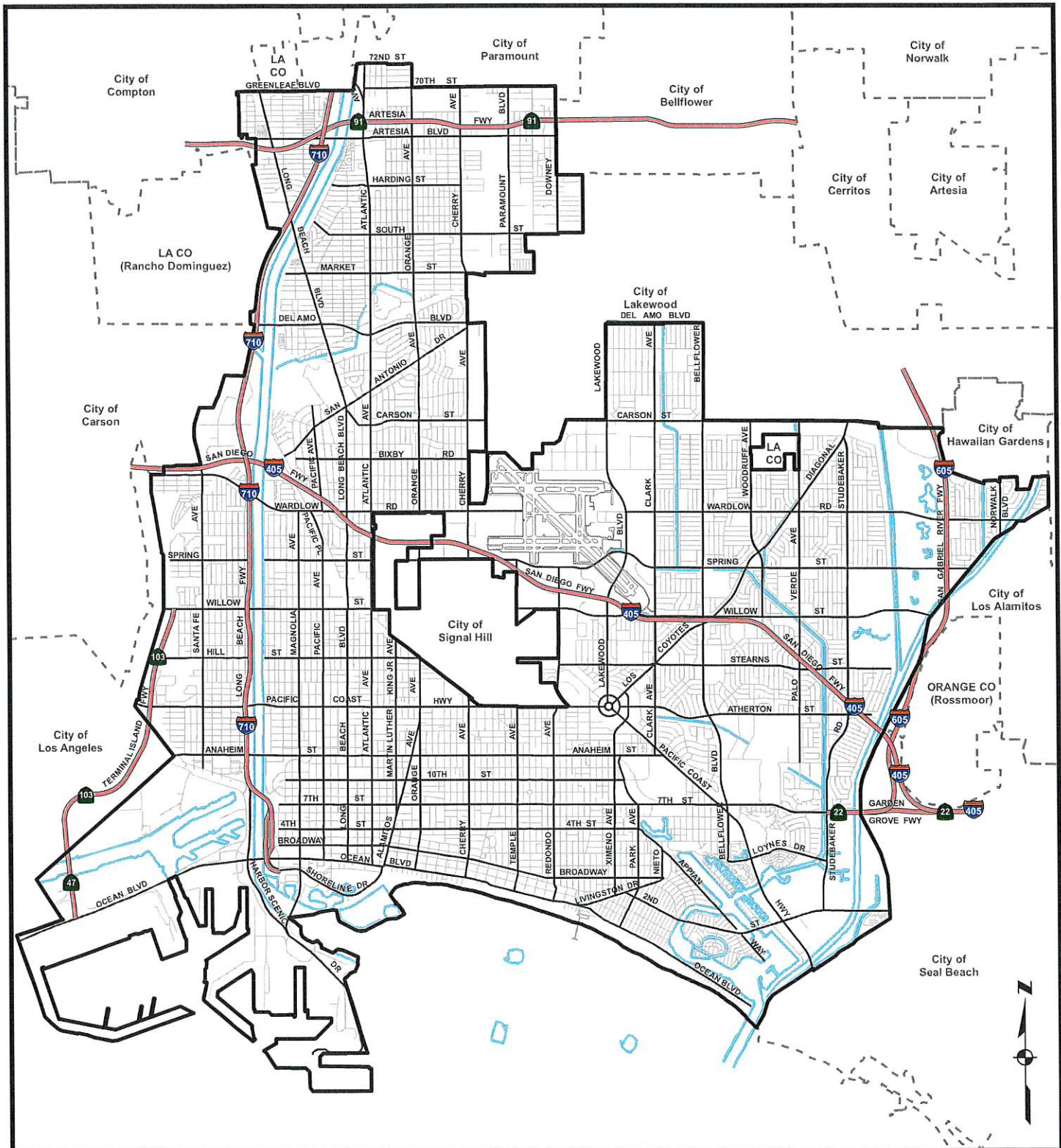
I can also be reached by phone at (562) 570-6368.

Sincerely,



Jennifer Ly
Project Planner

Attachments: Site Vicinity Map (Citywide)



City of Long Beach, California

Project Area



Department of
Technology Services GIS

As of July 2012

Disclaimer
This map from the City of Long Beach is intended for informational purposes only. While reasonable effort has been made to ensure the accuracy of the data, The City assumes no liability or damages arising from errors or omissions. This map is provided without warranty of any kind.

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April 1, 2020

Mr. Joseph Ontiveros
PO Box 487
San Jacinto, CA 92581

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1195)

Re: SB 18 and AB 52 Consultation with the Soboba Band of Luiseno Indians for the General Plan Noise Element Update Project.

Dear Mr. Ontiveros:

Please let this letter serve as notification that the City of Long Beach, as the lead agency, is initiating consultation in compliance with Senate Bill (SB) 18 and Assembly (AB) 52 for the General Plan Noise Element Update Project (Application No. 2003-26 (GPA20-001)). Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act procedures, specifically Public Resources Code (PRC) Section 65352.3–65352.4 (i.e., SB 18) and Public Resources Code Section 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52).

Under SB 18, the Soboba Band of Luiseno Indians has 90 days upon receipt of this letter to request consultation regarding the General Plan Noise Element Update Project. Under AB 52, the Soboba Band of Luiseno Indians has 30 days (concurrent with the beginning of the above 90-day period) upon receipt of this letter to request consultation on the same project. Please respond within the above timeframes, pursuant to PRC Section 65352.3–65352.4 and Section 21080.3.1(d) if you would like to consult on this project.

Project Description: The proposed project is an update General Plan Noise Element, which would replace the City's existing 1975 Noise Element. The City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly since the adoption of the current Noise Element. In order to allow for increased flexibility in responding to such changes, the City proposes to update the existing Noise Element. The proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

The proposed General Plan Noise Element Update is a Citywide General Plan element and covers the entire geography of the City. An Environmental Impact Report (EIR) is being

produced to evaluate environmental factors under the California Environmental Quality Act (CEQA) that would be potentially affected by the Project (EIR-03-20).

Although this project is a planning and policy action that will not directly result in any digging or grading, it should be noted that as a matter of policy, the City requires a tribal monitor be given access to any construction site during grading activities. A typical condition placed on development projects is found below:

Prior to the issuance of any Grading Permit for the project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on-site during the construction phases that involve any ground disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the CEQA, California Public Resources Code Division 13, Section 21083.2 (a) through (k). Neither the City of Long Beach, project applicant, nor construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has determined that the site has a low potential for archaeological resources.

Additionally, the following are typical mitigation measures the City has required as part of the Mitigation Monitoring and Reporting Program for an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) for specific development projects:

- **Retention of Qualified Archaeologist and Worker Training.** Prior to the issuance of a grading permit by the City of Long Beach, evidence shall be provided to the City that a qualified archaeologist meeting the Secretary of the Interior's Standards for professional archaeology (U.S. Secretary of the Interior 2008) has been retained by the Applicant to conduct any required training, evaluation, or treatment of archaeological resources that might be encountered during implementation of the project. As part of this, prior to the start of grading, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel must be informed of the types of archaeological resources that may be encountered (both prehistoric and historical), and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological

resources or human remains. The Applicant must ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. This documentation shall be made available to the City upon request.

- **Native American Monitoring.** A Native American monitor from the tribe or tribes identified as a consulting party for the project under AB 52 shall be present during all earth-moving construction activities. The Native American monitor shall be given the opportunity to participate in the cultural resources sensitivity training described in the preceding mitigation measure. At least 30 days prior to issuance of grading permits by the City of Long Beach for each of the four individual sites and any off-site improvements, a Native American Monitoring Agreement (Monitoring Agreement) shall be developed between the City and the consulting party. The Monitoring Agreement shall pertain to prehistoric archaeological resources and Tribal cultural resources, respectively, and shall identify any monitoring requirements and treatment of cultural resources to meet both the requirements of CEQA and those of the Tribal representative. The Monitoring Agreement shall also address communication protocols in the event of an unanticipated discovery of cultural materials, and the roles, responsibilities, and authorities of the Native American Monitor. The Monitoring Agreement shall also detail the protocols for treatment and final disposition of any Native American cultural resources, sacred sites, and human remains discovered on the site that the Native American Monitor shall implement in consultation and coordination with the Native American Most Likely Descendant, as identified by the NAHC. In accordance with the mitigation measure below, discovery and treatment of human remains shall comply with State Health and Safety Code Section 7050.5 and PRC Section 5097.98.
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To ensure compliance with SB 18 and AB 52, the City respectfully requests that you assist us by providing any relevant information you may have regarding tribal cultural resources within the project area boundaries. Your comments and concerns are important to the City's planning process. If you have any questions or concerns with the Project, please contact:

Jennifer Ly, Project Planner
Department of Development Services, Planning Bureau
333 West Ocean Blvd., 5th floor
Long Beach, CA 90802

Jennifer.Ly@LongBeach.gov

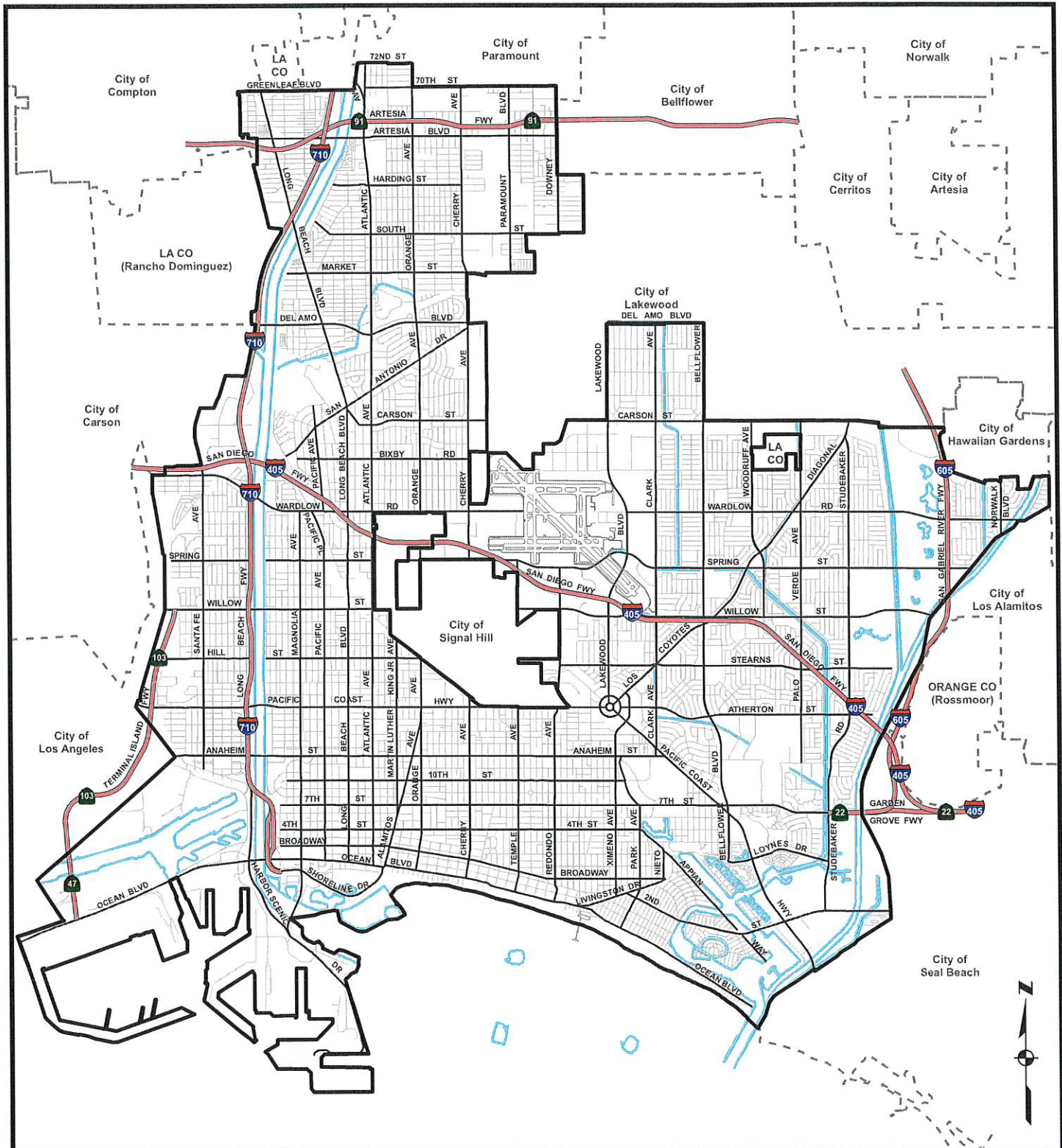
I can also be reached by phone at (562) 570-6368.

Sincerely,



Jennifer Ly
Project Planner

Attachments: Site Vicinity Map (Citywide)



City of Long Beach, California

Project Area



Department of
Technology Services GIS

As of July 2012

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April 1, 2020

Mr. Michael Mirelez
PO Box 1160
Thermal, CA 92274

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1201)

Re: SB 18 and AB 52 Consultation with the Torres Martinez Desert Cahuilla Indians for the General Plan Noise Element Update Project.

Dear Mr. Mirelez:

Please let this letter serve as notification that the City of Long Beach, as the lead agency, is initiating consultation in compliance with Senate Bill (SB) 18 and Assembly (AB) 52 for the General Plan Noise Element Update Project (Application No. 2003-26 (GPA20-001)). Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act procedures, specifically Public Resources Code (PRC) Section 65352.3–65352.4 (i.e., SB 18) and Public Resources Code Section 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52).

Under SB 18, the Torres Martinez Desert Cahuilla Indians has 90 days upon receipt of this letter to request consultation regarding the General Plan Noise Element Update Project. Under AB 52, the Torres Martinez Desert Cahuilla Indians has 30 days (concurrent with the beginning of the above 90-day period) upon receipt of this letter to request consultation on the same project. Please respond within the above timeframes, pursuant to PRC Section 65352.3–65352.4 and Section 21080.3.1(d) if you would like to consult on this project.

Project Description: The proposed project is an update General Plan Noise Element, which would replace the City's existing 1975 Noise Element. The City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly since the adoption of the current Noise Element. In order to allow for increased flexibility in responding to such changes, the City proposes to update the existing Noise Element. The proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

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To ensure compliance with SB 18 and AB 52, the City respectfully requests that you assist us by providing any relevant information you may have regarding tribal cultural resources within the project area boundaries. Your comments and concerns are important to the City's planning process. If you have any questions or concerns with the Project, please contact:

Jennifer Ly, Project Planner
Department of Development Services, Planning Bureau
333 West Ocean Blvd., 5th floor
Long Beach, CA 90802

Jennifer.Ly@LongBeach.gov

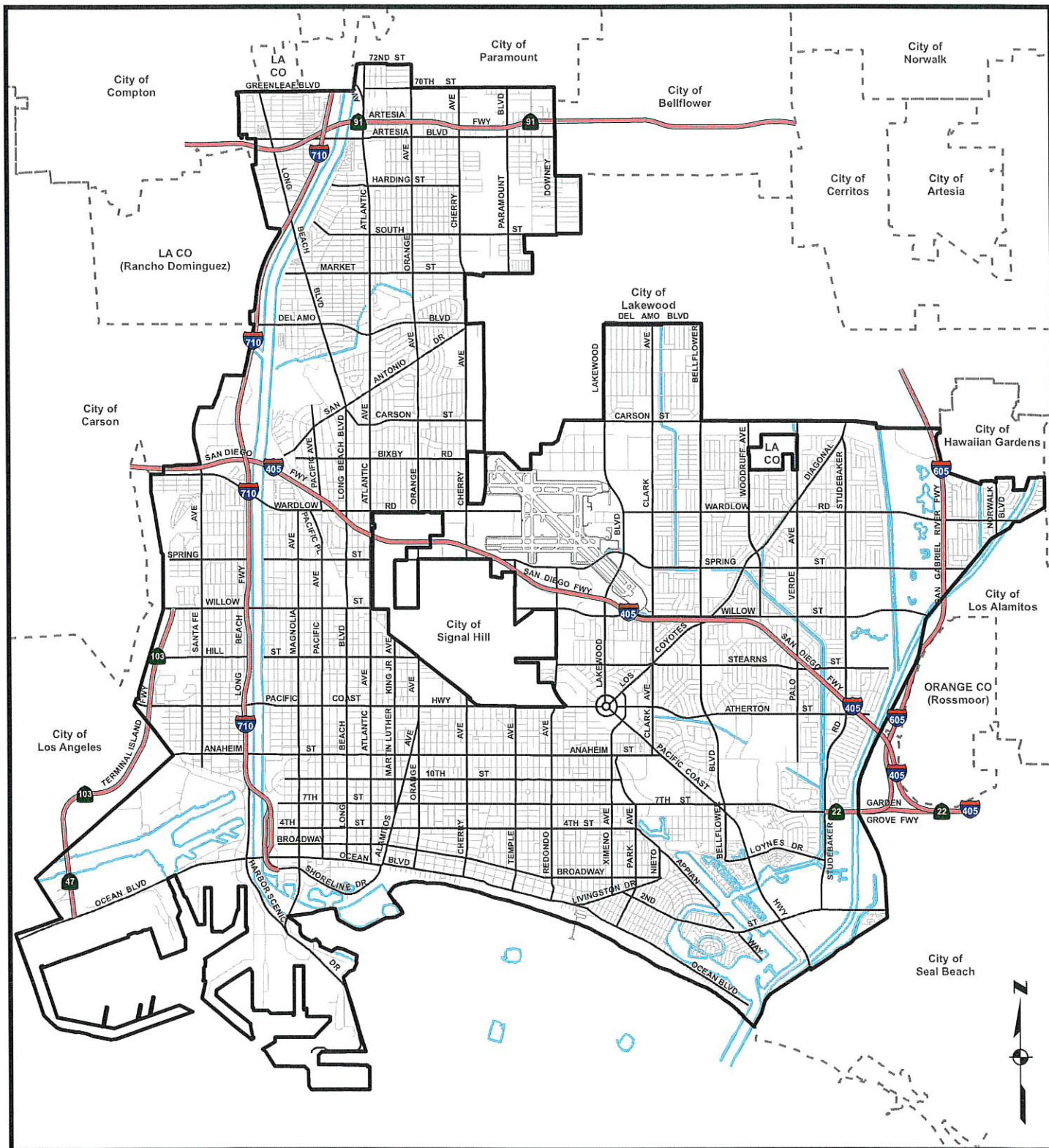
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Sincerely,



Jennifer Ly
Project Planner

Attachments: Site Vicinity Map (Citywide)



Department of
Technology Services GIS

City of Long Beach, California

Project Area

As of July 2012

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April 1, 2020

Mr. Anthony Morales
PO Box 693
San Gabriel, CA 91778

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1218)

Re: SB 18 and AB 52 Consultation with the Gabrieleno/Tongva San Gabriel Band of Mission Indians for the General Plan Noise Element Update Project.

Dear Mr. Morales:

Please let this letter serve as notification that the City of Long Beach, as the lead agency, is initiating consultation in compliance with Senate Bill (SB) 18 and Assembly (AB) 52 for the General Plan Noise Element Update Project (Application No. 2003-26 (GPA20-001)). Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act procedures, specifically Public Resources Code (PRC) Section 65352.3–65352.4 (i.e., SB 18) and Public Resources Code Section 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52).

Under SB 18, the Gabrieleno/Tongva San Gabriel Band of Mission Indians has 90 days upon receipt of this letter to request consultation regarding the General Plan Noise Element Update Project. Under AB 52, the Gabrieleno/Tongva San Gabriel Band of Mission Indians has 30 days (concurrent with the beginning of the above 90-day period) upon receipt of this letter to request consultation on the same project. Please respond within the above timeframes, pursuant to PRC Section 65352.3–65352.4 and Section 21080.3.1(d) if you would like to consult on this project.

Project Description: The proposed project is an update General Plan Noise Element, which would replace the City's existing 1975 Noise Element. The City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly since the adoption of the current Noise Element. In order to allow for increased flexibility in responding to such changes, the City proposes to update the existing Noise Element. The proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

The proposed General Plan Noise Element Update is a Citywide General Plan element and covers the entire geography of the City. An Environmental Impact Report (EIR) is being

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To ensure compliance with SB 18 and AB 52, the City respectfully requests that you assist us by providing any relevant information you may have regarding tribal cultural resources within the project area boundaries. Your comments and concerns are important to the City's planning process. If you have any questions or concerns with the Project, please contact:

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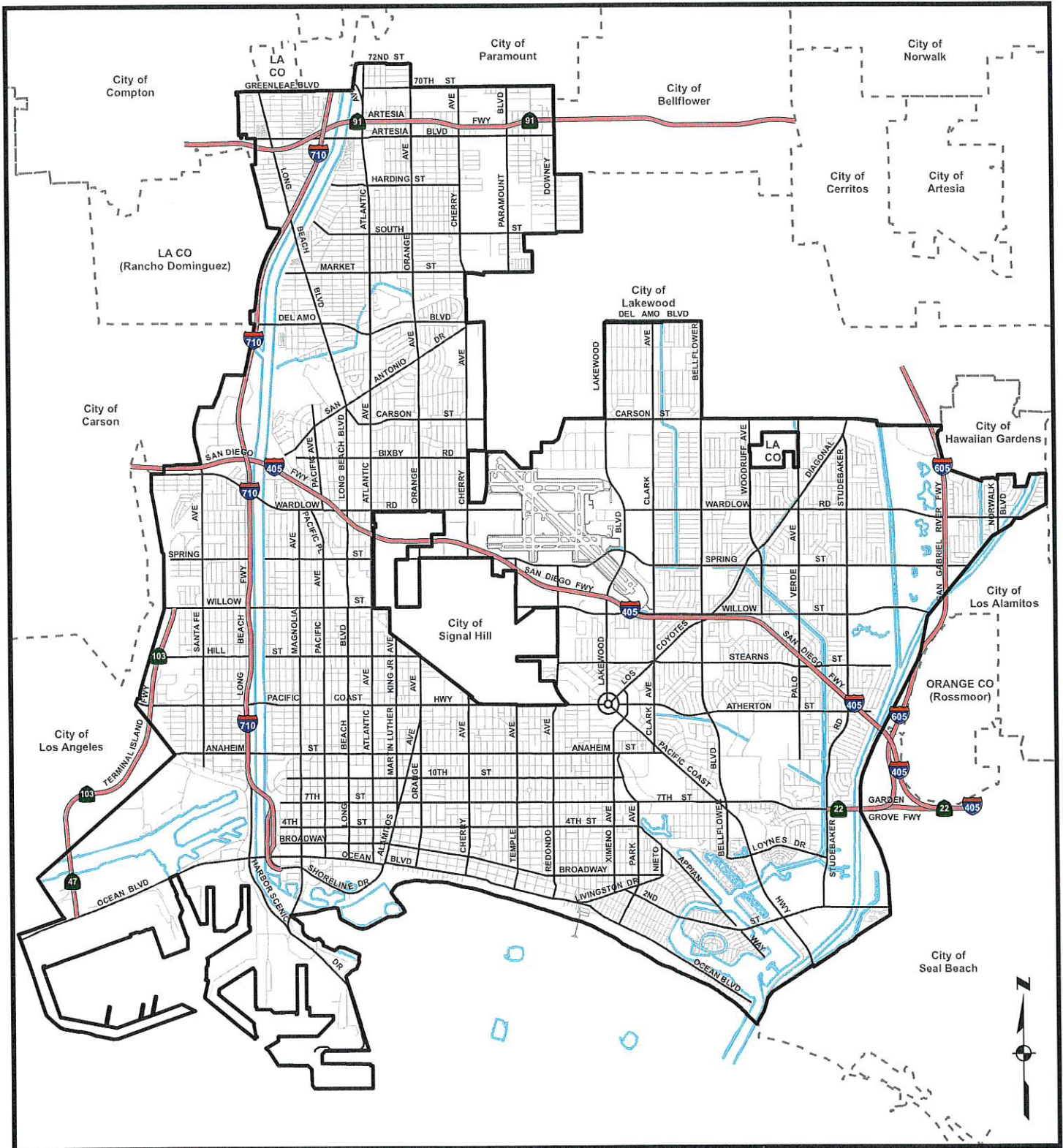
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April 1, 2020

Ms. Linda Candelaria
80839 Camino Santa Juliana
Indio, CA 92203

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1225)

Re: SB 18 and AB 52 Consultation with the Gabrielino-Tongva Tribe for the General Plan Noise Element Update Project.

Dear Ms. Candelaria:

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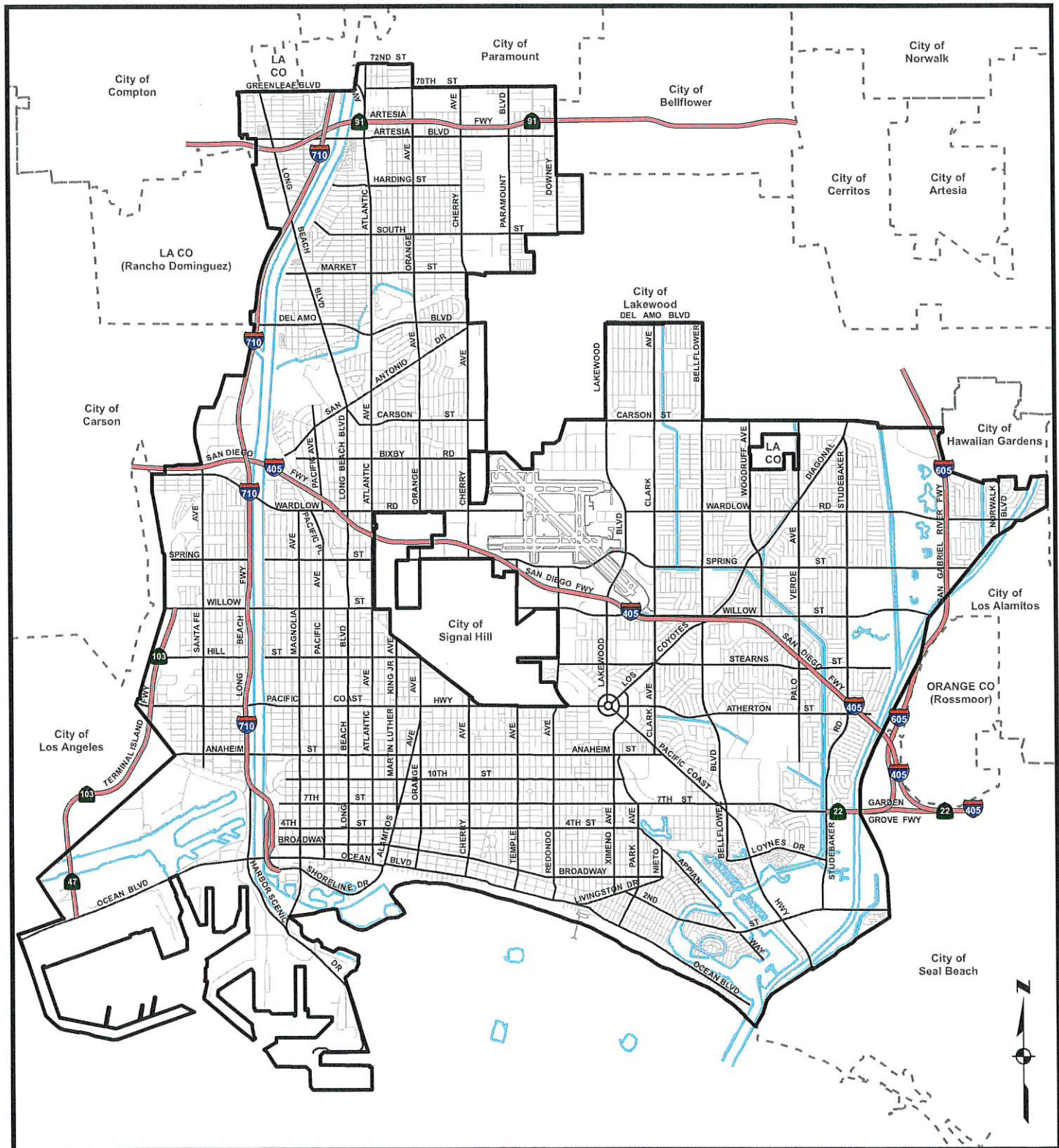
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Department of
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April 1, 2020

Mr. Robert Dorame
PO Box 490
Bellflower, CA 90707

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1232)

Re: SB 18 and AB 52 Consultation with the Gabrieleno Tongva Indians of California Tribal Council for the General Plan Noise Element Update Project.

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Jennifer Ly, Project Planner
Department of Development Services, Planning Bureau
333 West Ocean Blvd., 5th floor
Long Beach, CA 90802

Jennifer.Ly@LongBeach.gov

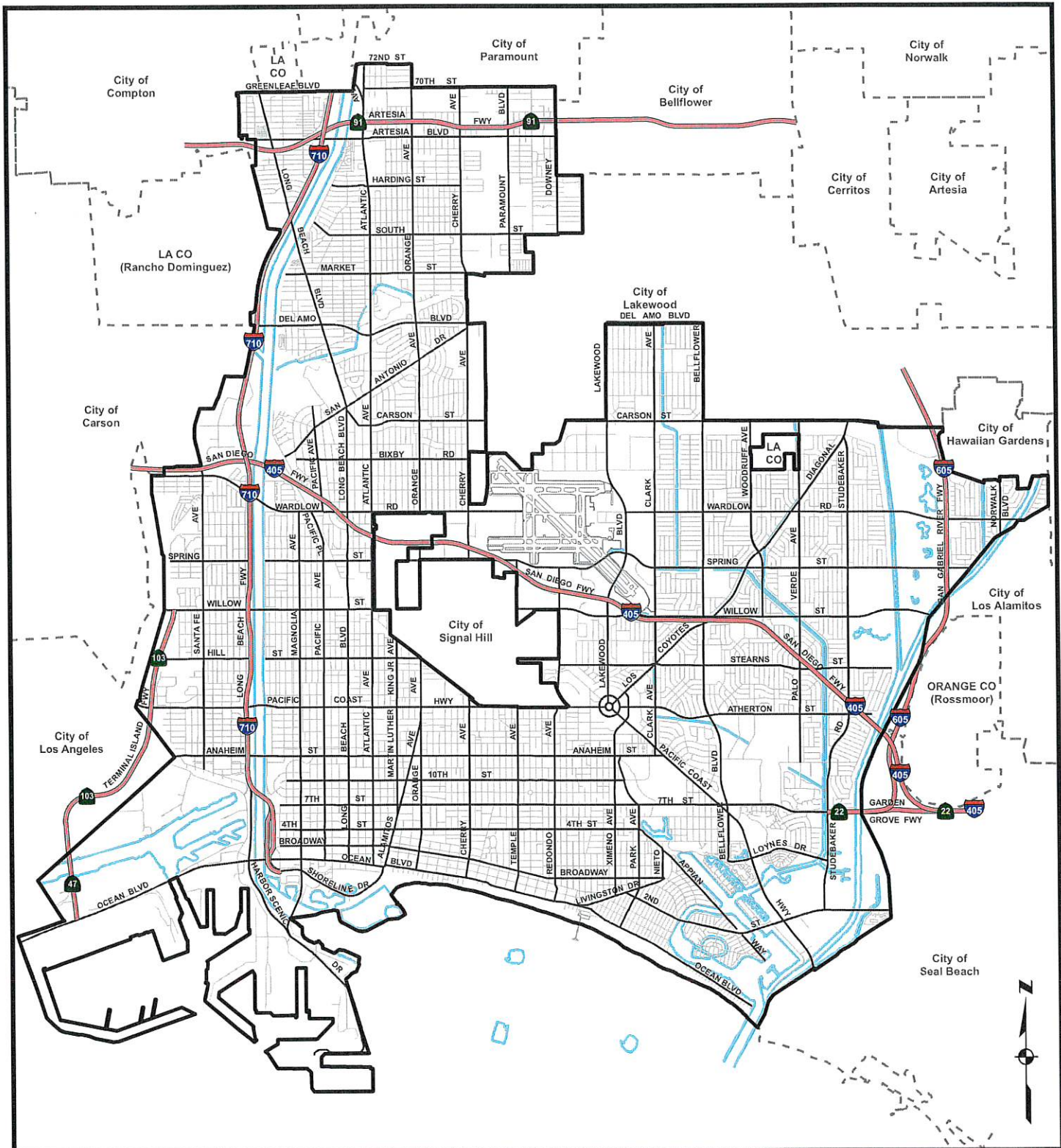
I can also be reached by phone at (562) 570-6368.

Sincerely,



Jennifer Ly
Project Planner

Attachments: Site Vicinity Map (Citywide)



City of Long Beach, California

Project Area



Department of
Technology Services GIS

As of July 2012

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April 1, 2020

Ms. Sandonne Goad
106 ½ Judge John Aiso Street, #231
Los Angeles, CA 90012

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1249)

Re: SB 18 and AB 52 Consultation with the Gabrielino/Tongva Nation for the General Plan Noise Element Update Project.

Dear Ms. Goad:

Please let this letter serve as notification that the City of Long Beach, as the lead agency, is initiating consultation in compliance with Senate Bill (SB) 18 and Assembly (AB) 52 for the General Plan Noise Element Update Project (Application No. 2003-26 (GPA20-001)). Please consider this letter and preliminary project information as the initiation of the California Environmental Quality Act procedures, specifically Public Resources Code (PRC) Section 65352.3–65352.4 (i.e., SB 18) and Public Resources Code Section 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52).

Under SB 18, the Gabrielino/Tongva Nation has 90 days upon receipt of this letter to request consultation regarding the General Plan Noise Element Update Project. Under AB 52, the Gabrielino/Tongva Nation has 30 days (concurrent with the beginning of the above 90-day period) upon receipt of this letter to request consultation on the same project. Please respond within the above timeframes, pursuant to PRC Section 65352.3–65352.4 and Section 21080.3.1(d) if you would like to consult on this project.

Project Description: The proposed project is an update General Plan Noise Element, which would replace the City's existing 1975 Noise Element. The City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly since the adoption of the current Noise Element. In order to allow for increased flexibility in responding to such changes, the City proposes to update the existing Noise Element. The proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

The proposed General Plan Noise Element Update is a Citywide General Plan element and covers the entire geography of the City. An Environmental Impact Report (EIR) is being

produced to evaluate environmental factors under the California Environmental Quality Act (CEQA) that would be potentially affected by the Project (EIR-03-20).

Although this project is a planning and policy action that will not directly result in any digging or grading, it should be noted that as a matter of policy, the City requires a tribal monitor be given access to any construction site during grading activities. A typical condition placed on development projects is found below:

Prior to the issuance of any Grading Permit for the project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on-site during the construction phases that involve any ground disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the CEQA, California Public Resources Code Division 13, Section 21083.2 (a) through (k). Neither the City of Long Beach, project applicant, nor construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has determined that the site has a low potential for archaeological resources.

Additionally, the following are typical mitigation measures the City has required as part of the Mitigation Monitoring and Reporting Program for an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) for specific development projects:

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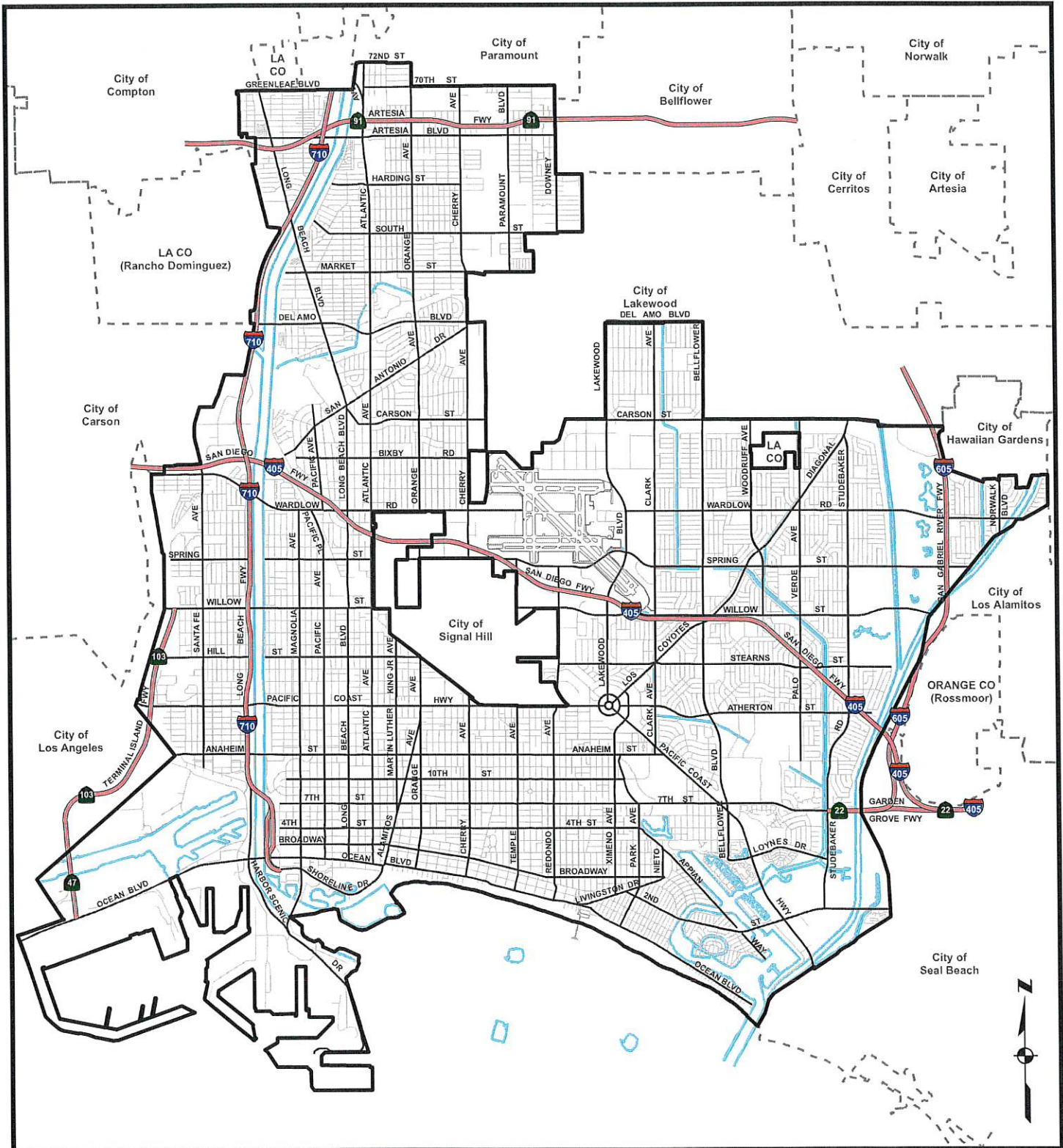
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April 1, 2020

Mr. Charles Alvarez
23454 Vanowen St.
West Hills, CA 91307

Via US Mail and Certified Mail, Return Receipt Requested (7011 1150 0001 6148 1256)

Re: SB 18 and AB 52 Consultation with the Gabrielino-Tongva Tribe for the General Plan Noise Element Update Project.

Dear Mr. Alvarez:

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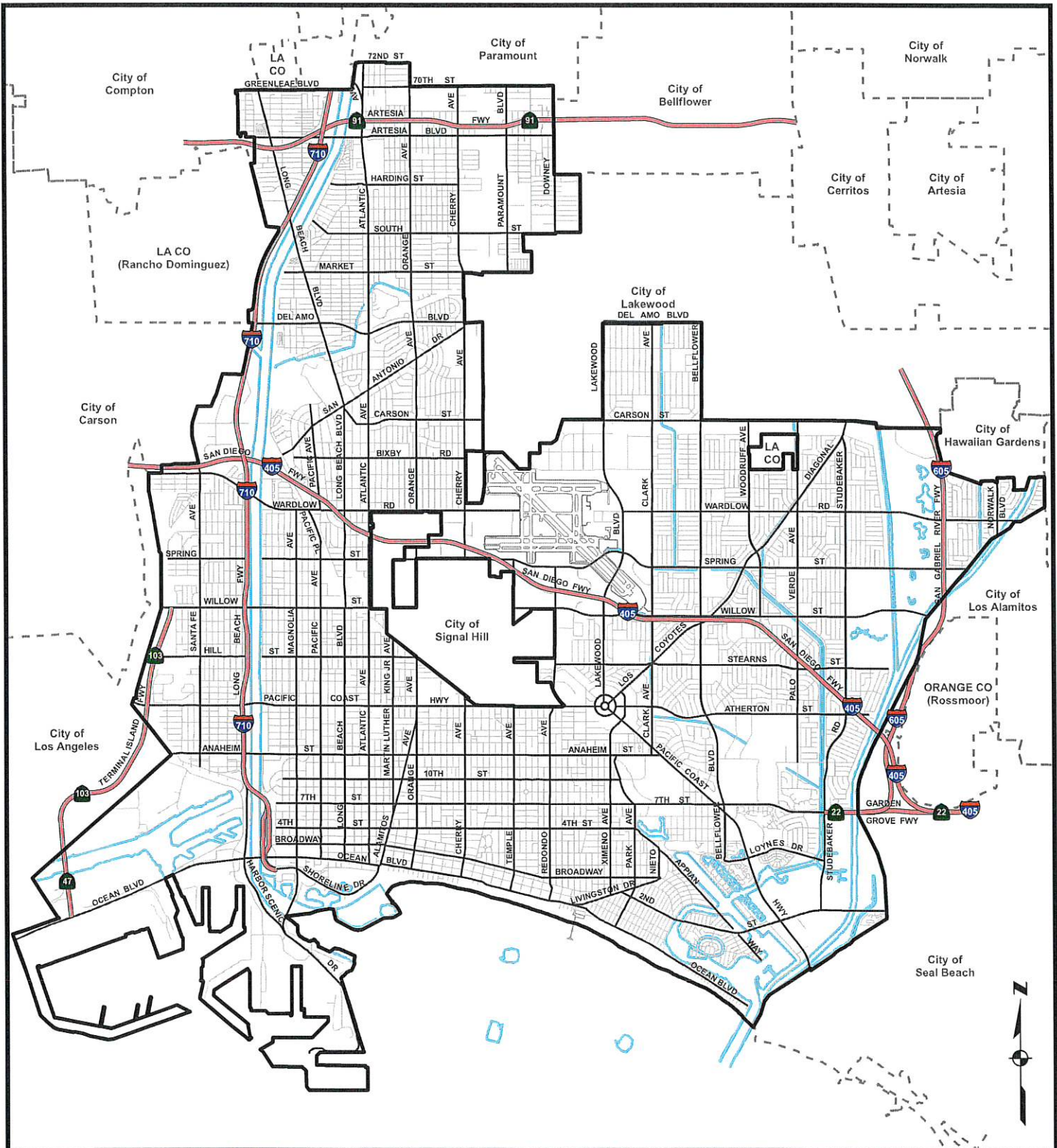
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Jennifer Ly
Project Planner

Attachments: Site Vicinity Map (Citywide)



City of Long Beach, California

Project Area



Department of
Technology Services GIS

As of July 2012

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APPENDIX D

NOISE EXISTING CONDITIONS REPORT
(LSA, 2018)

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EXISTING CONDITIONS REPORT



General Plan **NOISE ELEMENT UPDATE**

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Existing Conditions Report

for the City of Long Beach Noise Element

Submitted to:

City of Long Beach
Development Services Department, Planning Bureau
333 West Ocean Boulevard
Long Beach, CA 90802

Prepared by:

LSA
20 Executive Park
Irvine, CA 92614
(949) 553-0666

Project No. RDG1701

LSA

RRM Design Group
32332 Camino Capistrano, Ste. 205
San Juan Capistrano, CA 92675
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List of Abbreviations and Acronyms

AELUP	Airport Environs Land Use Plans
AICUZ	Air Installation Compatible Land Use Zone
ASTM	American Society for Testing and Materials International
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of Long Beach
CNEL	Community Noise Equivalent Level
dB	decibels
dBA	A-weighted decibels
g	Vibration unit equal to 9.81 m/s ²
I-405	Interstate 405
I-605	Interstate 605
I-710	Interstate 710
IIC	Impact Isolation Class
L ₁₀	noise level exceeded 10 percent of the time during a stated period
L ₅₀	median noise level
L ₉₀	the noise level exceeded 90 percent of the time
L _{dn}	day-night average level
L _{eq}	equivalent continuous sound level
L _{max}	maximum noise level
Metro	Los Angeles County Metropolitan Transportation Authority
mph	miles per hour
OITC	Outdoor-Indoor Sound Transmission Class
PPV	peak particle velocity
RMS	root-mean-square
SENEL	Single Event Noise Equivalent Level
SR-1	State Route 1 or Pacific Coast Highway
SR-103	State Route 103
SR-22	State Route 22
SR-91	State Route 91
State	State of California
STC	Sound Transmission Class
VdB	vibration velocity decibels

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Introduction, Setting, and Fundamentals of Noise

1



1



Introduction, Setting, and Fundamentals of Noise

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1.0 Introduction, Setting, and Fundamentals of Noise

1.1 Introduction

Due to potential impacts associated with elevated noise and vibration impacts and the effects on citizens within its cities, the California legislature in 1972 mandated that a noise element be included as part of city and county general plans. The current State of California General Plan Guidelines provides the specific requirements for a noise element (2003).

The Noise Element is a mandatory element of the City of Long Beach General Plan, and sets forth policies regarding noise and land use throughout the City. The Noise Element was last updated in 1975, and was implemented through a 1977 noise ordinance. Since that time, the City's physical makeup, population, regional context, and the regulatory guidance around noise have changed significantly.

This Existing Conditions Report discusses the fundamental concepts of noise, provides a comprehensive summary of noise in the City that will inform the future Noise Element vision, goals and policies, as they relate to the entirety of the General Plan Update, including the Land Use Element and provides a summary of the existing regulations and current General Plan Noise Element.



The Noise Element does the following:

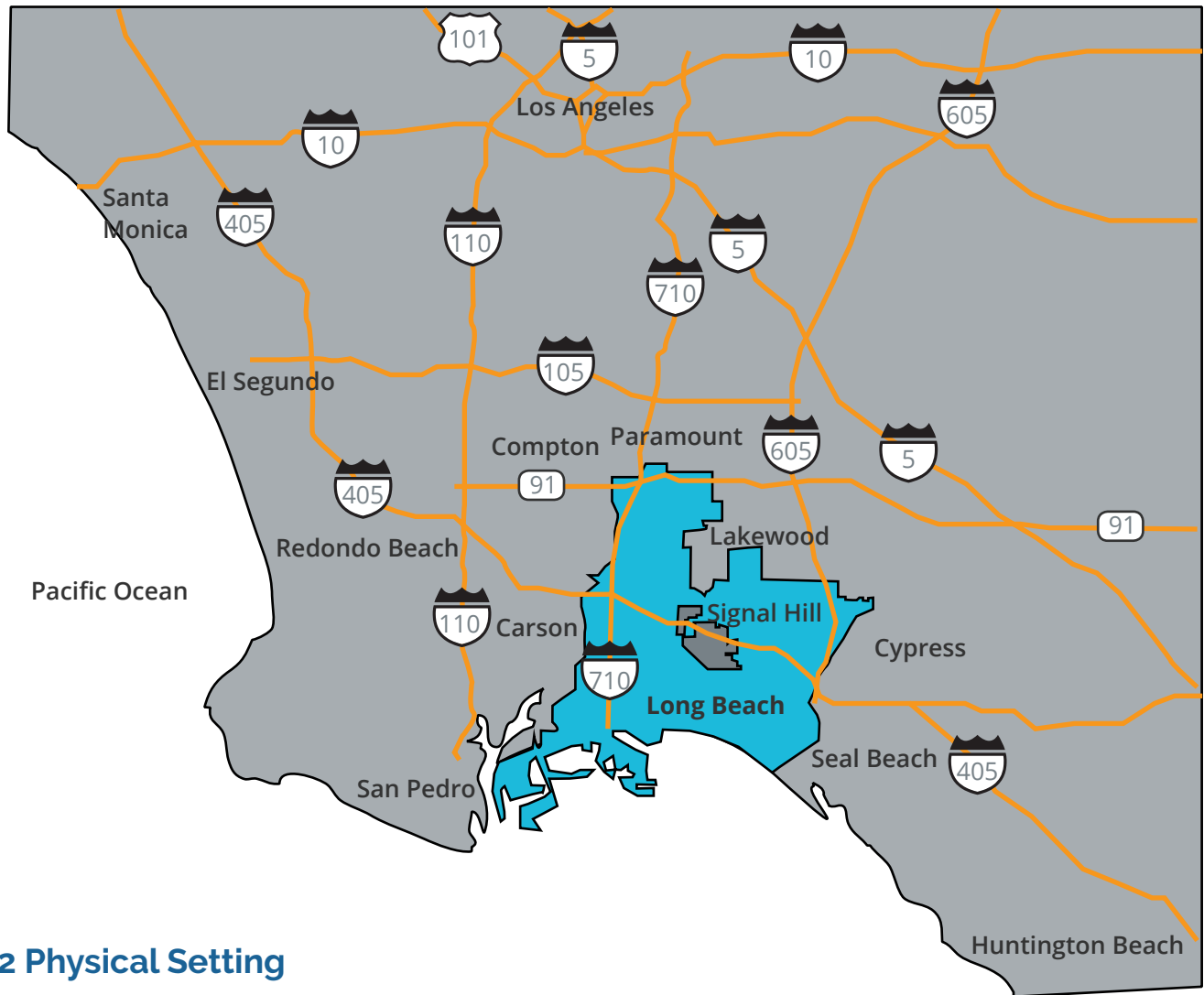
Discusses noise characteristics and documents the existing and potential future noise environment for those in the community,

Provides standards and references for various public and private development projects, as required by law,

Establishes uniformity of policy and direction within the City concerning actions to minimize or eliminate noise pollution and to make decisions regarding proposals that may have an impact on the City's noise environment,

Serves as an official guide to City decision-makers and departments, individual citizens, businesses, and private organizations concerned with noise pollution in the City, and

Provides policies and goals the decision-makers can enforce in order to maintain a desirable environment as it relates to noise and vibration on a day-to-day basis.



1.2 Physical Setting

The City of Long Beach is located approximately 24 miles south of the City of Los Angeles in Los Angeles County, California. The City is surrounded by neighboring cities including Los Angeles, Carson, Compton, Cypress, Paramount, Bellflower, Lakewood, Hawaiian Gardens, Los Alamitos, and Seal Beach. The City is bounded to the south by the Pacific Ocean. The City of Signal Hill is completely surrounded by the City. The City is made up of various community plan areas and neighborhoods, which are presented on Map LU-4 of the Land Use Element (City of Long Beach) which is anticipated to be adopted in 2017. The City is generally bounded by the major transportation facilities including Interstate 605 (I-605), Interstate 710 (I-710), and State Route 91 (SR-91), and is bisected by State Route 22 and Interstate 405 (I-405). Additionally, the Port of Long Beach is located in the southwestern corner of the City and the Long Beach Airport is located in the northcentral portion of the City.

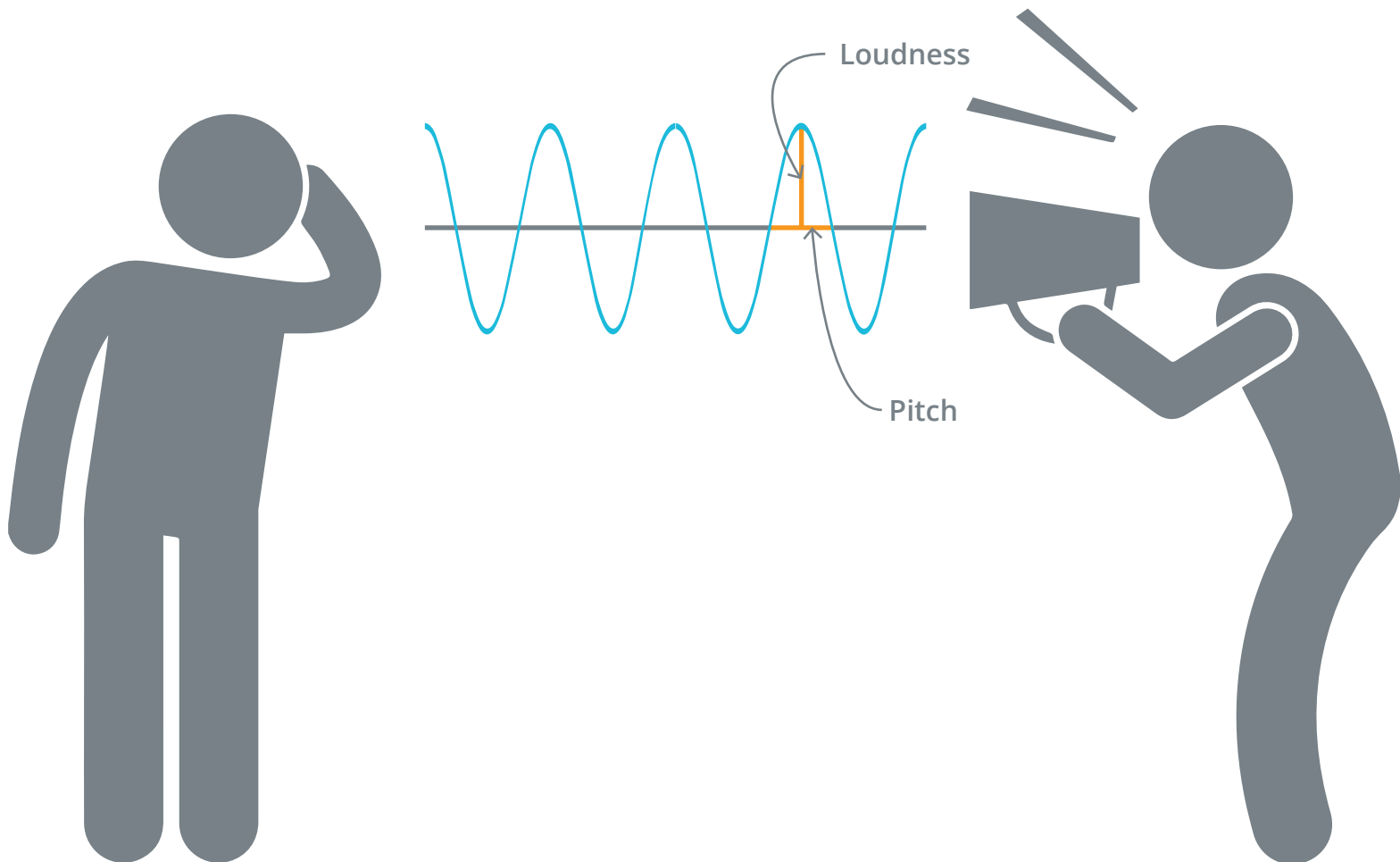
1.3 Fundamentals of Noise and Vibration

1.3.1 Characteristics of Sound

Sound is increasing in the environment and can affect quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave.

Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. Typically, a noise analysis defines the noise environment within a specific area in terms of sound intensity and the effect on adjacent sensitive land uses.



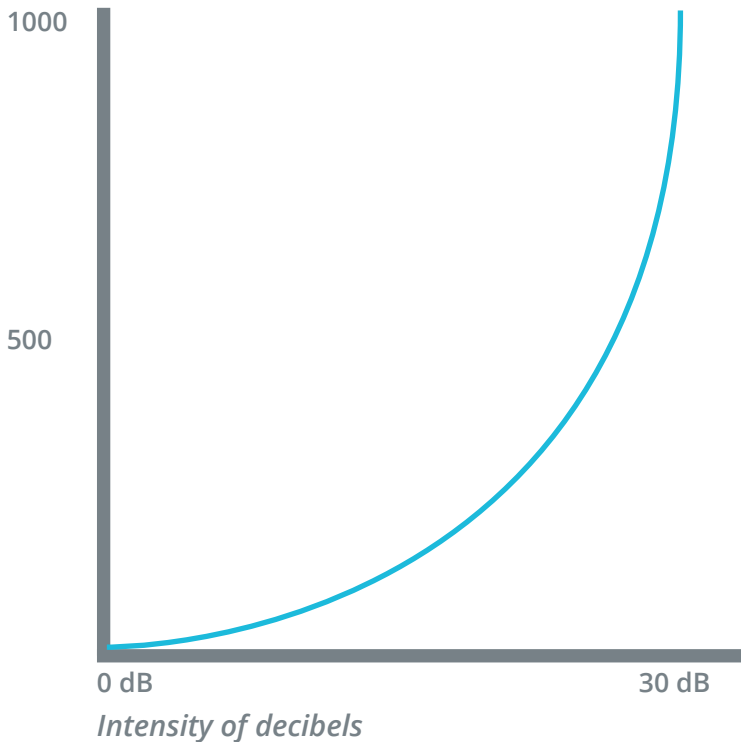
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1.3.2 Measurement of Sound

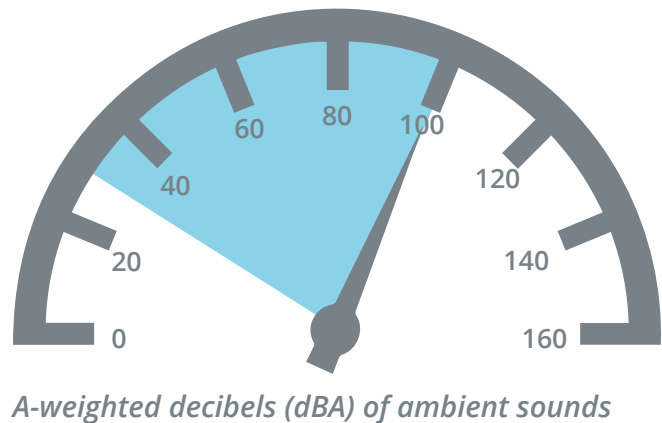
Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units, such as inches or pounds, decibels are measured on a logarithmic scale representing points on a sharply rising curve. For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California (State) are the L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average level (L_{dn}) based on A weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly



Ambient sounds generally range from 30 decibels (very quiet) to 100 dBA (very loud)

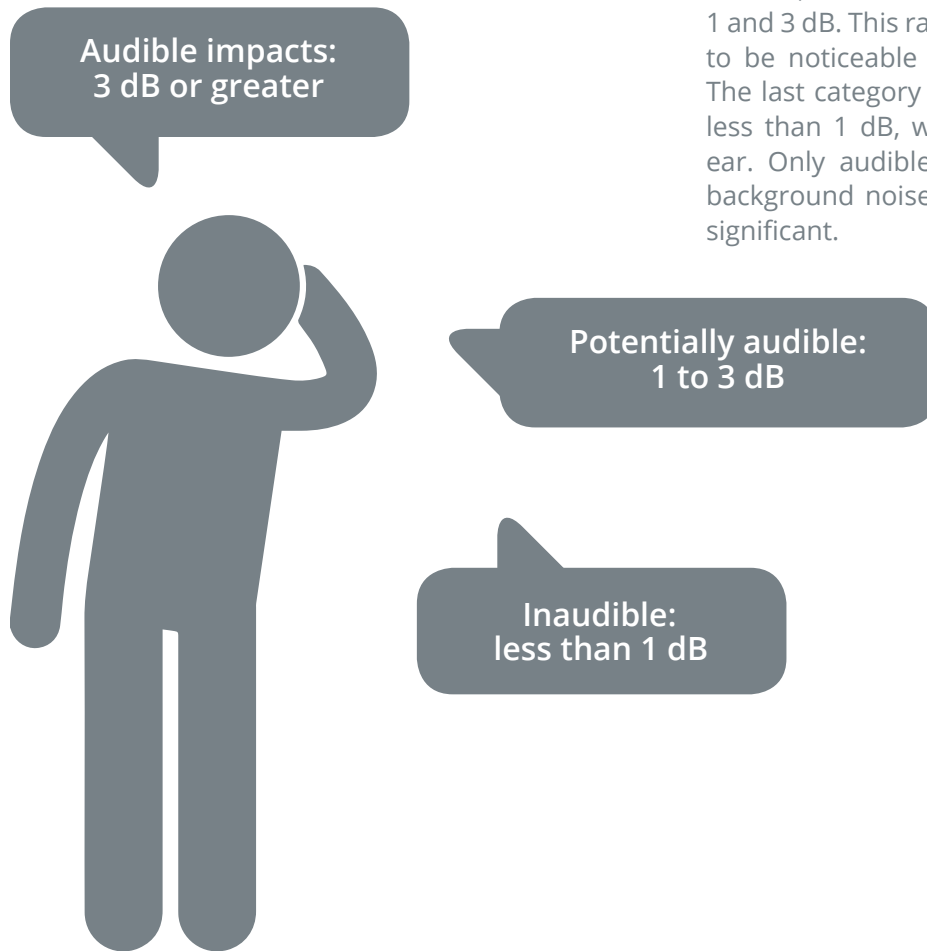


L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak-operating conditions and addresses the annoying aspects of intermittent noise.

Another noise scale often used together with the L_{max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first includes audible impacts, which refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater, because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.



What level is audible?

1.3.3 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 dBA to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is common and generally more concentrated in urban areas than in outlying, less-developed areas.

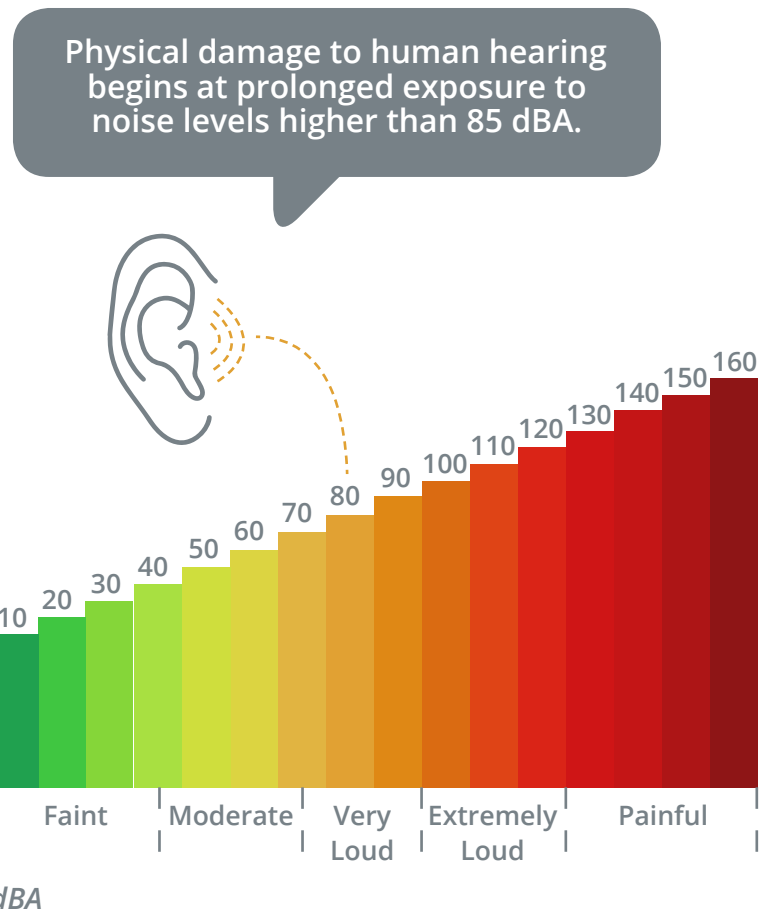
In addition to the audible effects of noise, research has shown that prolonged exposure to elevated noise levels may have other negative health effects. As presented in Wolfgang Babisch's *Cardiovascular Effects of Noise*, sleep disturbance is considered a major environmental effect. It is estimated that 80 to 90 percent of the reported cases of sleep disturbance in noisy environments are for reasons other than noise originating outdoors. Examples of sleep disturbance causes include restroom trips; indoor noises from other occupants; worries; illness; and climate. Field studies conducted with people in their normal living situations are scarce.

The primary sleep disturbance effects of noise are: difficulty in falling asleep (increased sleep latency time); awakenings; and alterations of sleep stages or depth, especially a reduction in the proportion of REM-sleep¹. Other physiological effects can be induced by noise during sleep, including increased blood pressure; increased heart rate; increased finger pulse amplitude; vasoconstriction; changes in respiration; cardiac arrhythmia; and an increase in body movements. For each of these physiological effects, both the noise threshold and the noise-response relationships may be different. Different noises may also have different information content and this also could affect physiological threshold and noise-response relationships.

Exposure to night-time noise also induces secondary effects, or so-called after effects. These are effects that can be measured the day following the night-time exposure, while the individual is awake. The secondary effects include reduced perceived sleep quality; increased fatigue; depressed mood or well-being; and decreased performance.

Long-term effects on psychosocial well-being have also been related to noise exposure during the night. Noise annoyance during the night-time increased the total noise annoyance expressed by people in the following day. Various studies have also shown that people living in areas exposed to night-time noise have an increased use of sedatives or sleeping pills. Other frequently reported behavioral effects of night-time noise include closed bedroom windows and use of personal hearing protection. Sensitive groups include the elderly, shift workers, persons especially vulnerable to physical or mental disorders and other individuals with sleeping difficulties.

Table A lists definitions of acoustical terms and Table

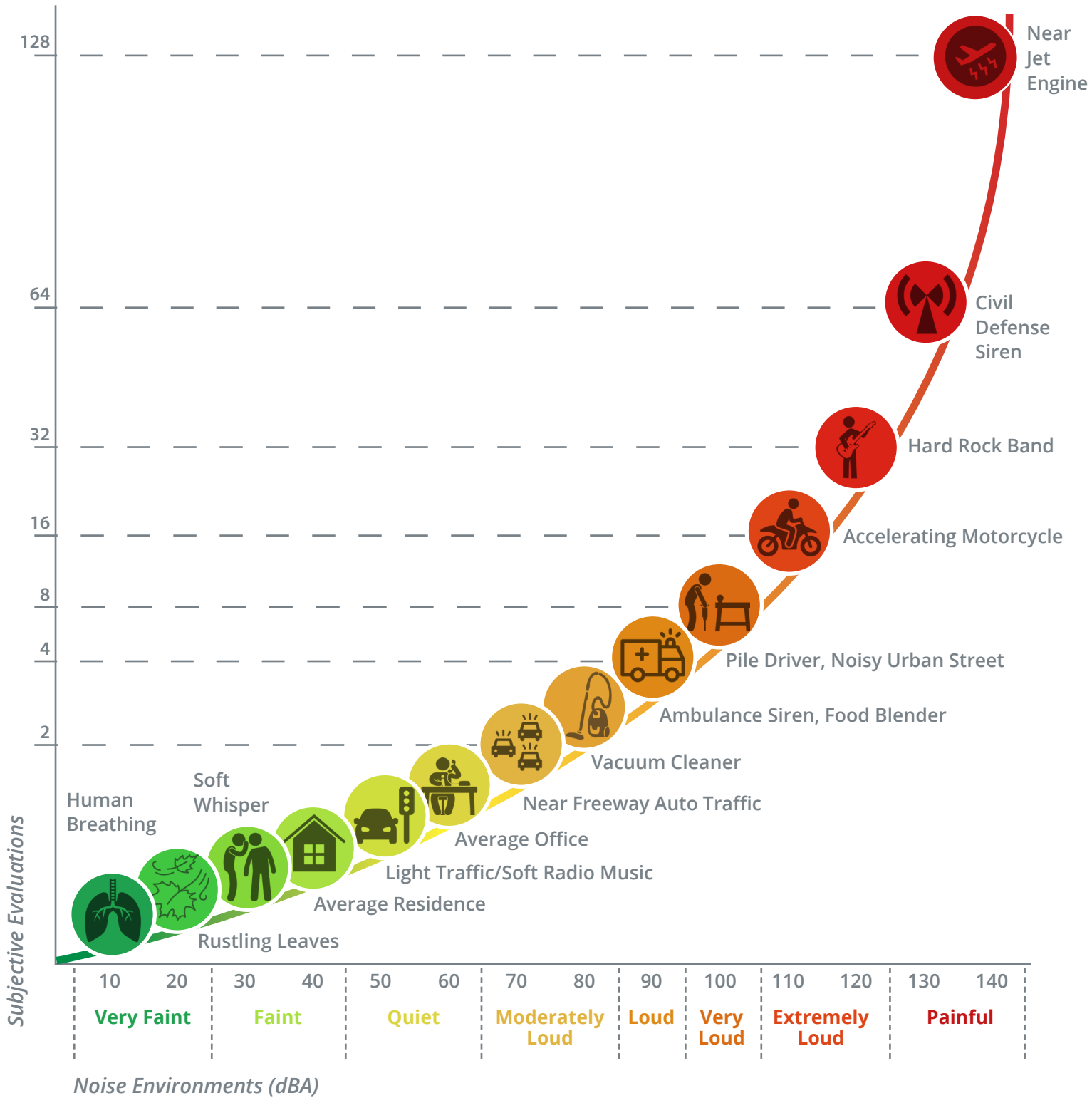


B shows common sound levels and their noise sources.

Table A: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time; the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)
$L_{02}, L_{08}, L_{50}, L_{90}$	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast-time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, tonal or informational content, and the prevailing ambient noise level.
Sound Exposure Level (SEL)	A measure of the total noise within an event which accounts for duration.
Single Event Noise Equivalent Level (SENEL)	The sound exposure level for a defined noise threshold level.
<i>Source: Handbook of Acoustical Measurement and Noise Control (Harris 1991).</i>	

Table B: Common Sound Levels and Their Noise Sources



1.3.4 Fundamentals of Ground-borne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several methods are typically used to quantify the amplitude of vibration including peak particle velocity (PPV) and root-mean-square (RMS) velocity. PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. RMS velocity is defined as the average of the squared amplitude of the signal. PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. Low-level vibrations frequently cause irritating secondary vibration (e.g., a slight rattling of windows, doors, or stacked dishes). The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

In urban environments (e.g., City of Long Beach), sources of ground-borne vibration include construction activities (specifically pile driving and blasting), light and heavy rail transit, and heavy trucks and buses.

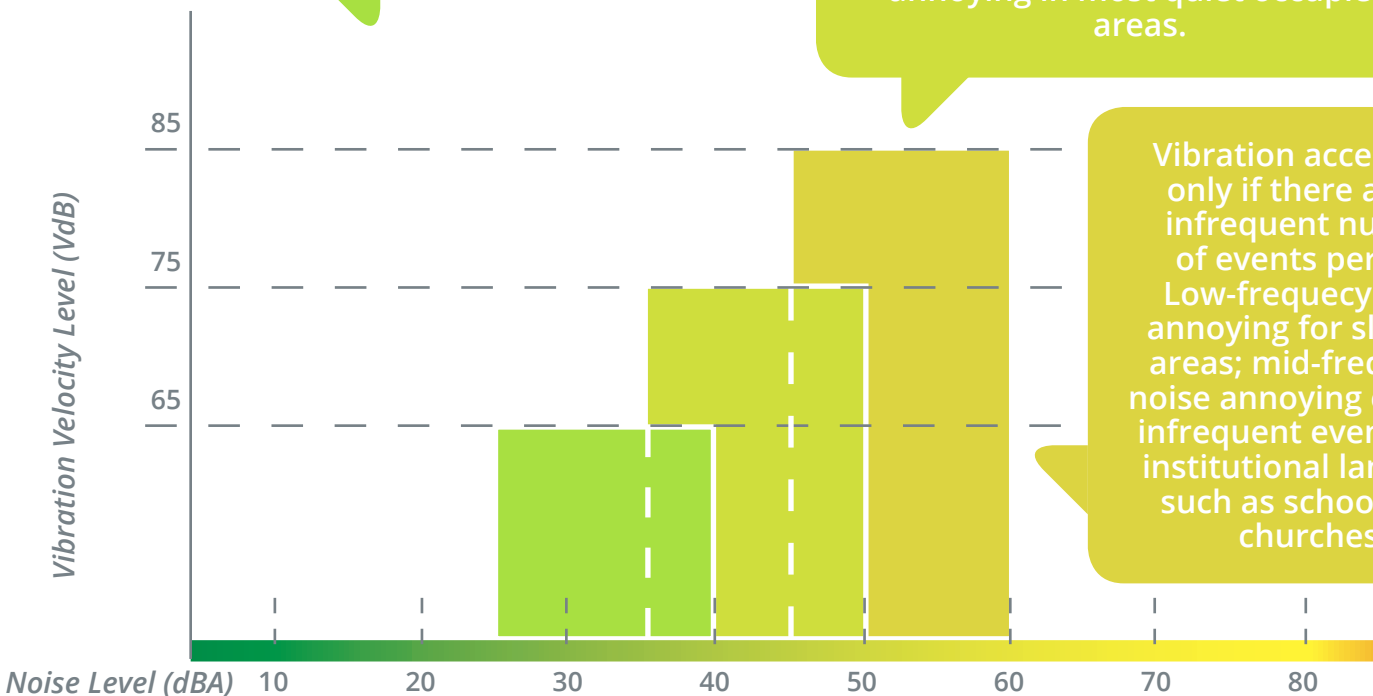
Table C displays continuous vibration impacts on human annoyance. As discussed previously, annoyance is a subjective measure and vibrations may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying.

Table C: Human Response to Different Levels of Ground-Borne Noise and Vibration

Approximate threshold of perception for many humans. Low-frequency sound usually inaudible; mid-frequency sound excessive for quiet sleeping areas.

Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas; mid-frequency noise annoying in most quiet occupied areas.

Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas; mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.



1.4 Existing Noise Sources

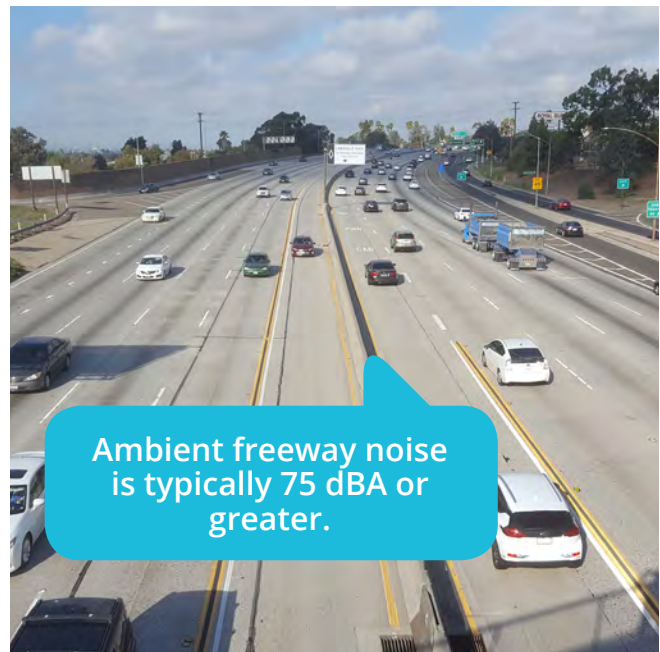
1.4.1 Sources

Major noise sources in the City include traffic, rail, aircraft, and stationary sources. The most important difference between transportation and non transportation noise sources is that municipalities can generally exercise control on the level and duration of noise at the property line of any non transportation source of noise. Cities can adopt noise exposure standards for noise levels generated from mobile sources (e.g., trucks, trains, or planes) and then make permitting decisions regarding the sensitivity of land uses in areas with excessive noise. Cities play a role in enforcing the requirement in the State vehicle code regarding properly operating mufflers and also may set speed limits or weight restrictions on local streets. In general terms, the City's actions are primarily proactive with respect to stationary noise sources versus reactive for mobile sources. Figure 1 shows the location of the dominant and major noise sources on a City level.

1.4.2 Traffic Noise

Automobiles, buses, trucks, motorcycles and trains dominate transportation noise in the City. Traffic moving along streets and freeways produces a sound level that remains relatively constant and is part of the City's minimum ambient noise level. Vehicular noise varies depending on the volume, speed and type of traffic. Slower traffic produces less noise than fast moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise is also associated with vehicles, including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies. Often times, noise from motorcycle activities are specifically noticed over general traffic noise impacts due acceleration, exposed motor and, in some cases, lack of or modified mufflers.

Bus service is provided on major streets, collectors, and local streets within the City's circulation system. For the purpose of assessing vehicular noise, three generic weight classifications are considered (light, medium, and heavy). At 35 mph, 1 medium duty truck is as loud as 10 cars, 1 bus is as loud as 20 cars,



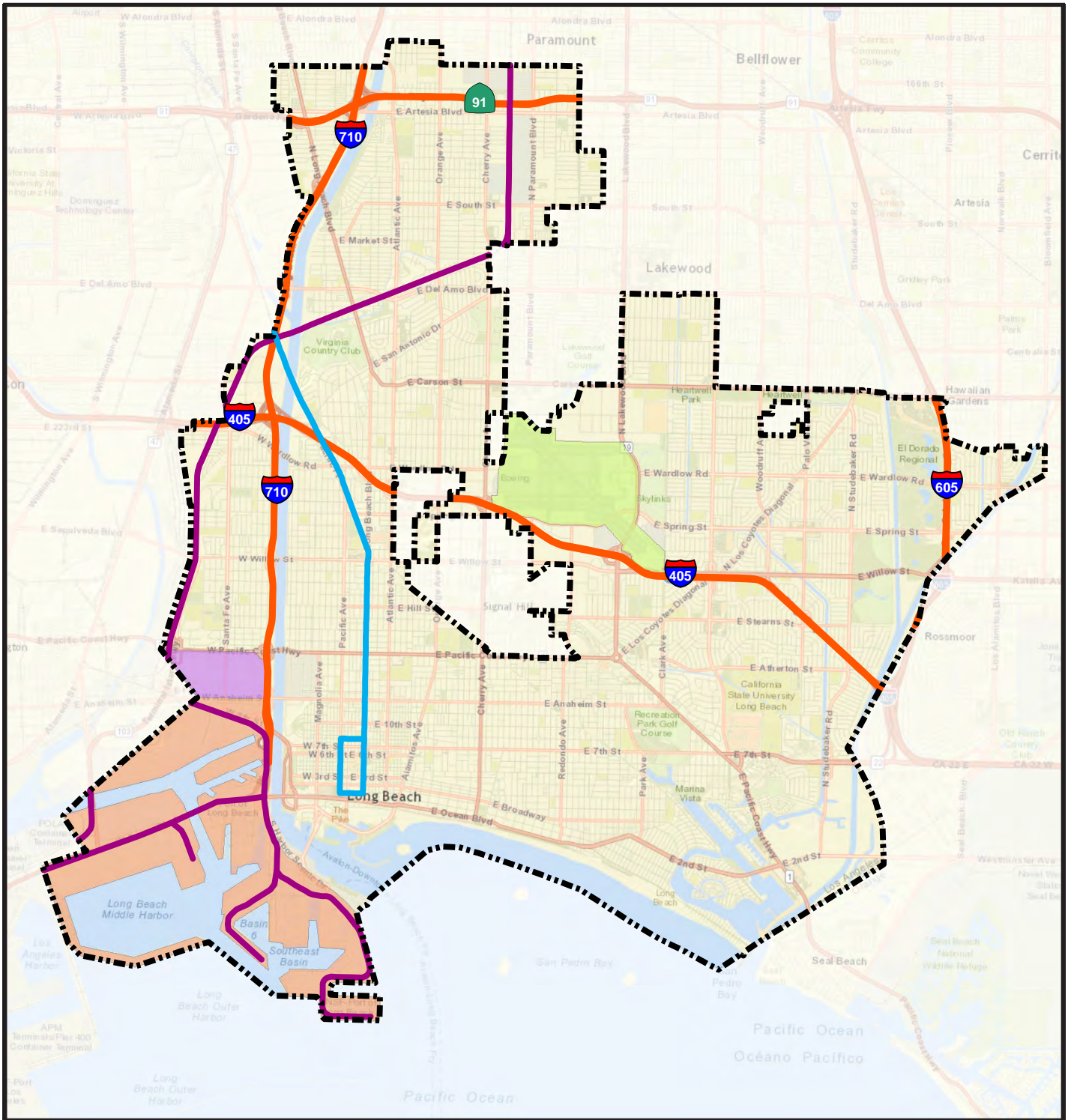
I-405 Freeway

and 1 heavy truck is as loud as 30 cars. In addition, noise from traffic sources may be worsened by grade (inclined roadway) or by the condition of the pavement.

Major transportation noise sources in the City include traffic on I-405, I-605, I-710, SR-22, SR-91, State Route 103 (SR-103), Terminal Island Freeway, Pacific Coast Highway or State Route 1 (SR-1), and Long Beach Boulevard.

In addition to typical automobiles and medium and heavy trucks, the City is currently served by Long Beach Transit, a public transit agency, with bus service along major roadways in the City through various routes (i.e., Routes 1, 21, 22, 81, and 192). The Los Angeles County Metropolitan Transportation Authority (Metro) operates a limited number of local and express buses. The Long Beach Transit Gallery serves as the southern terminus of the Metro Blue Line and is the main transit hub for bus connections to various Metro, Long Beach Transit, Los Angeles Department of Transportation Commuter Express, and Torrance Transit bus routes.

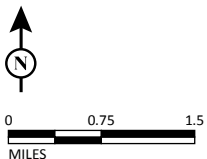
Figure 1: Existing Major Noise Sources



LSA

LEGEND

-  Long Beach City Boundary
-  Long Beach Airport
-  Port of Long Beach
-  Industrial Area
-  Freeway
-  Metro Blue Line
-  Freight Line



SOURCE: Esri (2016); LSA (5/2017)

FIGURE 1

City of Long Beach Noise Element Update
Existing Major Noise Sources

1.4.3 Rail Noise

The noise impacts associated with rail activities depend heavily on a number of factors, including the type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the nighttime, and the speed of the train. Additionally, when a horn is required to sound a warning, which is typical for at-grade crossings, the noise impact would be greatest at the land uses closest to the intersection.

Currently, three freight rail lines pass through the City which are operated by Burlington Northern Santa Fe Corporation (BNSF) Railway, Union Pacific Railroad Company (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, through the northwest corner of the City, around the neighborhood of North Long Beach.

In addition to freight activities, the Metro Blue Line which serves as public transit, is part of the Metro Rail System that runs north-south from Los Angeles to Long Beach, traveling south via Long Beach Avenue, Willowbrook Avenue, and Long Beach Boulevard to its final destination at the Long Beach Transit Gallery. The Metro Blue Line operates daily, including all major holidays.

Based on the Federal Railroad Administration crossing inventories completed between January 1, 2000 and September 17, 2017 conducted at various crossings in the City, typical operations along the main rail line included up to 74 trains per day ranging in speed from 5 to 25 mph.

Noise impacts associated with rail activities depend heavily on type of train, the length of train, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating during the daytime, the number of trains operating during the nighttime, and the speed of the train.



Metro Blue Line

1.4.4 Aircraft Noise

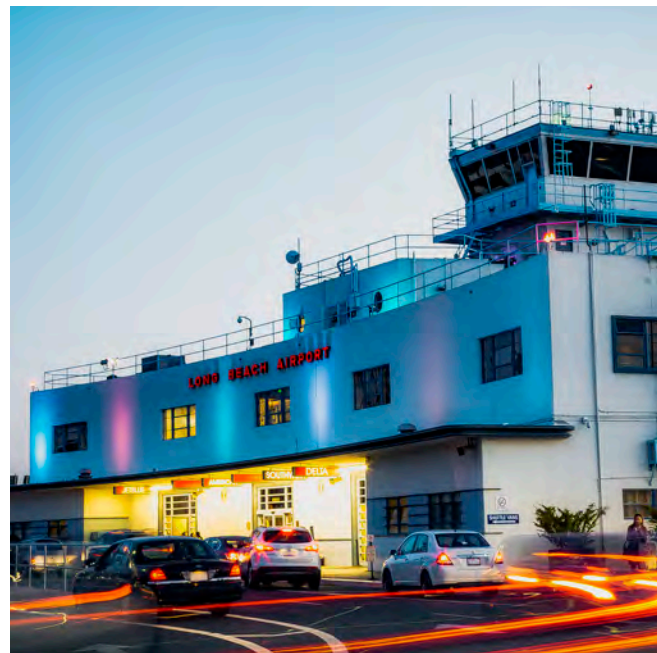
Aircraft noise within the City is predominately influenced by operations at the Long Beach Airport located within the City limits. Operations at the Long Beach Airport include commercial air carriers, commuter flights, industrial planes, charter flights, and other general aviation. Operation at the Long Beach Airport typically occurs within the daytime hours of 7:00 a.m. to 10:00 p.m., with the exception of occasional unscheduled landings that occur after 10:00 p.m., and emergency and police helicopter activities. *The Long Beach Airport Community Guide to Aircraft Noise* presents factual information on the City of Long Beach Airport Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and Long Beach Airport's efforts to minimize aircraft noise over nearby neighborhoods. While the City is not able to control the flight paths, typical operations include approaches from the southeast of the airport and departures taking off in a northwest direction.

Apart from the restrictions on hours of day, noise budgets are utilized to limit aircraft activities. Noise budgets do not directly restrict the operation of a particular aircraft, in contrast to night time restrictions, but they restrict access by the fleet as a whole. Noise budgets restrict the overall noise during a certain period of time, which could be seasonally related or annual.

Currently, the City has implemented a Helicopter Noise Reduction Study Group that provides members of the public the opportunity to meet with both City and Airport staff to discuss issues and concerns regarding helicopter noise including rotor or "chop" noise, hovering, and inconsistent flight paths. While the City cannot directly control the majority of the operations associated with helicopters, specifically those related to emergency and police, the City maintains an interest in helping resolve noise issues where possible. Members of the communities are currently participating as a part of the Los Angeles Area Helicopter Coalition (LAAHNC) and regularly meet with Federal Aviation Administration (FAA) representatives, helicopter operators, and Long Beach Airport staff in an effort to reduce noise exposure from helicopter operations.



Long Beach Airport Runway



Long Beach Airport

1.4.5 Watercraft Noise

Watercraft noise along the southern portion of the City varies greatly depending on watercraft type, distance from mainland, and overall control and use of equipment. While the City does not currently have any specific criteria related to noise associated with watercraft, the State of California Department of Motor Vehicles, as part of its requirements for watercraft operations, does have regulations that would also be applicable in the City of Long Beach.

1.4.6 Port of Long Beach

Port of Long Beach operations noise levels are generally limited to the areas with the perimeter of the Port. Noise associated with the Port includes cranes, forklifts, and truck activities. Due to the distance from daily operations, which are located close to the coast, to the nearest sensitive uses, noise impacts are rarely audible at such a large distance. Heavy truck traffic associated with the transport of cargo along the I-710 corridor is the primary source of noise associated with the Port. Impact associated with the Port of Long Beach, including noise, were assessed in the *Port of Long Beach Community Impact Study* in July 2016.

1.4.7 Special Events Noise

The City of Long Beach is a growing tourist destination with occasional noise generating from temporary special events and filming. From major conventions and international sporting events to community-based festivals, parades, film production and athletic activities, special events cultivate civic pride, social awareness and cultural enrichment for both residents and visitors.

These temporary events include, but are not limited to, community festivals, runs/walks, citywide holiday celebrations, Long Beach Grand Prix, Long Beach Marathon, Long Beach Lesbian and Gay Pride Parade and Celebration, Jazz Festival, film production, and events hosted at the Queen Mary such as Dark Harbor and Chill. These activities help build a foundation that fosters sustainable community development, economic development, and tourism.



Rainbow Harbor



Long Beach Grand Prix



The City of Long Beach hosts many seasonal events which may generate noise.

Temporary events and filming are exempt from the noise ordinance, as they are temporary in nature. Special Events and Filming staff are trained to be sensitive to the needs of the residents and strive to strike a balance between visitors and constituents. Events are listed on the calendar and can be found at www.filmlongbeach.com.

1.4.8 Stationary Noise Sources

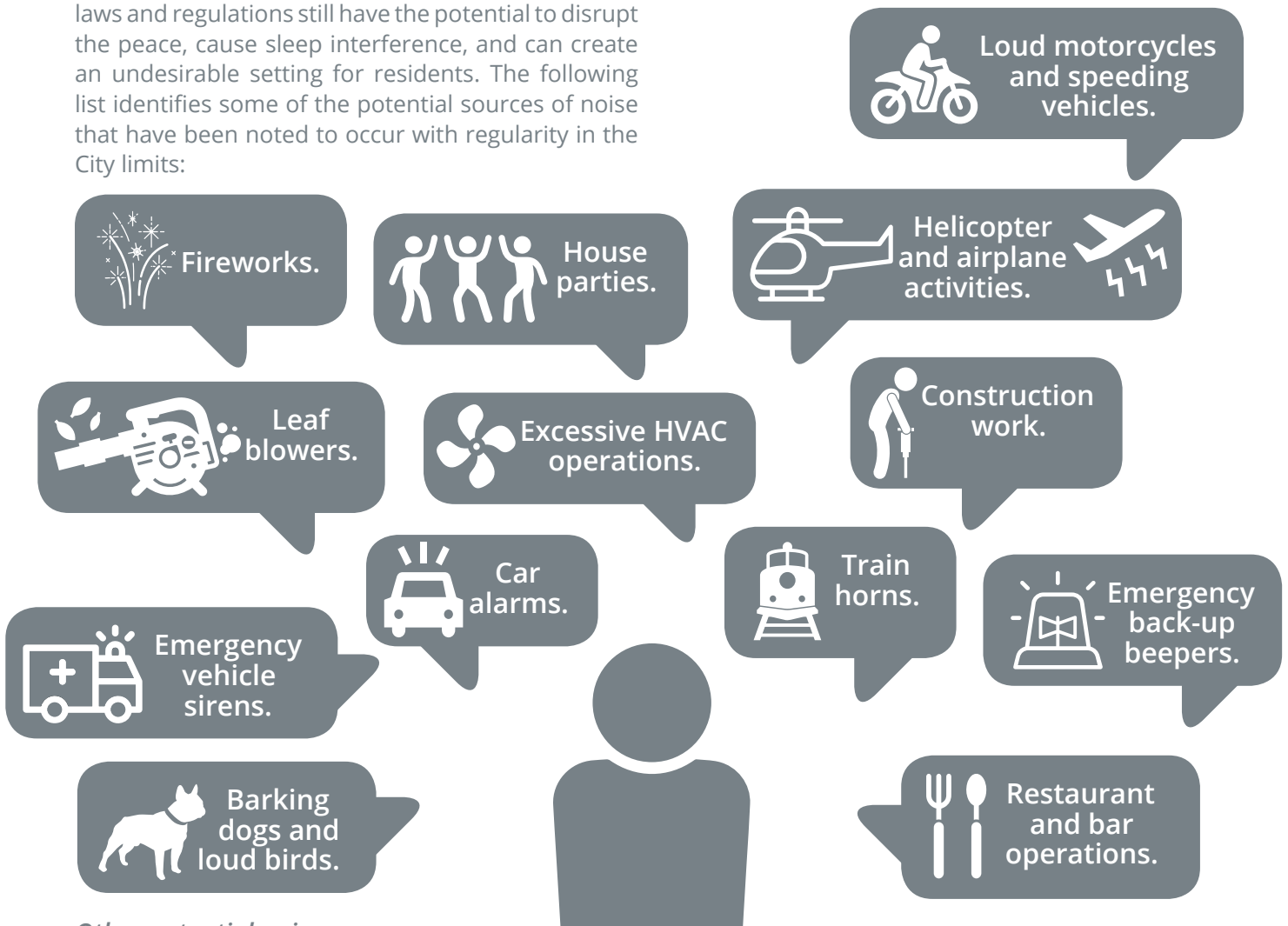
Commercial, commercial-industrial, light-industrial, and to a lesser extent residential land uses in the City have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment. Additionally, activities that are not necessarily “stationary” include parking lot activities, truck deliveries, and events are oftentimes classified in the same categories.

1.4.9 Nuisance Noise

The City of Long Beach has a wide variety of land use types. Within the commercial and downtown area, certain uses including restaurants, bars, and clubs have the potential to generate noise which may be perceived as annoying or disturbing. Additionally, sources of noise that are permissible under existing laws and regulations still have the potential to disrupt the peace, cause sleep interference, and can create an undesirable setting for residents. The following list identifies some of the potential sources of noise that have been noted to occur with regularity in the City limits:



Truck deliveries are a stationary noise source



Other potential noise sources

1.5 Existing Vibration Sources

1.5.1 Vibration Sources

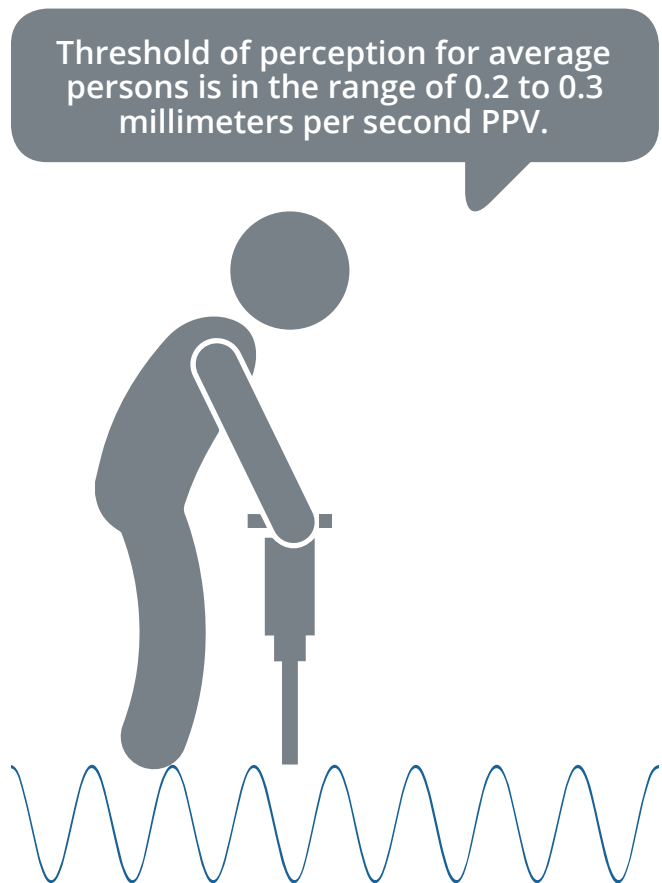
Major vibration sources in the City include construction activities, rail operations, heavy vehicle traffic, and vehicle loading and delivery operations. Other sources which have the potential to cause vibration impacts are aircraft operations, low-frequency music and some stationary sources. Similar to noise standards, cities can adopt vibration exposure standards regarding the sensitivity of land uses which may be affected. In relation to vibration impacts, there are two factors that are considered to assessing the level of impact expected: the potential for damage to a building or structure and the potential of annoyance to people. Also similar to potential noise impacts, the most efficient actions to help reduce vibration impacts occur during the planning and permitting phases of any project or development.

1.5.2 Construction Activity Vibration

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related ground-borne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess ground-borne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.2 to 0.3 millimeters per second (0.008 to 0.012 inches per second), PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels (e.g., people in an urban environment) may tolerate a higher vibration level. Structural damage can be classified as cosmetic only (e.g., minor cracking of building elements) or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat



Two factors help measure the impact of noise to humans and buildings.



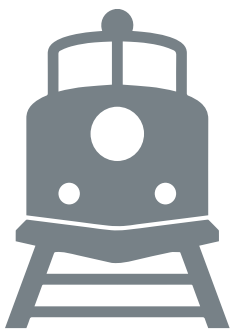
Construction-induced vibration may interfere with the enjoyment of life.

for structural damage to the building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity (e.g., impact pile driving) occurs immediately adjacent to the structure.

1.5.3 Rail Activity Related Vibration

Rail operations are potential sources of substantial ground-borne vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground-borne vibration has been correlated best with how quickly sounds moves through the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} inches per second. RMS, which equals 0 vibration velocity decibels (VdB), and 1 inch per second equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

One of the problems with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The United States Department of Transportation, Federal Transit Administration has developed rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. These criteria are primarily based on experience with passenger train operations (e.g., rapid transit and commuter rail systems). The main difference between passenger and freight operations is the time duration of individual events; a passenger train lasts a few seconds whereas a long freight train may last several minutes, depending on speed and length.



Ground-borne vibration decibels depend on the distance, type and speed of trains, and type of track.

Many factors affect ground-borne vibration.

1.5.4 Heavy Vehicles and Buses

Ground-borne vibration levels from heavy trucks and buses are not normally perceptible, especially if roadway surfaces are smooth. Buses and trucks typically generate ground-borne vibration levels of about 63 VdB at a distance of 25 feet when traveling at a speed of 30 miles per hour (mph). Higher vibration levels can occur when buses or trucks travel at higher rates of speed or when the pavement is in poor condition. Vibration levels below 65 VdB are below the threshold for human perception.

1.5.5 Other Sources of Vibration Annoyance

In addition to activities that have vibration impacts which translate through the ground surface between source and receptor, sources which generate high levels of low-frequency noise may generate vibration through air. These sources may include aircraft and helicopter operations, low-frequency music and other large stationary sources. When the vibration effects of these sources are felt or experienced by a receptor, to determine the level of impact, low-frequency noise measurements are the best method to determine the impact.

At 30 mph, buses and trucks typically generate vibration levels of 63 VdB at a distance of 25 feet. Vibration levels below 65 VdB are below the threshold for human perception.



How loud are busses and trucks?

1 **1.6 Community Engagement**

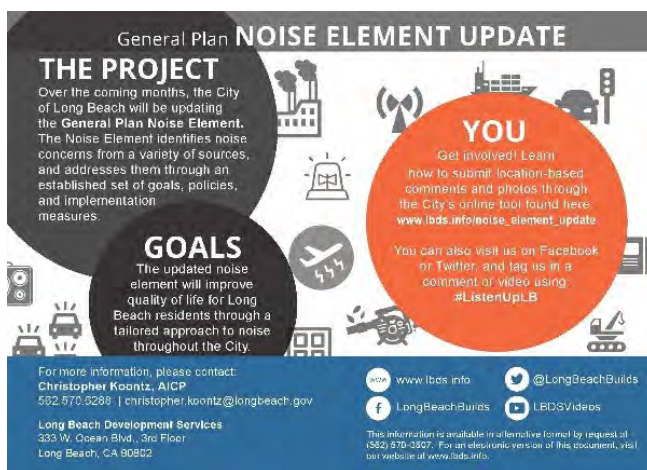
To inform the Noise Element update and identify potential issues, a variety of community engagement strategies were employed during 2017. A City of Long Beach project webpage was established as well as a Facebook and Twitter account for the Noise Element at #ListenUpLB. Project background was furnished and the community was invited to use an online engagement tool linked on the sites. The online tool provided a map-based ability to provide comments on a range of topics linked to specific locations throughout the city. Awareness of this opportunity for participation was provided through the City's website, emails, Facebook and Twitter advertising, and counter cards placed throughout city hall and other locations. Materials were provided in both English and Spanish.

In addition, a series of meetings were conducted with internal and external stakeholders. Initial meetings were held with City departments and local agencies including the Police Department, Noise Control Office, Animal Care Services, Public Works, Port, Airport and Long Beach Unified School District. Meetings with focus groups included public health professionals/academics, environmental justice, bar and restaurant operators, and the construction industry, as well as the Environmental Health Working Group and various local school students in their classrooms. Further, a Planning Commission study session was conducted on April 20, 2017 to introduce the Noise Element work effort and solicit comments from commissioners and members of the public.

Feedback provided through these various platforms covered an array of topics and key themes are summarized below:

- » Develop regulations that respond to the evolution of neighborhoods
- » Needed coordination with other regulatory agencies (rail, on-road vehicles, aircraft)
- » Common annoyances: Leaf blowers, rail line operations, motorcycles, helicopters, loud music, construction, dogs, park/beach activities, bars/restaurants, autos/freeway, industrial and commercial uses
- » Noise impacted communities in West Long Beach
- » Effectiveness of good communication, relationship-building, proactive noticing
- » Technology trending toward quieter equipment

Received comments and input informed the location of noise monitoring and the preparation of the existing conditions report content. In addition, this feedback will be carried forward to shape draft Noise Element strategies and policies.



Community Engagement Posters

Existing Regulatory Setting

2



2

Existing Regulatory Setting

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2.0 EXISTING REGULATORY SETTING

2.1 Federal Regulations

While the City does not typically rely on any specific federal noise regulations given that the State level requirements, specifically the California Environmental Quality Act (CEQA), and the City's Noise Element and Municipal Code Noise Ordinance provide more specific and restrictive regulations related to noise and vibration impacts, the following information is provided for reference and may be used when local criteria are not established.

2.1.1 Federal Railroad and Federal Transit Administrations

The guidelines in the FTA *Transit Noise and Vibration Impact Assessment* (2006) general assessment establishes thresholds for construction noise identified as a 1-hour noise level of 90 dBA L_{eq} for residential uses during daytime hours and a 1-hour noise level of 100 dBA L_{eq} for commercial and industrial uses. This provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction when the noise thresholds are exceeded.

In addition to the vibration standards included in the FTA *Transit Noise and Vibration Impact Assessment* (FTA 2006) for ground-borne vibration impacts on human annoyance are shown in Table C above, the criteria for potential damage from ground-borne vibration and noise are based on the maximum levels for a single event. Table D lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2006). FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) (FTA 2006) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered (those not designed by an engineer or architect) timber and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table D: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_v (VdB) ¹
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

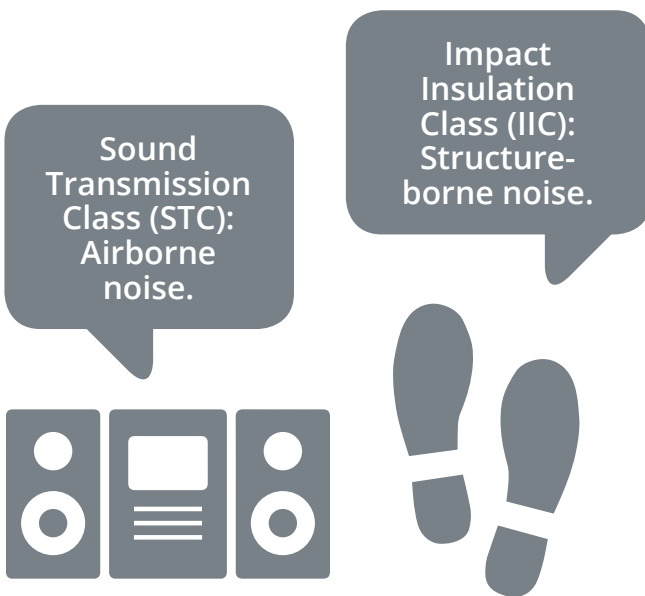
Source: Table 12-3, *Transit Noise and Vibration Impact Assessment* (FTA 2006).
¹ RMS VdB re 1 μ in/sec.
 μ in/sec = microinches per second
 FTA = Federal Transit Administration
 in/sec = inches per second
 LV = velocity in decibels
 PPV = peak particle velocity
 RMS = root-mean-square
 VdB = vibration velocity in decibels

2.1.2 Environmental Protection Agency

In 1972 Congress enacted the Noise Control Act. This act authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish appropriate levels of sound. The document *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety* (EPA 1974) established that noise levels less than or equal to 45 dBA would not interfere with indoor activities or cause annoyance. Thus, an interior noise level of 45 dBA CNEL or less is often used to assure exterior façades will provide adequate noise reduction.

2.1.3 International Building Code

The International Building Code (IBC) (ICC 2015) has been adopted and used as a standard code throughout most of the United States. Within the IBC, standards for both reference or laboratory ratings as well as field measured rating requirements are identified to assure interior noise environment thresholds are met. There are two specific class ratings: (1) STC or Sound Transmission Class and (2) IIC or Impact Insulation Class. The STC rating is often used for room-to-room assemblies and focuses more on airborne noise impacts such as radio, television, and human speech. The IIC rating is often used for floor/ceiling assemblies to focus on structure-borne noise such as footfall or objects being dropped. The IBC specifies that a minimum STC or IIC rating of 50 is desired to provide a comfortable living environment.



Two class ratings help to measure interior noise thresholds.

2.2 State Regulations

2.2.1 State of California Noise Control Act

In 1975, the State of California established its own Noise Control Act located in Division 28 of the State's Health and Safety Code. Chapter 6, Assistance to Local Agencies, provides direction on how the state will assist each local agency in establishing local ordinances and policies:

Chapter 6. Assistance to Local Agencies

46060. It is the purpose of this chapter to encourage the enactment and enforcement of local ordinances in those areas which are most properly the responsibility of local government. It is further the purpose to insure that the state is of maximum assistance to local agencies in the discharge of those responsibilities, furnishing technical and legal expertise to assist local agencies in the enactment and enforcement of meaningful and technically sufficient noise abatement measures.

46061. The office shall provide technical assistance to local agencies in combating noise pollution. Such assistance shall include but not be limited to:

- A.** Advice concerning methods of noise abatement and control.
- B.** Advice on training of noise control personnel.
- C.** Advice on selection and operation of noise abatement equipment.

46062. The office shall provide assistance to local agencies in the preparation of model ordinances to control and abate noise. Such ordinances shall be developed in consultation with the Attorney General and with representatives of local agencies, including the County Supervisors Association of California and the League of California Cities. Any local agency which adopts any noise control ordinance shall promptly furnish a copy to the office.

2.2.2 State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or L_{dn} . Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the facade of a building, a report must be submitted with the building plans that describe the noise control measures that have been incorporated into the design of the project to meet the 45 dBA CNEL or L_{dn} noise limit.

2.2.3 California Green Building Code

The California Green Building Code, also referred to as CalGreen (ICC 2017), provides the following requirements under Environmental Comfort related to noise:

5.507.4 Acoustical control. Employ building assemblies and components with Sound Transmission Class (STC) values determined in accordance with ASTM E 90 and ASTM E 413 or Outdoor-Indoor Sound Transmission Class (OITC) determined in accordance with ASTM E 1332, using either the prescriptive or performance method in Section 5.507.4.1 or 5.507.4.2.

Exception: Buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings.

Exception: [DSA-SS] For public schools and community colleges, the requirement of this section and all subsections apply only to new construction.

5.507.4.1 Exteriors noise transmission prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

1. Within the 65 CNEL noise contour of an airport (see figure with airport contours on page 3-33).

Exceptions:

- a. L_{dn} or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
- b. L_{dn} or CNEL for other airports and heliports for which a land use plan has not been developed shall be determined by the local general plan noise element.

2. Within the 65 CNEL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway source as determined by the Noise Element of the General Plan.

5.507.4.1.1 Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 $dB_{L_{eq}}-1\text{-hr}$ during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

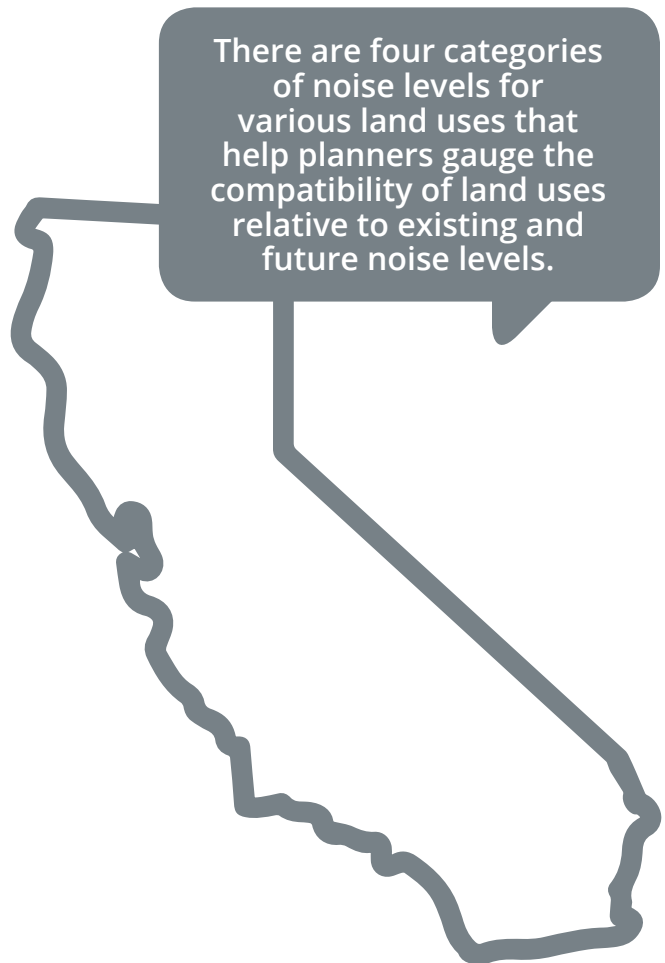
5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (Leq -1Hr) of 50 dBA in occupied areas during any hour of operation.

5.507.4.2.1 Site features. Exterior features such as sound wall or earth berms may be utilized as appropriate to the building, addition or alteration project to mitigate sound migration to the interior.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC or IIC of at least 40. For residential uses or sensitive tenant spaces, a minimum STC or IIC of 50. Note: Examples of assemblies and their various STC rating may be found at the California Office of Noise Control website.

2.2.4 State of California Land Use Compatibility Criteria

The State of California adopts suggested land use noise compatibility levels as part of its General Plan Guidelines (California 2003). These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The Land Use Compatibility Guidelines are shown in Table E.



State of California Land Use Compatibility Criteria.

Table E: California Office of Noise Control Land Use Compatibility Matrix for Community Noise Exposure

Land Use Category	Community Noise Exposure L _{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging - Hotels, Motels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings - Business, Commercial & Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Normally Acceptable	<i>Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise</i>						
Conditionally Acceptable	<i>New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</i>						
Normally Unacceptable	<i>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</i>						
Clearly Unacceptable	<i>New construction or development should generally not be undertaken.</i>						
<i>Source: California Department of Health, Guidelines for the Preparation and Content of Noise Elements of the General Plan, October, 2003.</i>							

2.2.5 State of California Vehicle Code

Division 12, Equipment of Vehicles, Chapter 5, Other Equipment, Article 2, Exhaust Systems, and Article 2.5, Noise Limits, provide regulations related to noise levels associated with motor vehicles as follows.

Article 2. Exhaust Systems

27150. (a) Every motor vehicle subject to registration shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(b) Except as provided in Division 16.5 (commencing with Section 38000) with respect to off-highway motor vehicles subject to identification, every passenger vehicle operated off the highways shall at all times be equipped with an adequate muffler in constant operation and properly maintained so as to meet the requirements of Article 2.5 (commencing with Section 27200), and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(c) The provisions of subdivision (b) shall not be applicable to passenger vehicles being operated off the highways in an organized racing or competitive event conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.

27150.1. No person engaged in a business that involves the selling of motor vehicle exhaust systems, or parts thereof, including, but not limited to, mufflers, shall offer for sale, sell, or install, a motor vehicle exhaust system, or part thereof, including, but not limited to, a muffler, unless it meets the regulations and standards applicable pursuant to this article. Motor vehicle exhaust systems or parts thereof include, but are not limited to, nonoriginal exhaust equipment. A violation of this section is a misdemeanor.

Article 2.5. Noise Limits

27200. (a) The Department of Motor Vehicles shall not register on a dealer's report of sale a new motor vehicle, except an off-highway motor vehicle subject to identification as provided in Division 16.5 (commencing with Section 38000), which produces a maximum noise exceeding the applicable noise limit at a distance of 50 feet from the centerline of travel under test procedures established by the Department of the California Highway Patrol.

(b) The Department of Motor Vehicles may accept a dealer's certificate as proof of compliance with this article.

(c) Test procedures for compliance with this article shall be established by the Department of the California Highway Patrol, taking into consideration the test procedures of the Society of Automotive Engineers.

(d) No person shall sell or offer for sale a new motor vehicle, except an off-highway motor vehicle subject to identification as provided in Division 16.5 (commencing with Section 38000), which produces a maximum noise exceeding the applicable noise limit specified in this article, and for which noise emission standards or regulations have not been adopted by the Administrator of the Environmental Protection Agency pursuant to the Noise Control Act of 1972 (P.L. 92-574).

(e) No person shall sell or offer for sale a new motor vehicle, except an off-highway motor vehicle subject to identification as provided in Division 16.5 (commencing with Section 38000), which produces noise that exceeds or in any way violates the noise emission standards or regulations adopted for such a motor vehicle by the Administrator of the Environmental Protection Agency pursuant to the Noise Control Act of 1972 (P.L. 92-574).

(f) As used in this section, the term "register" is equivalent to the term "licensing" as used in Section 6(e)(2) of the Noise Control Act of 1972

27201. For the purposes of Section 27200, the noise limit of 92 dBA shall apply to any motorcycle manufactured before 1970.

27202. For the purposes of Section 27200, the following noise limits shall apply to any motorcycle, other than a motor-driven cycle, manufactured:

- (1) After 1969, and before 197388 dBA
- (2) After 1972, and before 197586 dBA
- (3) After 1974, and before 198683 dBA
- (4) After 198580 dBA

27202.1. (a) Notwithstanding any other law, a person shall not park, use, or operate a motorcycle, registered in the State of California, that does not bear the required applicable federal Environmental Protection Agency exhaust system label pursuant to Subparts D (commencing with Section 205.150) and E (commencing with Section 205.164) of Part 205 of Title 40 of the Code of Federal Regulations. A violation of this section shall be considered a mechanical violation and a peace officer shall not stop a motorcycle solely on a suspicion of a violation of this section. A peace officer shall cite a violation of this section as a secondary infraction.

(b) A violation of this section is punishable as follows:

- (1) For a first conviction, by a fine of not less than fifty dollars (\$50), nor more than one hundred dollars (\$100).
- (2) For a second or subsequent conviction, by a fine of not less than one hundred dollars (\$100), nor more than two hundred fifty dollars (\$250).

- (c)
 - (1) The notice to appear issued or complaint filed for a violation of this section shall require that the person to whom the notice to appear is issued, or against whom the complaint is filed, produce proof of correction pursuant to Section 40150.
 - (2) Upon producing proof of correction to the satisfaction of the court, the court may dismiss the penalty imposed pursuant to subdivision (b) for a first violation of this section.
- (d)
 - (1) This section is applicable to a person operating a motorcycle that is manufactured on or after January 1, 2013, or a motorcycle with aftermarket exhaust system equipment that is manufactured on or after January 1, 2013.
 - (2) Penalties imposed pursuant to this section are in addition to penalties imposed pursuant to any other applicable laws or regulations.
 - (3) This section does not supersede, negate, or otherwise alter any other applicable laws or regulations.



27203. For the purposes of Section 27200, the noise limit of 82 dBA shall apply to any snowmobile manufactured after 1972.

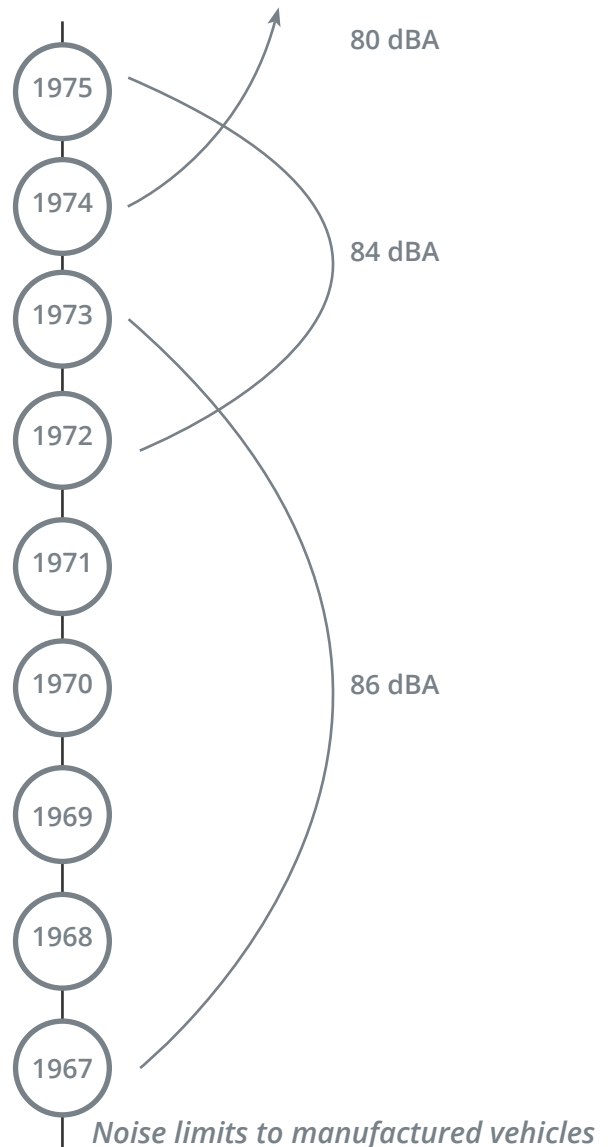
27204. For the purposes of Section 27200, the following noise limits shall apply to any motor vehicle within the specified manufacturer's gross vehicle weight rating and date of manufacture:

GVWR— Pounds	Date of Manufacture	Noise Limit—dBA
Over 6,000	after 1967 and before 1973	88
Over 6,000	after 1972 and before 1975	86
Over 6,000	after 1974 and before 1978	83
Over 8,500	after 1977 and before 1982	83
Over 6,000 but not over 8,500	after 1977	80
Over 8,500 but not over 8,500	after 1981	80
Over 10,000	after 1981 and before 1988	83
Over 10,000	after 1987	80

27206. For the purposes of Section 27200, the following noise limits shall apply to any other motor vehicle, not specified in this article, manufactured:

- (1) After 1967, and before 197386 dBA
- (2) After 1972, and before 197584 dBA
- (3) After 197480 dBA

27207. No motor vehicle with a gross vehicle weight rating of more than 10,000 pounds and equipped with an engine speed governor shall produce a sound level exceeding 88 dBA, measured on an open site at a distance of 50 feet from the longitudinal centerline of the vehicle, when its engine is accelerated from idle with wide open throttle to governed speed with the vehicle stationary, transmission in neutral, and clutch, if any, engaged. Test procedures for compliance with this section shall be established by the department, taking into consideration the procedures of the United States Department of Transportation. The procedures may provide for measuring at other distances, in which case the measurement shall be corrected so as to provide for measurements equivalent to the noise limit established by this section measured at 50 feet.



2.2.6 State of California Airport Land Use Requirements

The State of California has multiple regulations and standards that apply to airports. These are briefly summarized below:

- » The Aeronautics Division of the California State Department of Transportation (Caltrans)
- » Enforces the California Airport Noise Regulations. These regulations establish 65 dB CNEL as the noise impact boundary within which there shall be no incompatible land uses. Airports are responsible for achieving compliance with these regulations. Compliance can be achieved through noise abatement alternatives, land acquisition, land use conversion, land use restrictions, or sound insulation of structures. Airports not in compliance can operate under variance procedures established within the regulations.
- » California Noise Insulation Standards apply to all multi-family dwellings built in the State. Single-family residences are exempt from these regulations. The regulations require that all multi-family dwellings with exterior noise exposures greater than 60 dB CNEL must be sound insulated such that the interior noise level will not exceed 45 dB CNEL. These requirements apply to all roadway, rail, and airport noise sources.
- » The State of California requires that all municipal General Plans contain a Noise Element. The requirements for the Noise Element of the General Plan include describing the noise environment quantitatively using a cumulative noise metric such as CNEL or DNL, establishing noise/land use compatibility criteria, and establishing programs for achieving and/or maintaining compatibility. Noise elements shall address all major noise sources in the community including mobile and stationary sources.
- » Airport Land Use Commissions were created by State Law for the purpose of establishing a regional level of land use compatibility between airports and their surrounding environs. The Los Angeles County Airport Land Use Commission has adopted an Airport Environs Land Use Plan (AELUP) for Los Angeles County airports including Long Beach Airport. The AELUP criteria for sensitive land uses at 65 dB CNEL for outdoor areas and 45 dB CNEL for indoor areas of residential land uses.

2.2.7 State of California Motorized Watercraft Requirements

The State of California has established requirements and limits as it relates to noise associated with watercraft. Any motorized vessel operated on the inland waters of California or on ocean waters within one mile of the coastline must be muffled or otherwise prevented from exceeding the following noise levels:

- » As measured using a stationary sound level test as defined by SAE J-2005:
 - 90 decibels if the engine was manufactured before January 1, 1993
 - 88 decibels if the engine was manufactured on or after January 1, 1993, or
- » 75 decibels measured as defined by SAE J-1970 for all engines. However, such measurement shall not preclude a stationary sound level test as prescribed by SAE J-2005.

Exceptions to the above restrictions are made for vessels participating in permitted regattas, boat races or speed trials. Authorities generally agree that unbaffled exhaust pipes (stacks) and most water-injected pipes do not meet the above noise level requirements. Unmodified outboards usually meet legal requirements.



2.3 City of Long Beach

2.3.1 Existing Noise Element

2.3.1.1 Existing Standards

The City of Long Beach Noise Element considers the impacts of stationary noise producers. Stationary noise producers are entities with a fixed location that emit noise. The General Plan requires that sensitive land uses not be subjected to excessive stationary noise, either by mitigation at the source or through planning measures that reduce sound exposure. While the current General Plan does not contain a land use compatibility table, Table F summarizes the criteria for sensitive receivers.

Table F: City General Plan Recommended Criteria for Maximum Acceptable Noise Levels¹ in A-Weighted Decibels (dBA)

Major Land Use Type	Stationary Source Land Use Noise Standards			
	Outdoor			Indoor
	Maximum Single Hourly Peak	L_{10} ²	L_{50} ³	L_{dn} ⁴
Residential ⁵ 7:00 a.m. to 10:00 p.m.	70	55	45	45
Residential ⁵ 10:00 p.m. to 7:00 a.m.	60	45	35	35
Commercial (anytime)	75	65	55	N/A
Industrial (anytime)	85	70	60	N/A

Source: City of Long Beach Noise Element (1975) Table 11

¹Based on existing ambient level ranges in Long Beach and recommended U.S. Environmental Protection Agency ratios and standards for interference and annoyance.

²Noise levels exceeded 10 percent of the time.

³Noise levels exceeded 50 percent of the time.

⁴Day-night average sound level. The 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to nighttime levels.

⁵Includes all residential categories and all noise-sensitive land uses (e.g., hospitals and schools).

2.3.1.2 Goals, Plans, and Policies

One of the major functions of a General Plan Noise Element is to establish goals to strive for, plans to help achieve those goals, and policies which regulate both current and future developments and all activities within the City limits. In the current version of the City's Noise Element, found in detail on pages 140 through 176, these are referenced as Implementation Strategies, Categorical Recommendations, and Transportation Noise Reduction Measures.

2.3.2 Municipal Code

The City's Municipal Code is the document in which specific planning and enforcement noise criteria is presented such that, in conjunction with the City's Noise Element, noise impacts to sensitive receptors are minimized. The following describes the individual subsections and specific regulations:

2.3.2.1 General Noise Ordinance Standards

The City's Municipal Code (Section 8.80.160—Exterior noise limits) establishes maximum exterior sound level standards. Standards vary depending on land use. Table G outlines these criteria, which represent noise limits that no person shall exceed through sound they create or allow to be created.

Table G: Maximum Local Noise Criteria

Receiving Land Use District	Maximum Noise Criteria (dB L_{max})	
	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
District One — Predominantly residential with other land use types also present	50	45
District Two — Predominantly commercial with other land use types also present	60	55
District Three ¹ — Predominantly industrial with other land use types also present	65	65
District Four ¹ — Predominantly industrial with other land use types use also present	70	70
District Five — Airport, freeways, and waterways regulated by other agencies	Regulated by other agencies and laws	

Source: City of Long Beach Municipal Code (1982)
¹Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.
 dB = decibel(s)
 L_{max} = maximum instantaneous noise level

The City's Municipal Code Section (8.80.180—Interior noise limits), establishes maximum interior sound level standards. Standards vary depending on land use. Table H outlines these criteria, which represent noise limits that no person shall exceed through sound they create or allow to be created.

- B.** No person shall operate, or cause to be operated, any source of sound indoors at any location within the incorporated limits of the City or allow the creation of any indoor noise which causes the noise level when measured inside the receiving dwelling unit to exceed:
1. The noise standard for that land use district as specified in Table G for a cumulative period of more than five (5) minutes in any hour; or
 2. The noise standard plus five decibels (5 dB) for a cumulative period of more than one (1) minute in any hour; or
 3. The noise standard plus ten decibels (10 dB) or the maximum measured ambient, for any period of time.

- C.** If the measured indoor ambient level exceeds that permissible within any of the first two (2) noise limit categories in this Section, the allowable noise exposure standard shall be increased in five decibel (5 dB) increments in each category as appropriate to reflect the indoor ambient noise level. In the event the indoor ambient noise level exceeds the third noise limit category, the maximum allowable indoor noise level under said category shall be increased to reflect the maximum indoor ambient noise level.



Table H: Interior Noise Limits

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	35 45
All	School	7:00 a.m.—10:00 p.m. (While school is in session)	45
Hospital, designated quiet zones, and noise-sensitive zones		Any time	40

Source: City of Long Beach Municipal Code (1982)
dBA = A-weighted decibel(s)

In 2009, ORD-09-0030 amended Section 8.80.160 of the Municipal Code to amend the Noise District Map, changing the portion of the City, north of the Long Beach Airport and west of Lakewood Boulevard from District One to District Two.

2.3.2.2 Title 5- Regulation of Businesses, Trades and Professions

The purpose of this title is to identify those businesses, trades and professions conducted and carried on in the City that require local regulation in order to promote and protect the public health, safety and welfare of the citizens. The purpose of this title is

1. to set forth the specific standards and criteria under which such businesses, trades and professions shall be conducted and regulated within the City and,
2. to set forth the procedures and conditions for applying for such a permit.

The following are the chapters and subsections that relate directly to noise impacts:

5.51.065—Ice Cream Trucks - Additional Noise Restrictions.

- A. No person shall use, play or employ any sound, outcry, amplifier, loudspeaker or any other instrument or device for the production of sound from an ice cream truck when the ice cream truck is stationary.
- B. The City may set reasonable restrictions in the business license on the type and use of any amplifier, loudspeaker, or any other instrument or device for the production of sound employed on an ice cream truck in order to prevent a disturbance of the peace.

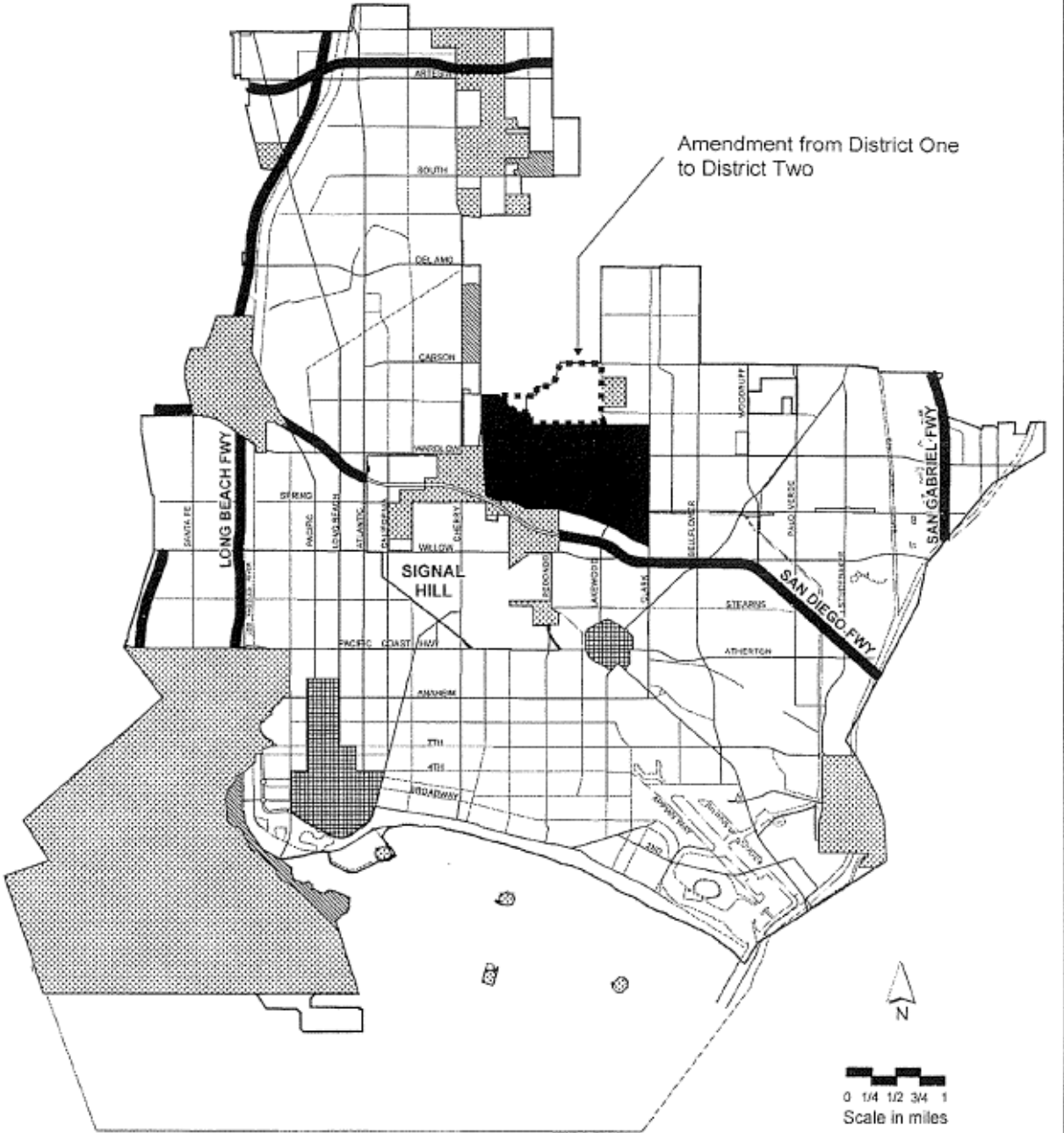
5.60.020—Special Events - Permit Required.

- C. The City Manager may condition any permit issued pursuant to this Chapter with reasonable requirements concerning the time, place or manner of holding such event as is necessary to coordinate multiple uses of public property, assure preservation of public property and public places, prevent dangerous, unlawful or impermissible uses, protect the safety of persons and property and to control vehicular and pedestrian traffic in and around the venue. Conditions may include the use of sound amplification equipment, and restrictions on the amount of noise generated by motors and other equipment used in the course of the event.



Beach Streets Festival

NOISE DISTRICT MAP



* Noise at Long Beach Airport is regulated by State & Federal Laws. It is the responsibility of the Noise Control Officer to address complaints filed against aircraft noise, report all violations to proper enforcing agencies and the Long Beach City Council.

- District 1 - Remainder of the City
- District 2
- District 3
- District 4
- District 5 - Preempted by other Agencies*

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5.72.200, Subsection B.

11. Permittee agrees that the following standard is reasonable: Noise emanating from Permittee’s premises shall not be unreasonably loud or disturbing in light of the facts and circumstances then prevailing within fifty feet (50’) of the perimeter of the premises in all directions. Sound and amplification equipment shall be monitored during business hours to ensure that audible noise remains at acceptable levels in accordance with Long Beach Municipal Code Chapter 8.80.

12. On and after the date this ordinance takes effect, applicants for new entertainment permits in the ODED must cause an acoustical study to be prepared by a qualified, certified acoustical engineer, hired by the applicant and acceptable to the City, which shall demonstrate the sound emanating from the applicant’s establishment meets the sound standards described in Long Beach Municipal Code Chapter 8.80. The study shall be reviewed and confirmed by the Health Department and the Development Services Department during their review of the permit application.

5.72.121, Subsection D.2.—Permit Application Filing and Process for Adult Entertainment.

g. The premises within which the entertainment is located shall provide sufficient sound absorbing insulation so that noise generated inside the premises shall not be audible anywhere on the adjacent property or public rights-of-way or within any other building or other separate unit within the same building.



Long Beach Grand Prix

5.72.200, Subsection B.—Downtown Dining and Entertainment District.

11. Permittee agrees that the following standard is reasonable: Noise emanating from Permittee’s premises shall not be unreasonably loud or disturbing in light of the facts and circumstances then prevailing within fifty feet (50’) of the perimeter of the premises in all directions. Sound and amplification equipment shall be monitored during business hours to ensure that audible noise remains at acceptable levels in accordance with Long Beach Municipal Code Chapter 8.80.

12. On and after the date this ordinance takes effect, applicants for new entertainment permits in the ODED must cause an acoustical study to be prepared by a qualified, certified acoustical engineer, hired by the applicant and acceptable to the City, which shall demonstrate the sound emanating from the applicant’s establishment meets the sound standards described in Long Beach Municipal Code Chapter 8.80. The study shall be reviewed and confirmed by the Health Department and the Development Services Department during their review of the permit application.



Beach Streets Festival

2.3.2.3 Title 6- Animals

The purpose of this title is to identify animal regulations within the City. The following are the chapters and subsections that relate directly to noise impacts:

6.16.110—Dog Noise—Prohibited.

No person responsible for a dog shall permit such dog to bark, howl, whine and/or make other loud and unusual noises, whether within a building or enclosure, tied, or otherwise confined, or while at large upon any public street, sidewalk, improvement, park or other public place, or private property, which disrupts the public peace or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

6.16.120—Dog Noise—Enforcement.

When the Director or his/her enforcement officer(s) and/or inspector(s) determine that a person responsible for a dog has violated Section 6.16.110 of this Code, such Animal Care Services Bureau personnel are authorized to:

- A. Direct the person responsible for the dog to immediately terminate the actions of the dog that are causing the loud noise;
- B. Issue a written notice to the person responsible that if, within a twelve (12) month period following the initial response. Animal Care Services Bureau personnel are again required to respond to the same person responsible for violating Section 6.16.110 of this Code, a criminal and/or administrative citation will be issued pursuant to Chapters 1.32 and 6.16 of this Code; and
- C. Issue criminal and/or administrative citations to the person responsible for recurrent violations of Section 6.16.110 of this Code within a twelve (12) month period.

2.3.2.4 Title 8- Health and Safety

Chapter 8.80 within Title 8 provides a variety of subsections regarding to noise standards within the City. The following subsections highlight the information used on a daily basis by the planning department to control noise impacts:

8.80.050 - Noise Control Officer—Duties.

In order to effectively implement and enforce this Chapter, the Noise Control Officer shall, within a reasonable time:

- A. Investigate and Pursue Violations. Investigate and pursue possible violations of this Chapter;
- B. Delegation of Authority. Delegate functions, where appropriate under this Chapter, to personnel within the noise control office and to other departments, subject to the approval of the City Manager;
- C. Community Noise Element.
 1. Assist in the preparation or revision thereof of the City noise element of the general plan as required by Government Code Section 65302 (g), following guidelines set forth by the State Office of Noise Control,
 2. Assist in or review the total transportation planning of the City, including planning for new roads and highways, bus routes, airports, and other systems for public transportation, to insure that proper consideration is taken with regard to the impact of sound levels and that the policies set forth in the noise element are adhered to,
 3. Provide ongoing assistance to local agencies in determining possible mitigating measures for current or future noise problems;
- D. Airport Noise Exposure. Assist the department of aeronautics in developing a plan for noise compatible land use in the vicinity of the Long Beach Airport and maintain consistency with the provisions and policies of the noise element of the general plan;



- E. State and Federal Laws and Regulations.
 1. Prepare and publish with the approval of the City Council a list of those products manufactured to meet specified noise emission limits under federal, State or community law for which tampering enforcement will be conducted, and
 2. Make recommendations for modification or amendments to this Chapter to insure consistency with all State and federal laws and regulations;
 3. Administer Grants, Funds and Gifts. Administer noise program grants, funds and gifts from public and private sources, including the State and federal governments;
- F. Monitoring Responsibilities. Notwithstanding the preemption by federal and State agencies of the enforcement powers over certain activities, such as those at the Long Beach Airport and at the Long Beach Marine Stadium, the Noise Control Officer shall monitor noise generated by such preempted activities and report any violations of State or federal regulations to the appropriate enforcement agencies and to the City Council.

8.80.080—City departments—Legal compliance.

All departments engaged in any activities which result or may result in the emission of noise, shall comply with federal and State laws and regulations, as well as the provisions of this Chapter, respecting the control and abatement of noise to the same extent that any person is subject to such laws and regulations.

8.80.180—Interior noise limits—Correction for character of sound.

In the event the alleged offensive noise contains a steady audible tone such as a whine, screech or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying information content, the standard limits set forth in Table C in Section 8.80.170 shall be reduced by five decibels (5 dB).

8.80.202—Construction activity—Noise regulations.

The following regulations shall apply only to construction activities where a building or other related permit is required or was issued by the Building Official and shall not apply to any construction activities within the Long Beach harbor district as established pursuant to Section 201 of the City Charter.

- A. Weekdays and federal holidays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. and seven a.m. the following day on weekdays, except for emergency work authorized by the Building Official. For purposes of this Section, a federal holiday shall be considered a weekday.
- B. Saturdays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity which produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity between the hours of seven p.m. on Friday and nine a.m. on Saturday and after six p.m. on Saturday, except for emergency work authorized by the Building Official.
- C. Sundays. No person shall operate or permit the operation of any tools or equipment used for construction, alteration, repair, remodeling, drilling, demolition or any other related building activity at any time on Sunday, except for emergency work authorized by the Building Official or except for work authorized by permit issued by the Noise Control Officer.

Construction Activity Operational Hours

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
If authorized by the Building Official	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	7 a.m. to 7 p.m.	9 a.m. to 6 p.m.

- D. Owner's/employer's responsibility. It is unlawful for the landowner, construction company owner, contractor, subcontractor or employer of persons working, laboring, building, or assisting in construction to permit construction activities in violation of provisions in this Section.
- E. Sunday work permits. Any person who wants to do construction work on a Sunday must apply for a work permit from the Noise Control Officer. The Noise Control Officer may issue a Sunday work permit if there is good cause shown; and in issuing such a permit, consideration will be given to the nature of the work and its proximity to residential areas. The permit may allow work on Sundays, only between nine a.m. and six p.m., and it shall designate the specific dates when it is allowed.
- F. Enforcement. Notwithstanding the provisions of Sections 8.80.370 and 8.80.380, this Section may be enforced by a Police Officer.

8.80.210—Refuse collection vehicles.

No person shall collect refuse with a refuse collection vehicle between the hours of seven p.m. and seven a.m. the following day in a residential area or noise sensitive zone.

8.80.220—Motor vehicle horns.

It is unlawful for any person within the City to sound a vehicular horn within any residential zone except as a warning signal, as provided in the Vehicle Code of the State.

8.80.240—Vehicle, motorboat or aircraft repair and testing.

- A. Repairing, rebuilding, modifying or testing any motor vehicle, motorboat or aircraft in such a manner as to create a noise disturbance across a residential real property line, or at any time to violate the provisions of Sections 8.80.150 or 8.80.170 shall not be permitted except where said activities are directly related to officially sanctioned events.
- B. This provision shall not apply to aircraft within the airport property or within any other aviation-related property abutting it.

2.3.2.5 Title 9- Public Peace, Morals and Welfare

Chapter 9.31 within Title 9 provides information related to noise impacts created by loud parties on private property. The following subsection establishes the prohibited noise impacts:

9.31.010—Loud Noises Prohibited.

No person shall cause or permit loud music or other noises caused by a party, gathering or assemblage of persons on private property to disrupt the public peace. Noise that is audible from a distance of fifty feet (50') or more from the property shall be deemed to disrupt the public peace. Any person who causes or permits any such loud music or other noises is guilty of a public offense punishable under the provisions of Title 1, Chapter 1.32 of this Code.

2.3.2.6 Title 10- Vehicles and Traffic

Chapter 10.25 within Title 10 provides information related to noise impacts created by car alarms. The following subsection establishes the violations and penalties:

10.25.010—Motor vehicle alarms—Violations—Penalties.

- B. No person shall cause, allow, permit or suffer any alarm located in a motor vehicle registered in the name of or operated by such person to emit any continuous or intermittent audible sound in the City for a period of more than fifteen (15) minutes. The time shall be calculated based upon the emission of the first audible sound and ending fifteen (15) minutes thereafter notwithstanding any variation or delay in the emissions of audible sound.



2.3.2.7 Title 12- Long Beach Oil Code

Chapters 12.12 and 12.30 within Title 12 provide information related to oil operations. The following subsections establish hours of operation as well and noise requirements:

12.12.060—Long Beach Oil Code, Special Conditions—Generally.

G. Hours of Operation. All site work, operation of any tools or equipment used for the construction, alteration, repair, remodel, drilling, demolition, delivery of equipment or materials attendant to the preparation of a new drill, site maintenance or any other related oil site activities that produce loud or unusual noise which annoys or disturbs a reasonable person of normal sensitivity are permitted only between the days and hours listed below:

- Weekdays and Federal Holidays: Between the hours of 7:00 a.m. and 7:00 p.m.
- Saturdays: Between the hours of 9:00 a.m. and 6:00 p.m.
- Sundays: Prohibited

Exception: Except in case of emergency work that is required to avert a disaster at the well site or off-site piping associated to the well operation.

12.32.010—Excessive Noise Prohibited.

It is unlawful for any person to operate or cause to be operated any oil production or gas processing equipment on any well, or incidental to a well, within the incorporated limits of the City in any manner so as to create any noise which causes the exterior and interior noise level at the receiving property to be in excess of those limits provided in Chapter 8.80.

12.32.020—Areas 5, 6, 7A, 7B, 8, 9, 12, 13, 16, 18, 19, 21, 22, 23 and 24.

- A.** No person, either as owner, agent, or operator, shall conduct any drilling, or redrilling operation at any well located within oil operating areas 5, 6, 7A, 7B, 8, 9, 12, 13, 16, 18, 19, 21, 22, 23 and/or 24 in any manner so as to create any noise which causes the exterior noise level when measured at the property line of any single- or multiple-family dwelling unit, guest room, commercial building, school, hospital, church, or public library to exceed the noise level standards set forth in Table 1. The exterior noise level generated by the drilling or redrilling operation shall be continuously monitored to ensure conformance to the noise level standards. The costs of such monitoring shall be borne by the operator conducting such operation.

No person, either as owner, agent, or operator, shall conduct any drilling or redrilling operation at any time at any well located in oil operating areas 5, 6, 7A, 7B, 8, 9, 12, 13, 16, 18, 19, 21, 22, 23 and/or 24 in any manner so as to create any noise which causes the interior noise level in excess of those limits provided in Chapter 8.80.

If the existing ambient noise level, exclusive of existing drilling activity, at the nearest adjacent dwelling unit, guest room, commercial building, school, hospital, church or public library property line to the requested oil drilling site does not exceed the permitted nighttime noise levels in Table 1 for any period, then the following regulations shall apply:

- 1.** The only activity permitted between the hours of seven p.m. (7:00 p.m.) and seven a.m. (7:00 a.m.) will be “on bottom” drilling, with single joint connections. During the same time frame, none of the following will be allowed:
 - a. Hammering on pipe;
 - b. Racking of pipe;
 - c. Acceleration and deceleration of engines or motors;
 - d. Use of drilling assembly rotational speeds that cause more noise than necessary and could reasonably be reduced by use of a slower rotational speed;
 - e. Picking up or laying down drill pipe, casing, tubing or rods into or out of the drill hole.

2. If the measured ambient level exceeds that permissible within any of the first four (4) noise limit categories in Table 1 above, the allowable noise exposure standard shall be increased in five (5) decibel increments in each affected category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth (5th) noise limit category, the maximum allowable noise level under said category shall be increased to equal the maximum ambient noise level.
3. If the difference between the noise levels with noise source operating and not operating is four (4) decibels or greater, then the noise measurement of the alleged source can be considered valid with a correction applied to account for the contribution of the ambient noise. The correction is to be applied in accordance with data shown in Table 2.

2.3.2.8 Title 14- Streets and Sidewalks

Chapter 14.24.040 provides information regarding unnecessary railroad noise.

14.24.040—Railroads Obstructing Streets, Section 14.24.040—Unnecessary noise.

No person shall allow the ringing of engine bells and the blowing of engine whistles when not in motion and unnecessarily.



2.3.2.9 Title 16- Public Facilities

Chapter 16.43, Airport Noise Compatibility.

This chapter provides information regarding airport noise requirements. The following subsections provide more specific information:

16.43.030—Prohibited activities.

- A. Training Operations. No Touch and Go, Stop and Go, Practice Low Approach, or VFR Practice Missed Approach shall be conducted at the Airport except between seven a.m. and seven p.m. on weekdays and between eight a.m. and three p.m. on Saturdays, Sundays, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day; provided, however, that if any such holiday falls on Saturday or Sunday and, as a result, a holiday is observed on the preceding Friday or succeeding Monday, then such Friday or Monday, as the case may be, shall be considered to be a holiday for purposes of this Section. Except for instrument training, Training Operations shall be conducted only on Runways 25R/7L and 25L/7R, unless the FAA directs such Operations on Runways 34L/16R and 34R/16L.
- B. Engine Runups. Engine runups shall be permitted only between the hours of seven a.m. and nine p.m. on weekdays and nine a.m. and nine p.m. on weekends and holidays. Such runups may be conducted only at locations designated for such purposes by the Airport Manager. Nothing in this Section shall be deemed to require relocation of existing runup facilities for which appropriate noise buffering devices have been constructed.
- C. Formation Takeoffs and Landings. Except as necessary in the manufacture or repair of aircraft, formation takeoffs and landings are prohibited at Long Beach Municipal Airport.
- D. Unapproved Charter Flights. No proposed charter operation shall be conducted unless the written permission of the Airport Manager has been sought and received before such operation is scheduled to occur.

16.43.040—Maximum SENEL limits.

- A. Subject to the authority of the Airport Manager to adjust permissible single event noise limits for categories of Airport users in order to reduce such group’s cumulative noise levels, all non-governmental Operations at the Airport shall meet the following SENEL limits:

	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 11:00 p.m. and 6:00 a.m. to 7:00 a.m.	11:00 p.m. and 6:00 a.m.	Monitoring Station No.
Runway	Departure/Arrival	Departure/Arrival	Departure/Arrival	Departure/Arrival
30	102.5/101.5	90/90	79/79	9/10
12	102.5/101.5	90/90	79/79	10/9
25R	92/88	*/	*/	6/1
25L	95/93	*/	*/	5/2
7R	95/92	*/	*/	2/5
7L	88/92	*/	*/	1/6

**Except in case of emergency or air traffic direction, all aircraft Operations between the hours of 10:00 p.m. and 7:00 a.m. are limited to runways 30 and 12.*

- B. Violations occurring during the period between ten p.m. and eleven p.m. which are the result of unanticipated delays beyond their reasonable control of the aircraft Owner/Operator shall be waived upon the presentation of evidence satisfactory to the Airport Manager that the delayed arrival or departure resulted from such circumstances. Delays caused by mechanical failure (but not by routine maintenance), by weather conditions or by air traffic control conditions will be considered beyond the Owner/Operator’s control.
- C. The SENEL limits for the period from six a.m. to seven a.m. and from ten p.m. to eleven p.m. shall be subject to revision at the end of the fourth calendar quarter following the implementation of this Chapter. If, for the period covered by the four (4) calendar quarters following implementation of this Chapter, cumulative aircraft noise has exceeded the level allowed by Subsection 16.43.050.A, these limits shall be reduced to eighty-five (85) SENEL. The SENEL for the period from six a.m. to seven a.m. and from ten p.m. to eleven p.m. shall, however, revert to ninety (90) SENEL if, for any subsequent four (4) quarters, cumulative aircraft noise has not exceeded the level allowed by Subsection 16.43.050.A.

16.43.050. Cumulative noise limits and noise budgets.

It is the goal of the City that Incompatible Property in the vicinity of the Airport shall not be exposed to noise above sixty-five (65) CNEL. In determining compliance with this noise goal and with the noise budgets established by this Chapter, a tolerance of one (1) dB CNEL will be applied. In assessing cumulative noise levels for any period less than one (1) year, the Airport Manager shall take into consideration and allow for reasonably anticipated seasonal variations in Operations and noise. The noise of military and Public Aircraft, for which the City bears no liability, will be excluded in calculating CNEL and in assessing compliance with the CNEL goal and CNEL budgets set forth in this Chapter.

Industrial Operations. B.1. Pending assessment of compliance with the CNEL budget applicable to Industrial Operations, the number of annual Flights by that user group shall not be increased above the number for the twelve (12) months ended October 31, 1990, as adjusted to accommodate Flights for manufacturing and test purposes by aircraft types which were under design during the period from November 1, 1989, to October 31, 1990, but had not yet entered service.

Charter Operations. C1. In order to minimize noise from Charter Operations, all Charter Operations shall be conducted by aircraft which comply with the standards of FAR Part 36 Stage 3 and all Charter Operations shall be scheduled between the hours of seven a.m. and ten p.m.

Commuter Flights. D.1. Commuter Carriers shall be permitted to operate not less than twenty-five (25) flights per day, the number of Flights authorized on November 5, 1990. Pending assessment of compliance with the CNEL budget applicable to Commuter Carriers, Flights by these users shall not be increased above the number permitted as of November 5, 1990.

Air Carrier Flights. E.1. Air Carriers shall be permitted to operate not less than forty-one (41) flights per day, the number of flights authorized on November 5, 1990. Pending assessment of compliance with the CNEL budget applicable to Air Carriers, Flights by these users shall not be increased above the number permitted as of November 5, 1990.

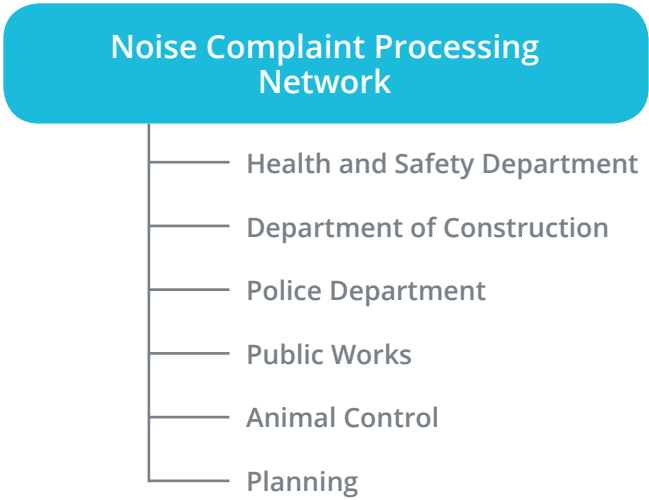
2.3.2.10 Vibration Standards

8.80.200—Noise Disturbances—Acts specified G. Vibration.

Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty feet (150') (forty-six (46) meters) from the source if on a public space or public right-of-way. For the purposes of this subsection, "vibration perception threshold" means the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such directed means as, but not limited to, sensation by touch or visual observation of moving objects. The perception threshold shall be presumed to be .001 g's, g is the equivalent to 9.81 m/s², in the frequency range 0—30 hertz and .003 g's in the frequency range between thirty and one hundred hertz.

2.3.3 Noise Complaint Procedures

Currently, the City has established a process in which noise complaints are responded to and dealt with in a timely fashion. The Noise Complaint Processing Network is a designed system in order to direct complaints to the appropriate personnel depending on the nature of the complaint. The current sub groups within the network include the Health and Safety Department, Department of Construction, Police Department, Public Works, Animal Control and Planning. Specific information on filing a noise complaint is found of the City's Health and Human Services Website at <http://www.longbeach.gov/health/inspections-and-reporting/reporting/noise-monitoring/>.



Go to the Health and Human Services Website for information on filing a noise complaint:
<http://www.longbeach.gov/health/inspections-and-reporting/reporting/noise-monitoring/>

2.3.4 City Noise Regulation Efforts

In addition to the standards presented above taken from the current Noise Element and Municipal Code, the City makes a continual effort to regulate noise and create buffers from sources of noise to surrounding sensitive receptors and land uses. Enforcement of the regulations identified in this chapter is ongoing, and efforts are made to inform the public through a variety of means, such as information bulletins. For example, Information Bulletin BU-027 – Construction Noise Regulations provided by the Building and Safety Bureau – summarizes construction regulations including those contained in LBMC §8.80.202 establishing construction hours when noise is permitted and prohibited.

Through the review of projects in compliance with the California Environmental Quality Act (CEQA), noise mitigation measures are prescribed through approved Mitigation and Monitoring Programs to limit excessive noise. The CEQA process provides a tailored environmental analysis to address project-specific impacts and individual context. Below is a brief discussion identifying noise mitigation measures that could be employed for a project. Examples of noise mitigation measures are drawn from recent development projects including:

- » Downtown Plan and Civic Center Project Mitigation Monitoring and Reporting Program (MMRP)
 - » <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=5574>
- » Midtown Specific Plan MMRP
 - » <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=5765>

Noise mitigations are typically divided into measures addressing construction activities and measures addressing project design and operation. For construction noise, potential mitigation measures include equipment mufflers, quieter models of air compressors, locating stationary noise-generating equipment farther from sensitive receptors, no unnecessary idling of internal combustion equipment, routing construction-related traffic away from sensitive receptors, hours of loading/unloading, 150-foot radius noticing for construction activities,

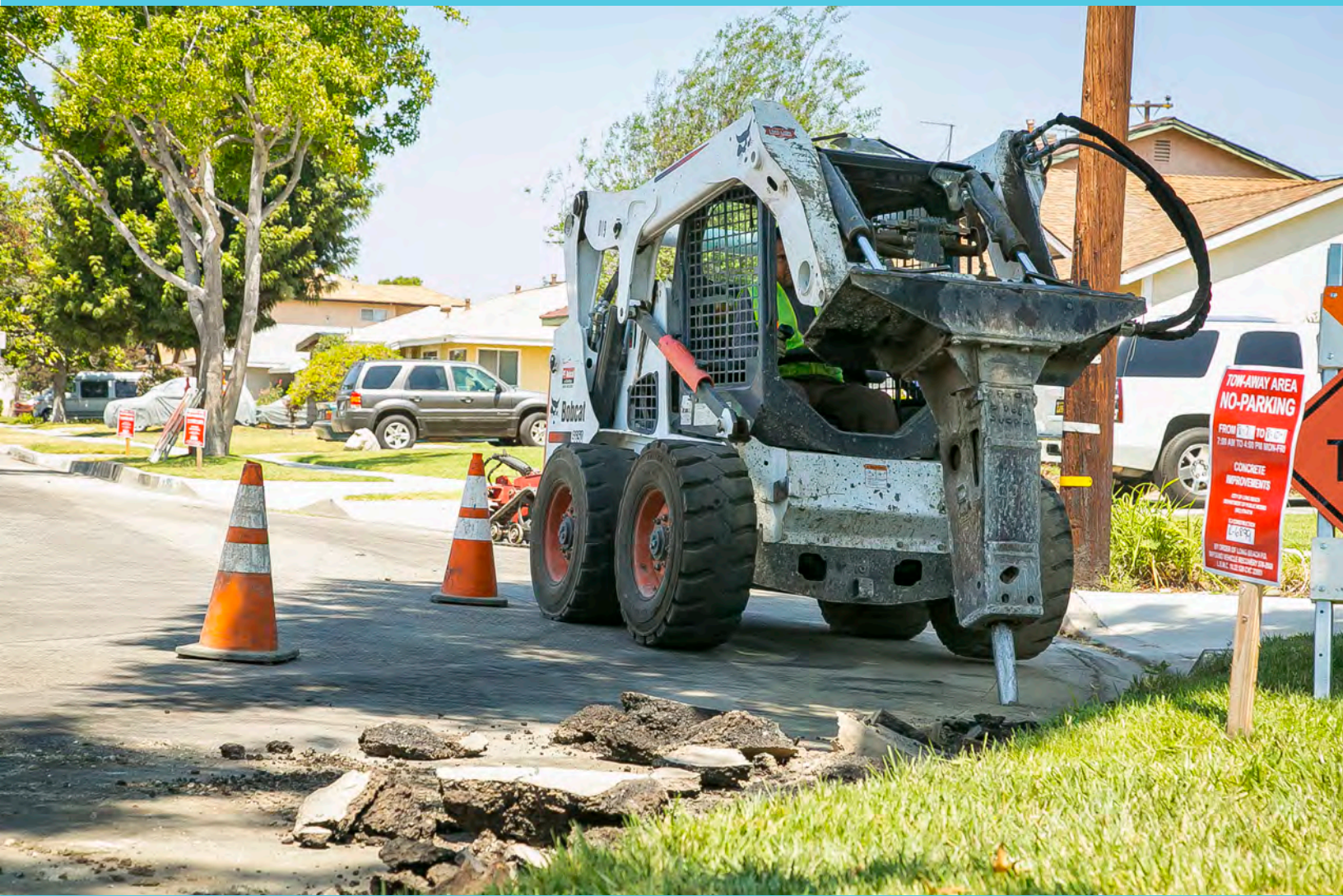
establishing a construction liaison to respond to noise complaints and provide corrections, provision of temporary noise barriers or blankets, and site-specific vibration mitigation.

For project design and operation noise mitigation, potential mitigation measures include appropriate site planning (for example, locating shared residential spaces behind buildings to reduce noise exposure), mechanical ventilation in residential areas in higher noise areas to allow for closed windows if desired, installation of sound-rated windows and construction methods, strategic placement of loading/unloading areas, placement of HVAC in mechanical rooms whenever possible, and provision of localized noise barriers or rooftop parapets around mechanical equipment.

A goal of the Noise Element effort is to further identify and standardize potential noise mitigation policies and tools to minimize and manage noise citywide.

Existing Noise Analysis

3



3

Existing Noise Analysis

- » 3.1 Existing Noise Monitoring Results3-1
- » 3.2 Existing Traffic Noise Contours3-1
- » 3.3 Existing Airport Noise Contours3-32
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3.0 EXISTING NOISE ANALYSIS

3.1 Existing Noise Monitoring Results

Noise measurements were taken in February 2014 and May 2017 to record the actual existing noise levels at various locations throughout the City. The noise measurements represent a snapshot of the current noise environment in the City. A noise measurement survey of the City was conducted to determine the location of noise measurement sites that would provide a noise profile of the City. Several criteria were used in the site selection process including, but not limited to, the proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Several of the significant noise generators within the City are I-405, I 710, SR-91, SR-1, and Long Beach Boulevard. This is due to the very high volume of automobile and truck traffic at these freeways and roadways. To provide noise measurement coverage of the area, measurement sites were chosen within the confines of the City. After the site selection process was completed, a series of long-term 24-hour and short-term noise 15-minute measurements were taken at the chosen sites. The measurement site locations are listed in Tables I and J and are shown on Figure 2, Noise Monitoring Locations.

3.2 Existing Traffic Noise Contours

The noise model SoundPlan was used to evaluate traffic-related noise conditions throughout the City. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the Ldn contours. Existing traffic volumes (SCAG 2017) were used to assess existing traffic noise levels in the City. Appendix A provides a summary of the traffic data utilized to create the existing traffic noise contours (Figure 3, Existing Noise Contours – pages 3-14 through 3-19 for composite mapping of all contours and pages 3-20 through 3-33 for larger scale mapping of 65 dBA L_{dn} and 75 dBA L_{dn} contours).



Table I: Existing Long-Term 48-Hour Noise Level Measurements

Site No.	Start Date	Location	Day 1			Day 2			Average	Source(s) of Noise
			Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)	
LT-01	5/12/2017	305 Newport Avenue	53.2-61.5	42.2-52.6	58.6	49.9-63.1	43.7-53.1	58.8	58.7	Traffic on Newport and 3rd Street.
LT-02	5/17/2017	3386 Elm Avenue	58.3-64.1	53.4-59.4	64.7	58.7-63.9	52.9-61.6	65.2	64.9	Traffic on I-405 and Wardlow Road and some aircraft.
LT-03	5/17/2017	Orizaba Avenue and East 67th Street	62.0-67.6	61.0-66.4	70.7	62.1-65.6	61.0-66.6	70.8	70.8	Traffic on SR-91.
LT-04	5/17/2017	2603 Studebaker Road	66.4-69.9	52.1-68.0	69.9	66.3-69.6	53.6-67.1	69.7	69.8	Traffic on Studebaker Road and Willow Street.
LT-05	5/17/2017	6463 Bixby Terrace Drive	66.2-67.8	57.3-67.8	71.0	66.2-67.7	58.1-67.1	71.0	71.0	Traffic on 7th Street.
LT-06	5/15/2017	2001 River Avenue	67.0-70.3	59.0-70.5	72.0	65.2-72.1	55.9-64.3	70.2	71.1	Traffic on SR-103 and SR-1, idling trucks, industrial activity, and aircraft.
LT-07	5/15/2017	1222 West Spring Street	67.2-70.8	62.9-69.6	74.0	68.0-70.1	63.5-70.0	73.9	73.9	Traffic on I-710 and aircraft.
LT-08	5/12/2017	151 South Pine Avenue	61.2-66.1	56.3-64.5	68.8	61.3-67.1	56.3-65.3	69.4	69.1	Traffic on Shoreline Drive and Pine Avenue.
LT-09	5/12/2017	215 Granada Avenue	53.6-60.3	45.1-54.4	59.6	51.6-59.4	44.2-54.1	59.6	59.6	Traffic on Granada Avenue and Second Street.

Table I: Existing Long-Term 48-Hour Noise Level Measurements (continued)

Site No.	Start Date	Location	Day 1			Day 2			Average		Source(s) of Noise
			Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L _{eq})	Nighttime Noise Level Range (dBA L _{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)		
LT-10	5/12/2017	460 Long Beach Boulevard	64.7-71.2	58.3-65.7	71.3	63.1-69.0	56.9-65.7	71.1	71.2	Light rail and traffic on Long Beach Boulevard and 4th Street.	
LT-11	5/15/2017	2250 Arlington Street	54.3-60.5	55.1-58.9	64.3	53.8-59.6	48.1-55.8	59.9	62.1	Traffic on I-405 and airplanes.	
LT-12	5/17/2017	256 East Vernon Street	57.6-65.4	49.2-60.1	62.2	57.8-60.1	49.9-60.5	63.0	62.6	Traffic on Long Beach Boulevard and Willow Street, trains, construction, and aircraft.	
LT-13	5/15/2017	Del Mar Avenue and San Antonio Drive	65.3-67.5	58.1-68.4	71.1	65.4-70.8	52.6-65.4	69.6	70.3	Traffic on I-710, trains, and traffic on Del Mar Avenue.	
LT-14	5/15/2017	Del Mar Avenue and Avery Place	58.2-66.4	50.9-58.8	63.6	57.6-64.7	48.5-57.5	62.3	63.0	Traffic on I-710, trains, and traffic on Del Mar Avenue.	

Source: LSA (2017).

L_{eq} = average noise level

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel(s)

ft = feet

I-405 = Interstate 405

I-710 = Interstate 710

SR-1 = State Route 1

SR-91 = State Route 91

SR-103 = State Route 103

Table J: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-1	2/11/2016	7:27 a.m.	66.6	6857-6909 Atlantic Avenue	Traffic on Atlantic Avenue, faint traffic on I-710, and trucks with trailers turning in nearby lot.	Paused out pedestrian pass-by talking loudly.
ST-2	2/11/2016	7:58 a.m.	70.3	3114 South Street	Traffic on South Street and birds.	None.
ST-3	2/11/2016	8:58 a.m.	63.6	3115 Long Beach Boulevard	Traffic on Long Beach Boulevard, backup beeper across Long Beach Boulevard, and birds.	Airplane: 15 seconds, 70 L_{eq} .
ST-4	2/11/2016	9:35 a.m.	65.7	1940 Long Beach Boulevard	Traffic on Long Beach Boulevard, birds, and distant music.	Paused out pedestrian pass-bys. Train on Long Beach Boulevard: 5 seconds, 68 L_{eq} /3 seconds, 70 L_{eq} .
ST-5	2/11/2016	10:13 a.m.	63.3	614 Locust Avenue	Traffic on 6th Street and birds.	Paused out sirens and pedestrians.
ST-6	2/11/2016	10:51 a.m.	64.0	600 Redondo Avenue	Traffic on Redondo Avenue. Car with loud music pass-by.	Airplane, paused out car in parking lot, motorcycle, helicopter.
ST-7	2/11/2016	2:11 p.m.	62.3	5800-6462 East Marina Drive	Traffic on 2nd Street and birds.	Paused out cars on Marina Drive. 2nd Street level is ~10 ft higher than measurement location level.
ST-8	2/11/2016	1:15 p.m.	66.0	Cal State University Long Beach, Bellflower Boulevard and Beach Drive	Traffic on Bellflower Boulevard, birds, and music in car/horn.	Airplane: 7 seconds, 63 dB/23 seconds, 63 dB.
ST-9	2/11/2016	11:42 a.m.	62.0	3500 Hathaway Avenue	Traffic on Hathaway Avenue and distant music in apartment.	Airplane: 35 seconds, 54 L_{eq} /8 seconds; 58 dB/12 seconds; 59 dB, 17 seconds; 56 dB/15 seconds, 55 dB. Paused out siren. Location ~10 ft above road level on the berm of the apartment level.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-10	2/11/2016	8:31 a.m.	76.2	3245 Cherry Avenue	Traffic on Cherry Avenue.	Airplane: 5 seconds, 82 L _{eq} . Helicopter: 8 seconds, 74 Leq/5 seconds, 76 Leq. Motorcycle: 2 seconds, 96 L _{eq} .
ST-11	2/11/2016	2:47 p.m.	62.5	3401 Studebaker Road	Traffic on Wardlow Road.	None.
ST-12	5/12/2017	10:32 a.m.	55.3	951 Maine Avenue	Traffic on I-710, aircraft, birds chirping constantly.	Helicopter ~75 dBA max. Distant helicopter. Filtered sirens and dogs. Aircraft, 55 dBA max, train horn in low 50s. Aircraft, 63.2 dBA max. People talking in the distance near playground area.
ST-13	5/17/2017	10:15 a.m.	65.0	3402 Clark Avenue	Traffic on Clark Avenue and Wardlow Road. Some aircraft noise.	51 dBA low traffic noise. 74.3/73.0/66.0 dBA/68.7 dBA/71.4 dBA traffic on Clark Avenue, 75.0 dBA with truck. 65.0 dBA aircraft noise with traffic.
ST-14	5/12/2017	12:10 p.m.	70.0	2002 Pacific Coast Highway	Traffic on Pacific Coast Highway and Cherry Avenue.	Filtered parking lot activity. Loud car 83.0 dBA max, filtered emergency vehicle, car door slam (partial filter), plane flyover (max 75.0 dBA), crosswalk has speaker, beeps.
ST-15	5/12/2017	10:07 a.m.	63.3	Scherer Park	Traffic on East Del Amo Boulevard. Aircraft noise, leaf blower across the street near the YMCA, and some landscaping activities.	53.0 dBA no traffic, with leaf blower. 66.0 dBA traffic on Del Amo, with leaf blower. 60.0 dBA traffic on Del Amo, with leaf blower. 78.0/68.0 dBA aircraft noise.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-16	5/17/2017	9:29 a.m.	54.9	Pan-American Park, 5157 Centralia Street	Traffic on Centralia Street and Clark Avenue.	Loud car, airplane 71.4 dB, 9:32 a.m. two people begin practicing cricket at 49.1 dBA on the other side of the diamond, airplane 67.7 dBA max with little to no traffic, 61 dBA traffic on Centralia Street, birds chirping, distant aircraft.
ST-17	5/17/2017	9:04 a.m.	56.6	5850 Los Arcos Street	Traffic on Los Arcos Street and Oceana Avenue. Aircraft noise, some landscaping activity.	48.0 dBA no traffic. (Low) ambient noise. 60.0/58.0/57.0/58.0 dBA traffic on Los Arcos Street. 67.0 dBA landscaping noise (part of it filtered out).
ST-18	5/17/2017	9:44 a.m.	56.1	7875 Rosina Street	53.4 dBA low traffic noise. 63.0/62.0 dBA traffic on Rosina Street and Val Verde Avenue.	53.4 dBA low traffic noise. 63.0/62.0 dBA traffic on Rosina Street and Val Verde Avenue.
ST-19	5/12/2017	11:21 a.m.	61.9	Bixby Park, 130 Cherry Avenue	Traffic on Broadway and Cherry Avenue and helicopter flyovers.	Skateboarders near Bixby Park Community Center. Helicopter and loud truck 70.3 dBA max, loud car ~70 dBA, helicopter flyover 72.5 dBA max. Loud motorcycles 71-plus dBA max, 72.5 max. Garbage truck on Cherry Avenue.
ST-20	5/12/2017	12:54 p.m.	67.3	1600 Atlantic Avenue at the northwest corner of Martin Luther King Jr. Avenue and 15th Street	Traffic on Martin Luther King Jr. Avenue and skateboarders at skate park across Martin Luther King Jr. Avenue.	Loud car mid-high 70s dBA. Loud car stereo ~74 dBA, loud cars 76.8 dBA, 84.4 dBA. Filtered shouting. 1:07-1:08 p.m. distant plane (traffic louder), 1:09 p.m. distant plane (skate park louder).

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-21	5/12/2017	11:46 a.m.	57.6	1085 Orizaba Avenue	Traffic noise on Orizaba Avenue and 11th Street, aircraft noise, and noise from school playground.	51.0 dBA playground noise (no traffic). 71.0 dBA traffic on Orizaba Avenue with playground noise. 65.0 dBA aircraft with playground noise. 61 dBA traffic on 11th Street.
ST-22	5/15/2017	11:09 a.m.	71.5	1700 West Willow Street	Traffic on Willow Street and Santa Fe Avenue.	Aircraft mid 60s dBA, 75.8 dBA max, 71.1 dBA max. 11:12 a.m., 11:16 a.m. traffic louder than distant helicopters. Bus stops at nearby stop. Filtered emergency vehicle and siren.
ST-23	5/17/2017	10:33 a.m.	68.2	2201 North Bellflower Boulevard	Traffic on Bellflower Boulevard and Stearns Street.	Loud motorcycle ~77 dBA. Direct airliner flyover 78.9 dBA. Small planes ~71 dBA, traffic and small plane 69.2 dBA. Helicopter ~80 dBA. Plane 73.9 dBA. Traffic louder than tire service center and dryers at carwashes. Traffic and carwash dryers 68.0 dBA. Traffic high 60s low 70s dBA.
ST-24	5/12/2017	11:06 a.m.	56.3	South Greenway and Bixby Village Drive	Traffic on Bixby Village Drive, some traffic on South Greenway, faint aircraft noise.	42.5 dBA no traffic. 62.0/59.0 dBA no traffic on Greenway. 72.0 dBA traffic, bus. 57.0 dBA traffic on Bixby Village Drive. 68.0 dBA helicopter.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L _{eq}	Location Description	Noise Sources	Notes
ST-25	5/19/2017	1:38 p.m.	67.0	1802 North Studebaker Road	Traffic on Studebaker Road, Atherton Street, and I-405.	Motorcycle on Studebaker Road ~77.9 dBA. Heavy truck on southbound Studebaker Road ~79 dBA. Loud pickup truck on northbound Studebaker Road 77.0 dBA. Traffic on Studebaker Road reaches low 70s dBA intermittently.
ST-26	5/12/2017	10:32 a.m.	58.5	22 60th Street	Traffic on Ocean Boulevard. Some noise from street sweeper.	42.0 dBA no traffic. 57.0 dBA traffic on Ocean Boulevard. 70.0 dBA traffic on Ocean Boulevard.
ST-27	5/15/2017	12:27 p.m.	63.2	1147 East South Street	Traffic on Orange Avenue and South Street.	Filtered emergency vehicle. 12:40 p.m. distant car alarm.
ST-28	5/15/2017	11:51 a.m.	72.2	6020 Long Beach Boulevard	Traffic on Long Beach Boulevard and Victoria Street. Some trucks pulling into stop.	11:54 a.m. plane (heavy truck louder). Filtered medium truck passby directly behind meter. High truck percentage.
ST-29	5/15/2017	10:33 a.m.	60.0	4974 Oregon Avenue	Traffic on Del Amo Boulevard and some traffic on Oregon Avenue.	54.0 dBA low traffic on Del Amo Boulevard. 63.6 dBA, 65/0 dBA traffic on Del Amo Boulevard. 71.0 dBA traffic on Del Amo Boulevard and aircraft noise.

Table J: Existing Short-Term Noise Level Measurements (continued)

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-30	5/19/2017	12:51 p.m.	51.2	2339 Curry Street	HVAC at 2380 Curry Street and possible generator, distant aircraft, and traffic, some activity at industrial uses at 2380 Curry Street and 2339 Curry Street, and a wind pump.	Occasional windpump wheel noise (50.0–51.9 dBA). Aircraft ~50 dBA, aircraft and wheel 54.5/~53 dBA. ~1:00 p.m. cars maneuvering west of 2339 Curry Street, high 50s, low 60s dBA. Car passby mid 60s dBA, pickup truck passby 61.9 dBA, minivan 61.3 dBA. Filtered dogs and distant emergency vehicles.
ST-31	5/17/2017	8:46 a.m.	57.8	Hartwell Park, 5801 Parkcrest Street	Traffic on Carson Street and Woodruff Avenue.	Two low-flying airplanes and traffic 64.2 dBA. Car without muffler low 70s dBA Propeller plane and light traffic 70.9 dBA. Birds chirping. Allen Tire Co. across street, traffic is louder. Filtered sirens.
ST-32	5/12/2017	12:26 p.m.	65.2	Clark Avenue and Atherton Street	Traffic on Clark Avenue and Atherton Street.	None.

Source: LSA (2017).

L_{eq} = average noise level

CNEL = Community Noise Equivalent Level

dB = decibel(s)

dBA = A-weighted decibel(s)

ft = feet

HVAC = heating, ventilation, and air conditioning

I-405 = Interstate 405

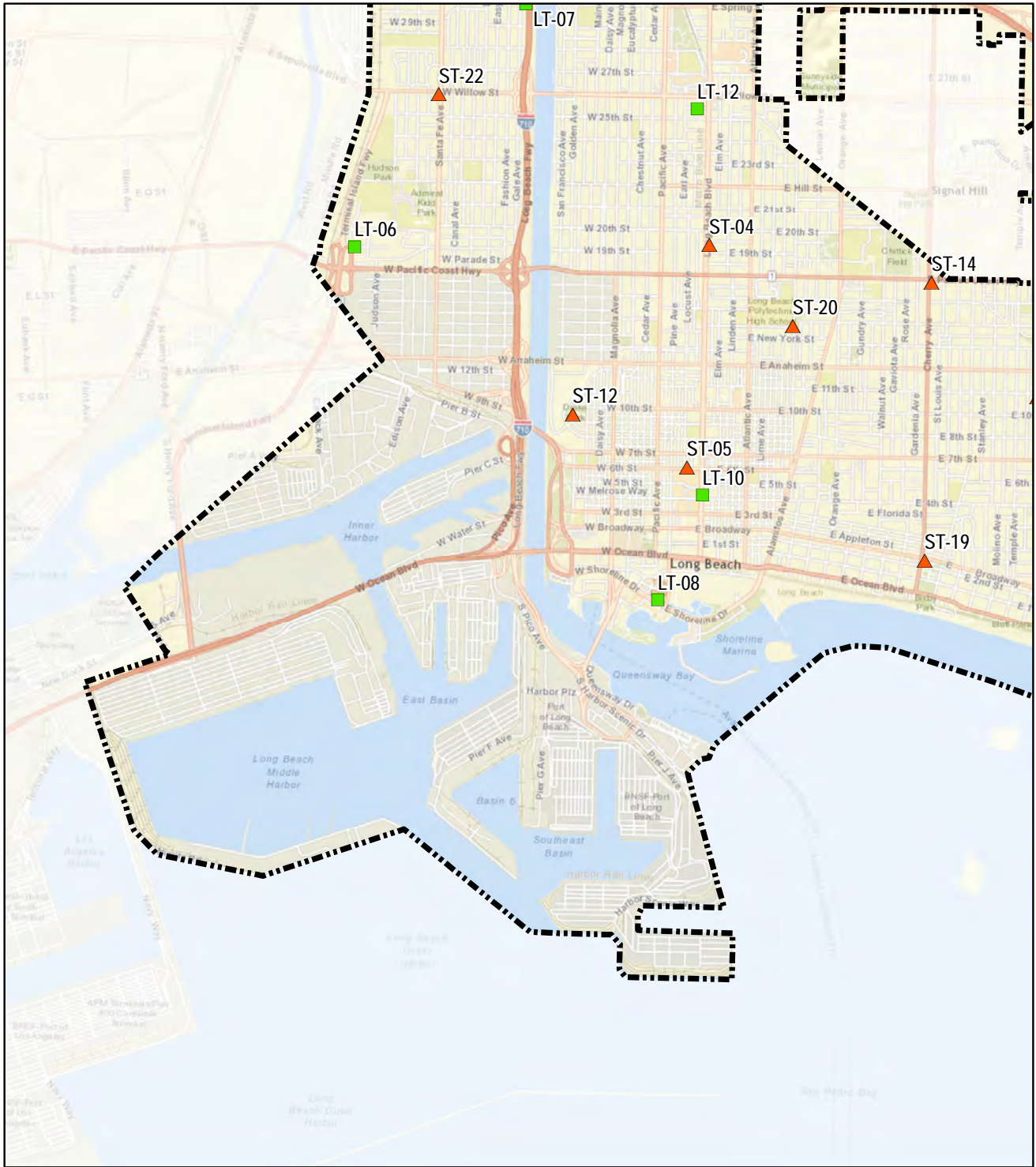
I-710 = Interstate 710

SR-1 = State Route 1

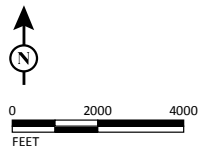
SR-91 = State Route 91

SR-103 = State Route 103

Figure 2: Area 1, Noise Monitoring Locations



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short

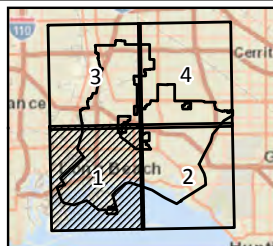
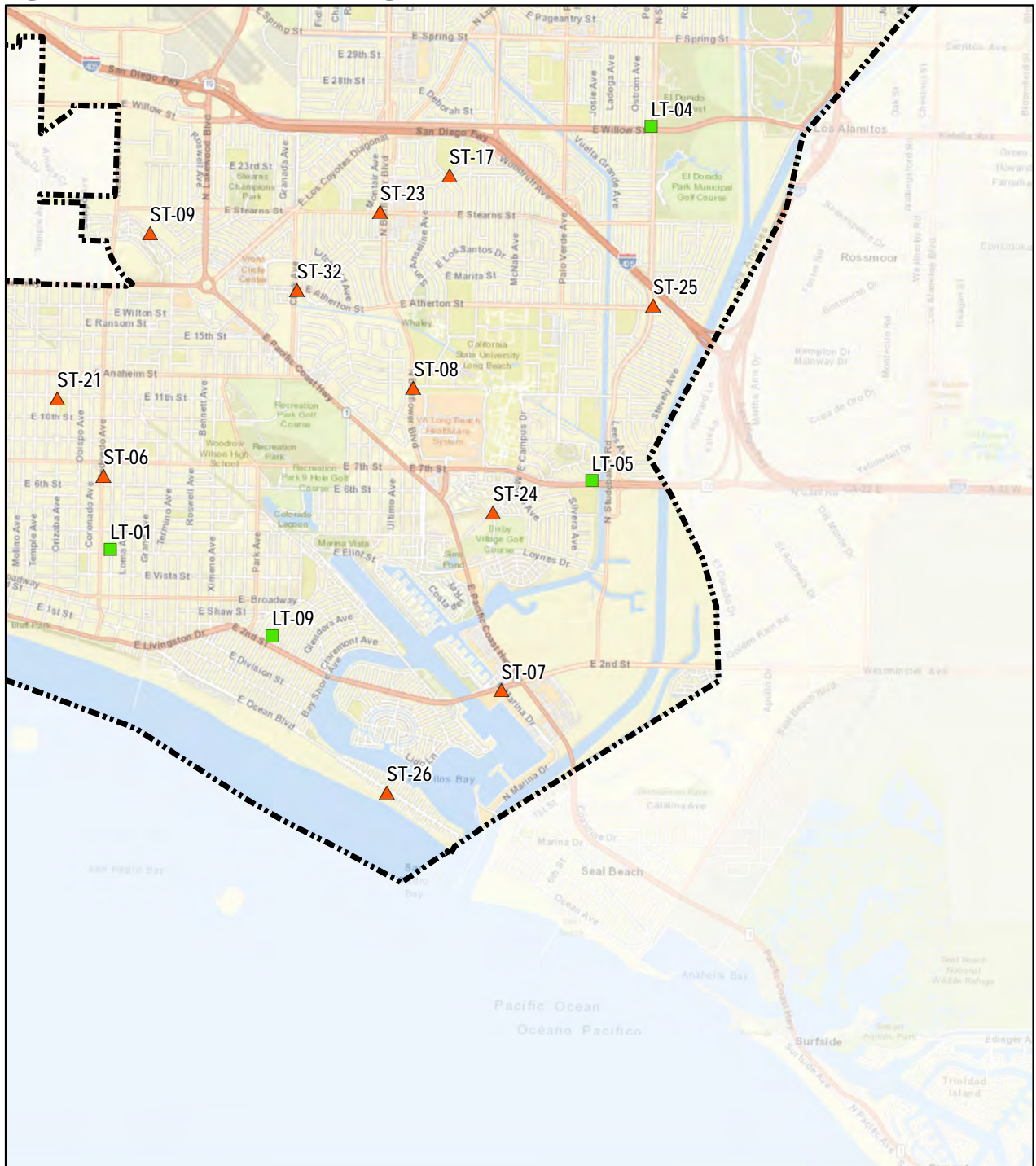


FIGURE 2

Page 1 of 4

City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 2: Area 2, Noise Monitoring Locations



LSA



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short

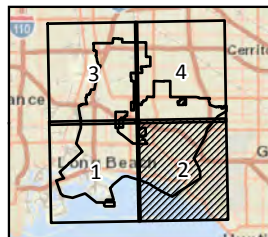
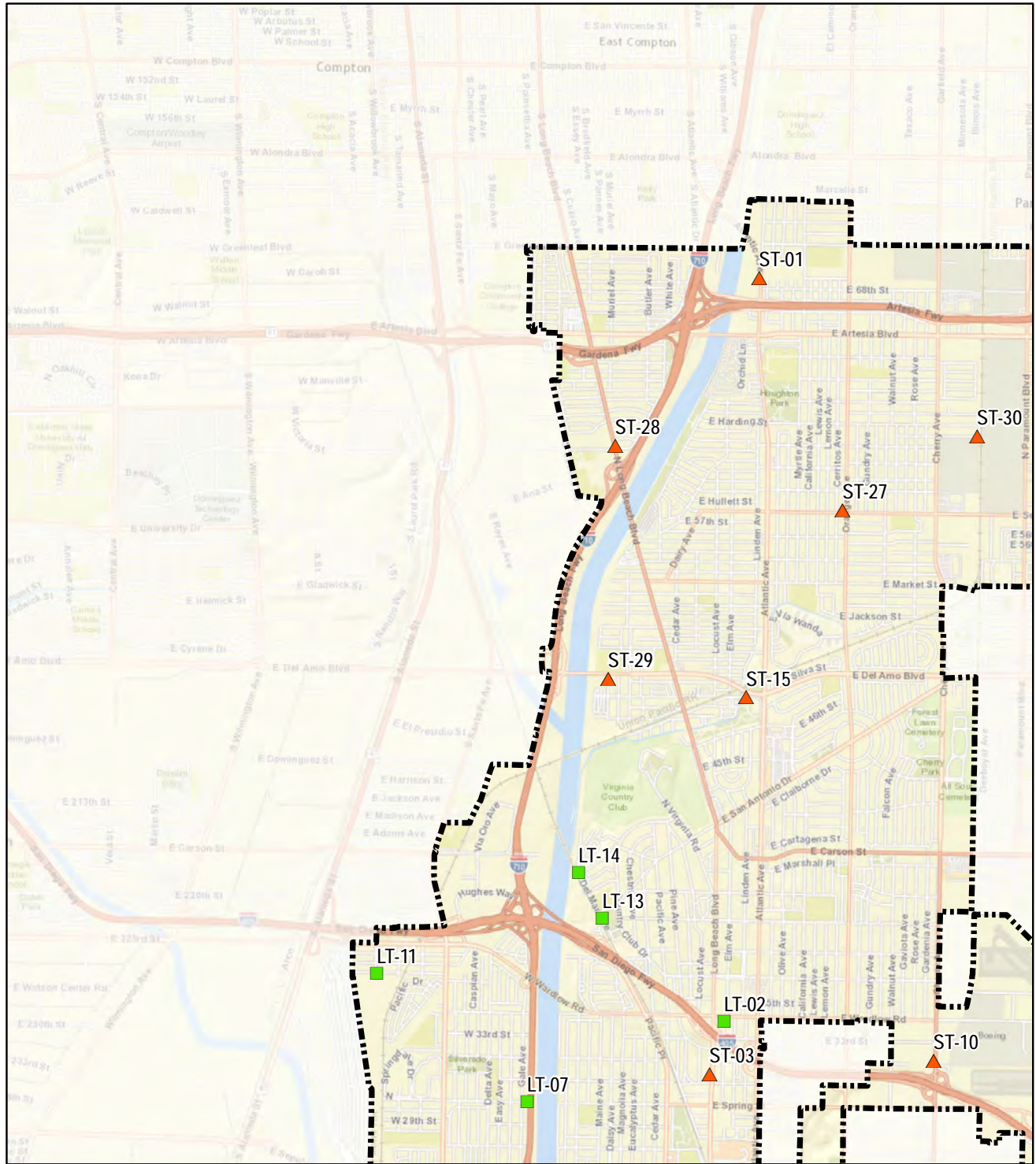


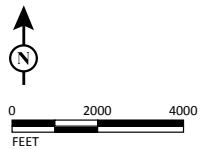
FIGURE 2
Page 2 of 4

City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 2: Area 3, Noise Monitoring Locations



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Monitoring Location Type

- Long
- Short

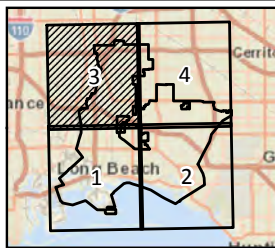
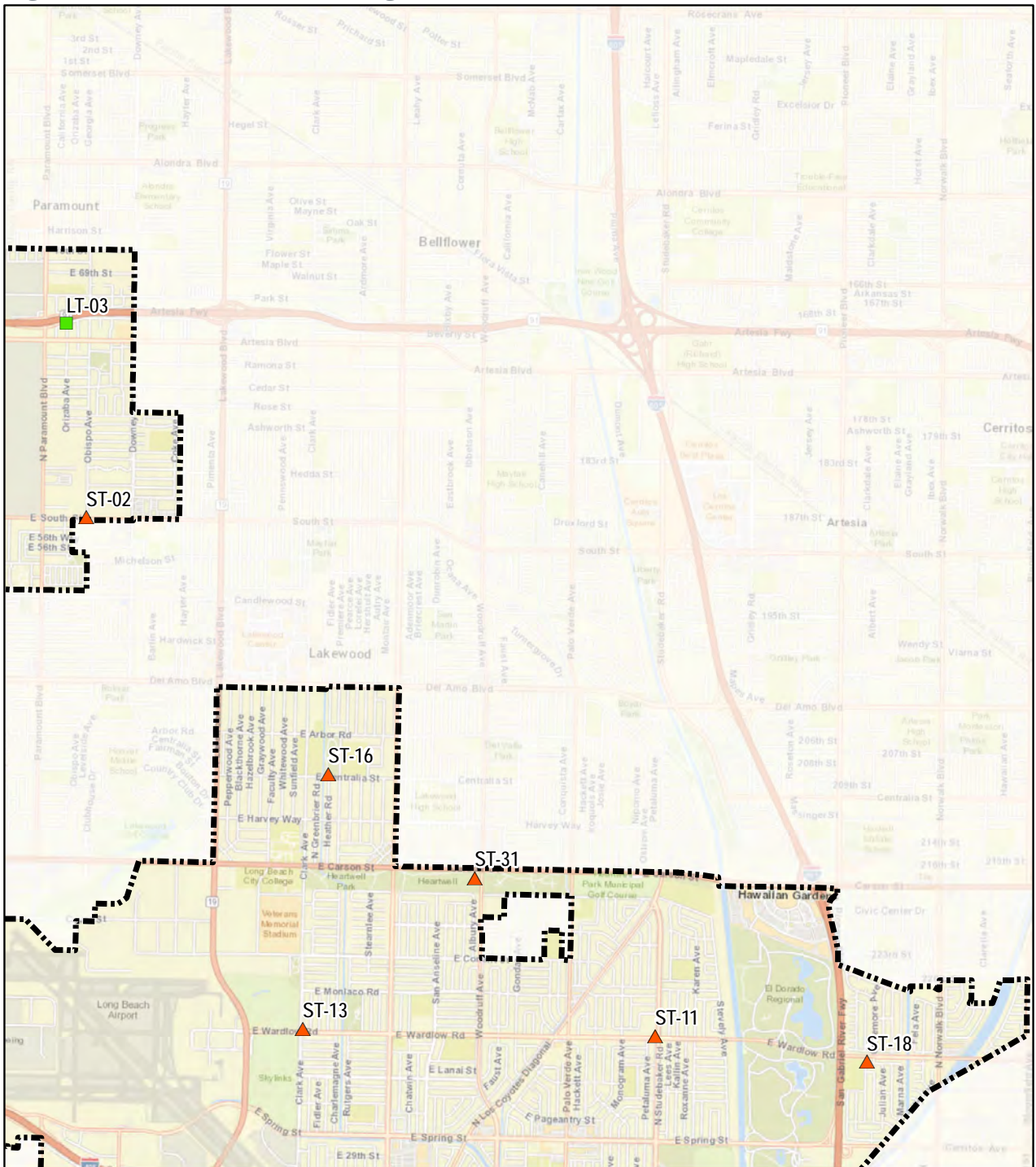


FIGURE 2
Page 3 of 4

City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 2: Area 4, Noise Monitoring Locations



LSA

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short



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FEET

SOURCE: Esri (2016); LSA (5/2017)

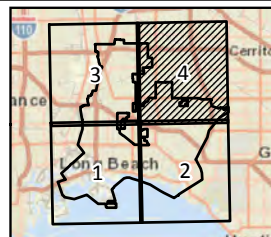
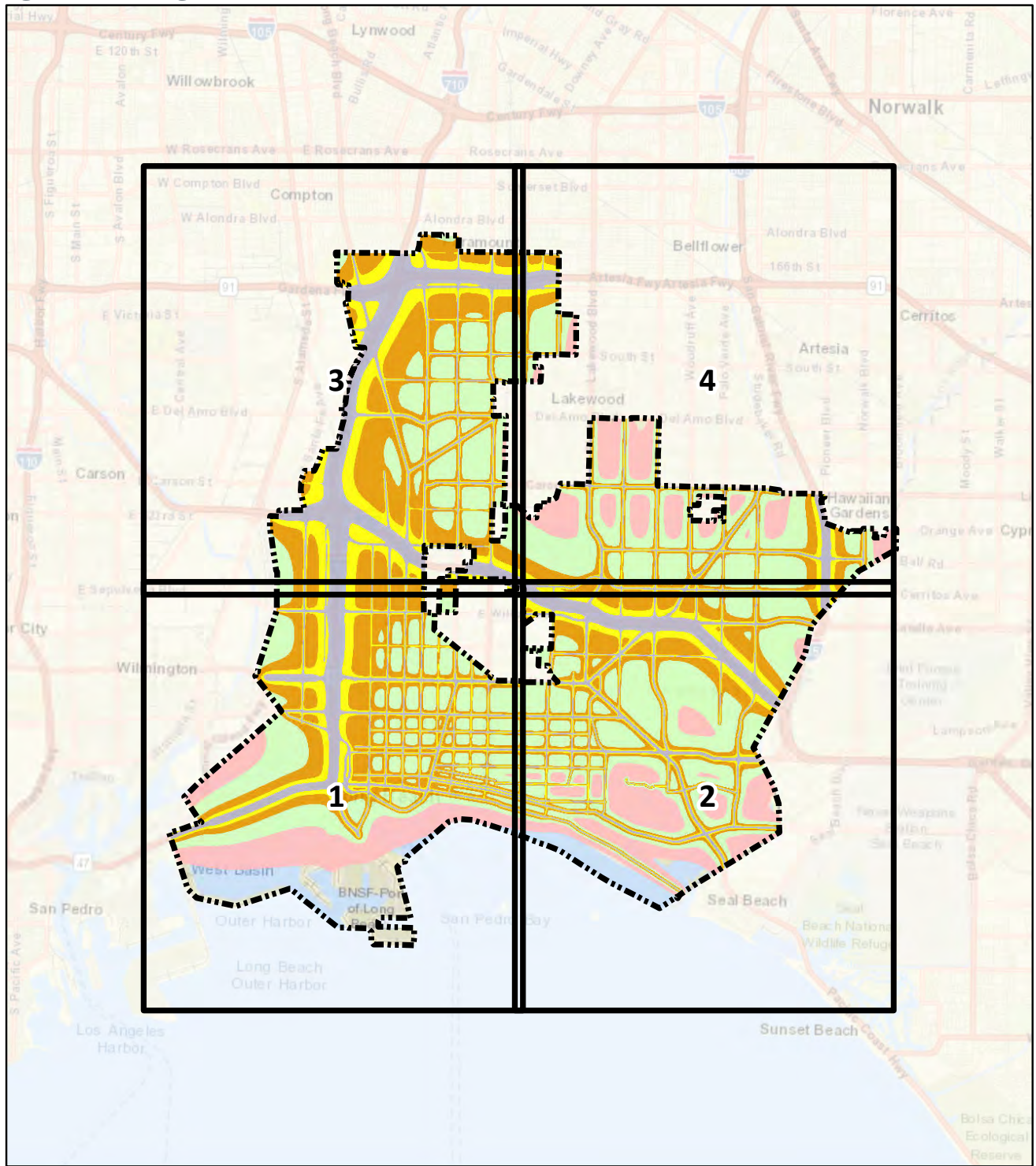


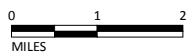
FIGURE 2
Page 4 of 4

City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 3: Existing Traffic Noise Contours Area Overview



LSA



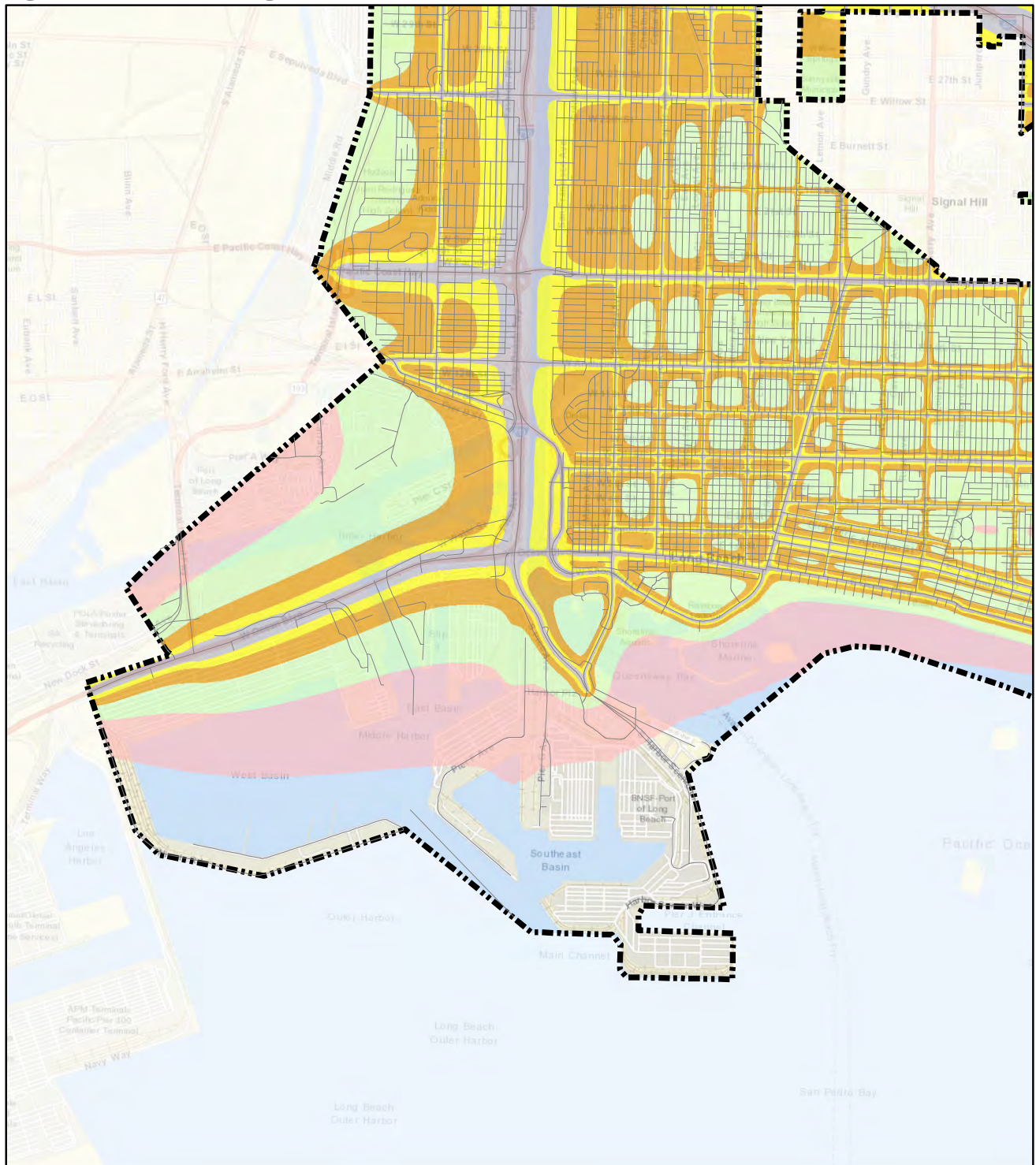
SOURCE: Esri (2016); LSA (5/2017)

LEGEND	
	Long Beach City Boundary
Contour Value	
	55 dBA Ldn
	60 dBA Ldn
	70 dBA Ldn
	65 dBA Ldn
	75 dBA Ldn

FIGURE 3
Overview

City of Long Beach Noise Element Update
Existing Traffic Noise Contours

Figure 3: Area 1, Existing Traffic Noise Contours



LSA



0 2000 4000
FEET

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

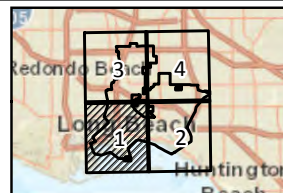
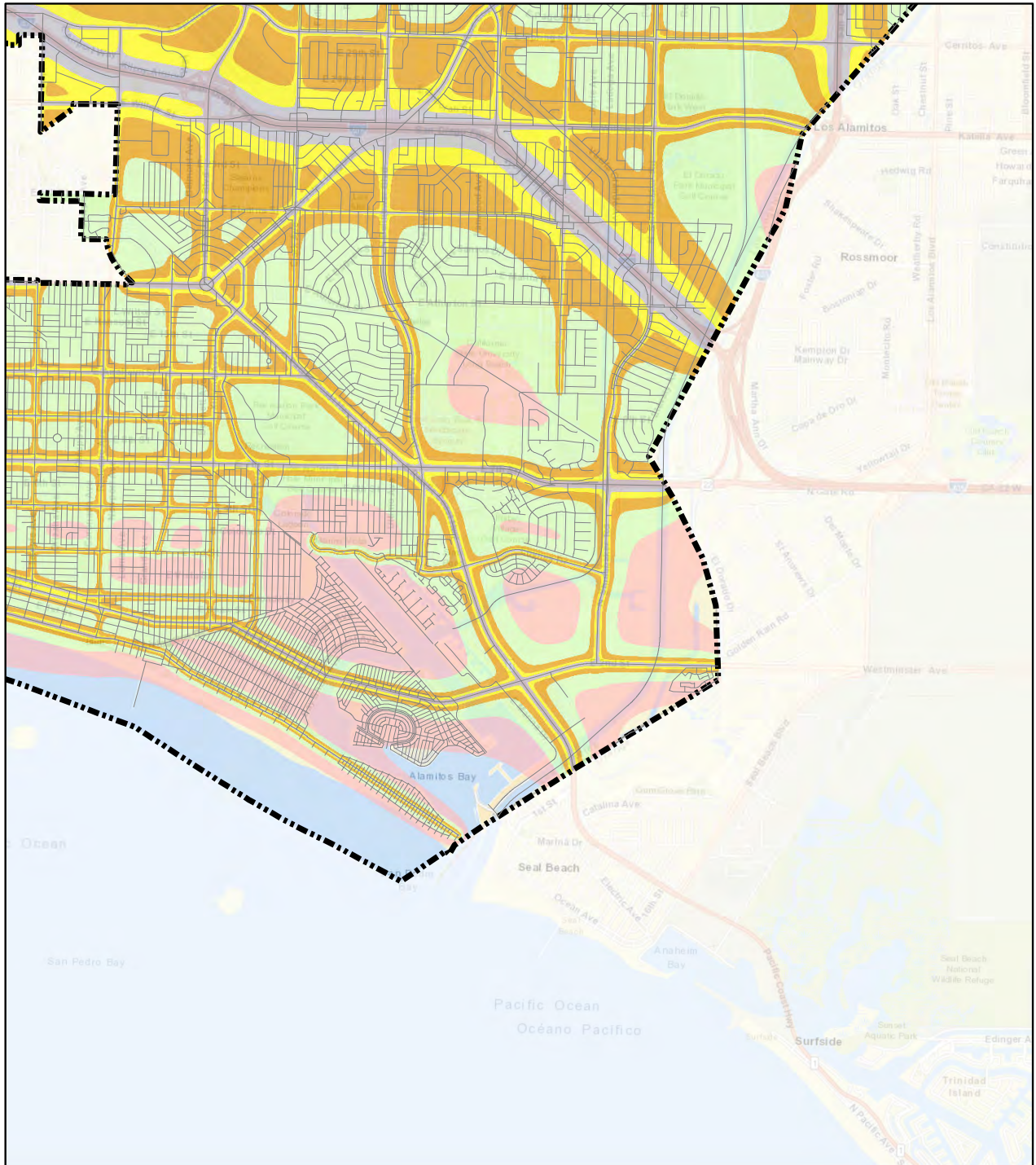


FIGURE 3
Page 1 of 4

City of Long Beach
Noise Element Update
Existing Traffic Noise Contours

SOURCE: Esri (2016); LSA (5/2017)

Figure 3: Area 2, Existing Traffic Noise Contours



LSA



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 55 dBA Ldn

- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

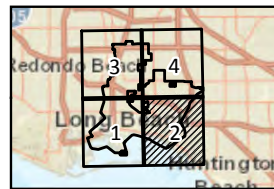
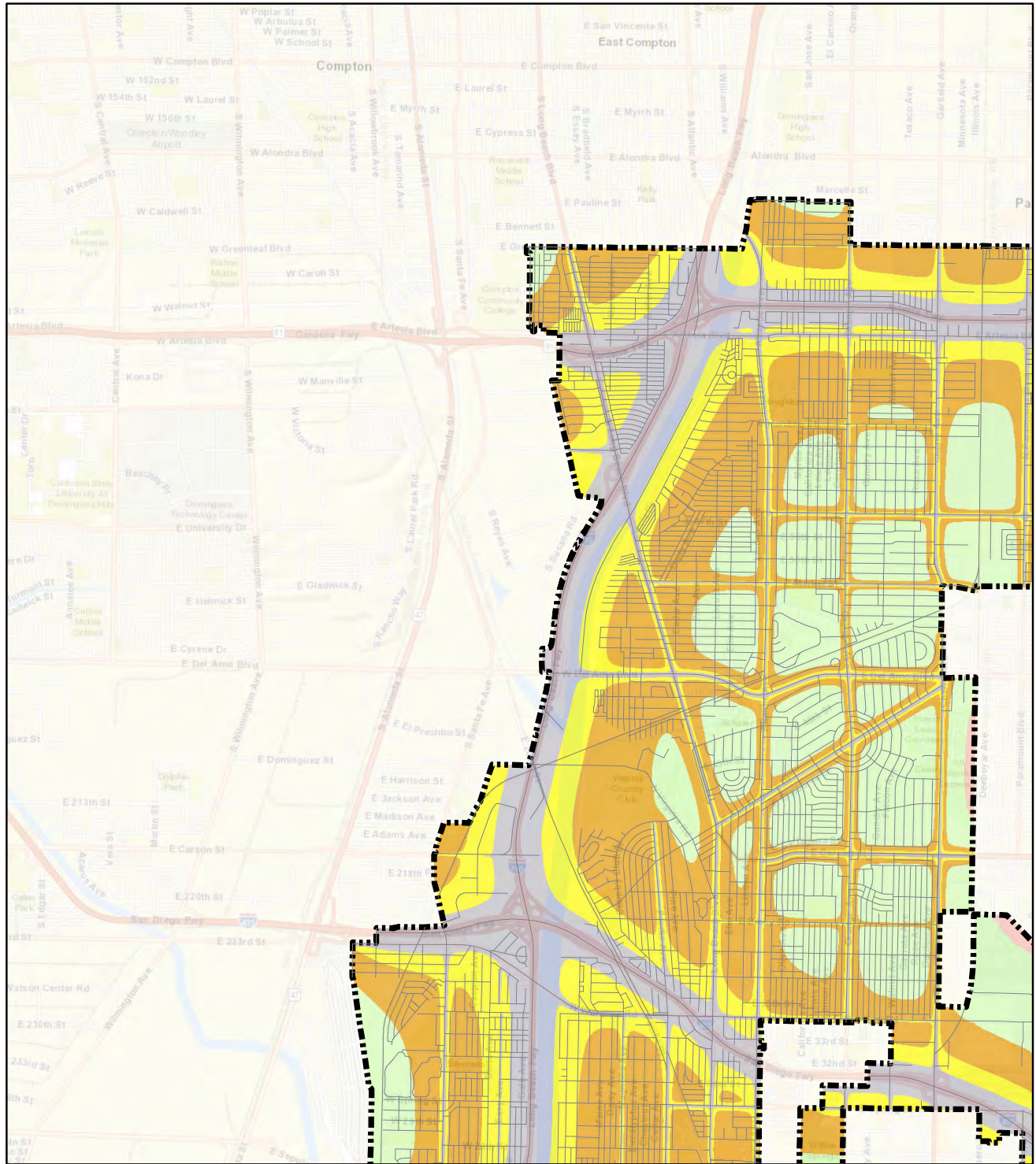


FIGURE 3
Page 2 of 4

City of Long Beach
Noise Element Update
Existing Traffic Noise Contours

Figure 3: Area 3, Existing Traffic Noise Contours



LSA



0 2000 4000
FEET

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 55 dBA Ldn

- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

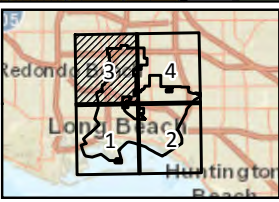


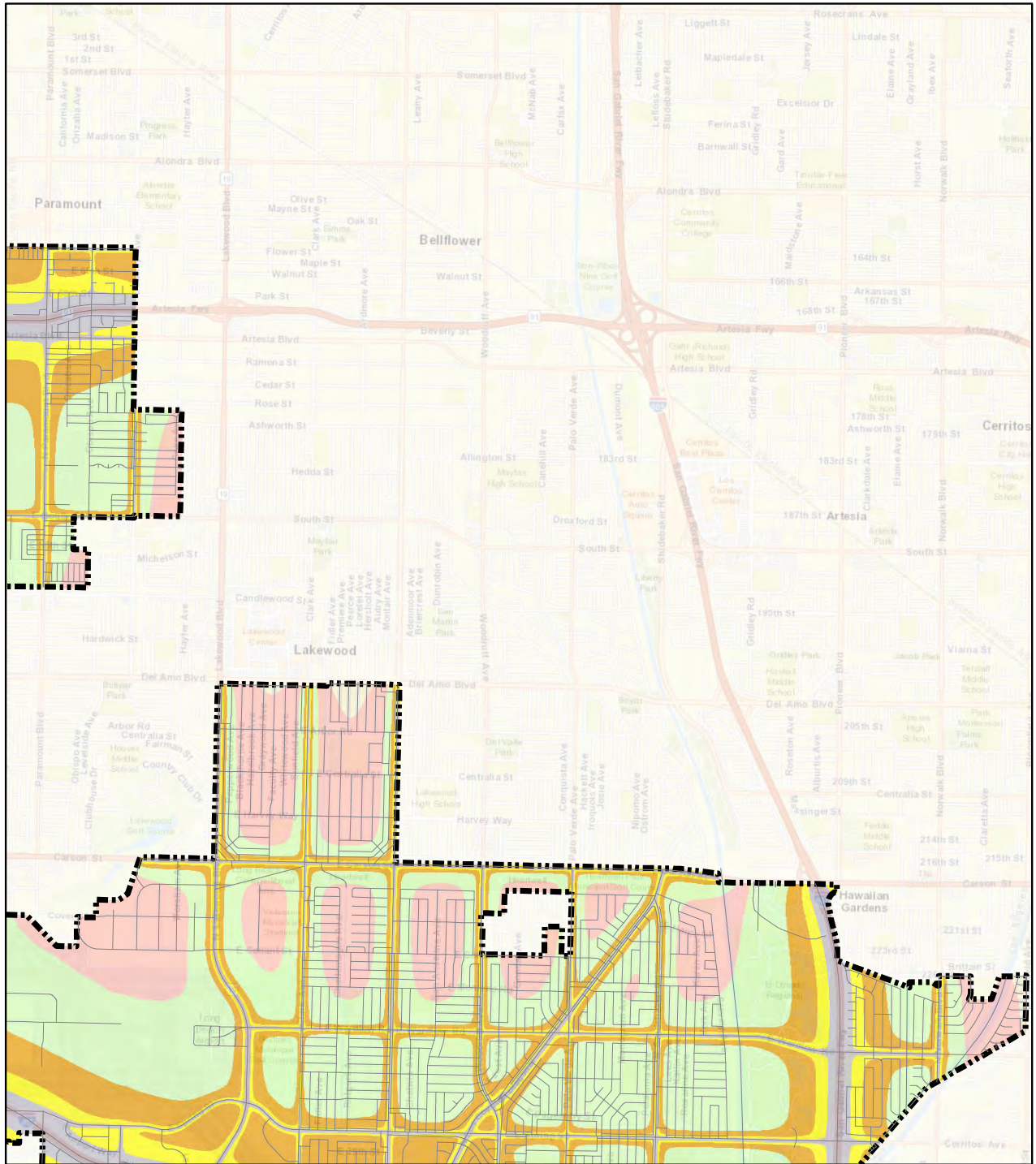
FIGURE 3
Page 3 of 4

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours

SOURCE: Esri (2016); LSA (5/2017)

Figure 3: Area 4, Existing Traffic Noise Contours



LSA



0 2000 4000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 55 dBA Ldn

- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn

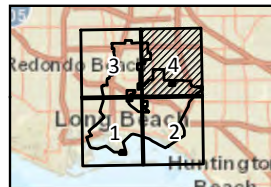
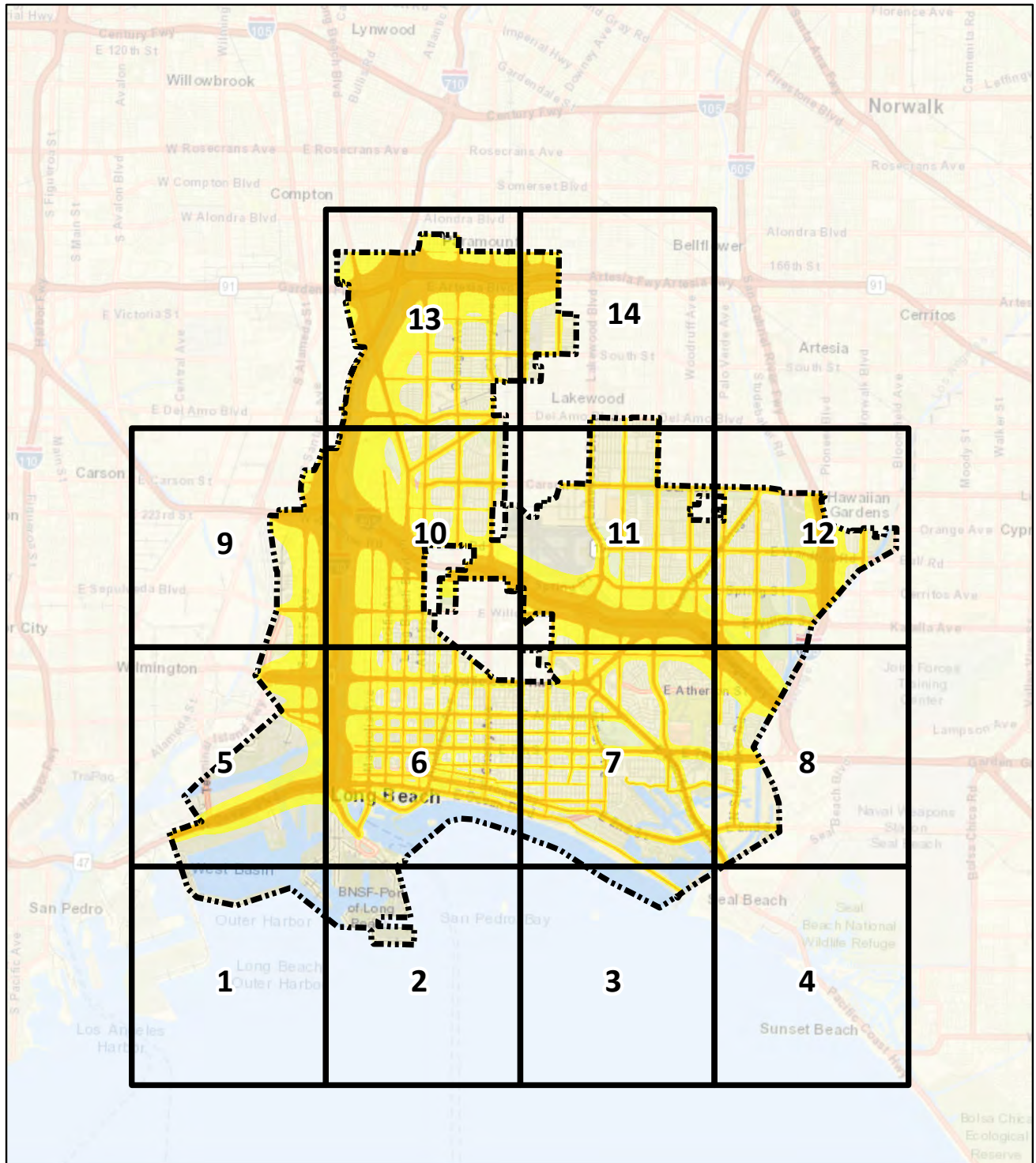


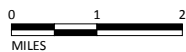
FIGURE 3
Page 4 of 4

City of Long Beach
Noise Element Update
Existing Traffic Noise Contours

Figure 3: Existing Traffic Noise Contours (65 and 70 dba) Area Overview



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

Long Beach City Boundary

Contour Value

65 dBA Ldn

70 dBA Ldn

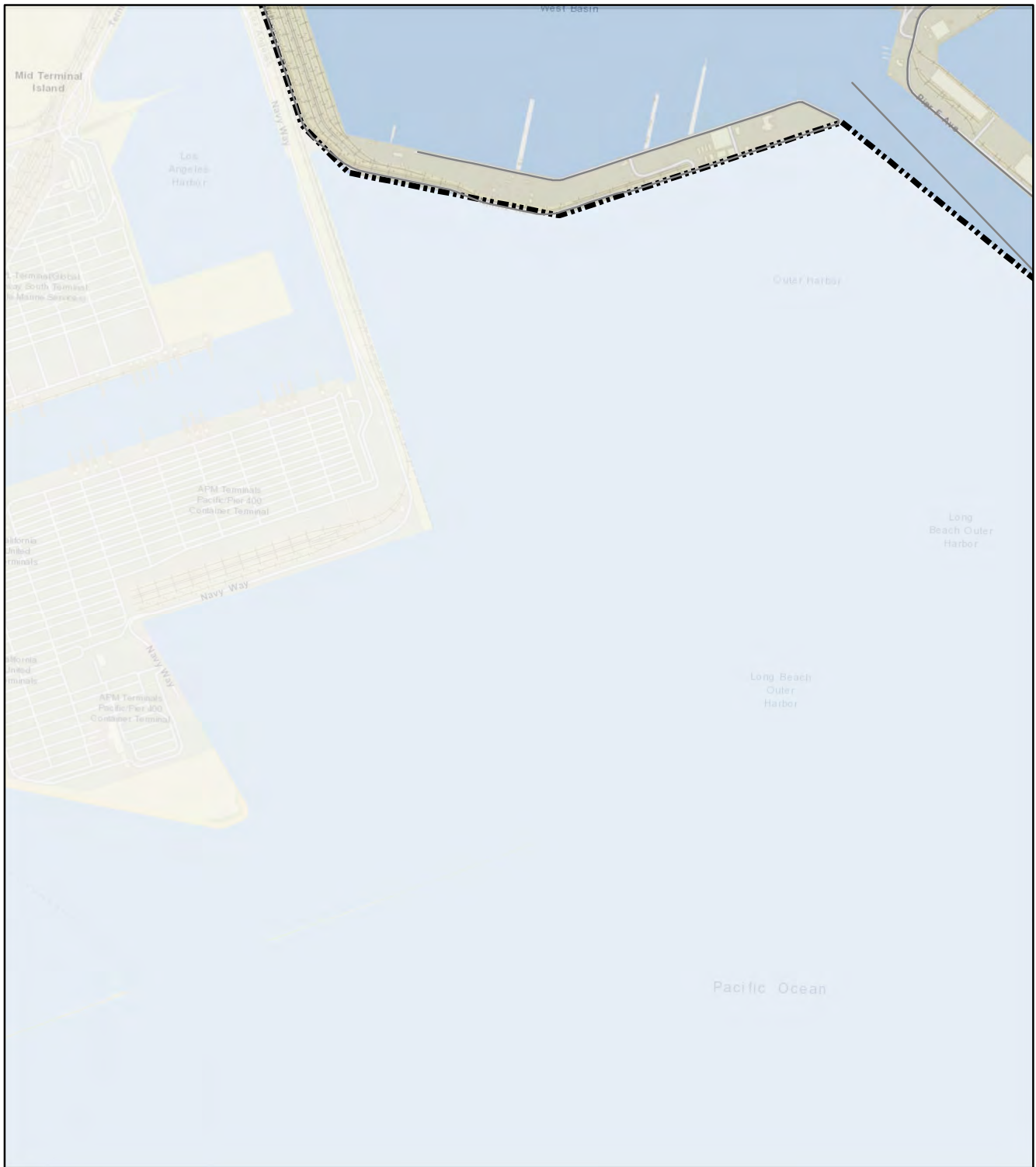
FIGURE 3

Overview

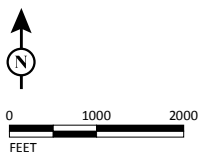
City of Long Beach Noise Element Update

Existing Traffic Noise Contours

Figure 3: Area 1, Existing Traffic Noise Contours (65 and 70 dba)



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

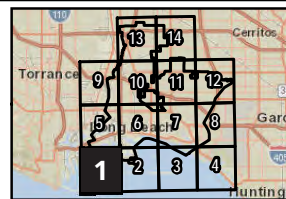
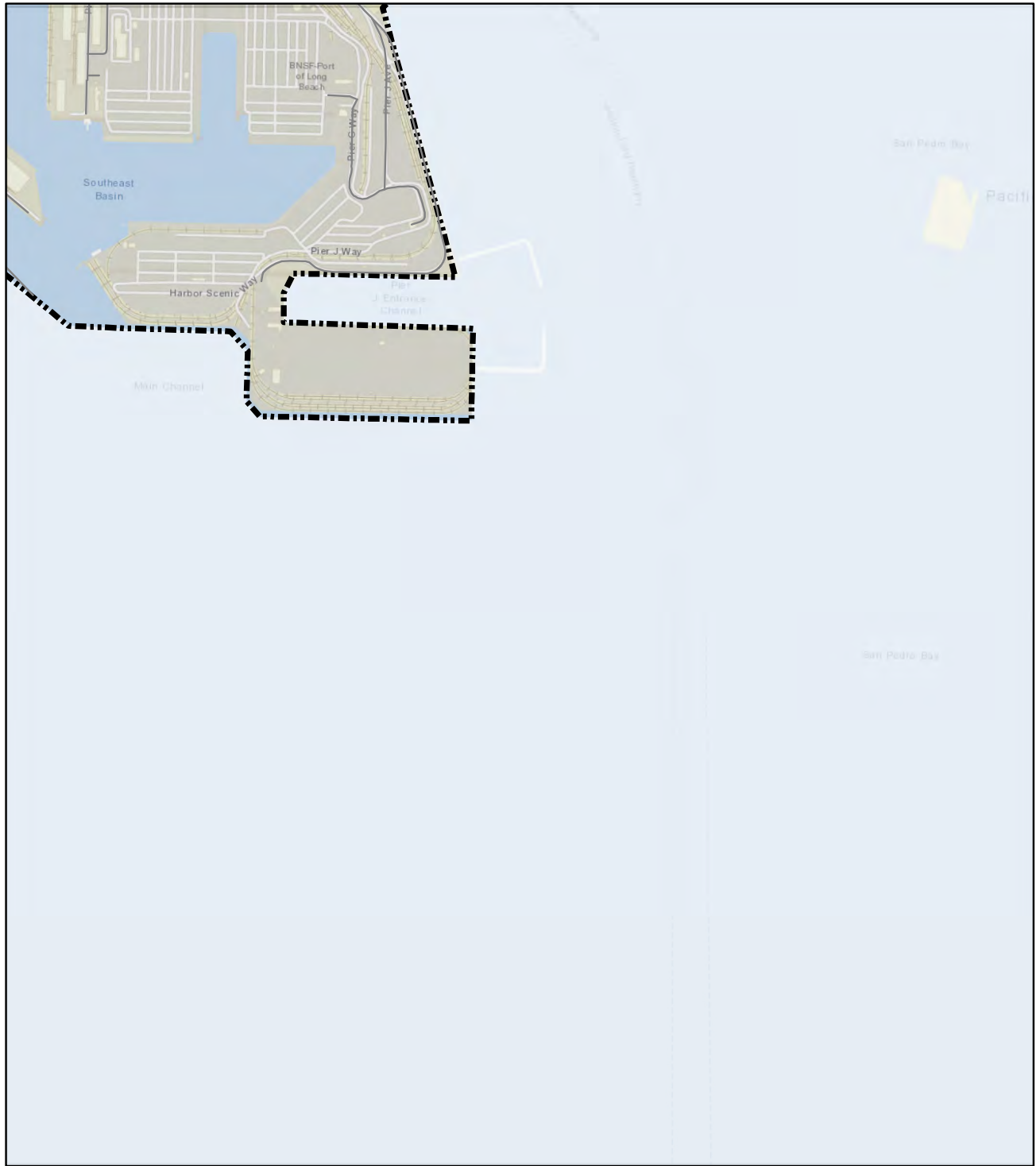


FIGURE 3
Page 1 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 2, Existing Traffic Noise Contours (65 and 70 dba)



LSA



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FEET

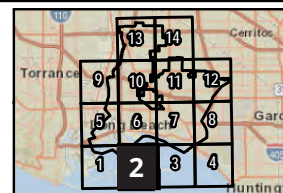
SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

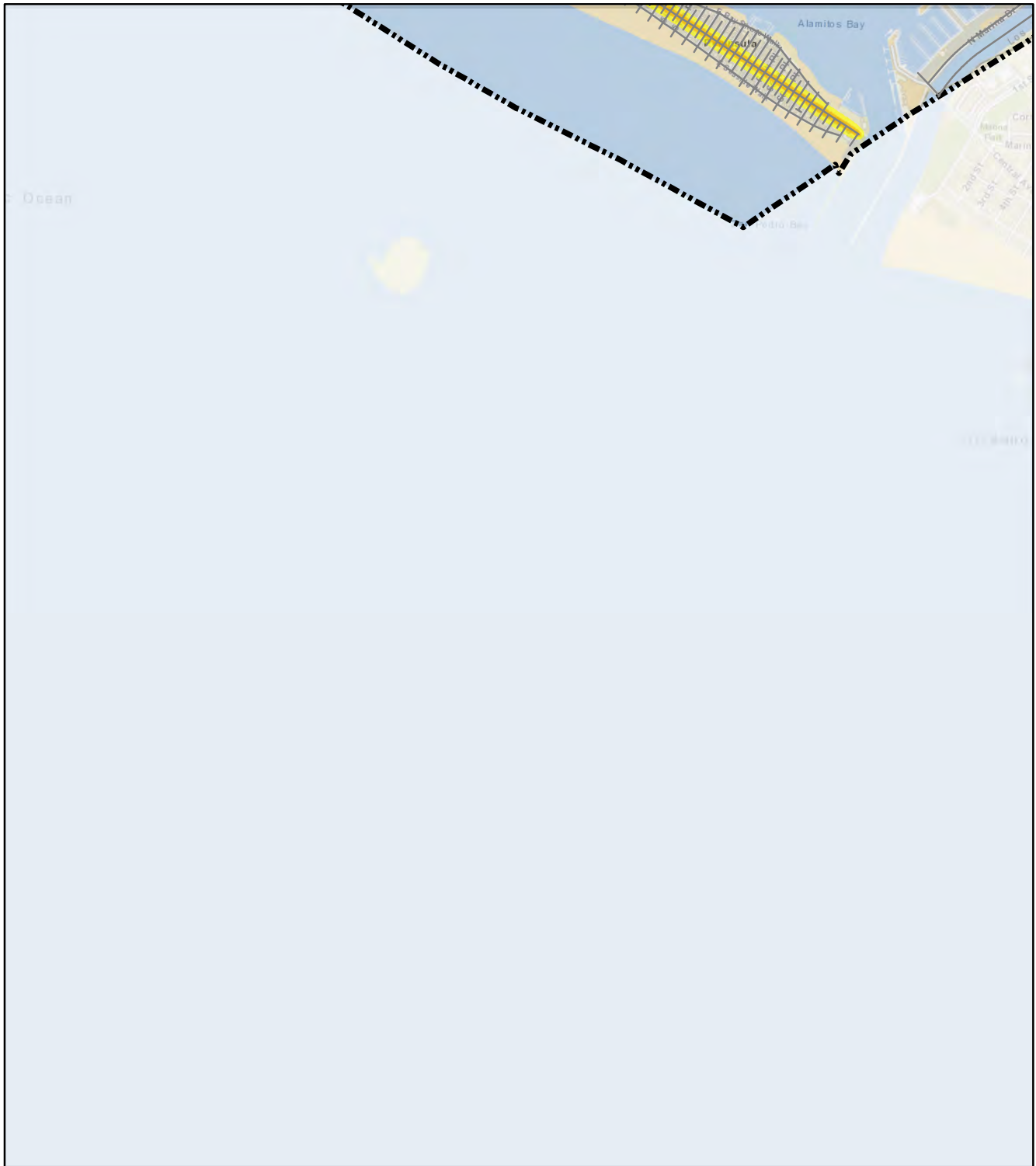


Existing Traffic Noise Contours - 65 and 70 dBA Ldn

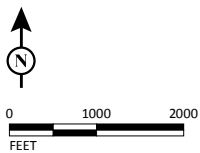
FIGURE 3
Page 2 of 14

City of Long Beach
Noise Element Update

Figure 3: Area 3, Existing Traffic Noise Contours (65 and 70 dba)



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

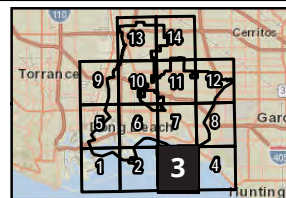
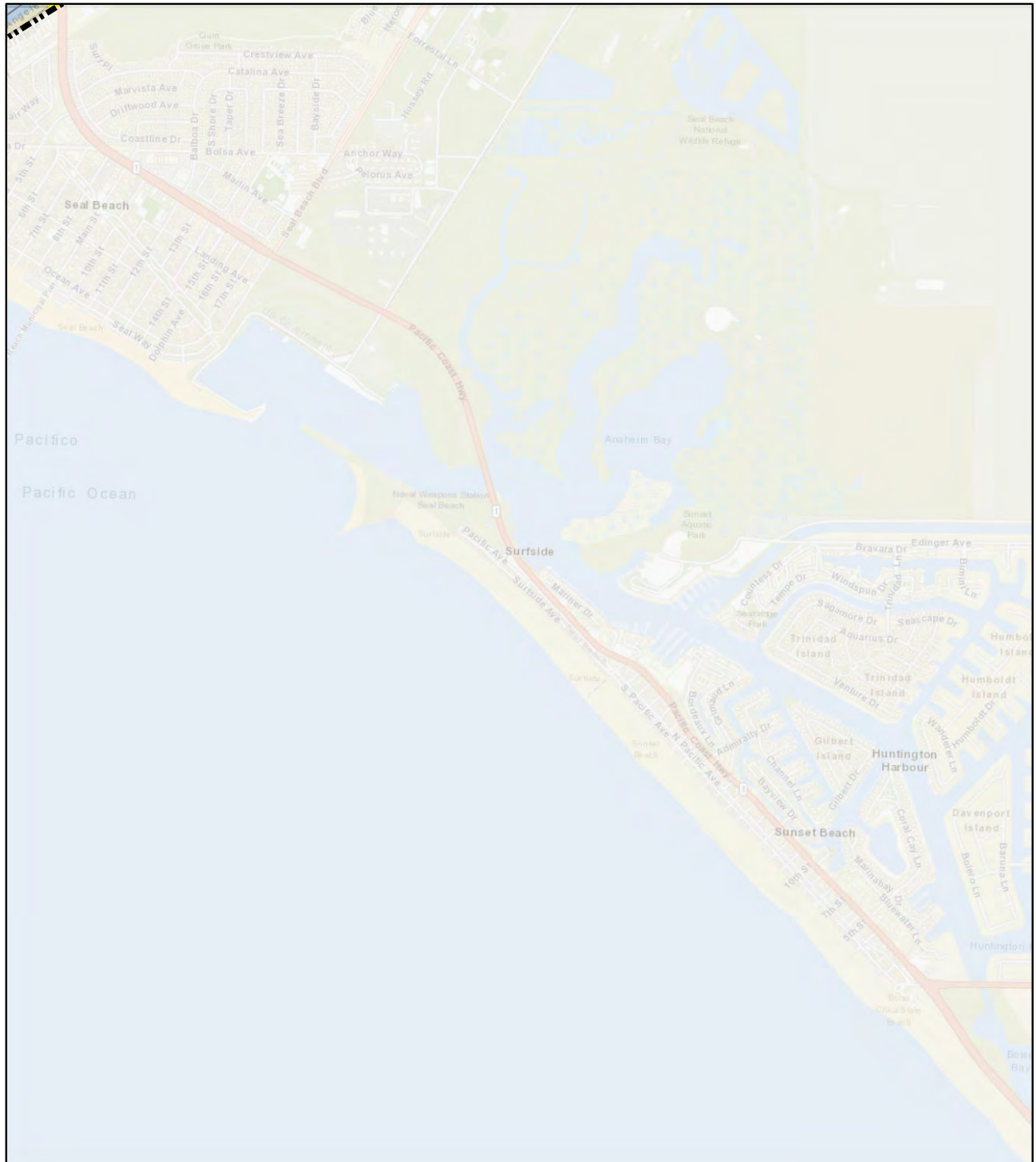


FIGURE 3
Page 3 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 4, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

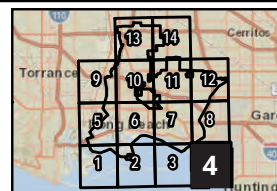
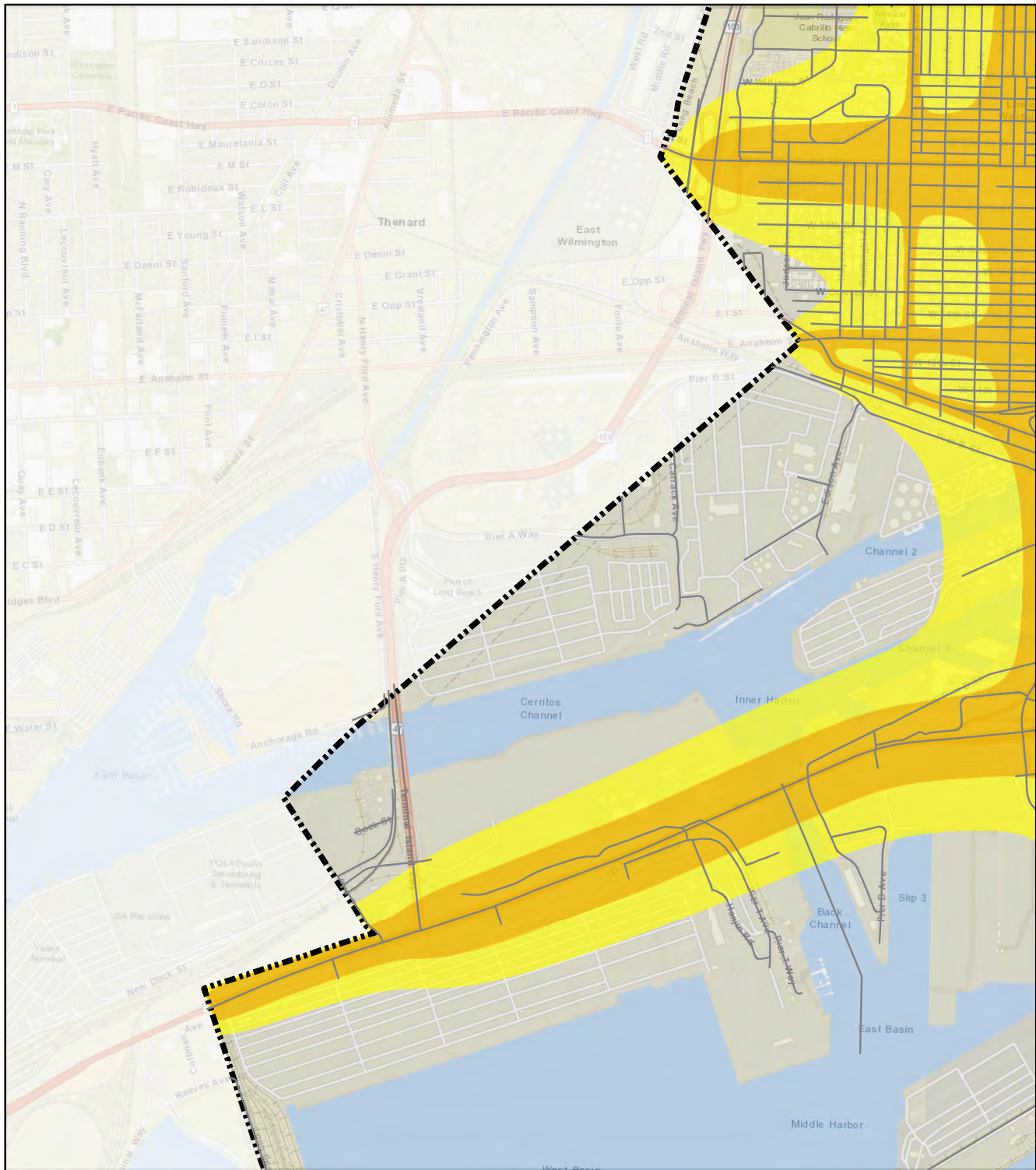


FIGURE 3
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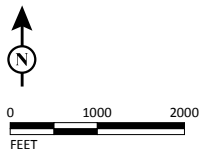
City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 5, Existing Traffic Noise Contours (65 and 70 dba)



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

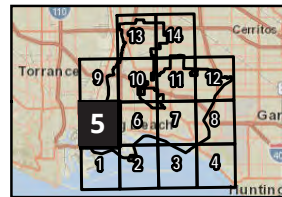
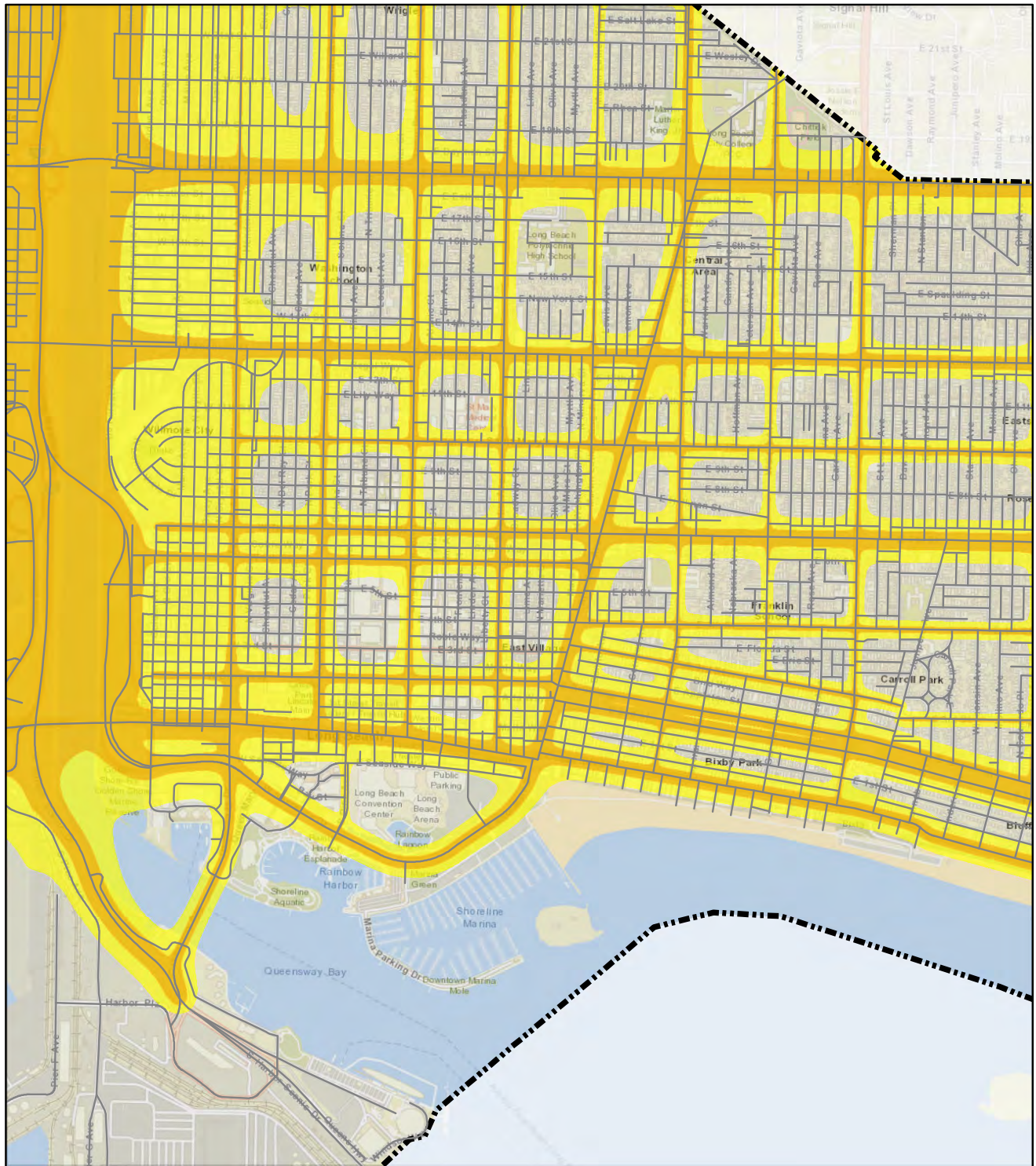


FIGURE 3
Page 5 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 6, Existing Traffic Noise Contours (65 and 70 dba)



LSA

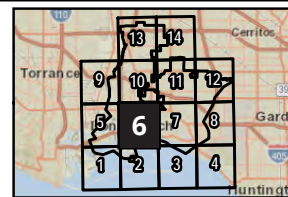


0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value**
- 65 dBA Ldn
- 70 dBA Ldn

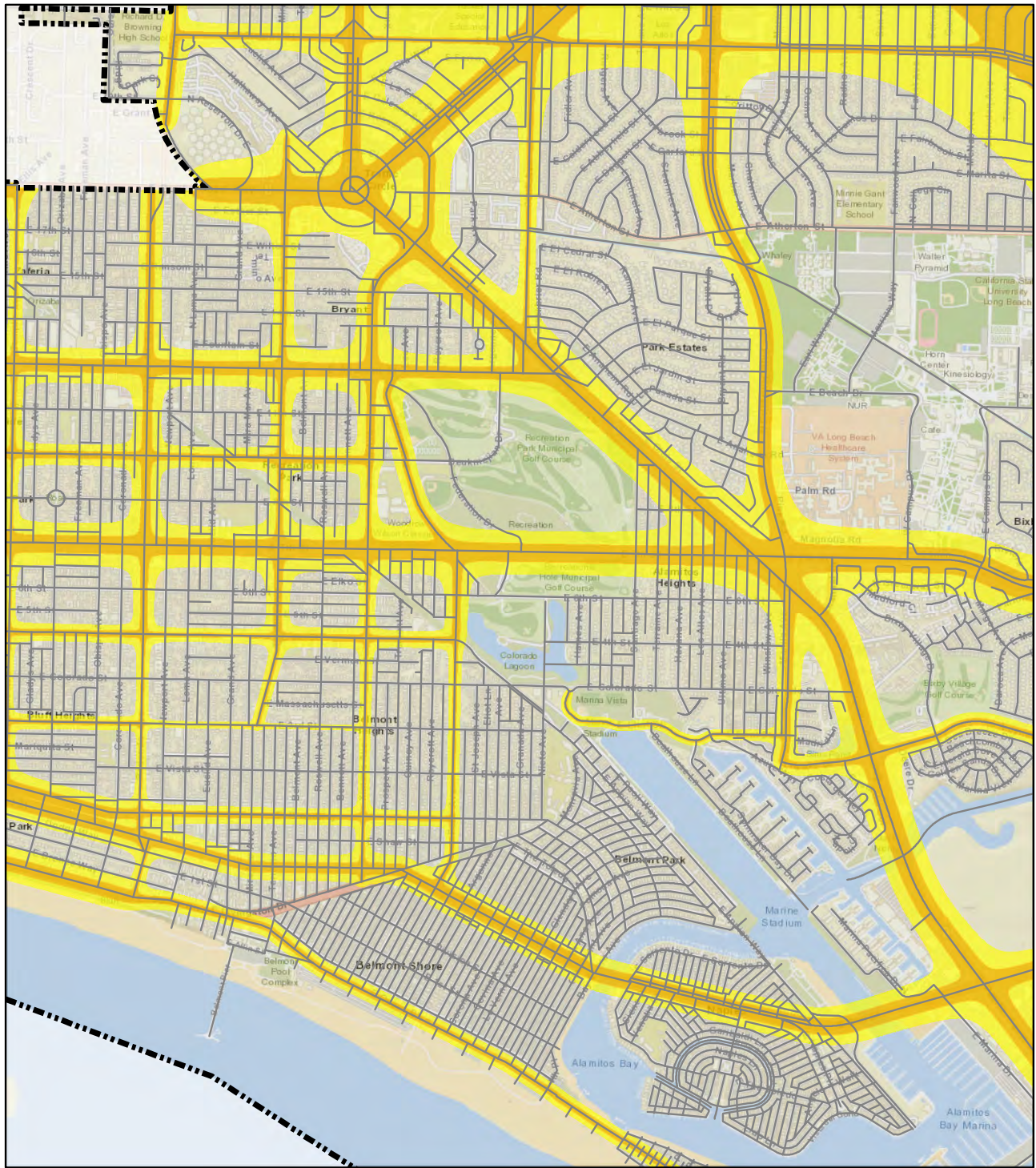


Existing Traffic Noise Contours - 65 and 70 dBA Ldn

FIGURE 3
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City of Long Beach
Noise Element Update

Figure 3: Area 7, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 65 dBA Ldn
- 70 dBA Ldn

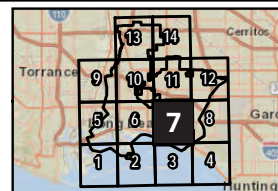
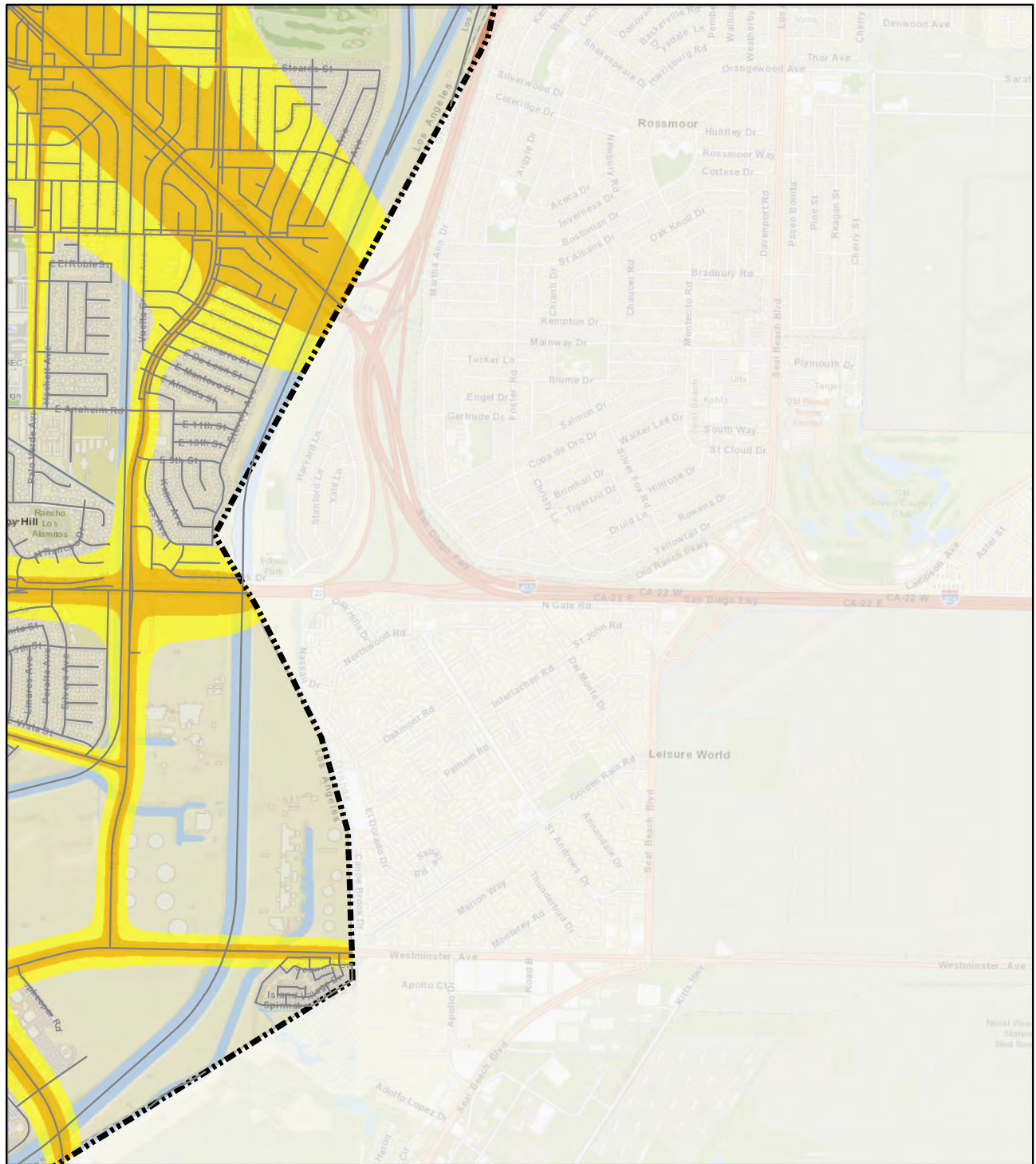


FIGURE 3
Page 7 of 14

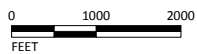
City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 8, Existing Traffic Noise Contours (65 and 70 dba)



LSA



SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 65 dBA Ldn
- 70 dBA Ldn

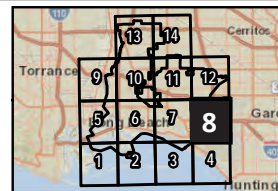
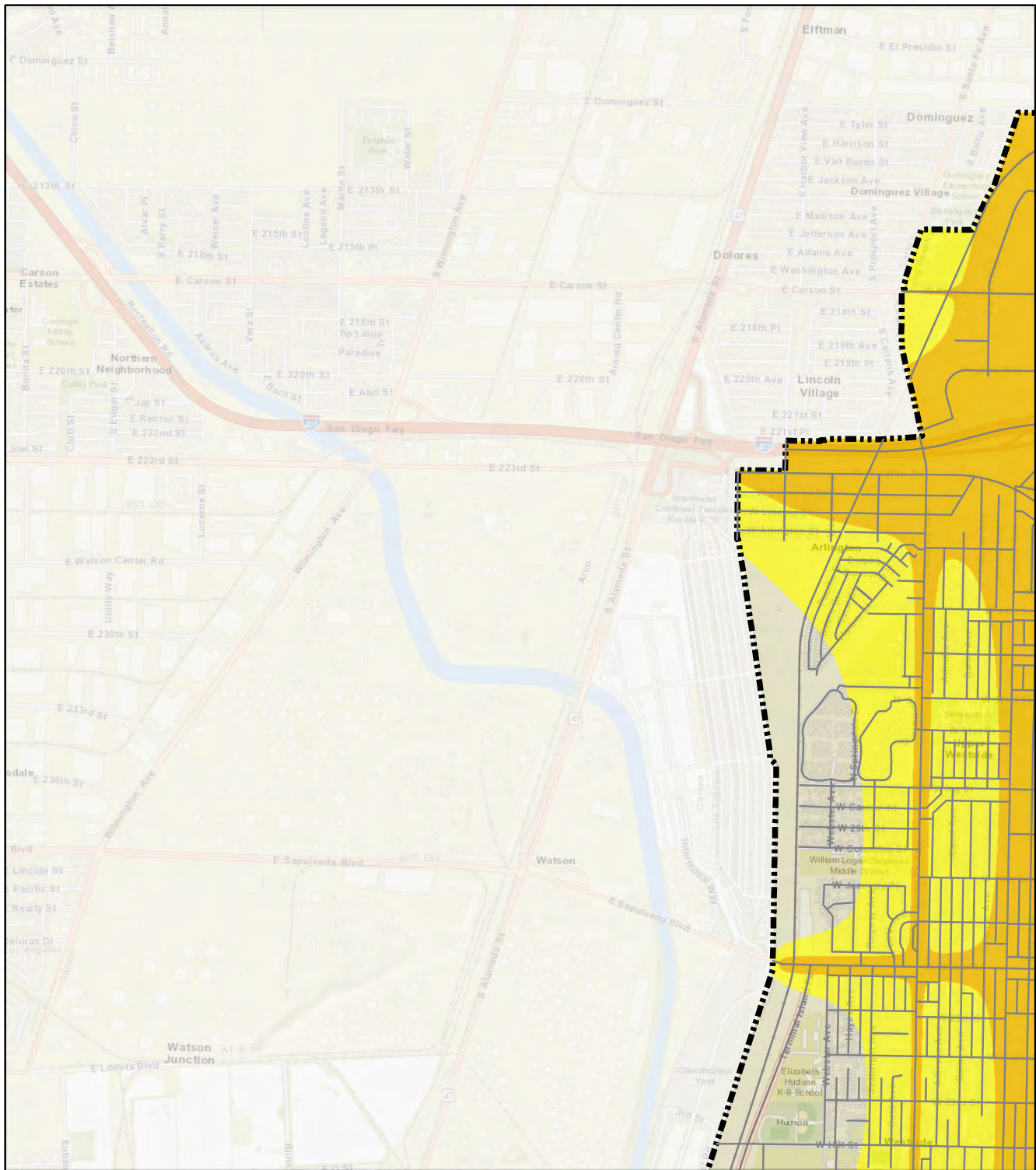


FIGURE 3
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City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 9, Existing Traffic Noise Contours (65 and 70 dba)



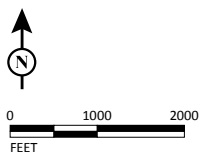
LSA

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn



SOURCE: Esri (2016); LSA (5/2017)

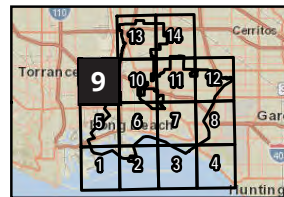
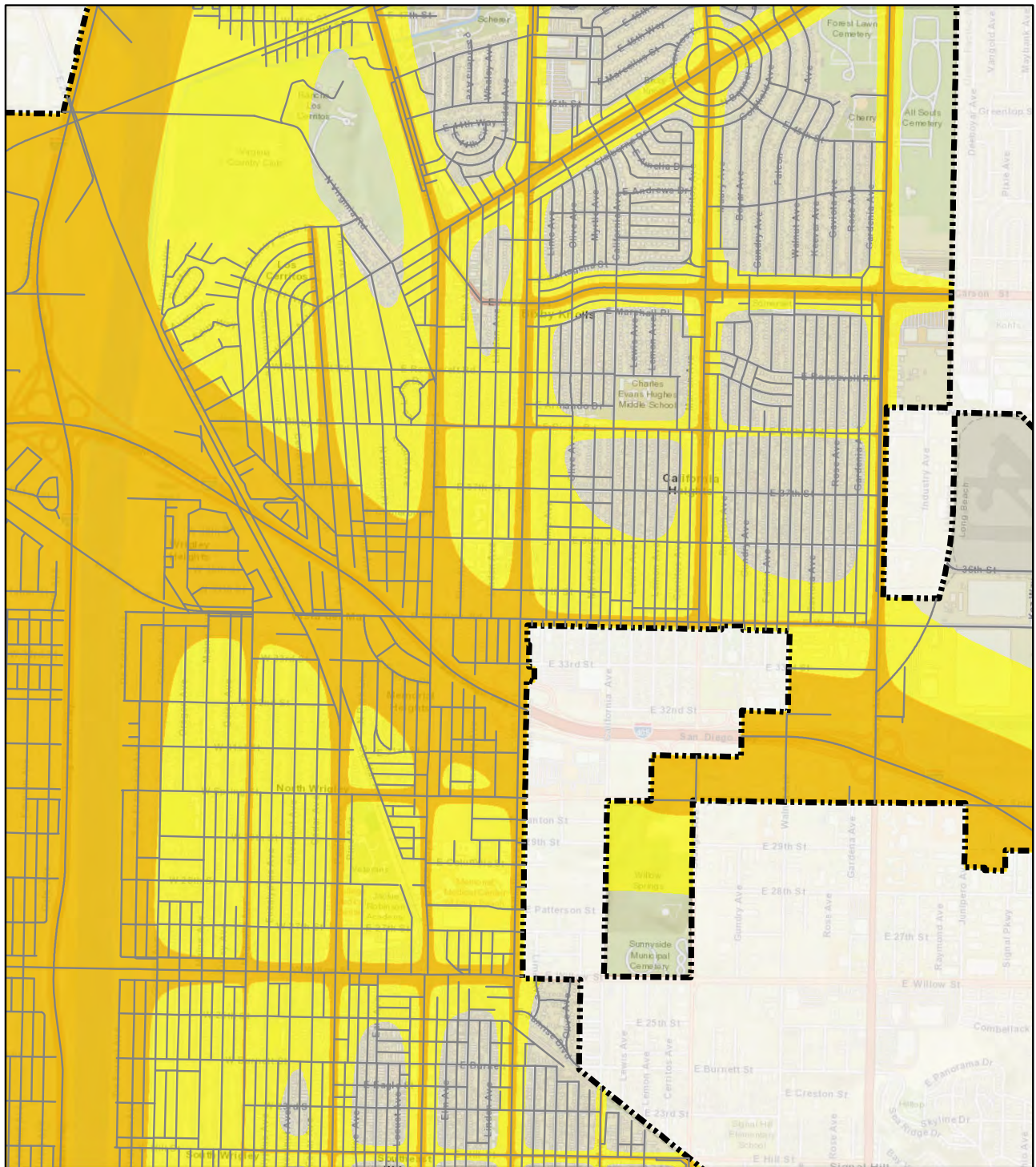


FIGURE 3
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City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 10, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

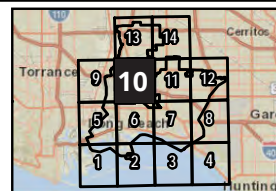
SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines

Contour Value

- 65 dBA Ldn
- 70 dBA Ldn

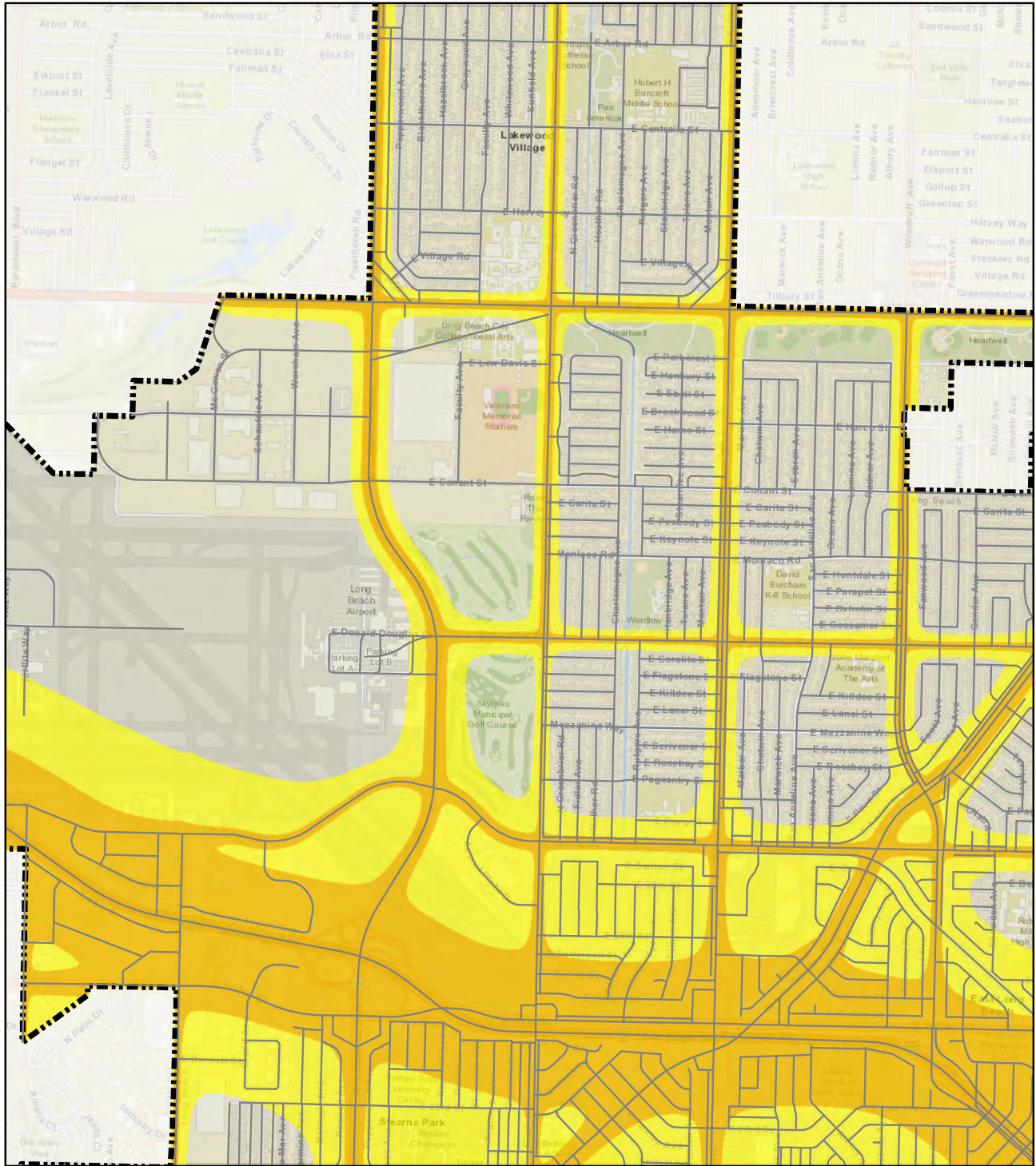


Existing Traffic Noise Contours - 65 and 70 dBA Ldn

FIGURE 3
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City of Long Beach
Noise Element Update

Figure 3: Area 11, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 65 dBA Ldn
- 70 dBA Ldn

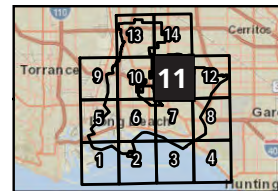
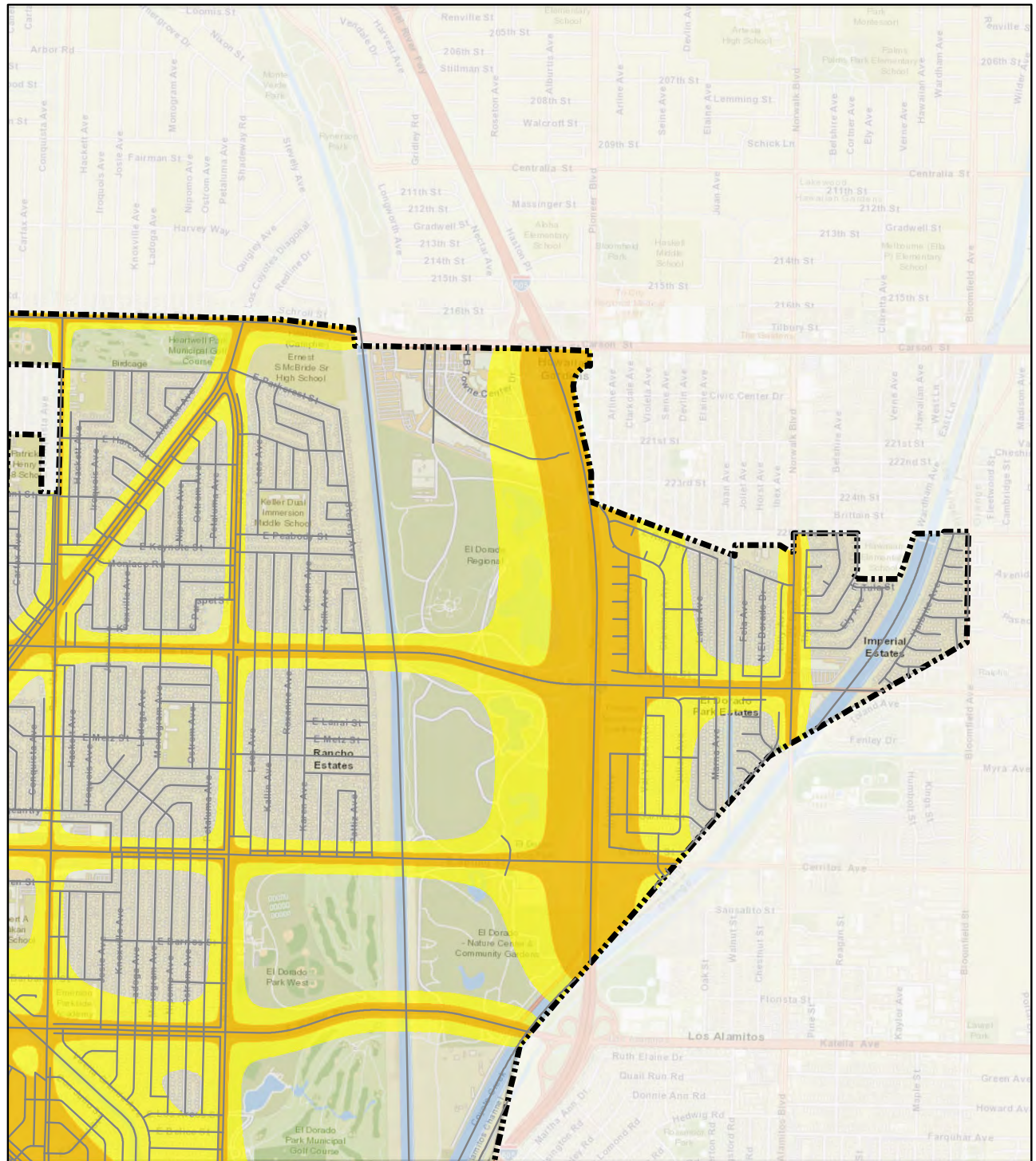


FIGURE 3
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City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 12, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
- 65 dBA Ldn
- 70 dBA Ldn

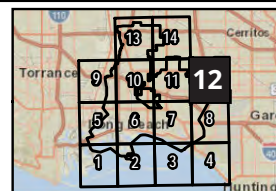
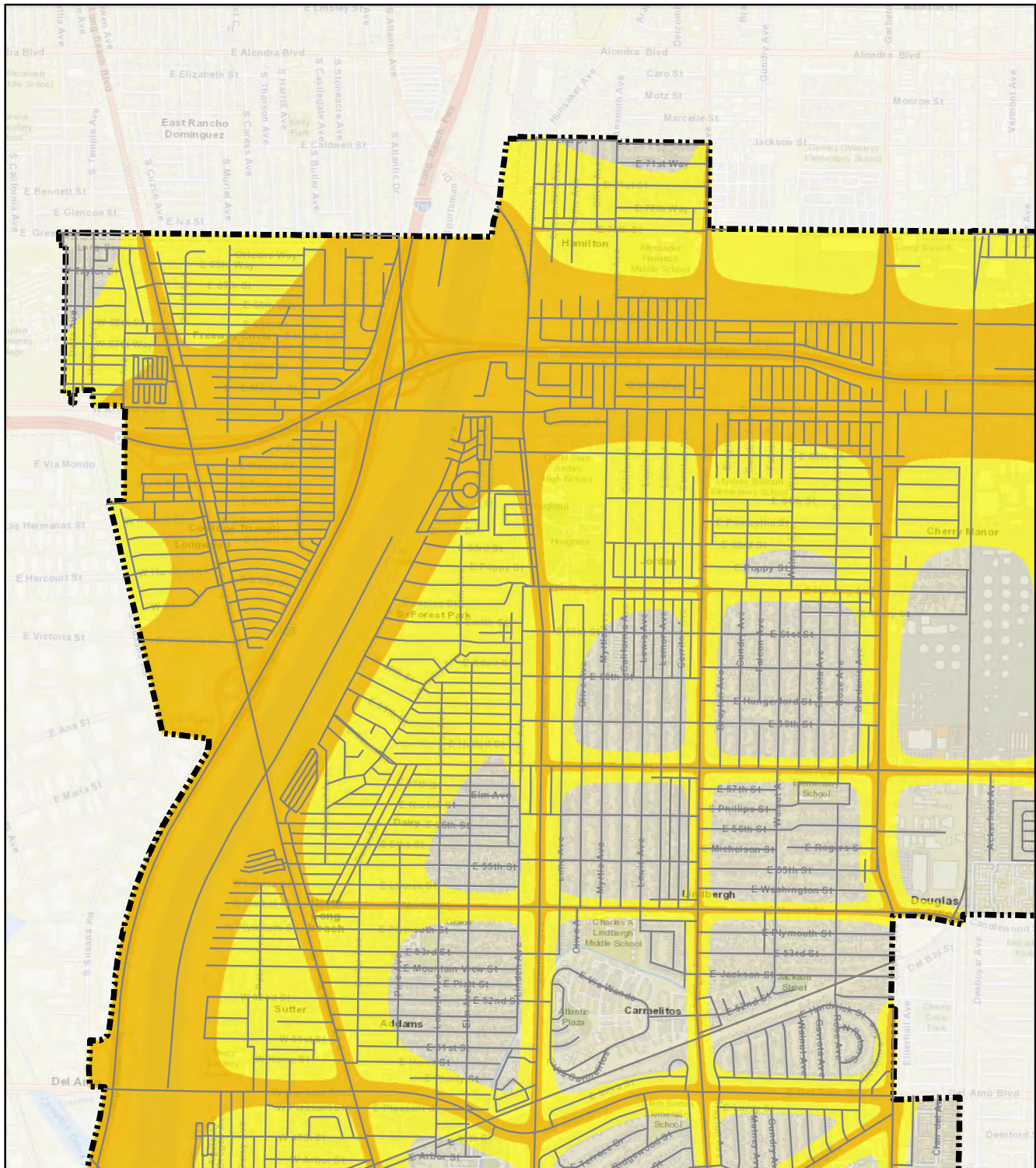


FIGURE 3
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City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

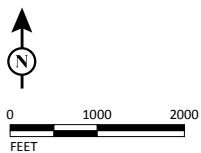
Figure 3: Area 13, Existing Traffic Noise Contours (65 and 70 dba)



LSA

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
 - 65 dBA Ldn
 - 70 dBA Ldn



SOURCE: Esri (2016); LSA (5/2017)

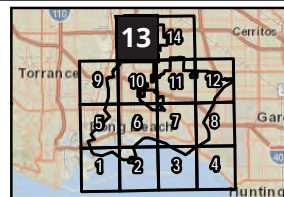
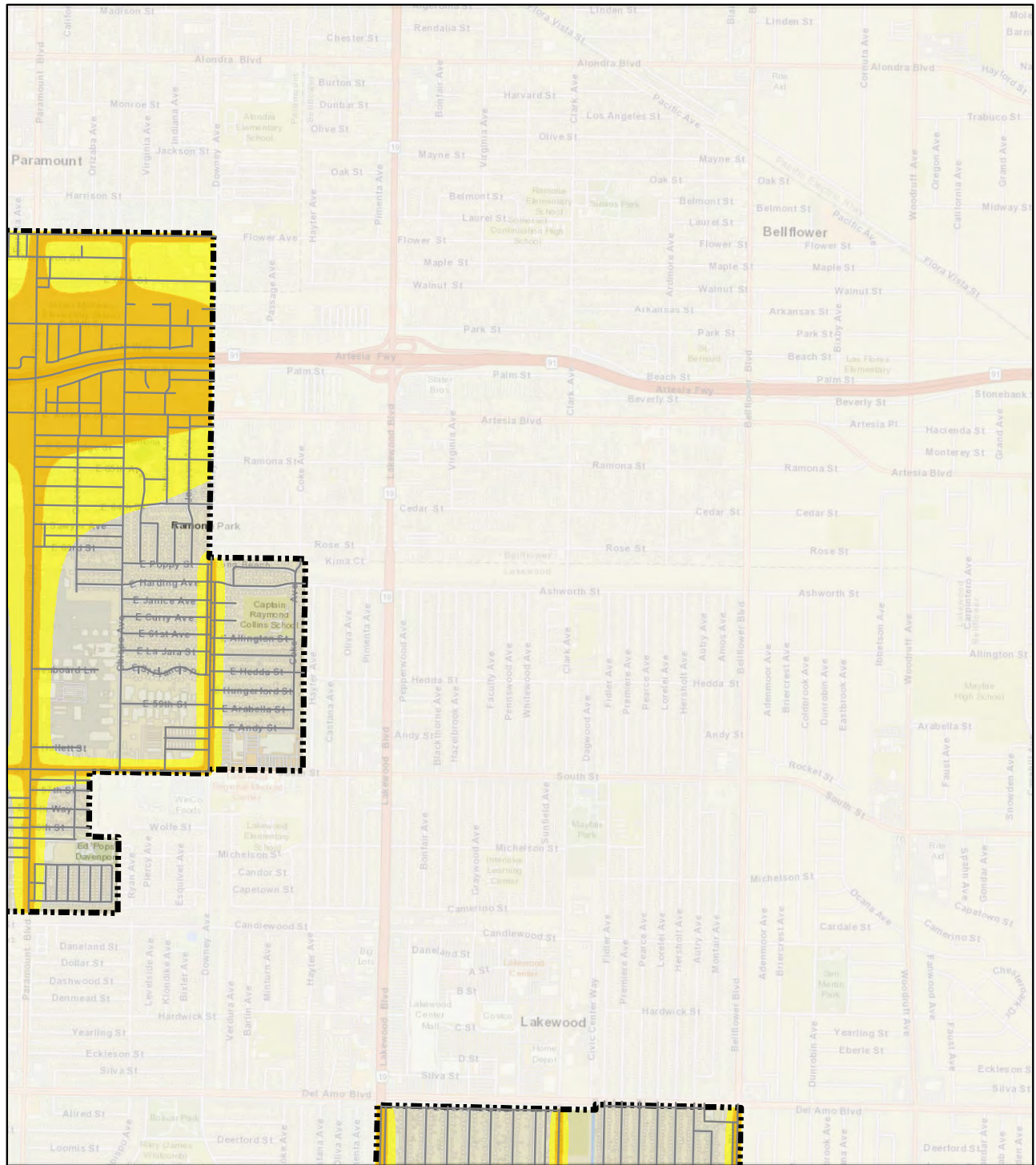


FIGURE 3
Page 13 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 14, Existing Traffic Noise Contours (65 and 70 dba)



LSA



0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

LEGEND

- Long Beach City Boundary
- City of Long Beach Centerlines
- Contour Value
 - 65 dBA Ldn
 - 70 dBA Ldn

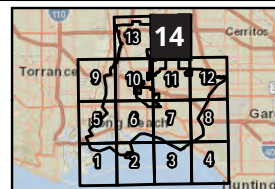


FIGURE 3
Page 14 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

3

3.3 Existing Airport Noise Contours

As stated above, aircraft noise within the City is predominately influenced by operations at the Long Beach Airport. Currently, the Long Beach Noise Airport Noise Office monitors the noise impacts created by aircraft operations at 18 permanent locations. The state-of-the-art noise monitoring system along with the noise budget is utilized to keep aircraft below the State mandated 65 dBA CNEL. Noise sensitive receptors that are located within the 65 dBA CNEL contours (Figure 4, Existing Long Beach Airport Noise Contour) have the potential to experience noise level impacts that may disturb sleep without the implementation of proper noise mitigation.

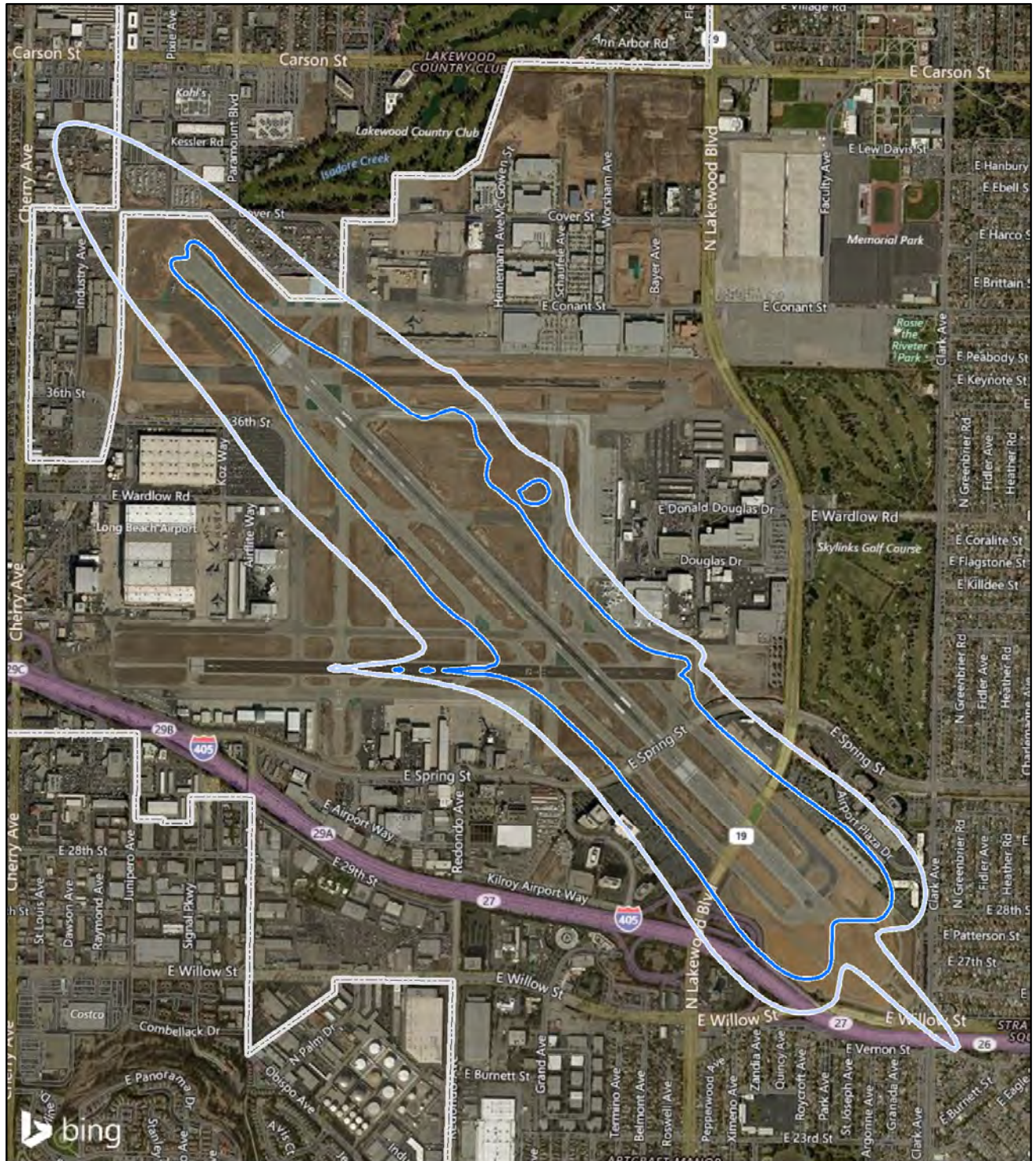
Other regional airports that have the potential for operations to affect citizens of the City include Compton/Woodley Airport (CPM), Los Alamitos Army Airfield (AAF), John Wayne-Santa Ana International Airport (SNA), and Los Angeles International Airport (LAX). All sensitive uses within the City are outside the 65 dBA CNEL contour of each airport.

3.4 Existing Noise and Land Use Compatibility Discussion

As presented in Figure 3, there are portions of the City in which noise sensitive uses fall within a traffic noise contour that may present undesirable noise environments. In addition to elevated traffic noise levels, the City, due to its large population and the numerous commercial or industrial uses, it is understood that noise levels are of concern to residents. The current Draft Land Use Element provides a vision for future development in the City of Long Beach and establishes revised plan areas and neighborhoods. Utilizing the information presented in the Draft Land Use Element, in order to minimize noise conflicts to the greatest extent feasible, the City intends to establish a thorough set of goals, plans and policies in its General Plan Noise Element to limit noise and land use compatibility conflicts where possible. With the recognition of the various neighborhoods, specifically the uses that are contained with each area, more applicable and unique criteria can be established such that the citizens and business operators can work together with the City to create an environment that is livable and enjoyable.



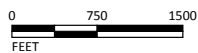
Figure 4: Existing Long Beach Airport Noise Contours



LSA

LEGEND

- 65 dBA CNEL
- 70 dBA CNEL
- City of Long Beach Boundary



SOURCE: Bing (11/2014); Noise Contours - City of Long Beach (4th Quarter, 2016)

FIGURE 4

City of Long Beach Noise Element Update
Existing Long Beach Airport Noise Contours

3.5 References

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Appendix A - Traffic Data



Appendix A - Traffic Data

Appendix A provides a summary of the traffic data utilized to create the existing noise contours presented in this report. The General Plan Mobility Element establishes a context-sensitive street classification plan for all streets within the City of Long Beach. For reference, definitions of the street classification system are listed below:

Regional Corridor

Designed for intraregional and intercommunity mobility, these corridors emphasize traffic movement and include signalized pedestrian crossings. The adjacent land uses should provide continuous mixed-use and commercial land uses with adequate off-street parking to minimize dependency on on-street parking.

Boulevard

Characterized by a long-distance, medium-speed corridor that traverses an urbanized area, boulevards consist of four or fewer vehicle travel lanes, a balanced multimodal function, landscaped medians, on-street parking, narrower travel lanes, more intensive land use oriented to the street, and wide sidewalks. Buildings uniformly line the edges. Multiway boulevards, a variation of the boulevard characteristic of post war neighborhoods, contain a central roadway for through traffic and parallel roadways for access to abutting property parking, and pedestrian and bicycle facilities. Parallel roadways are separated from the through-lane by curbed, landscaped islands that may also provide transit stops and pedestrian facilities.

Major Avenue

A major avenue serves as the major route for the movement of traffic within the City as well as a connector to neighboring cities. Most traffic using a major avenue will end the trip within the City (as opposed to through-traffic). As such, design treatment and traffic operation should give preference to this type of traffic. Long corridors with typically four or more lanes, avenues may be high transit ridership corridors. Goods movement is typically limited to local routes and deliveries.

Minor Avenue

A minor avenue provides for the movement of traffic to neighborhood activity centers and serves as a route between neighborhoods. Avenues serve as a primary bicycle route and may serve local transit routes as well.

Neighborhood Connector

A neighborhood connector street serves trips generated in surrounding or adjacent neighborhoods, and should discourage through-trips that do not end within the neighborhood. Goods movement is restricted to local deliveries only.

Local Street

Local streets primarily provide access to individual residential parcels. The streets are generally two lanes with on-street parking, tree planting strips, and sidewalks. Traffic on a local street should have a trip end on that street, or on a connecting local street, or to a connector.

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Appendix A - Traffic Data

Classification	Roadway Segment	Between		Existing ADT*
Boulevard	Terminal Island Freeway	Willow Street	Pacific Coast Highway	16,900
Major Avenue	Santa Fe Avenue	Dominguez Street	Carson Street	20,800
		Carson Street	Wardlow Road	19,900
		Wardlow Road	Willow Street	24,100
		Willow Street	Pacific Coast Highway	12,000
		Pacific Coast Highway	Anaheim Street	11,600
		Anaheim Street	9th Street	8,000
Neighborhood Connector	Easy Avenue	Wardlow Road	Willow Street	7,700
		Willow Street	Pacific Coast Highway	4,900
Neighborhood Connector	Magnolia Avenue	Wardlow Road	Spring Street	7,500
		Spring Street	Willow Street	8,500
		Willow Street	Hill Street	3,100
		Hill Street	Pacific Coast Highway	2,800
Minor Avenue	Magnolia Avenue	Pacific Coast Highway	Anaheim Street	5,200
		Anaheim Street	10th Street	10,100
		10th Street	7th Street	9,300
		7th Street	6th Street	10,100
		6th Street	3rd Street	7,600
Major Avenue	Magnolia Avenue	3rd Street	Broadway	15,000
		Broadway	Ocean Boulevard	24,700
		Ocean Boulevard	Shoreline Drive	28,500
Boulevard	Magnolia Avenue	Shoreline Drive	Harbor Scenic	21,900
Minor Avenue	Pacific Avenue	North of	Wardlow Road	19,500
		Wardlow Road	Spring Street	24,700
		Spring Street	Willow Street	18,100
		Willow Street	Hill Street	12,200
		Hill Street	Pacific Coast Highway	10,000
Major Avenue	Pacific Avenue	Pacific Coast Highway	Anaheim Street	4,300
		Anaheim Street	10th Street	9,800
		10th Street	7th Street	8,400
		7th Street	6th Street	12,600
		6th Street	3rd Street	15,000
		3rd Street	Broadway	15,100
		Broadway	Ocean Boulevard	14,800
Minor Avenue	Pine Avenue	Ocean Boulevard	Shoreline Drive	900
Boulevard	Long Beach Boulevard	Greenleaf Boulevard	Artesia Boulevard	26,400
		Artesia Boulevard	Victoria Street	28,000
		Victoria Street	Market Street	36,400

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Market Street	Del Amo Boulevard	25,100
		Del Amo Boulevard	San Antonio Drive	24,100
		San Antonio Drive	Bixby Road	25,300
		Bixby Road	Wardlow Road	36,100
		Wardlow Road	Spring Street	30,800
		Spring Street	Willow Street	12,600
		Willow Street	Hill Street	12,100
		Hill Street	Pacific Coast Highway	8,700
		Pacific Coast Highway	Anaheim Street	8,400
		Anaheim Street	10th Street	11,500
		10th Street	7th Street	6,800
		7th Street	6th Street	14,200
		6th Street	3rd Street	7,800
		3rd Street	Broadway	9,800
		Broadway	Ocean Boulevard	6,100
Major Aveue	Atlantic Avenue	70th Street	Artesia Boulevard	33,100
		Artesia Boulevard	Harding Street	18,900
		Harding Street	South Street	22,500
		South Street	Market Street	14,600
		Market Street	Del Amo Boulevard	14,800
		Del Amo Boulevard	San Antonio Drive	12,500
		San Antonio Drive	Carson Street	11,300
		Carson Street	Bixby Road	26,600
		Bixby Road	Wardlow Road	23,600
		Wardlow Road	Spring Street	30,800
		Spring Street	Willow Street	12,600
		Willow Street	Hill Street	12,100
		Hill Street	Pacific Coast Highway	8,700
		Pacific Coast Highway	Anaheim Street	8,400
		Anaheim Street	10th Street	11,500
		10th Street	7th Street	6,800
		7th Street	6th Street	14,200
		6th Street	3rd Street	7,800
		3rd Street	Boardway	9,800
		Boardway	Ocean Boulevard	6,100
Neighborhood Connector	Martin Luther King Jr Avenue	Willow Street	Hill Street	3,300
		Hill Street	Pacific Coast Highway	3,800
		Pacific Coast Highway	Anaheim Street	5,700
		Anaheim Street	10th Street	7,100
		10th Street	7th Street	2,400
		7th Street	6th Street	700

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
Boulevard	Alamitos Avenue	Pacific Coast Highway	Anaheim Street	13,700
		Anaheim Street	10th Street	24,200
		10th Street	7th Street	24,500
		7th Street	6th Street	31,000
		6th Street	4th Street	36,500
		4th Street	3rd Street	29,200
		3rd Street	Broadway	26,900
		Broadway	Ocean Boulevard	28,900
Minor Avenue	Orange Avenue	North of	70th Street	7,400
		70th Street	Artesia Boulevard	8,200
		Artesia Boulevard	Harding Street	8,800
		Harding Street	South Street	12,200
		South Street	Market Street	9,900
		Market Street	Del Amo Boulevard	10,500
		Del Amo Boulevard	San Antonio Drive	11,600
		San Antonio Drive	Carson Street	17,200
		Carson Street	Bixby Road	16,600
		Bixby Road	Wardlow Road	20,100
		Wardlow Road	Spring Street	12,500
Major Avenue	Orange Avenue	Hill Street	Pacific Coast Highway	17,200
Neighborhood Connector	Orange Avenue	Pacific Coast Highway	Alamitos Avenue	30,000
		Alamitos Avenue	Anaheim Street	2,500
		Anaheim Street	10th Street	6,200
		10th Street	7th Street	7,400
		7th Street	4th Street	3,300
		4th Street	3rd Street	5,400
		3rd Street	Broadway	4,600
		Broadway	Ocean Boulevard	3,900
Neighborhood Connector	Walnut Avenue	Wardlow Road	Spring Street	9,300
		Hill Street	Pacific Coast Highway	7,800
		Pacific Coast Highway	Anaheim Street	2,900
		Anaheim Street	10th Street	2,300
		10th Street	7th Street	2,500
		7th Street	4th Street	2,200
		4th Street	3rd Street	1,300
		70th Street	Artesia Boulevard	21,000
Major Avenue	Cherry Avenue	Artesia Boulevard	Harding Street	31,300
		Harding Street	South Street	23,400
		South Street	Market Street	25,500
		Market Street	Del Amo Boulevard	33,100

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Del Amo Boulevard	San Antonio Drive	43,200
		San Antonio Drive	Carson Street	14,700
		Carson Street	Bixby Road	17,600
		Bixby Road	Wardlow Road	18,100
		Wardlow Road	Spring Street	18,300
		Hill Street	Pacific Coast Highway	16,900
Minor Avenue	Cherry Avenue	Pacific Coast Highway	Anaheim Street	7,900
		Anaheim Street	10th Street	4,400
		10th Street	7th Street	5,700
Neighborhood Connector	Cherry Avenue	7th Street	4th Street	5,300
		4th Street	3rd Street	3,500
		3rd Street	Broadway	7,000
		Broadway	Ocean Boulevard	1,900
Major Avenue	Paramount Boulevard	70th Street	Artesia Boulevard	21,700
		Artesia Boulevard	South Street	31,000
		South Street	Market Street	24,800
Neighborhood Connector	Temple Avenue	Spring Street	Willow Street	12,900
		Willow Street	Hill Street	11,200
		Pacific Coast Highway	Anaheim Street	4,900
		Anaheim Street	10th Street	6,500
		10th Street	7th Street	2,500
		7th Street	4th Street	2,600
		4th Street	3rd Street	2,100
		3rd Street	Broadway	5,500
Neighborhood Connector	Obispo Avenue	70th Street	Artesia Boulevard	6,600
Minor Avenue	Downey Avenue	70th Street	Artesia Boulevard	22,300
		Artesia Boulevard	South Street	19,900
Major Avenue	Redondo Avenue	Spring Street	Willow Street	16,500
		Willow Street	Stearns Street	6,800
		Stearns Street	Pacific Coast Highway	15,100
		Pacific Coast Highway	Anaheim Street	20,600
		Anaheim Street	10th Street	16,800
		10th Street	7th Street	16,400
		7th Street	4th Street	10,700
Minor Avenue	Redondo Avenue	4th Street	3rd Street	4,200
		3rd Street	Broadway	2,700
Neighborhood Connector	Redondo Avenue	Broadway	Ocean Boulevard	2,900

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
Neighborhood Connector	Termino Avenue	Redondo Avenue	Pacific Coast Highway	7,200
		Pacific Coast Highway	Anaheim Street	8,400
		Anaheim Street	10th Street	9,600
		10th Street	7th Street	7,700
		7th Street	4th Street	13,000
		4th Street	3rd Street	5,400
Regional Corridor	Lakewood Boulevard	Del Amo Boulevard	Carson Street	32,700
		Carson Street	Cover Street	35,700
		Cover Street	Conant Street	35,700
		Conant Street	Wardlow Road	35,700
		Wardlow Road	Spring Street	55,000
		Spring Street	Willow Street	29,700
		Willow Street	Stearns Street	37,700
		Stearns Street	Pacific Coast Highway	34,500
		Minor Avenue	Ximeno Avenue	North of Pacific Coast Highway
		Pacific Coast Highway	Anaheim Street	18,800
Neighborhood Corridor	Ximeno Avenue	Anaheim Street	10th Street	12,700
		10th Street	7th Street	5,700
		7th Street	4th Street	6,100
		4th Street	3rd Street	4,500
		3rd Street	Broadway	4,100
		Broadway	Ocean Boulevard	4,100
Neighborhood Connector	Park Avenue	Anaheim Street	7th Street	13,200
		7th Street	4th Street	13,500
		4th Street	Broadway	4,700
		Broadway	2nd Street	7,900
Minor Avenue	Clark Avenue	Del Amo Boulevard	Carson Street	13,800
		Carson Street	Conant Street	17,200
		Conant Street	Wardlow Road	17,100
		Wardlow Road	Spring Street	3,800
		Spring Street	Willow Street	10,900
		Willow Street	Stearns Street	10,000
		Stearns Street	Atherton Street	7,400
		Atherton Street	Anaheim Street	7,700
		Boulevard	Bellflower Boulevard	Del Amo Boulevard
Carson Street	Conant Street			21,200
Conant Street	Wardlow Road			20,100

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Wardlow Road	Spring Street	18,700
		Spring Street	Willow Street	27,000
		Willow Street	Stearns Street	31,400
		Stearns Street	Atherton Street	34,100
		Atherton Street	7th Street	28,700
		7th Street	Loynes Drive	13,400
Minor Avenue	Woodruff Avenue	Carson Street	Conant Street	21,900
		Conant Street	Wardlow Road	22,300
		Wardlow Road	Los Coyotes Diagonal	15,100
		Los Coyotes Diagonal	Spring Street	16,700
		Spring Street	Willow Street	14,500
Minor Avenue	Palo Verde Avenue	Carson Street	Conant Street	11,400
		Conant Street	Los Coyotes Diagonal	16,100
		Los Coyotes Diagonal	Wardlow Road	4,500
		Wardlow Road	Spring Street	5,100
		Spring Street	Willow Street	10,300
		Willow Street	Stearns Street	8,600
		Stearns Street	Atherton Street	8,700
		Atherton Street	Anaheim Street	6,400
Minor Avenue	Studebaker Road	Carson Street	Wardlow Road	10,500
		Wardlow Road	Spring Street	13,000
Major Avenue	Studebaker Road	Spring Street	Willow Street	21,300
		Willow Street	Atherton Street	11,500
		Atherton Street	Anaheim Street	10,500
		Anaheim Street	7th Street	20,500
		7th Street	Loynes Drive	32,800
		Loynes Drive	2nd Street	27,300
Neighborhood Connector	Pioneer Boulevard	South of	Carson Street	11,100
Major Avenue	Norwalk	North of	Wardlow Road	28,500
		South of	Wardlow Road	23,500
Neighborhood Connector	70th Street	Atlantic Avenue	Orange Avenue	25,900
		Paramount Boulevard	Obispo Avenue	21,300
		Obispo Avenue	Downey Avenue	21,300
Major Avenue	Artesia Boulevard	West of	Long Beach Boulevard	9,600
		Long Beach Boulevard	Atlantic Avenue	20,800
		Atlantic Avenue	Orange Avenue	22,500
		Orange Avenue	Cherry Avenue	16,400

*The Existing ADT is based on the City of Long Beach 2013 Mobility Element.

Classification	Roadway Segment	Between		Existing ADT*
		Cherry Avenue	Paramount Boulevard	12,900
		Paramount Boulevard	Obispo Avenue	16,600
		Obispo Avenue	Downey Avenue	17,900
Neighborhood Connector	Harding Street	Atlantic Avenue	Orange Avenue	4,100
		Orange Avenue	Cherry Avenue	2,600
Minor Avenue	Victoria Street	West of	Long Beach Boulevard	21,200
Minor Avenue	South Street	Atlantic Avenue	Orange Avenue	12,300
		Orange Avenue	Cherry Avenue	11,500
Major Avenue	South Street	Cherry Avenue	Paramount Boulevard	14,400
		Paramount Boulevard	Downey Avenue	17,600
		East of	Downey Avenue	22,300
Minor Avenue	Market Street	Long Beach Boulevard	Atlantic Avenue	7,300
		Atlantic Avenue	Orange Avenue	6,300
		Orange Avenue	Cherry Avenue	7,700
		Cherry Avenue	Paramount Boulevard	16,800
Major Avenue	Del Amo Boulevard	West of	Long Beach Boulevard	42,900
		Long Beach Boulevard	Atlantic Avenue	37,000
		Atlantic Avenue	Orange Avenue	28,500
		Orange Avenue	Cherry Avenue	27,500
		East of	Cherry Avenue	36,200
Minor Avenue	San Antonio Drive	Long Beach Boulevard	Atlantic Avenue	20,200
		Atlantic Avenue	Orange Avenue	25,000
		Orange Avenue	Cherry Avenue	29,000
Neighborhood Connector	Carson Street	East of	Santa Fe Avenue	300
Major Avenue	Carson Street	Atlantic Avenue	Orange Avenue	21,000
		Orange Avenue	Cherry Avenue	28,000
		East of	Cherry Avenue	35,100
		West of	Lakewood Boulevard	40,500
		Lakewood Boulevard	Clark Avenue	17,700
		Clark Avenue	Bellflower Boulevard	24,400
		Bellflower Boulevard	Woodruff Avenue	20,700

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Classification	Roadway Segment	Between		Existing ADT*
		Woodruff Avenue	Palo Verde Avenue	14,100
		Palo Verde Avenue	Studebaker Road	12,900
		Studebaker Road	Pioneer Boulevard	42,900
Neighborhood Connector	Bixby Road	Long Beach Boulevard	Atlantic Avenue	3,800
		Atlantic Avenue	Orange Avenue	3,800
		Orange Avenue	Cherry Avenue	900
Neighborhood Connector	Conant Street	Clark Avenue	Bellflower Boulevard	6,000
		Bellflower Boulevard	Woodruff Avenue	1,600
		Woodruff Avenue	Palo Verde Avenue	8,400
Major Avenue	Wardlow Road	West of	Santa Fe Avenue	31,700
		Santa Fe Avenue	Easy Avenue	26,300
		Easy Avenue	Magnolia Avenue	29,700
		Magnolia Avenue	Pacific Avenue	22,700
		Pacific Avenue	Long Beach Boulevard	23,300
Minor Avenue	Wardlow Road	Long Beach Boulevard	Atlantic Avenue	14,000
		Atlantic Avenue	Orange Avenue	7,400
		Orange Avenue	Cherry Avenue	4,100
		Lakewood Boulevard	Clark Avenue	20,700
		Clark Avenue	Bellflower Boulevard	10,600
		Bellflower Boulevard	Woodruff Avenue	16,600
		Woodruff Avenue	Los Coyotes Diagonal	11,900
		Los Coyotes Diagonal	Palo Verde Avenue	16,800
		Palo Verde Avenue	Studebaker Road	19,600
		Studebaker Road	Norwalk	31,100
Minor Avenue	Spring Street	#REF!	Long Beach Boulevard	13,800
Major Avenue	Spring Street	Long Beach Boulevard	Atlantic Avenue	10,500
		Atlantic Avenue	Orange Avenue	15,400
		Orange Avenue	Cherry Avenue	17,500
		Cherry Avenue	Temple Avenue	21,900
		Temple Avenue	Redondo Avenue	23,700
		Redondo Avenue	Lakewood Boulevard	12,400
		Lakewood Boulevard	Clark Avenue	30,500
		Clark Avenue	Bellflower Boulevard	24,200
		Bellflower Boulevard	Los Coyotes Diagonal	17,500
		Los Coyotes Diagonal	Woodruff Avenue	16,900
		Woodruff Avenue	Palo Verde Avenue	19,800
		Palo Verde Avenue	Studebaker Road	22,600

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Classification	Roadway Segment	Between		Existing ADT*
		East of	Studebaker Road	25,400
Major Avenue	Willow Street	West of	Santa Fe Avenue	39,500
		Santa Fe Avenue	Easy Avenue	36,500
		Easy Avenue	Magnolia Avenue	42,700
		Magnolia Avenue	Pacific Avenue	32,900
		Pacific Avenue	Long Beach Boulevard	45,200
		Long Beach Boulevard	Atlantic Avenue	42,500
		Temple Avenue	Redondo Avenue	36,800
		Redondo Avenue	Lakewood Boulevard	33,500
		Lakewood Boulevard	Clark Avenue	31,700
		Clark Avenue	Bellflower Boulevard	28,300
		Bellflower Boulevard	Woodruff Avenue	34,500
		Woodruff Avenue	Palo Verde Avenue	44,900
		Palo Verde Avenue	Studebaker Road	37,800
		East of	Studebaker Road	35,000
Neighborhood Connector	Hill Street	Magnolia Avenue	Pacific Avenue	2,500
		Pacific Avenue	Long Beach Boulevard	2,400
		Long Beach Boulevard	Atlantic Avenue	1,200
		Atlantic Avenue	Martin Luther King Jr Avenue	2,300
		Martin Luther King Jr Avenue	Orange Avenue	2,800
Neighborhood Connector	Stearns Street	Redondo Avenue	Lakewood Boulevard	9,100
		Lakewood Boulevard	Clark Avenue	5,000
Minor Avenue	Stearns Street	Clark Avenue	Bellflower Boulevard	7,700
		Bellflower Boulevard	Palo Verde Avenue	9,400
Regional Corridor	Pacific Coast Highway	Terminal Island Freeway	Santa Fe Avenue	46,500
		Santa Fe Avenue	Easy Avenue	49,200
		Easy Avenue	Magnolia Avenue	46,400
		Magnolia Avenue	Pacific Avenue	46,700
		Pacific Avenue	Long Beach Boulevard	53,100
		Long Beach Boulevard	Atlantic Avenue	41,900
		Atlantic Avenue	Martin Luther King Jr Avenue	48,900

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Classification	Roadway Segment	Between		Existing ADT*
		Martin Luther King Jr Avenue	Orange Avenue	41,800
		Orange Avenue	Walnut Avenue	59,600
		Walnut Avenue	Cherry Avenue	56,200
		Cherry Avenue	Temple Avenue	67,200
		Temple Avenue	Redondo Avenue	62,700
		Redondo Avenue	Termino Avenue	64,800
		Termino Avenue	Lakewood Boulevard	70,800
		Lakewood Boulevard	Clark Avenue	34,700
		Clark Avenue	7th Street	47,600
		7th Street	Loynes Drive	38,700
		Loynes Drive	2nd Street	44,200
		South of	2nd Street	50,400
Boulevard	Los Coyotes Diagonal	Lakewood Boulevard	Clark Avenue	49,600
		Clark Avenue	Bellflower Boulevard	49,500
		Bellflower Boulevard	Woodruff Avenue	41,900
		Woodruff Avenue	Palo Verde Avenue	41,800
		Palo Verde Avenue	Studebaker Road	28,300
Major Avenue	Anaheim Street	West of	Santa Fe Avenue	37,100
		Santa Fe Avenue	Magnolia Avenue	42,400
		Magnolia Avenue	Pacific Avenue	30,300
		Pacific Avenue	Long Beach Boulevard	34,200
		Long Beach Boulevard	Atlantic Avenue	27,300
		Atlantic Avenue	Martin Luther King Jr Avenue	29,500
		Martin Luther King Jr Avenue	Orange Avenue	29,400
		Orange Avenue	Walnut Avenue	25,700
		Walnut Avenue	Cherry Avenue	25,100
		Cherry Avenue	Temple Avenue	28,200
		Temple Avenue	Redondo Avenue	30,900
		Redondo Avenue	Termino Avenue	30,700
		Termino Avenue	Ximeno Avenue	32,300
		Ximeno Avenue	Pacific Coast Highway	24,300
Major Avenue	9th Street	West of	Santa Fe Avenue	14,900
		East of	Santa Fe Avenue	18,900
Minor Avenue	10th Street	Magnolia Avenue	Pacific Avenue	6,500
		Pacific Avenue	Long Beach Boulevard	7,200

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Classification	Roadway Segment	Between		Existing ADT*
		Long Beach Boulevard	Atlantic Avenue	10,900
		Atlantic Avenue	Martin Luther King Jr Avenue	10,300
		Martin Luther King Jr Avenue	Orange Avenue	15,200
		Orange Avenue	Walnut Avenue	11,400
		Walnut Avenue	Cherry Avenue	10,200
		Cherry Avenue	Temple Avenue	13,100
		Temple Avenue	Redondo Avenue	11,200
Neighborhood Connector	10th Street	Redondo Avenue	Termino Avenue	10,500
		Termino Avenue	Ximeno Avenue	12,300
Boulevard	7th Street	West of	Magnolia Avenue	9,000
		Magnolia Avenue	Pacific Avenue	9,900
		Pacific Avenue	Long Beach Boulevard	15,300
		Long Beach Boulevard	Atlantic Avenue	10,800
		Atlantic Avenue	Martin Luther King Jr Avenue	16,000
		Martin Luther King Jr Avenue	Orange Avenue	31,500
		Orange Avenue	Walnut Avenue	36,900
		Walnut Avenue	Cherry Avenue	37,800
		Cherry Avenue	Temple Avenue	46,800
		Temple Avenue	Redondo Avenue	44,400
		Redondo Avenue	Termino Avenue	40,100
		Termino Avenue	Ximeno Avenue	46,400
		Ximeno Avenue	Park Avenue	47,300
		Park Avenue	Bellflower Boulevard	47,100
		Bellflower Boulevard	Studebaker Road	82,300
Major Avenue	6th Street	Shoreline Drive	Magnolia Avenue	10,700
		Magnolia Avenue	Pacific Avenue	11,300
		Pacific Avenue	Long Beach Boulevard	16,200
		Long Beach Boulevard	Atlantic Avenue	8,200
		Atlantic Avenue	Alamitos Avenue	11,300
Minor Avenue	4th Street	Alamitos Avenue	Orange Avenue	10,300
		Orange Avenue	Walnut Avenue	9,900
		Walnut Avenue	Cherry Avenue	8,900
		Cherry Avenue	Temple Avenue	9,400

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Classification	Roadway Segment	Between		Existing ADT*
		Temple Avenue	Redondo Avenue	9,500
Neighborhood Connector	4th Street	Redondo Avenue	Termino Avenue	5,900
		Termino Avenue	Ximeno Avenue	10,900
		Ximeno Avenue	Park Avenue	8,200
Neighborhood Connector	Eliot	Park Avenue	Bellflower Boulevard	5,100
Neighborhood Connector	Loynes	Bellflower Boulevard	Studebaker Road	11,600
Neighborhood Connector	Appian	Park Avenue	2nd Street	4,700
Major Avenue	3rd Street	Shoreline Drive	Magnolia Avenue	4,000
		Magnolia Avenue	Pacific Avenue	13,400
		Pacific Avenue	Long Beach Boulevard	15,300
		Long Beach Boulevard	Atlantic Avenue	12,800
		Atlantic Avenue	Alamitos Avenue	14,100
Neighborhood Connector	3rd Street	Alamitos Avenue	Orange Avenue	6,600
		Orange Avenue	Walnut Avenue	9,700
		Walnut Avenue	Cherry Avenue	9,700
		Cherry Avenue	Temple Avenue	4,700
		Temple Avenue	Redondo Avenue	6,000
		Redondo Avenue	Termino Avenue	1,400
		Termino Avenue	Ximeno Avenue	400
Major Avenue	Broadway	West of	Magnolia Avenue	6,300
		Magnolia Avenue	Pacific Avenue	15,500
		Pacific Avenue	Long Beach Boulevard	15,600
		Long Beach Boulevard	Atlantic Avenue	14,100
		Atlantic Avenue	Alamitos Avenue	15,200
Minor Avenue	Broadway	Alamitos Avenue	Orange Avenue	13,700
		Orange Avenue	Cherry Avenue	12,800
		Cherry Avenue	Temple Avenue	18,700
		Temple Avenue	Redondo Avenue	16,100
		Redondo Avenue	Ximeno Avenue	8,500
		Ximeno Avenue	Park Avenue	7,500
Regional Connector	Ocean Boulevard	West of	Harbor Scenic	42,500
Boulevard		Harbor Scenic	Shoreline Drive	28,900

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Classification	Roadway Segment	Between		Existing ADT*
		Shoreline Drive	Magnolia Avenue	30,400
		Magnolia Avenue	Shoreline Drive	50,500
		Shoreline Drive	Orange Avenue	30,700
		Orange Avenue	Cherry Avenue	32,000
		Cherry Avenue	Temple Avenue	28,900
		Temple Avenue	Redondo Avenue	31,200
Neighborhood Connector	Ocean Boulevard	East of	2nd Street	10,600
Boulevard	2nd Street	Ocean Boulevard	Ximeno Avenue	30,200
		Ximeno Avenue	Park Avenue	34,200
		Park Avenue	Appian	37,700
		Appian	Pacific Coast Highway	47,300
		Pacific Coast Highway	Studebaker Road	38,900
		East of	Studebaker Road	32,300
Boulevard	Shoreline Drive	North of	6th Street	20,000
		6th Street	3rd Street	29,900
		3rd Street	Ocean Boulevard	35,100
		Ocean Boulevard	Magnolia Avenue	25,200
		Magnolia Avenue	Ocean Boulevard	24,700
Interstate	I-710 Freeway	Anaheim Street to Pacific Coast Highway		133,000
		Willow Street to I-405		168,000
		I-405 to Del Amo Boulevard		184,000
		Long Beach Boulevard to SR-91		199,000
Interstate	I-405 Freeway	East of Studebaker Road		261,000
		Studebaker Road to Palo Verde Avenue		267,000
		Palo Verde Avenue to Woodruff Avenue		257,000
		Woodruff Avenue to Bellflower Boulevard		262,000
		Bellflower Boulevard to Lakewood Boulevard		274,000
		Lakewood Boulevard to Cherry Avenue		282,000
		Atlantic Avenue to Long Beach Boulevard		283,000
Interstate	I-605 Freeway	Los Alamitos to Spring Street		167,000
State Route	SR-91	Alameda Street to Long Beach Boulevard		223,000
		Paramount Boulevard to Downey Avenue		273,000
State Route	SR-22	Studebaker Road to Los Angeles/Orange County Line		98,000

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