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

LONGBEACH DEVELOPMENT SERVICES

CITY OF LONGBEACH

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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

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INITIAL STUDY

GENERAL PLAN NOISE ELEMENT

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APPENDICES

A: Noise Element

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_2e	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, Circulation[1], 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 identity 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	Playgrounds, neighborhood parks	N/A	70
• Open Space (OS)	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
Neighborhoods	Single-family, duplex and multiple-family	45	65
• Founding and Contemporary Neighborhood (N) • Multi-Family Residential-Low (MRF-L) • Multi-Family Residential-Moderate (MRF-M)	Mobile home park	N/A	65
Mixed-Use	Single-family	45	65
• Neighborhood-Serving Center or Corridor – Low (NC-L)	Mobile home park	N/A	65
• Neighborhood-Serving Center or Corridor – Low (NC-M)	Multiple-family, mixed-use	45	65[4]
• Transit-Oriented Development – Low (TOD-L)	Transient lodging-motels, hotels	45	65
• Transit-Oriented Development – Moderate (TOD-M)	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	Manufacturing, utilities, agriculture	N/A	N/A
• Community Commercial (CC) • Industrial (I) • Neo-Industrial (NI)	Office buildings, business, commercial and professional	50	N/A
Unique	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
• 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

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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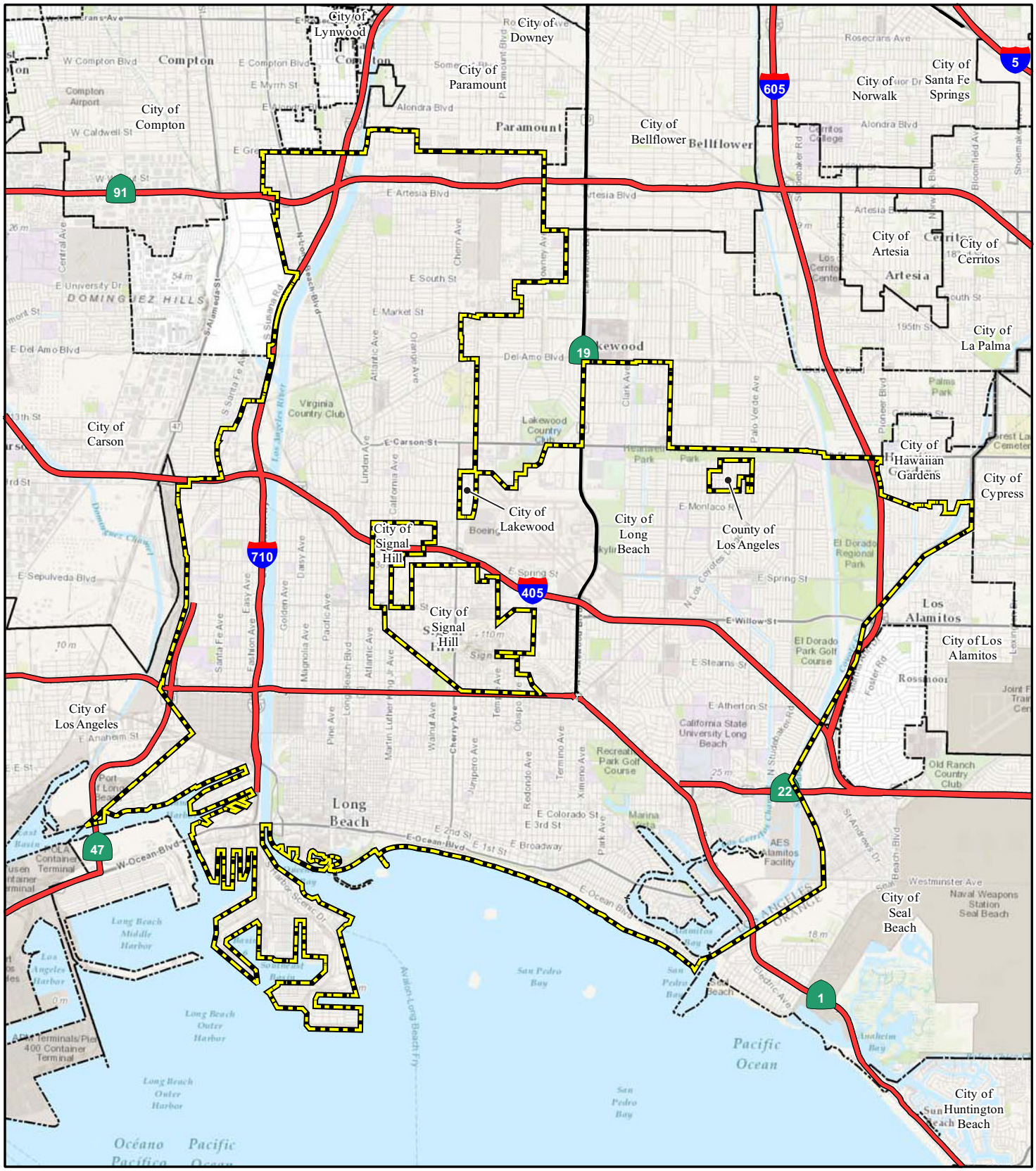

LSA

LEGEND

Project Area (City of Long Beach)

FIGURE 2-1

N

0 1 2

MILES

SOURCE: Bing Maps (c. 2008); ESRI (2008)

I:\CLB1901\G\Project_Loc.cdr (5/2/2019)

Long Beach General Plan
Noise Element

Project Location

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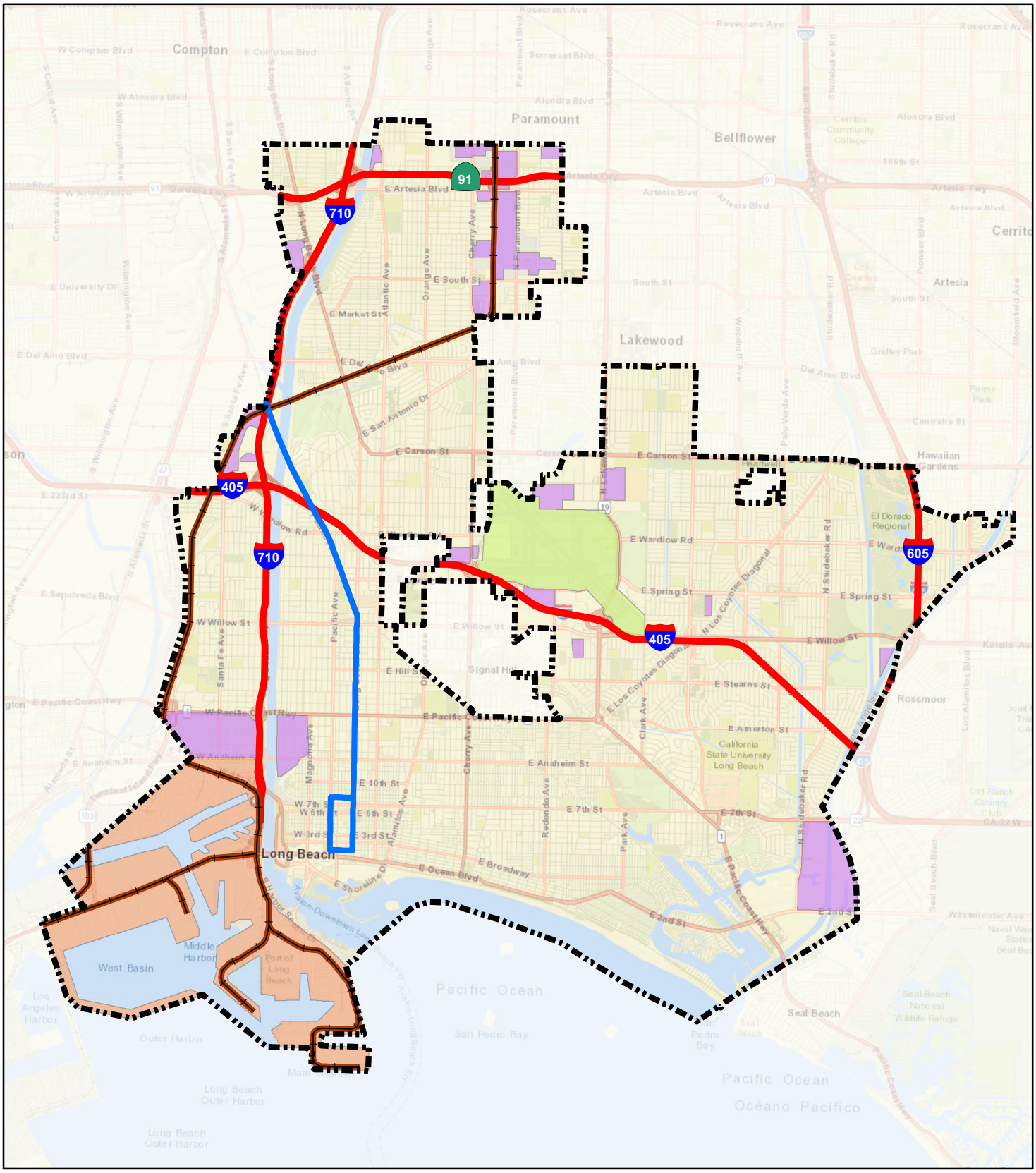

LSA

LEGEND

- Long Beach City Boundary
- Long Beach Airport
- Port of Long Beach
- Industrial Area
- Freeway
- Metro Blue Line
- Freight Line

N

0 0.75 1.5
MILES

SOURCE: Esri (2016); LSA (5/2017)

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FIGURE 2-2

Long Beach General Plan
Noise Element
Existing Major Sources of Noise

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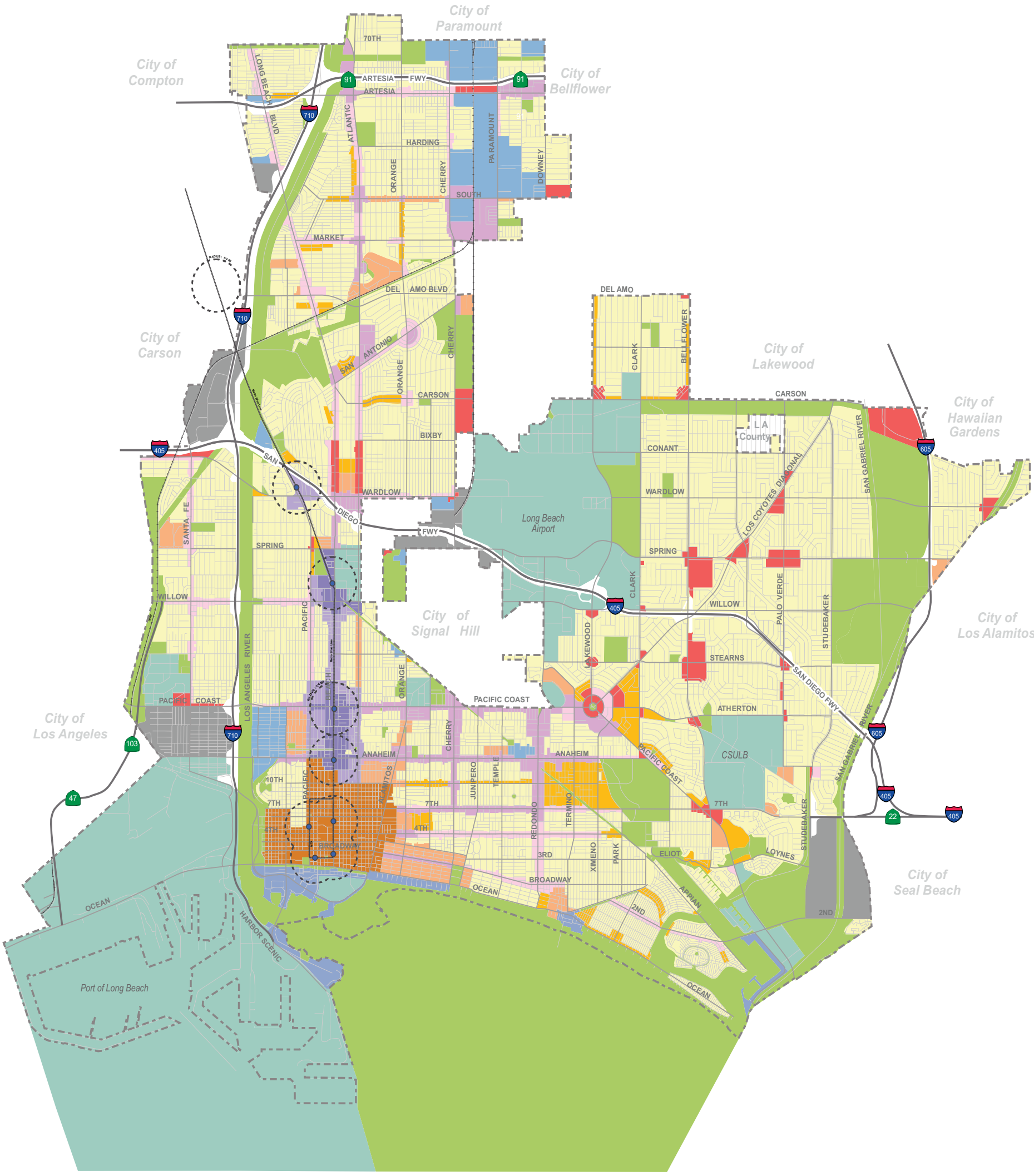

Legend

PlaceTypes

- OS - Open Space

Neighborhoods

- N - Founding and Contemporary Neighborhood
- MFR -L - Multi-Family Residential - Low
- MFR -M - Multi-Family Residential - Moderate

Mixed Use

- NSC-L - Neighborhood-Serving Center or Corridor - Low
- NSC-M - Neighborhood-Serving Center or Corridor - Moderate
- TOD -L - Transit-Oriented Development - Low
- TOD -M - Transit-Oriented Development - Moderate

Employment

- CC - Community Commercial
- I - Industrial
- NI - Neo-Industrial

Unique

- RSF - Regional-Serving Facility
- DT - Downtown
- WF - Waterfront

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

FIGURE 2-3

LSA

N

0 .5 1
MILE

SOURCE: Proposed Long Beach General Plan Land Use Element, March 2018

Long Beach General Plan
Noise Element

Proposed Land Use Element PlaceTypes

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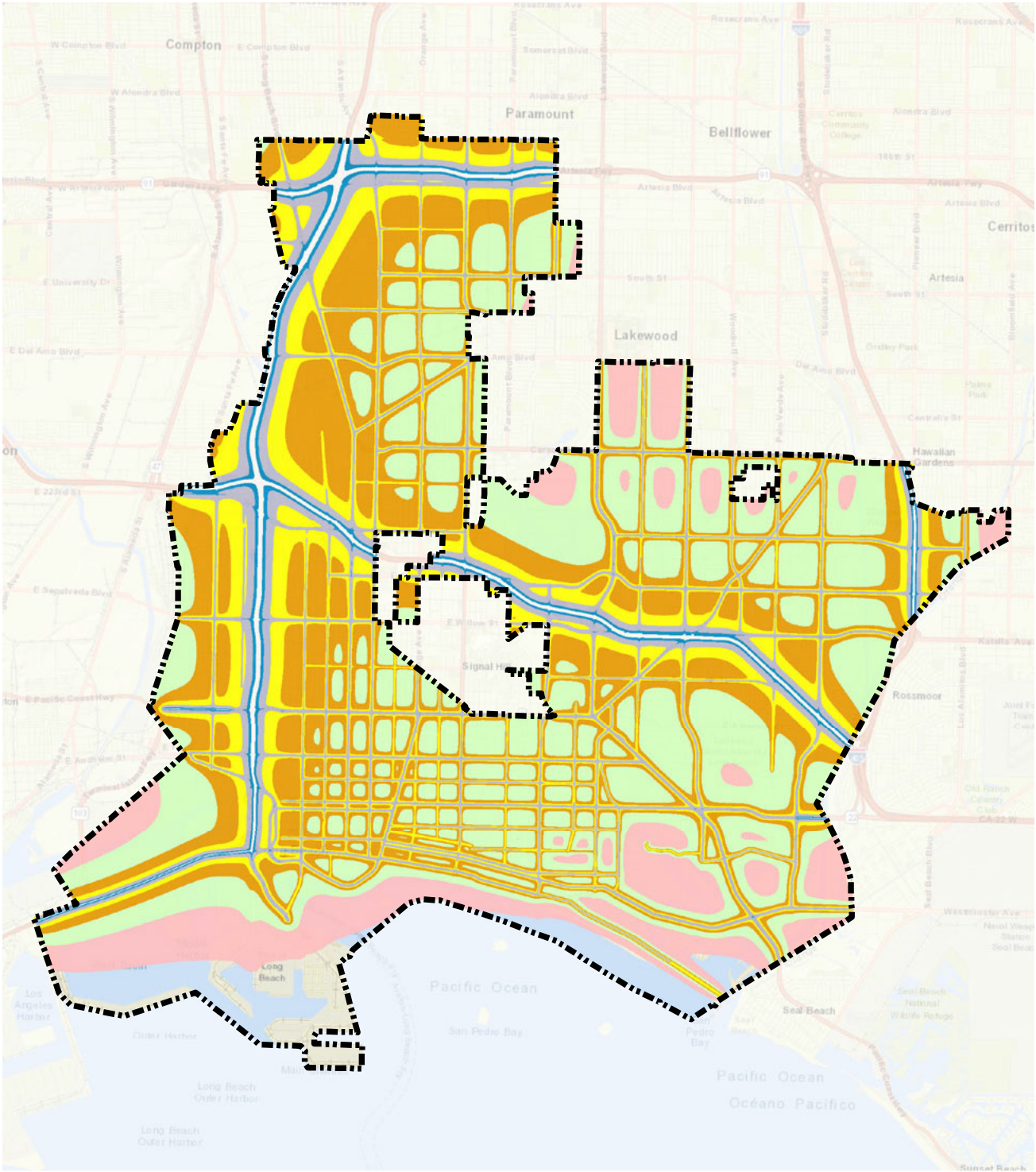

LSA

LEGEND

- Long Beach City Boundary
- 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

N

0 0.75 1.5
MILES

SOURCE: City of Long Beach General Plan Noise Element, April 2019

I:\CLB1901\G\Future Noise Contours.cdr (5/2/2019)

FIGURE 2-4

Long Beach General Plan
Noise Element

Future Traffic Noise Contours (2040)

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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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☒ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation/Traffic	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ 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

5/14/19
Date

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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?	☐	☐	☐	☒
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

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?	☐	☐	☐	☒
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(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))?	☐	☐	☐	☒
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

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.) *Would the project:*		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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

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 (O_3), 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 (PM_{10}) standard, and attainment/maintenance for the federal PM_{10}, carbon monoxide (CO), and nitrogen dioxide (NO_2) 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 O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the State PM_{10} standard, and in attainment/maintenance for the federal PM_{10}, CO, and NO_2 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

Would the project:		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)?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

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.**

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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

Would the project:	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?	☐	☐	☐	☒
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

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 *Would the project:*	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?	☐	☐	☐	☒
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

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.	☐	☐	☐	☒
(ii) Strong seismic ground shaking?	☐	☐	☐	☒
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
(iv) Landslides?	☐	☐	☐	☒
(b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

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

Would the project:	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?	☐	☐	☐	☒
(b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

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 N_2O) 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 (CO_2), methane (CH_4), N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (SF_6). 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

Would the project:	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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

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?	☐	☐	☐	☒
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
(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;	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

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

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Physically divide an established community?	☐	☐	☐	☒
(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?	☒	☐	☐	☐

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

Would the project:	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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

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?	☒	☐	☐	☐
(b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐

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

Would the project:	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)?	☐	☐	☐	☒
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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?	☐	☐	☐	☒
(ii) Police Protection?	☐	☐	☐	☒
(iii) Schools?	☐	☐	☐	☒
(iv) Parks?	☐	☐	☐	☒
(v) Other public facilities?	☐	☐	☐	☒

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

Would the project:	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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

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

Would the project:	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?	☒	☐	☐	☐
(b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
(d) Result in inadequate emergency access?	☐	☐	☐	☒

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

Would the project:	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	☐	☐	☐	☒
(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	☐	☐	☒	☐

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?	☐	☐	☐	☒
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(e)	Comply with federal, State, and local management and reduction statutes and regulations related to solid wastes?	☐	☐	☐	☒

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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

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

Would the project:		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?	☐	☐	☐	☒
(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?)	☒	☐	☐	☐
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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.**

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NOTICE OF PREPARATION

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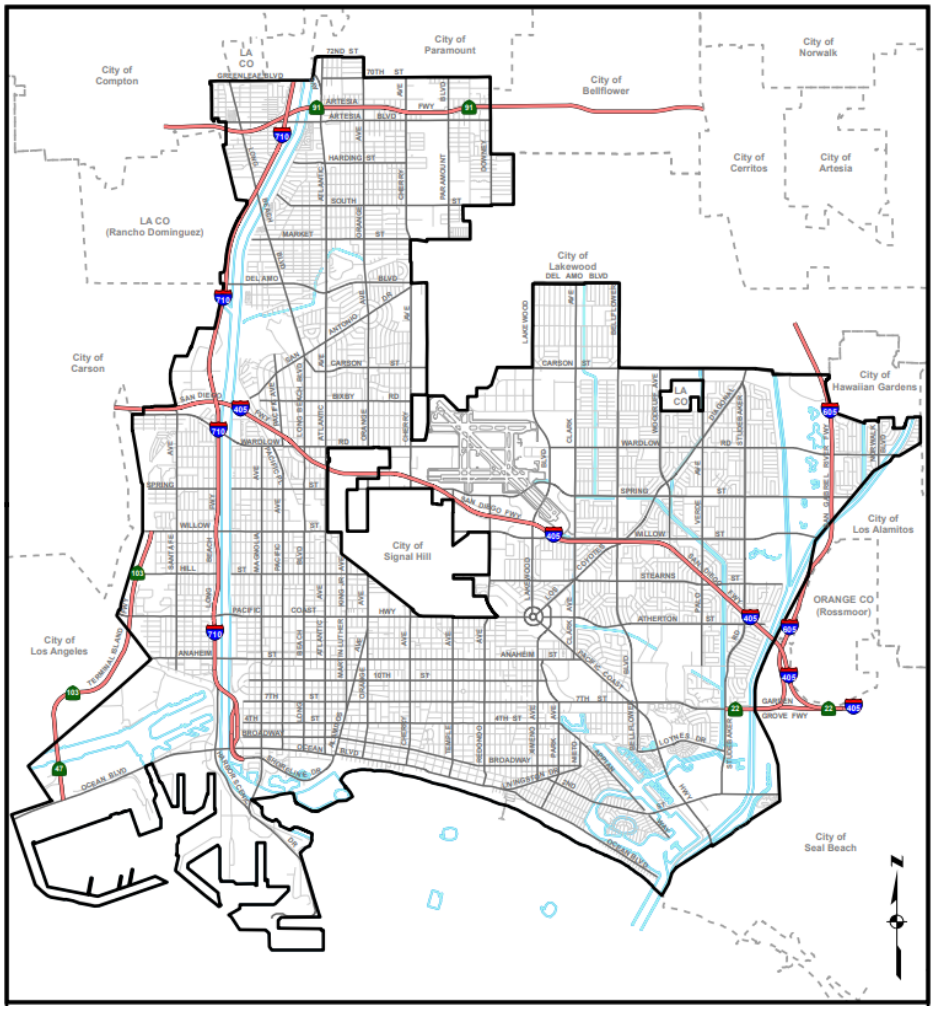
PUBLIC NOTICE OF SCOPING MEETING/NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT

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

Long Beach Public Library
101 Pacific Avenue
Long Beach, CA 90822

Alamitos Neighborhood Library
1836 E. Third Street
Long Beach, CA 90802

Bay Shore Neighborhood Library
195 Bay Shore Avenue
Long Beach, CA 90803

Bret Harte Neighborhood Library
1595 W. Willow Street
Long Beach, CA 90810

Brewitt Neighborhood Library
4036 E. Anaheim Street
Long Beach, CA 90804

Burnett Neighborhood Library
560 E. Hill Street
Long Beach, CA 90806

Dana Neighborhood Library
3680 Atlantic Avenue
Long Beach, CA 90807

El Dorado Neighborhood Library
2900 Studebaker Road
Long Beach, CA 90815

Los Altos Neighborhood Library
5614 E. Britton Drive
Long Beach, CA 90815

Mark Twain Neighborhood Library
1401 E. Anaheim Street
Long Beach, CA 90813

North Neighborhood Library
5571 Orange Avenue
Long Beach, CA 90805

Ruth Bach Neighborhood Library
4055 Bellflower Boulevard
Long Beach, CA 90808

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

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.

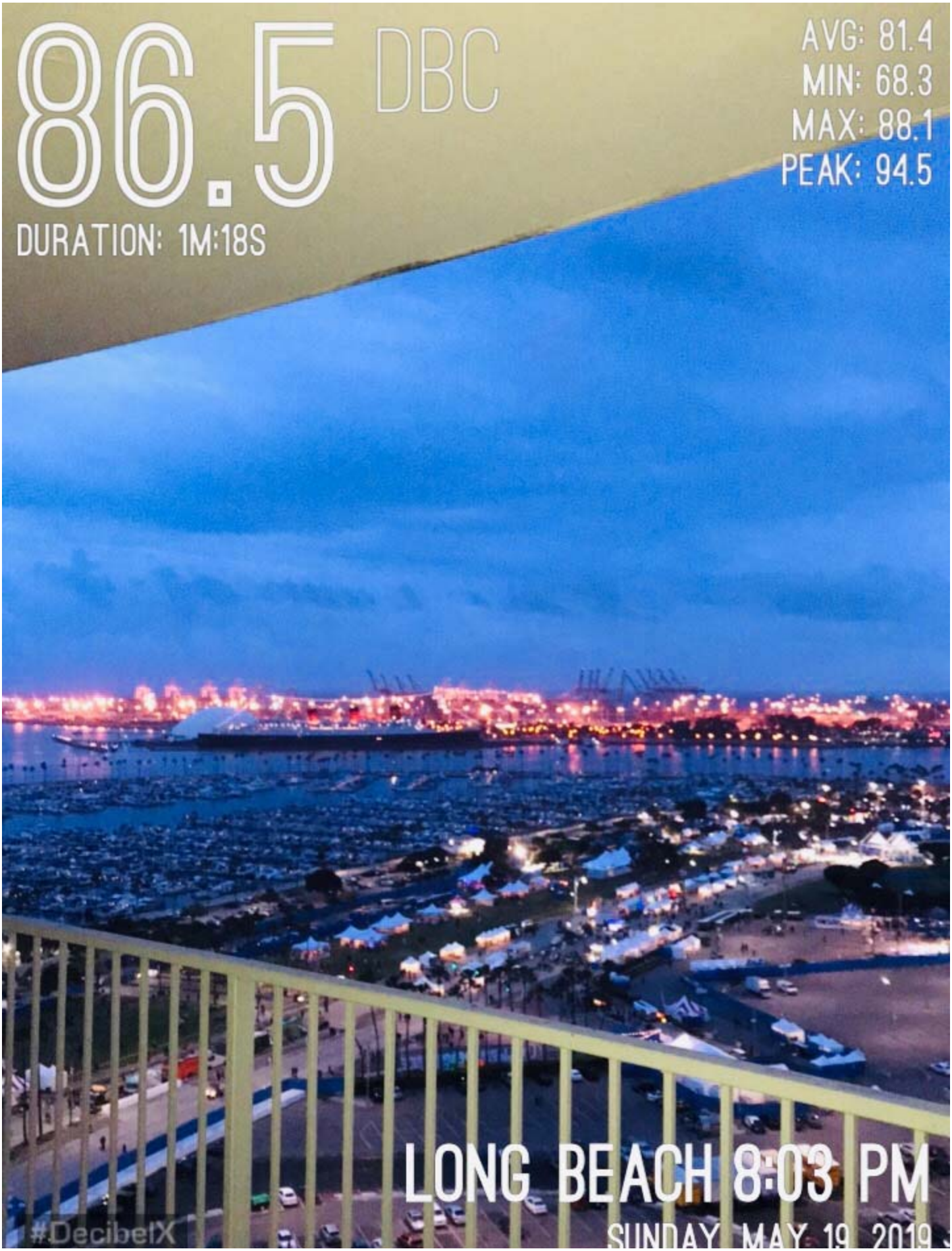
We look forward to your response and action. Our health depends on it.

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
#DecibelX

Pride Festival Noise as heard at International Tower, 700 E. Ocean Blvd

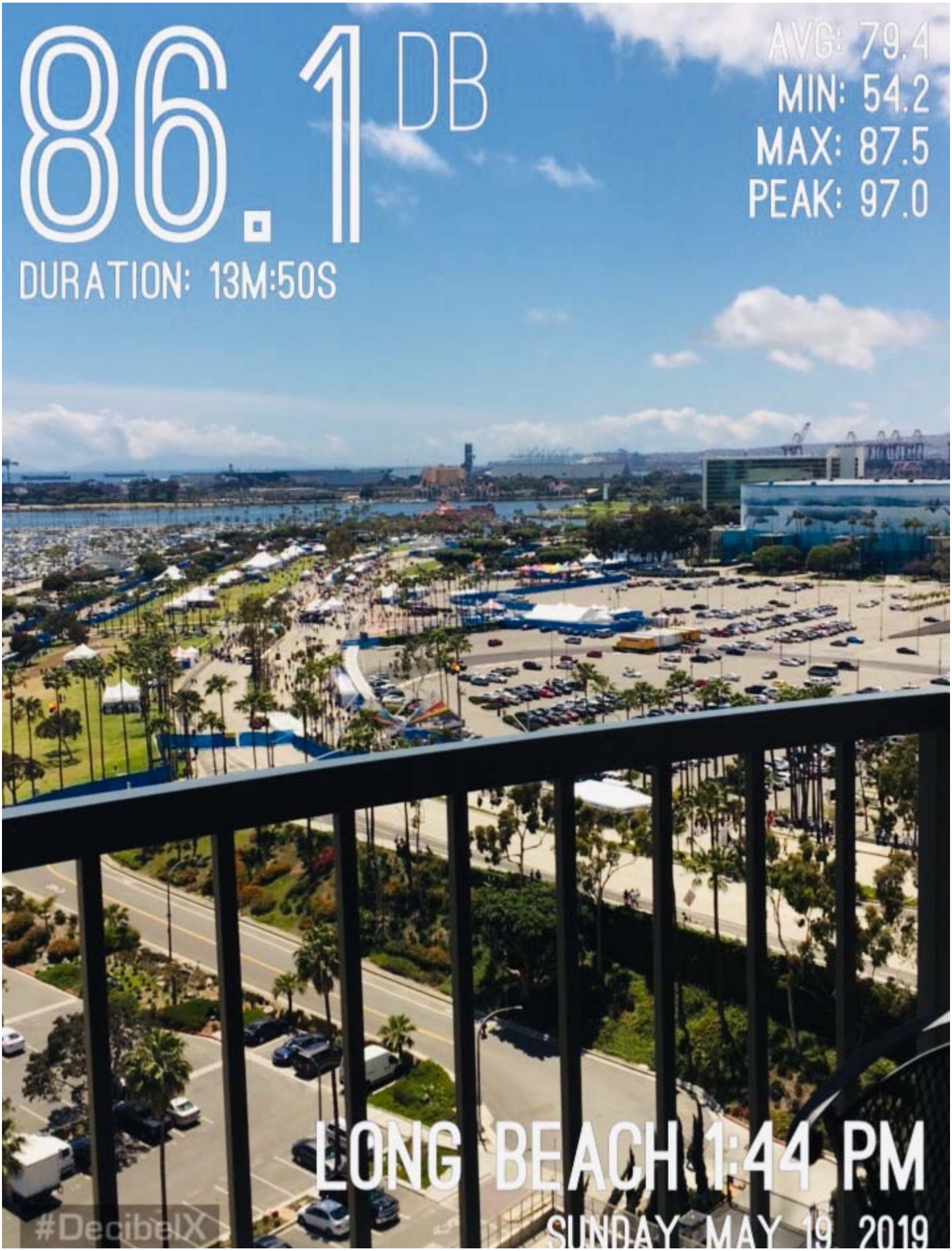

86.5 DBC
AVG: 81.4
MIN: 68.3
MAX: 88.1
PEAK: 94.5
DURATION: 1M:18S
LONG BEACH 8:03 PM
SUNDAY MAY 19 2019
#DecibelX


84.0DBC
AVG: 81.8
MIN: 70.7
MAX: 86.8
PEAK: 93.5
DURATION: 2M:44S
LONG BEACH 8:54 PM
SATURDAY, MAY 18, 2019
#DecibelX

Pride Festival Noise as heard at The Villa Riviera, 800 E. Ocean Blvd


79.7DB
AVG: 86.2
MIN: 53.3
MAX: 106.6
PEAK: 115.6
DURATION: 2M:32S
7:14 PM
#DecibelX

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

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Katherine Kelton

ADDRESS: 488 E Ocean Blvd Unit 1601 CITY: Long Beach ZIP: 90802

EMAIL ADDRESS: Kathy.Kelton@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 DBC levels which are 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 tortuous 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 bounces off the parking lot and up 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 and neighbors. The band sounds do not need to be as loud as they are. They go on for days, 12 hours [illegible] 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 current way 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 mulch 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

LONGBEACH DEVELOPMENT SERVICES

CITY OF LONGBEACH

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.

Jerry M. J. Kolpe

For more information, please visit: http://www.lbds.info/noise_element_update/

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368

LONGBEACH DEVELOPMENT SERVICES

CITY OF LONGBEACH

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 ZERO oversight. Developer/Investor buy and renovate on weekend when there is No code enforcement.

Add Code Enforcement

For more information, please visit: http://www.lbds.info/noise_element_update/
Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368

LONGBEACH DEVELOPMENT SERVICES

CITY OF LONGBEACH

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

LONGBEACH DEVELOPMENT SERVICES

CITY OF LONGBEACH

Noise Element Open House
Comment Card

Please share your comments on the draft Noise Element below:

(Especially Junipero & Redondo)

The neighborhoods adjacent to helicopter paths are significantly impacted by helicoptor 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 helicoptors 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

LONGBEACH DEVELOPMENT SERVICES

CITY OF LONGBEACH

Special Events

Comment Card

Please share your comments regarding Special Events below:

I am disappointed with the dismal 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 mausoleums and odes to the past than active vibrant community hubs. This needs to stop immediately.

Sincerely, J. Kafe

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368

CITY OF LONG BEACH

Special Events

Comment Card

Please share your comments regarding Special Events below:

The special events are so loud, the bass vibrations rock the City for over a mile away. That's how loud it is & Residents that live adjacent are being subjected to torture.

Kathy Kelton

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 special event permits impacts near children/schools/parks — For example Willmore neighborhood fought a special event permit for Honigans — they were a nuisance and air pollutors for 6 months. City gave them permits for 6 months to film burning tires.

Place priority on impacted communities of color / underserved communities.

Contact: Jennifer.Ly@LongBeach.gov, (562) 570-6368

CITY OF LONG BEACH

Special Events

Comment Card

Please share your comments regarding Special Events below:

Special Events

1). Create solid NOISE DECIBLE 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 Ordiance 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

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
TTY 711
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 on 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 or 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: lscholl2011@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.

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.

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).

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.]

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

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.

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.

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.

(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.

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.

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: Heidi Maerker

ADDRESS: 800 E Ocean Blvd CITY: Long Beach ZIP: 90802

EMAIL ADDRESS: sjhbgk@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 its 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 comprable 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.

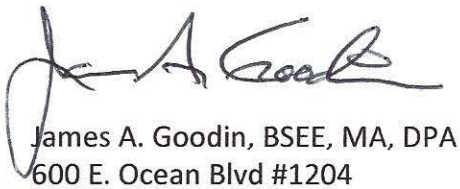
Paragraph 2.2.4.4 Special Events specifies, "...the Noise Element aims to manage the frequency and intensity of noise from special events...." Not sufficient: it needs to read " ...the Noise Element shall manage...." Also, since the Convention Center has its own LBMC chapter (16.32) the City's Special 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 polution 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 imagery, 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
MIN: 54.7
MAX: 89.6
PEAK: 97.5

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? X YES

Please drop comments in the Comment Box or mail them to:

City of Long Beach
Att ent ion : 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 environmetal 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 4th 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 & Fluitter
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. 1) List outdoor entertainment noise as a major source of noise, just as it does freeways, the Metro Line, and freight lines.

2. 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. 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. 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

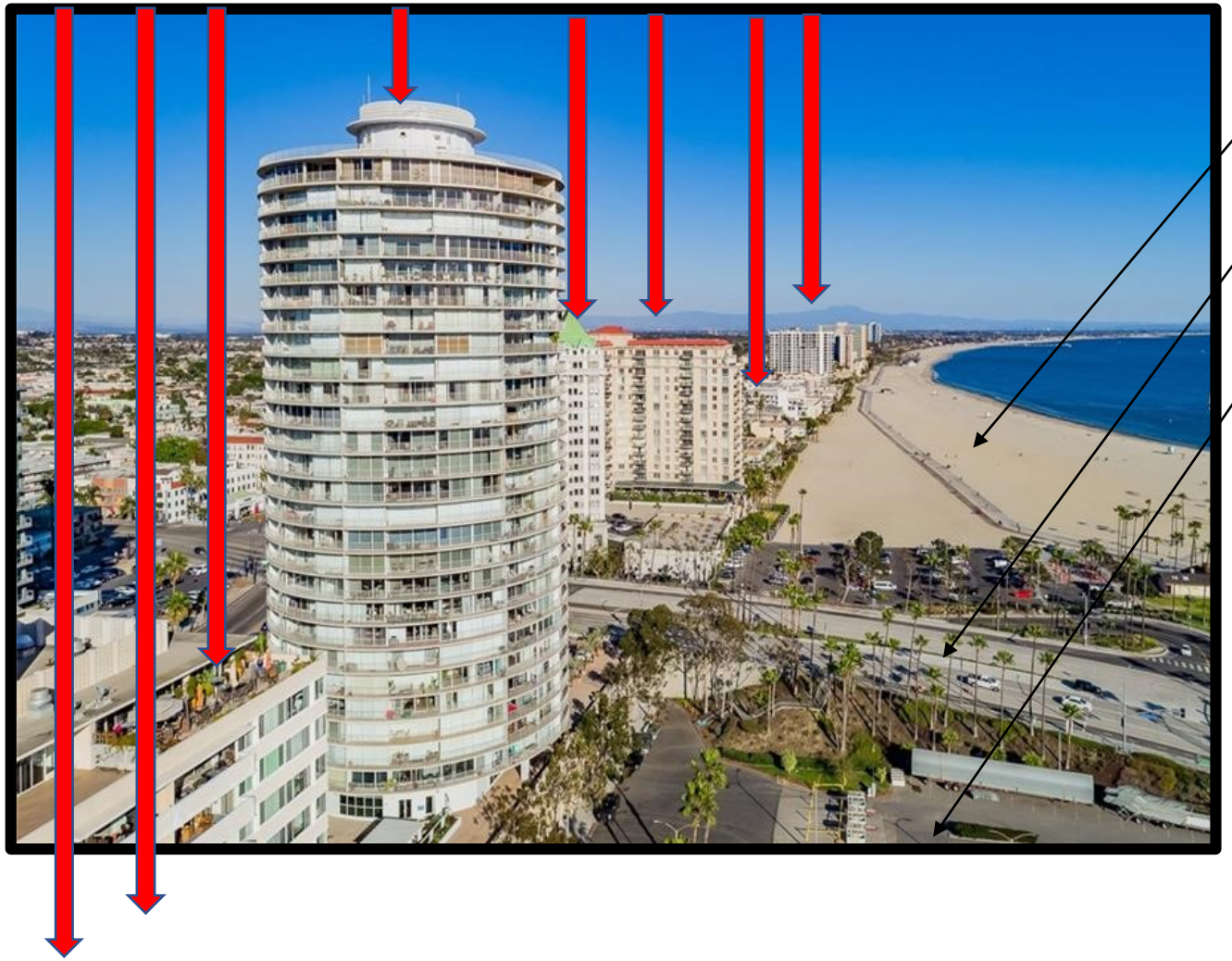
measured at 488, 600, 700, and 850 East Ocean Blvd.

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

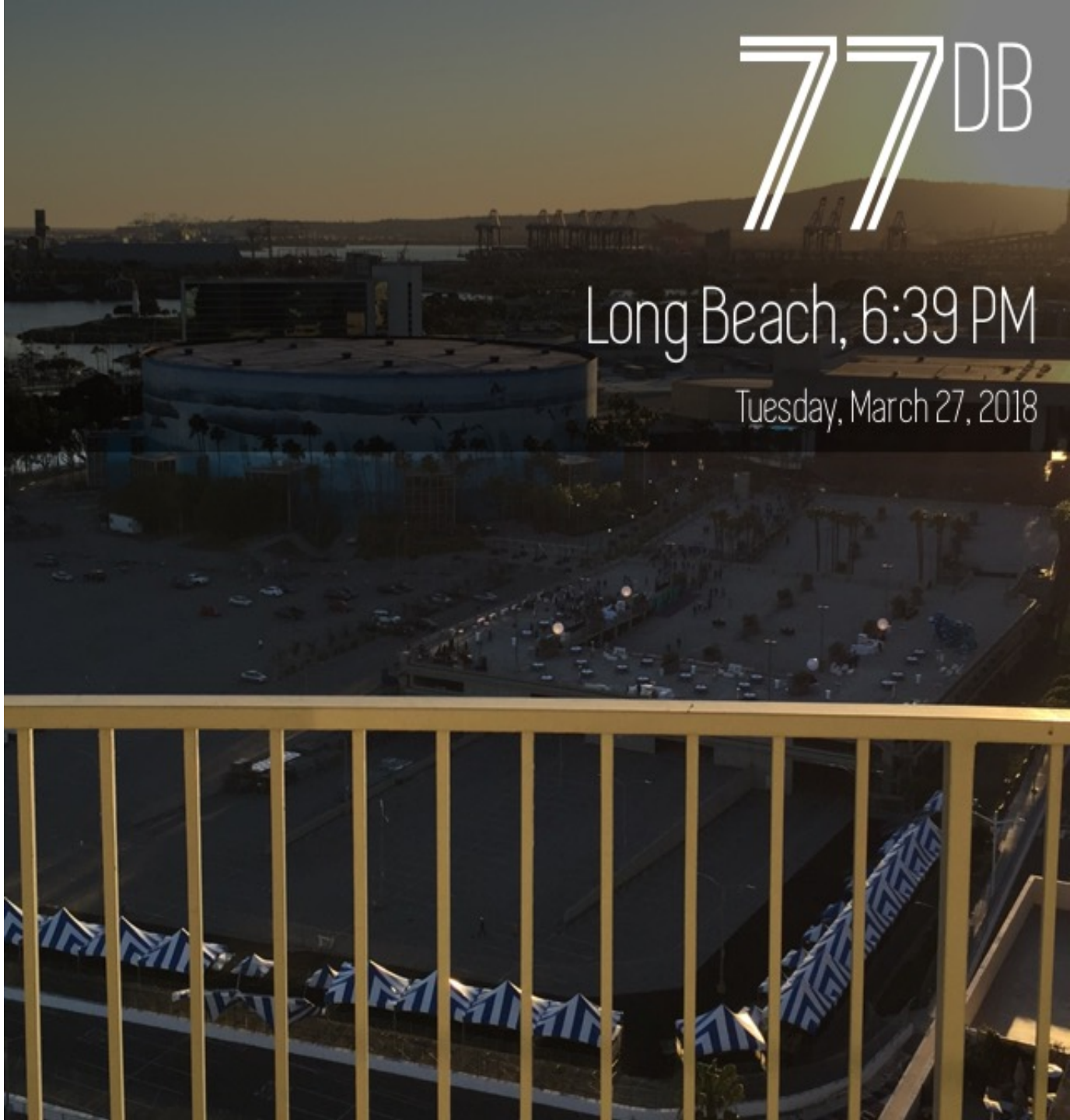
Tuesday, 6:39 p.m.
March 27, 2018

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. <u>on a work night</u>.



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.

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.

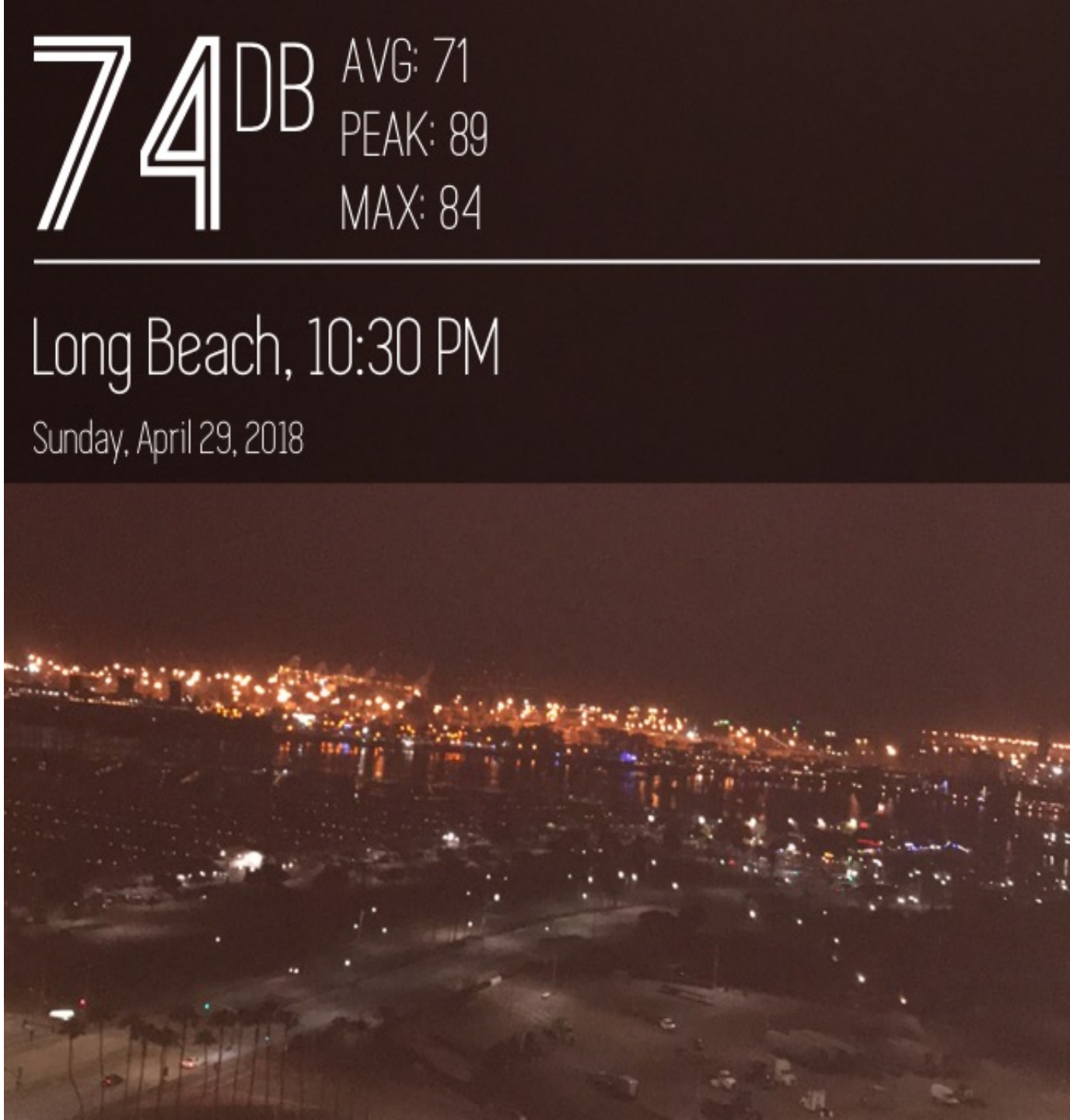
Sunday **night**, 10:30 p.m.
April 29, 2018

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. <u>on a work night</u>.

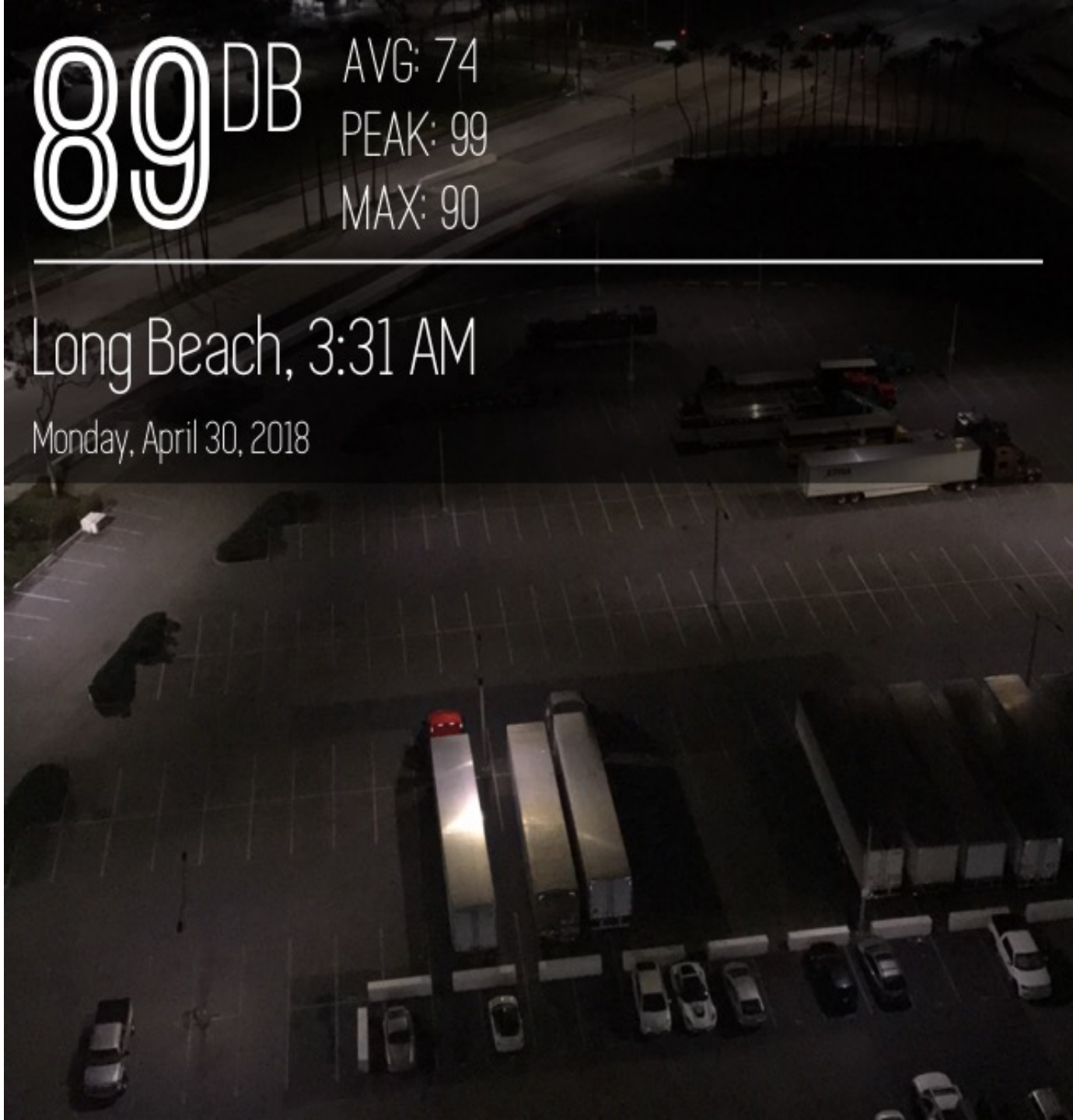


Monday **morning**, <u>3:31 a.m</u>.
April 30, 2018

Noise from taking down facilities
from *Dutch King's Night*
at the **Convention Center parking lot**

9 times the **<u>night</u>** time noise limit

when it reached residences
on East Ocean Blvd.
on a **<u>work night</u>**.



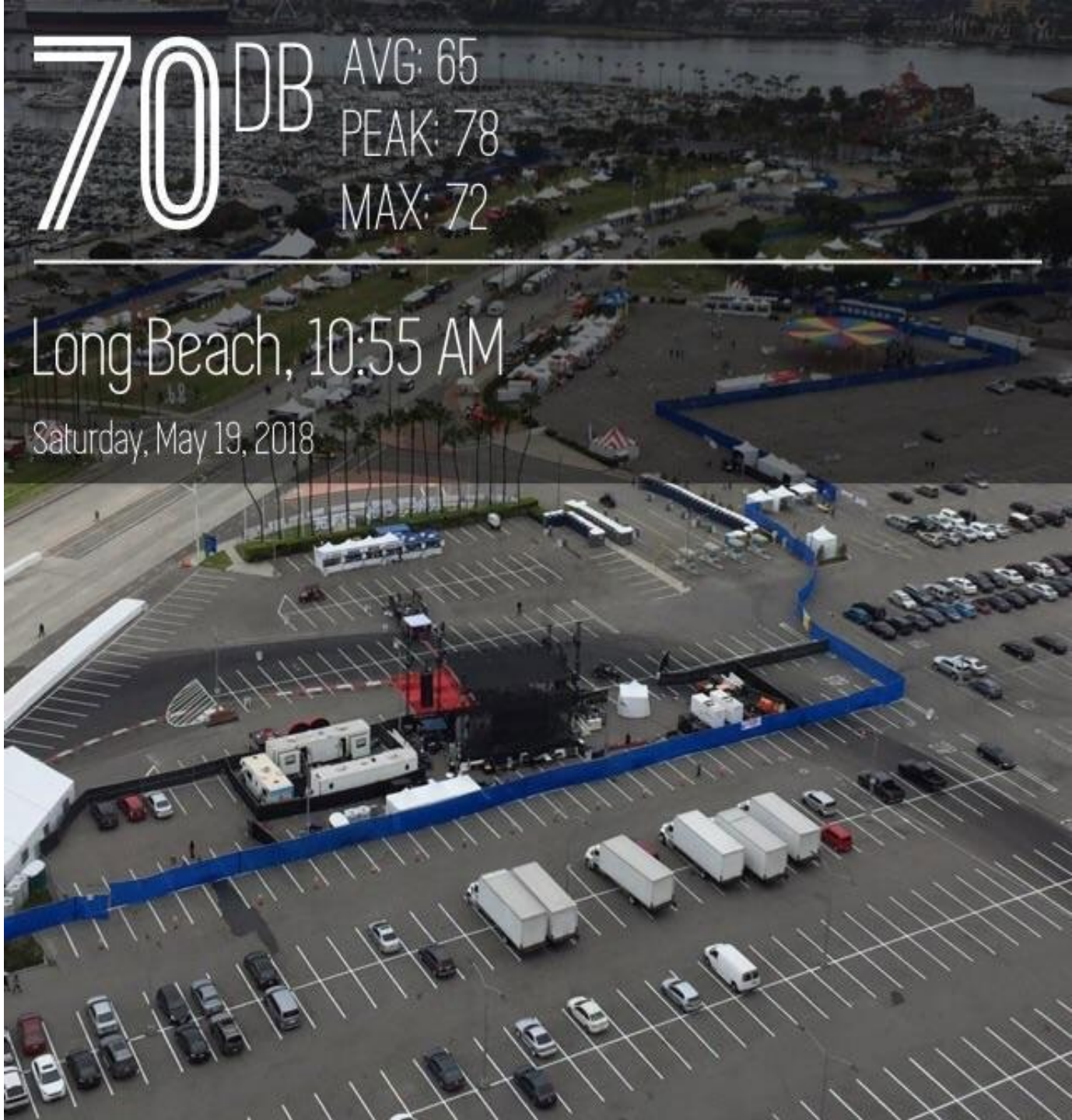
Saturday, 10:55 a.m.
May 12, 2018

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.

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.

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.

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.

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.

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. <u>on a work night</u>.

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**.

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

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.

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.

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.

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.**

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**.

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.

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.

Friday, 9:30 p.m.
July 27, 2018

Amplified sound from the
Long Beach Crawfish Festival at
Rainbow Lagoon

2 + times the noise limit

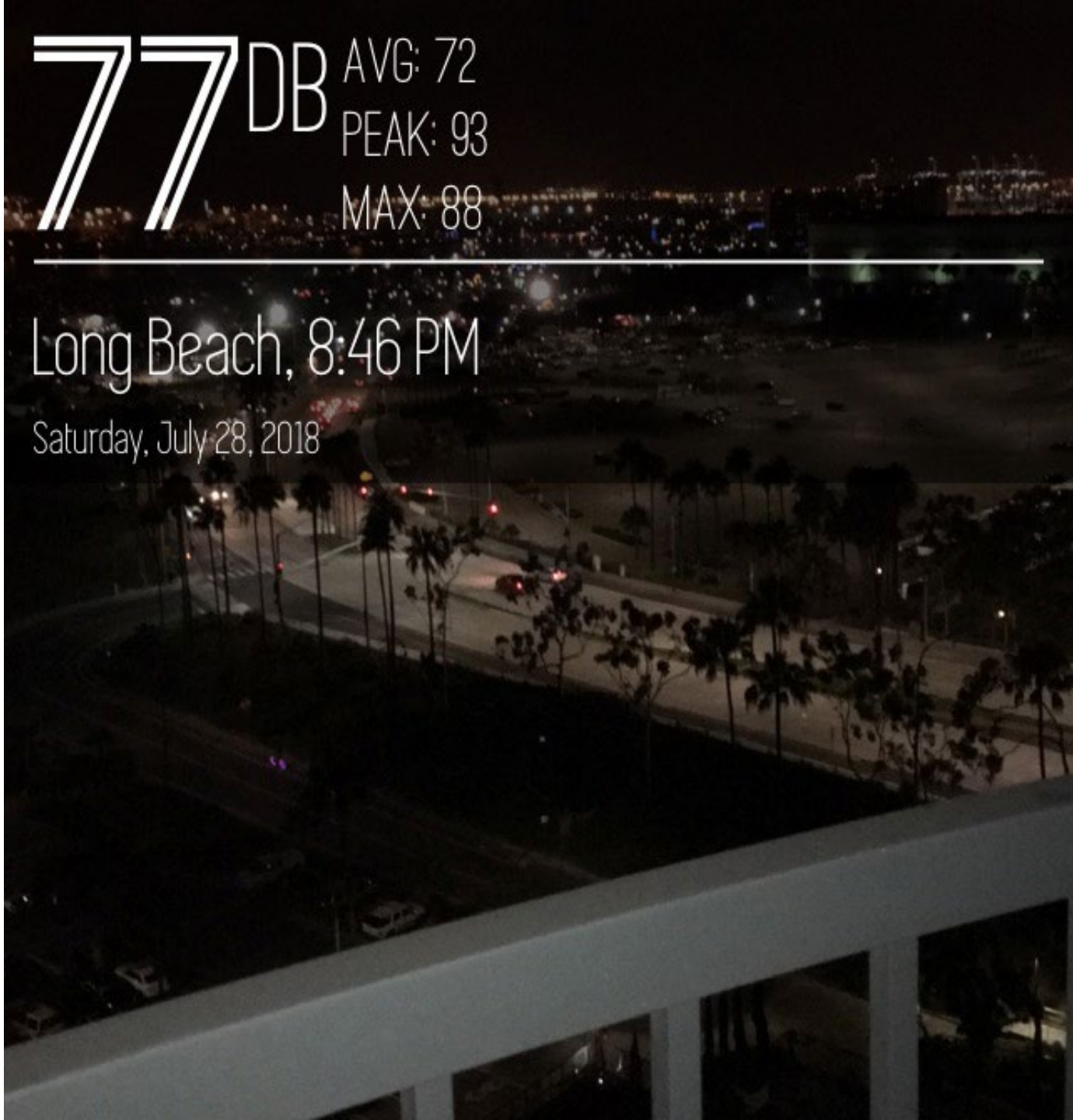
when it reached residences
on East Ocean Blvd.

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.



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.

Friday, 8:15 p.m.
August 10, 2018

Amplified sound from the *Long Beach Jazz Festival* at ***Rainbow Lagoon***

4 times the noise limit

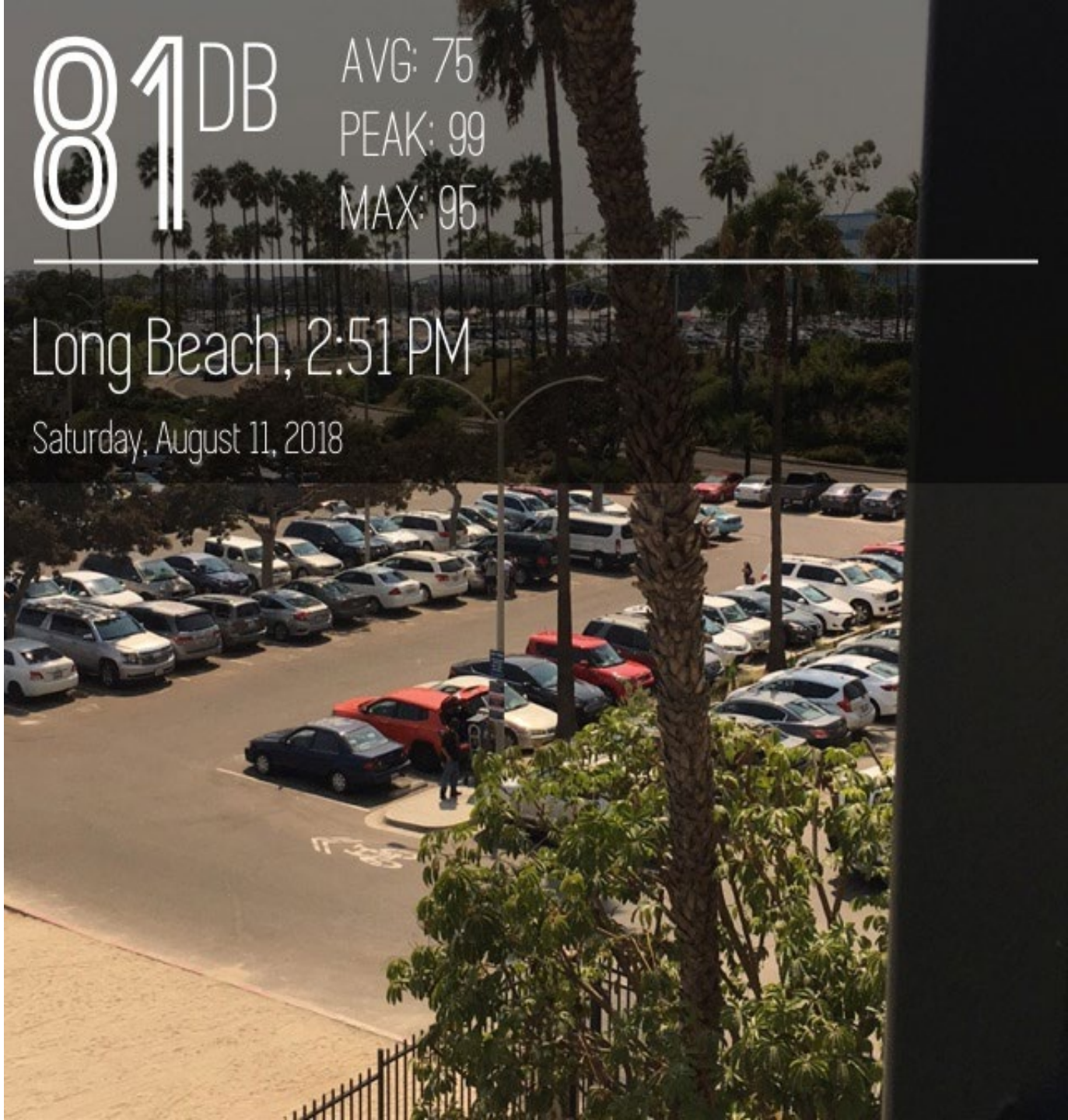
when it reached residences on East Ocean Blvd.

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.



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.

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.

Sunday, 1:03 p.m.
August 12, 2018

Amplified sound from the
Long Beach Jazz Festival at
Rainbow Lagoon

6 times the noise limit

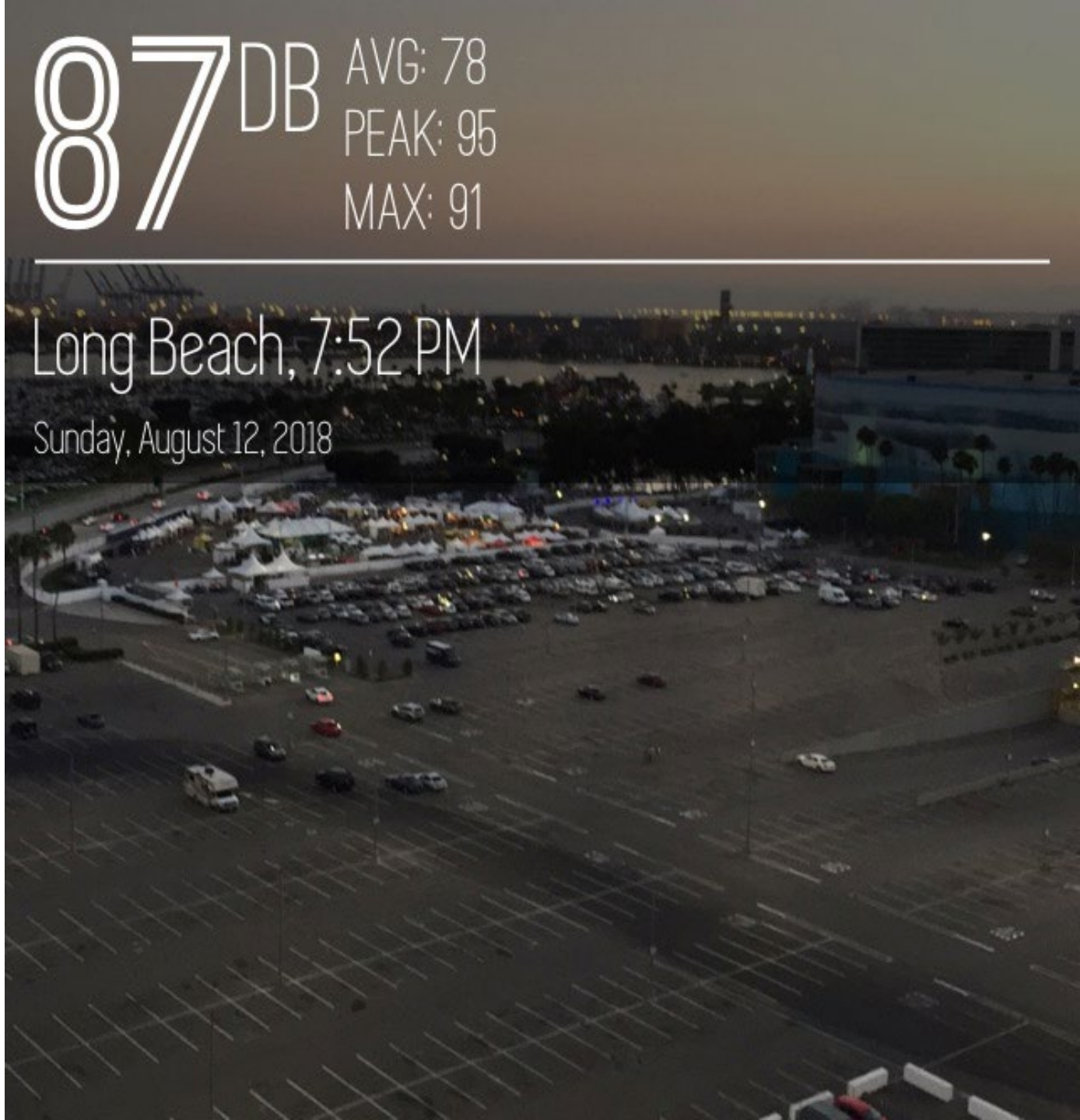
when it reached residences
on East Ocean Blvd.

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.



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.

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.

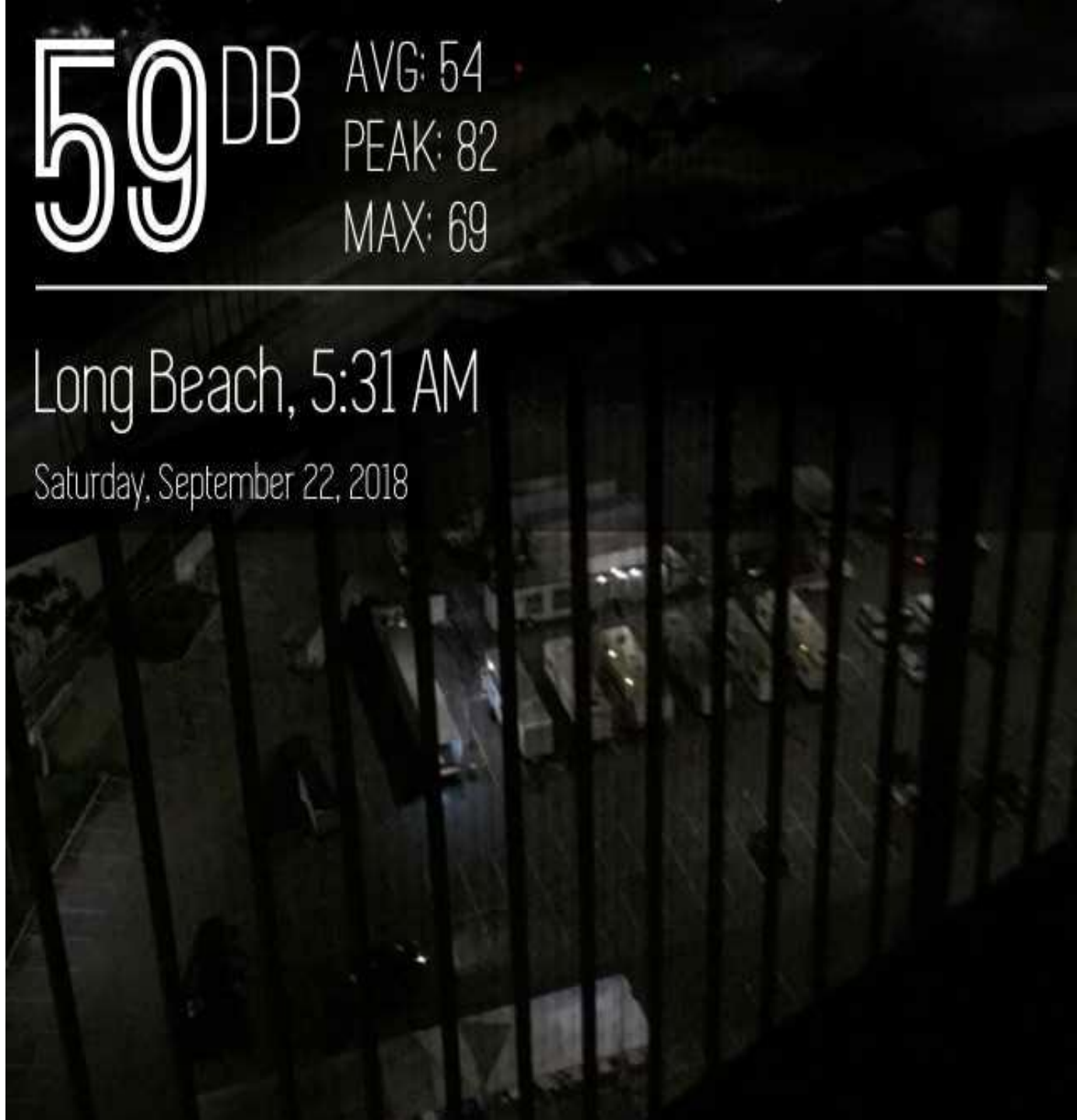
Again on Monday, Sept. 24, there were unannounced fireworks from an unknown source.

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.



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.

Saturday, 3:03 p.m.
September 29, 2018

Amplified sound from
Music Tastes Good at the
Marina Green

6 times the noise limit

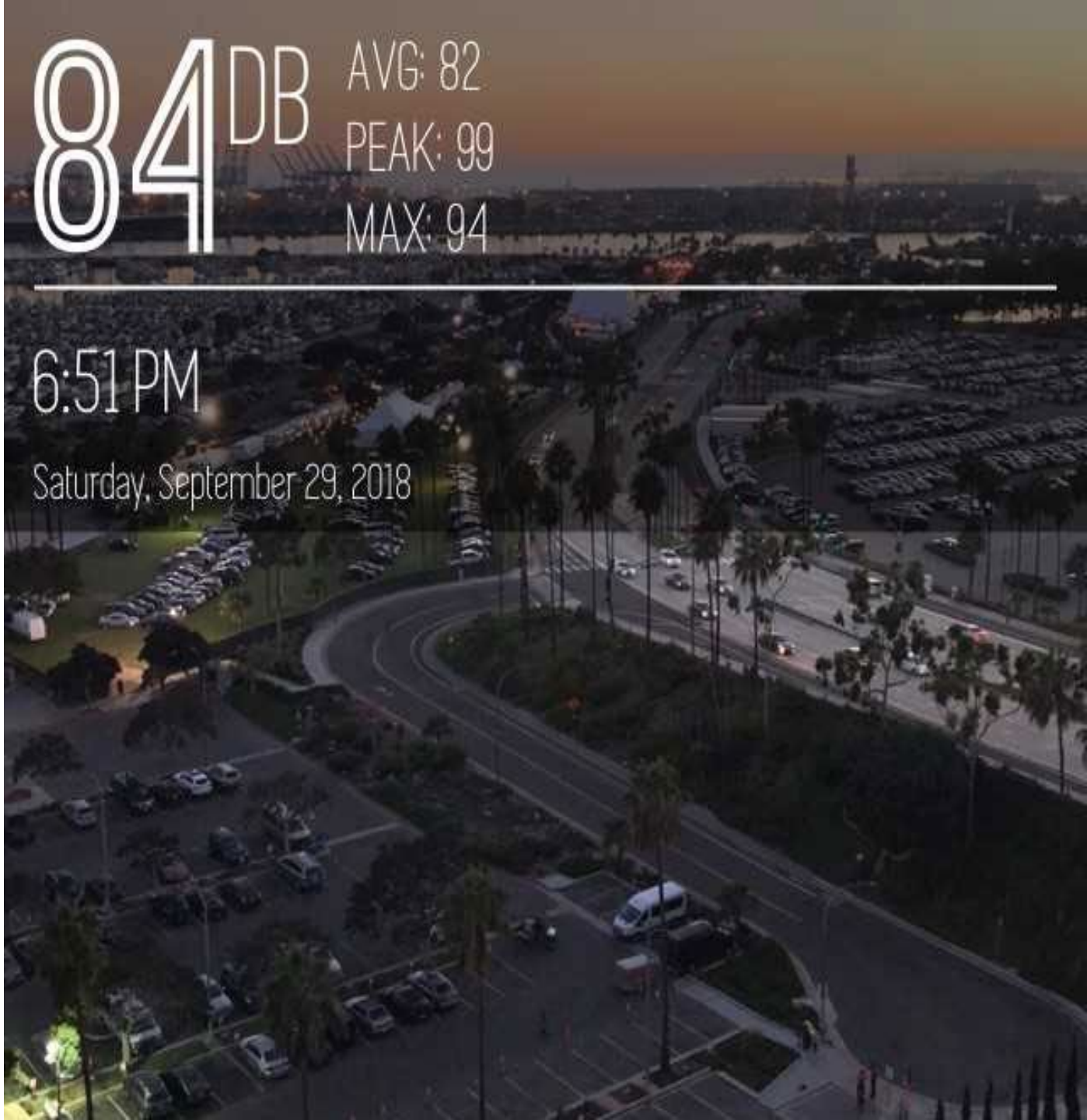
when it reached residences
on East Ocean Blvd.

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.



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.

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.

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.

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

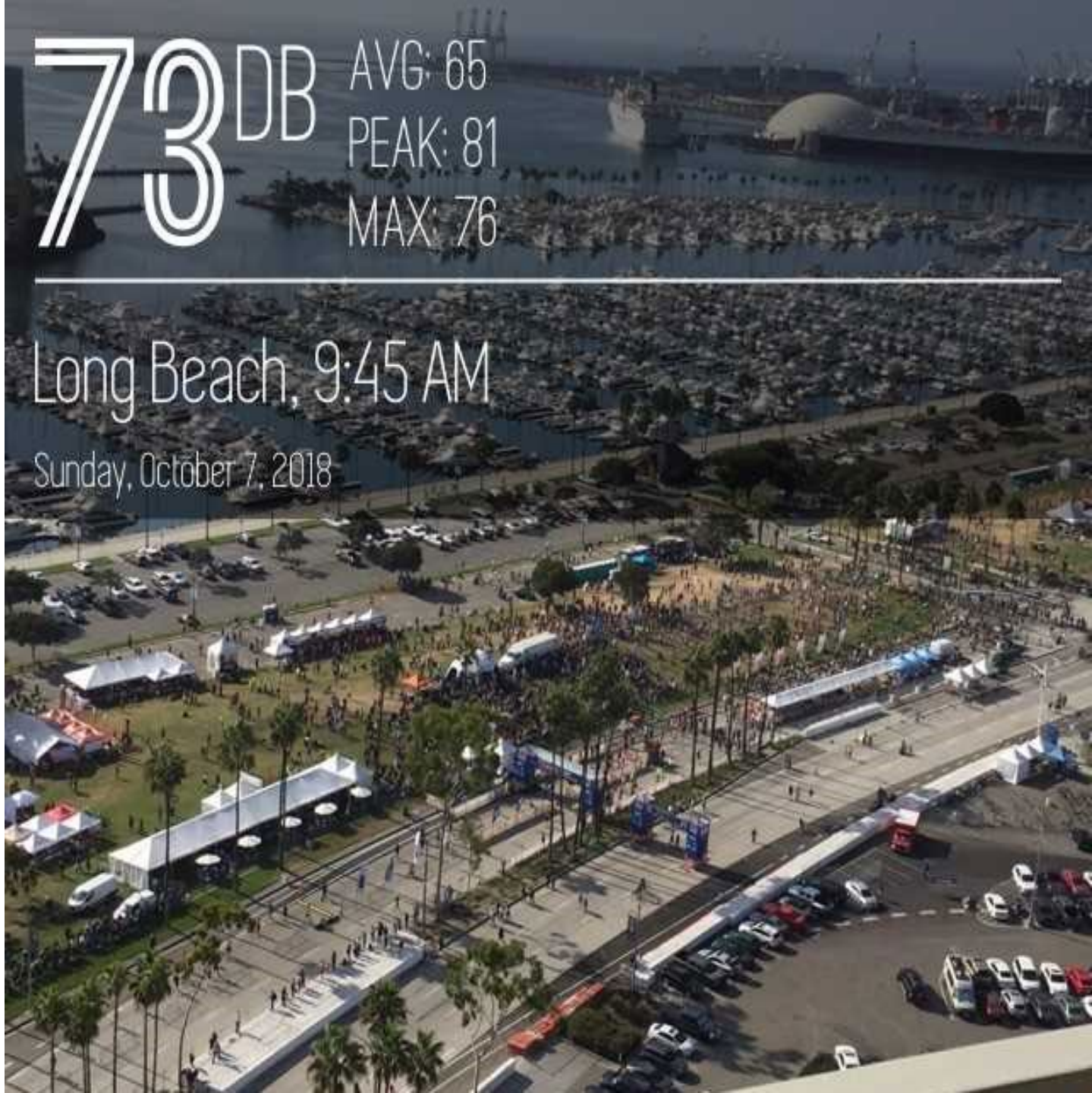
when it reached residences
on East Ocean Blvd.

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 environmetal equity and social justice.

Dr. Margaret Heiss Moustafa
850 East Ocean Blvd, #1601, Long Beach, 90802
714) 395-4536

1-suggested comments.docx

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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Robert W Cash
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

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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Robert W Cash
ADDRESS: Unit #407 850 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: 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

1-suggested comments.docx

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: 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).

Special Events and Vehicular Traffic Noise registers over 100 dB (A) 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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
[illegible]day, May 30, 2019

Mary M. Hester
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

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

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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

Mary M. Hester
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

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

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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Mary M. Hester
ADDRESS: 850 E. Ocean Blvd., Unit 407 Y: ZIP:
EMAIL ADDRESS: hester mary 2 @ gmail.com
REPRESENTING: Pacific Condo Assoc.

Long Beach, CA 90802

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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
[illegible]0, 2019

Mary M. Hester
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

NAME: _____

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: 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 and 13 in section 2.4.2 on page 2-7. The city's first duty is to <u>PROTECT</u> 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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

Mary M. Hester
850 E. Ocean Blvd., Unit 407
Long Beach, CA 90802

NAME: _____

ADDRESS: _____ CITY: _____ ZIP: _____

EMAIL ADDRESS: hestermary2@gmail.com.

REPRESENTING: 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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Mary M. Hester
ADDRESS: 850 E. Ocean Blvd., Unit 407
CITY: Long Beach, CA 90802 ZIP:
EMAIL ADDRESS: hestermary2@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: 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 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

1-suggested comments.docx

PUBLIC SCOPING MEETING – EIR COMMENTS ONLY
GENERAL PLAN NOISE ELEMENT PROJECT
Thursday May 30, 2019

NAME: Mary M. Hester
ADDRESS: 850 E. Ocean Blvd., Unit 407
Y: Long Beach, CA 90802 ZIP:
EMAIL ADDRESS: hestermary2@gmail.com
REPRESENTING: Pacifica 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: 350 E. Ocean Blvd #1204 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandrastanton9@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: 350 E. Ocean Blvd #1204 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandrastanton90@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 exceptions 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 Blvd 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: 350 E. Ocean Blvd #1204 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandrastanton90@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 out door 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: 350 E. Ocean Blvd #204 CITY: Long Beach ZIP: 90802
EMAIL ADDRESS: sandrastanton9@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 dont 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 [X] 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 thought 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 LEVELS[1] 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.

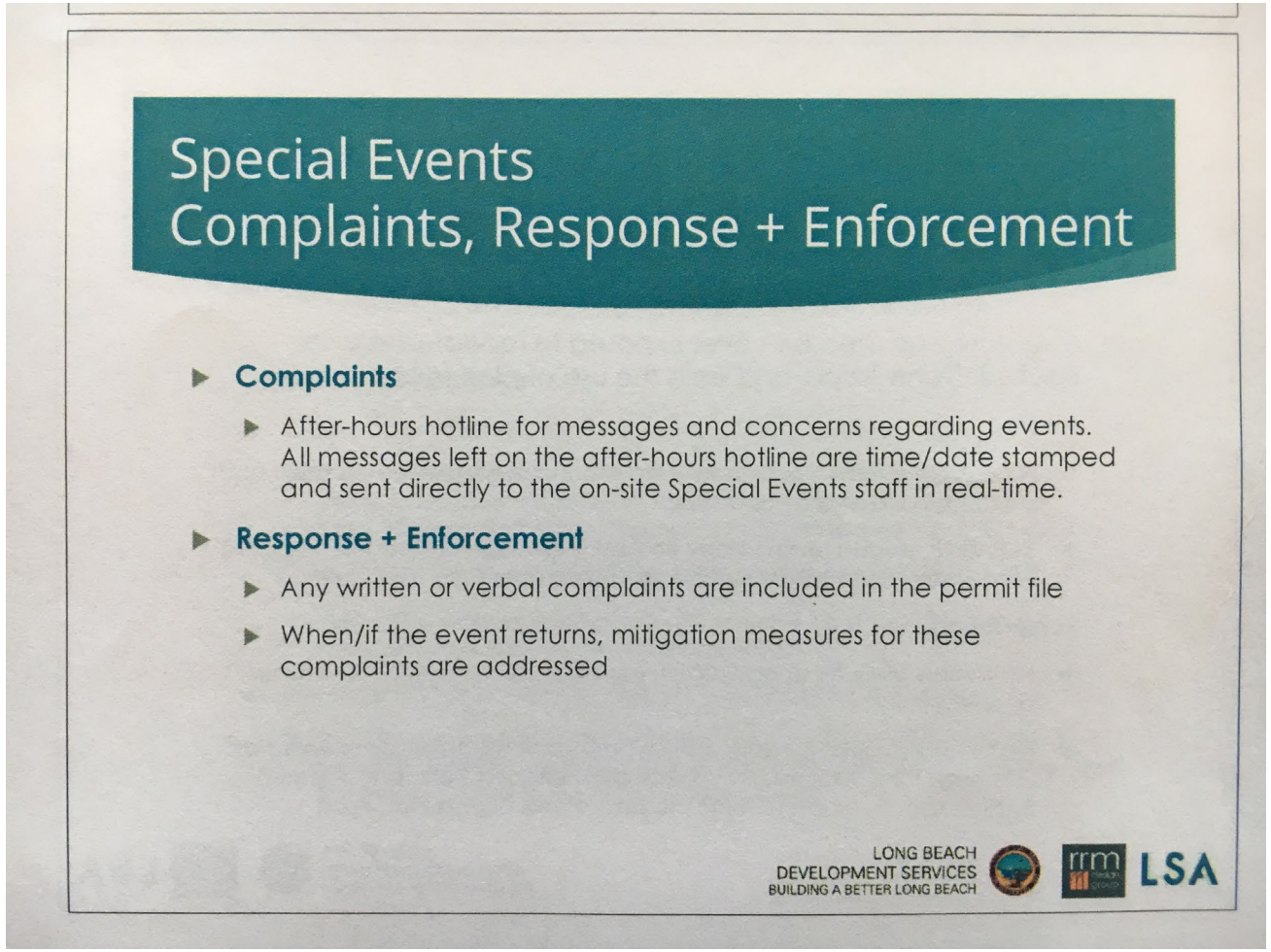
(4) Day-night average sound level. The 24-hour A-weighted equivalent sound level with a 10 decibel penalty applied to nighttime levels.

(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.

Slide #17 at the Development Services focus group Oct. 17, 2018 on the updated Noise Element.



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: 850E. Ocean Blvd #1309 CITY: Long Beach ZIP: 90802

EMAIL ADDRESS: claireheiss@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 decimals 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 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 awaken 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 | @metrolosangeles
Metro provides excellence in service and support.

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

CITY OF LONG BEACH

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 | lbds.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
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CHAPTER 9.0
NOISE ELEMENT (NE)

9.1 INTRODUCTION

General Plan Law Requirements [GP]

Noise Element Policies
NE 1: Noise and Land Use Compatibility Standards
NE 2: Traffic Noise Sources
NE 3: Airport Noise
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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.

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).

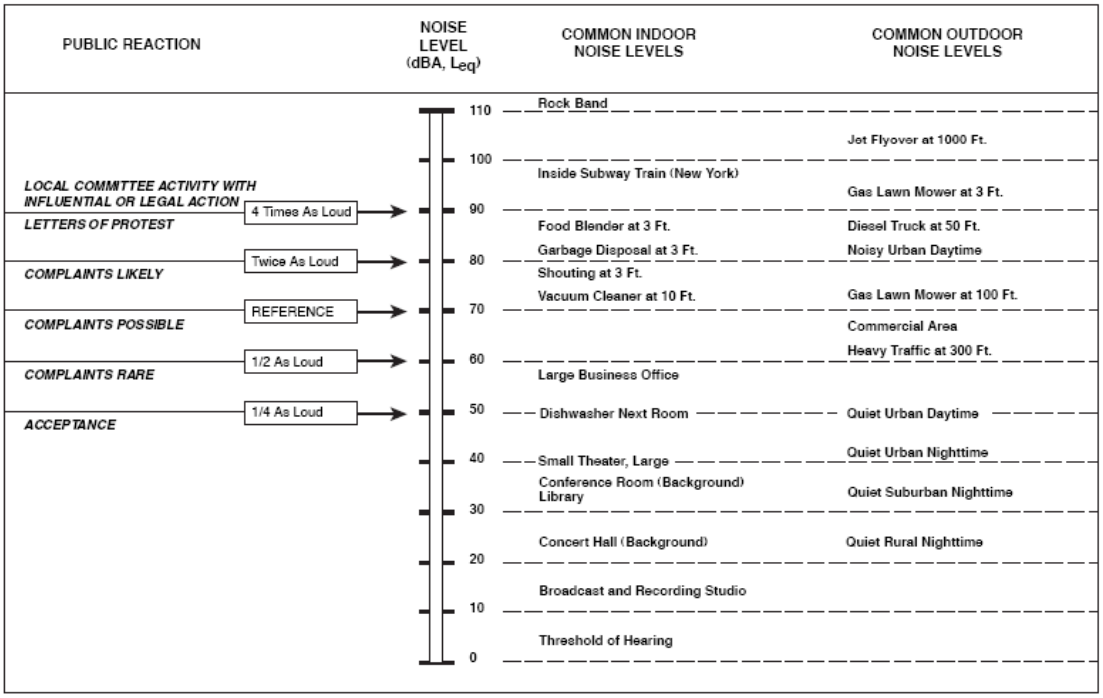
A-Weighted Level (dBA): The sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation 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, avigation 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 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.

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.

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.

At-Grade Railroad Crossing

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.

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 *in*complete. 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 Pubic 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 fxxxer, 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

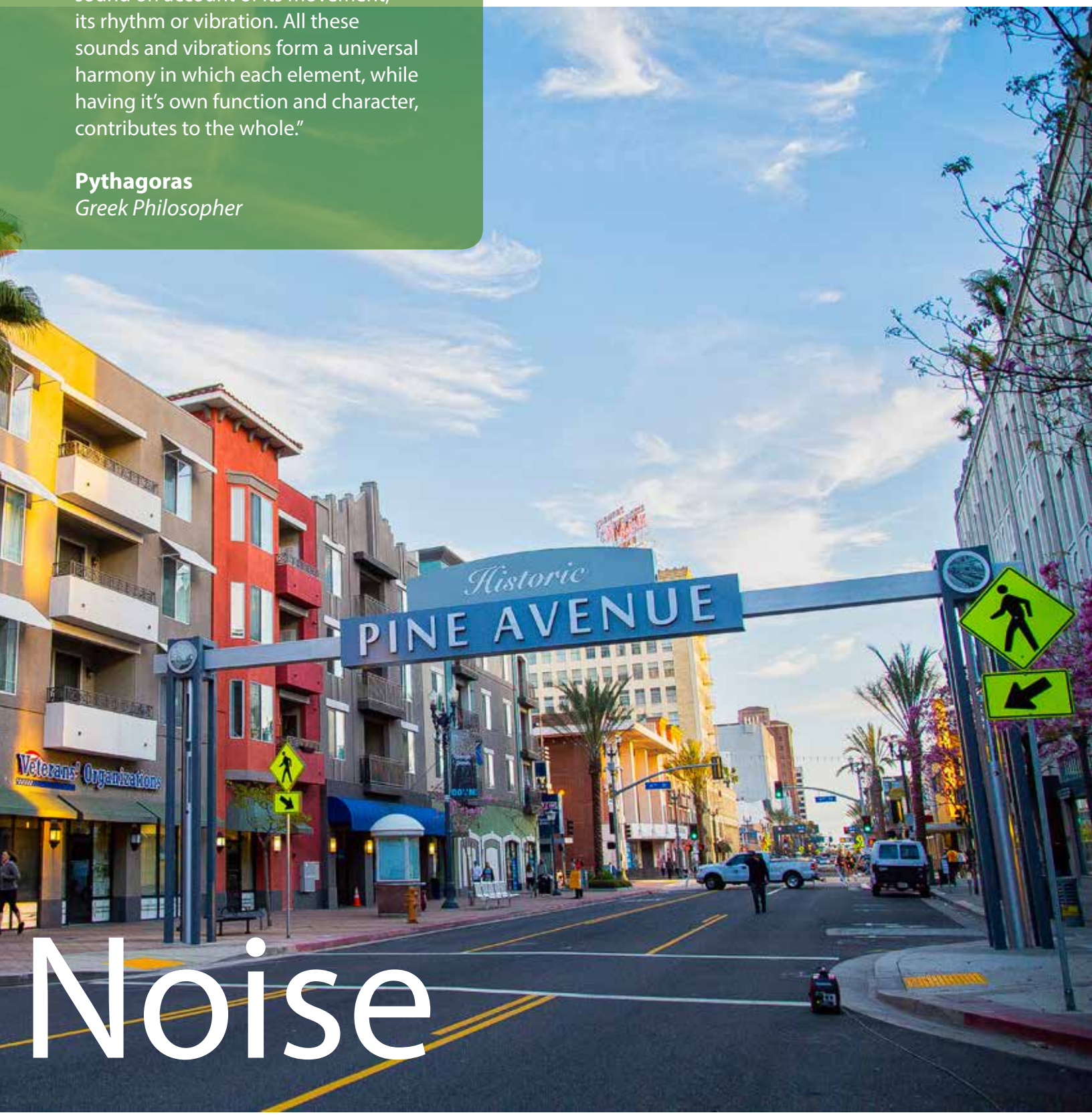
creating livable environments

LONGBEACH DEVELOPMENT SERVICES

CITY OF LONGBEACH

"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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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.

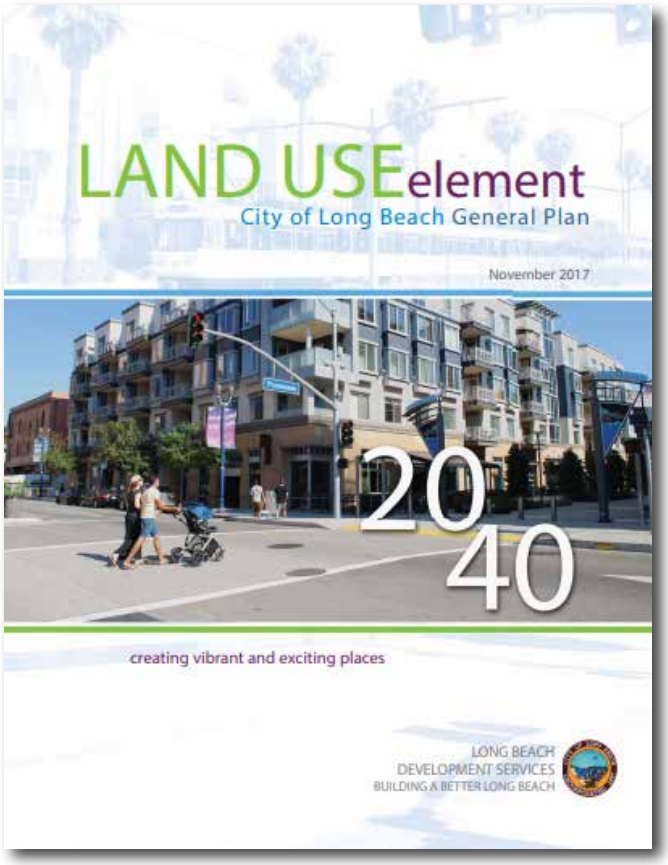
Downtown Long Beach skyline

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

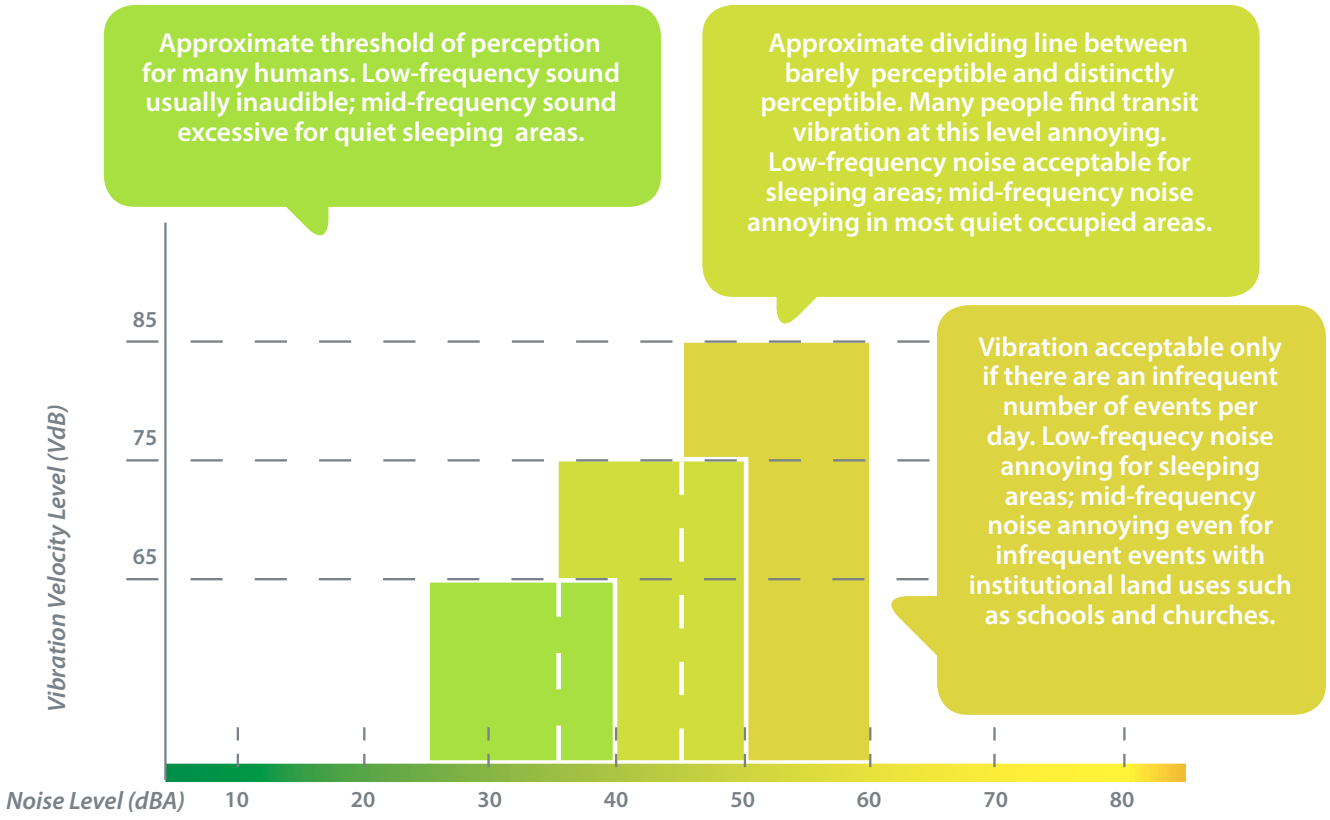


Table N-1: Construction Vibration Damage Criteria

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 µin/sec.

µin/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.

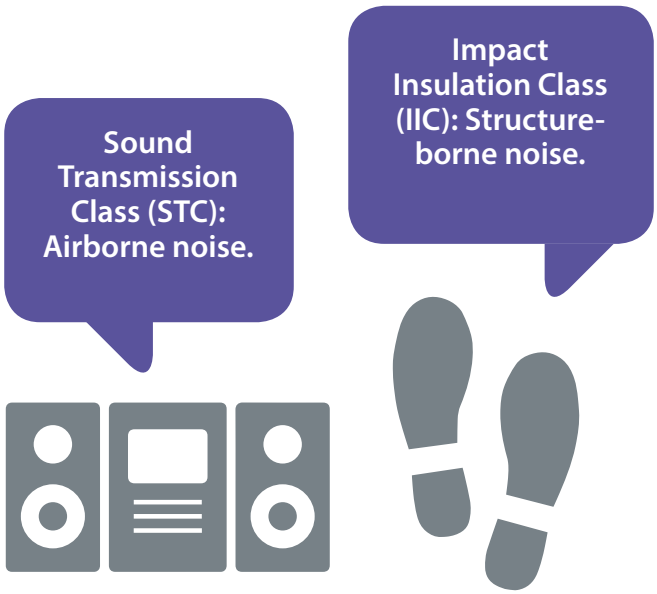
International Building Code

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

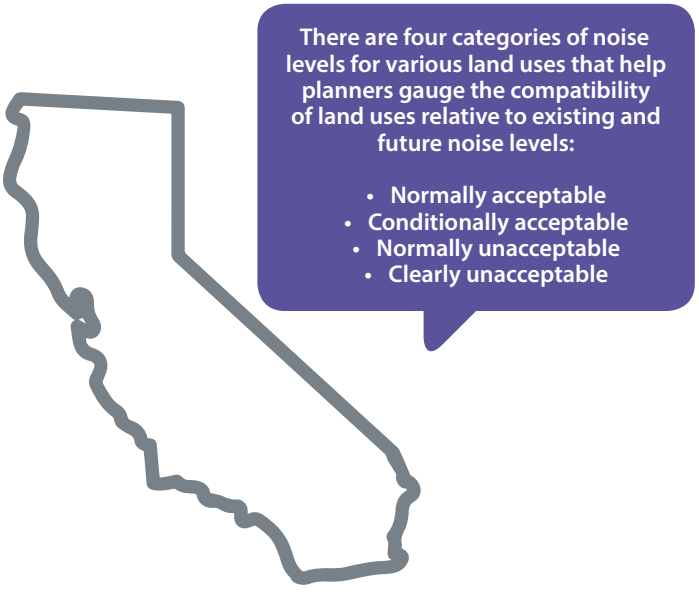
The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of ensuring that the level 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	
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	*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 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 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.*
Clearly Unacceptable	*New construction or development should generally not be undertaken.*

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 that 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 unbaffled exhaust pipes (stacks) and most water-injected pipes do not meet the above noise level requirements. Unmodified outboards usually meet legal requirements.

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.

#ListenUpLB materials

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 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.

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.

Interstate 405

Metro Light Rail

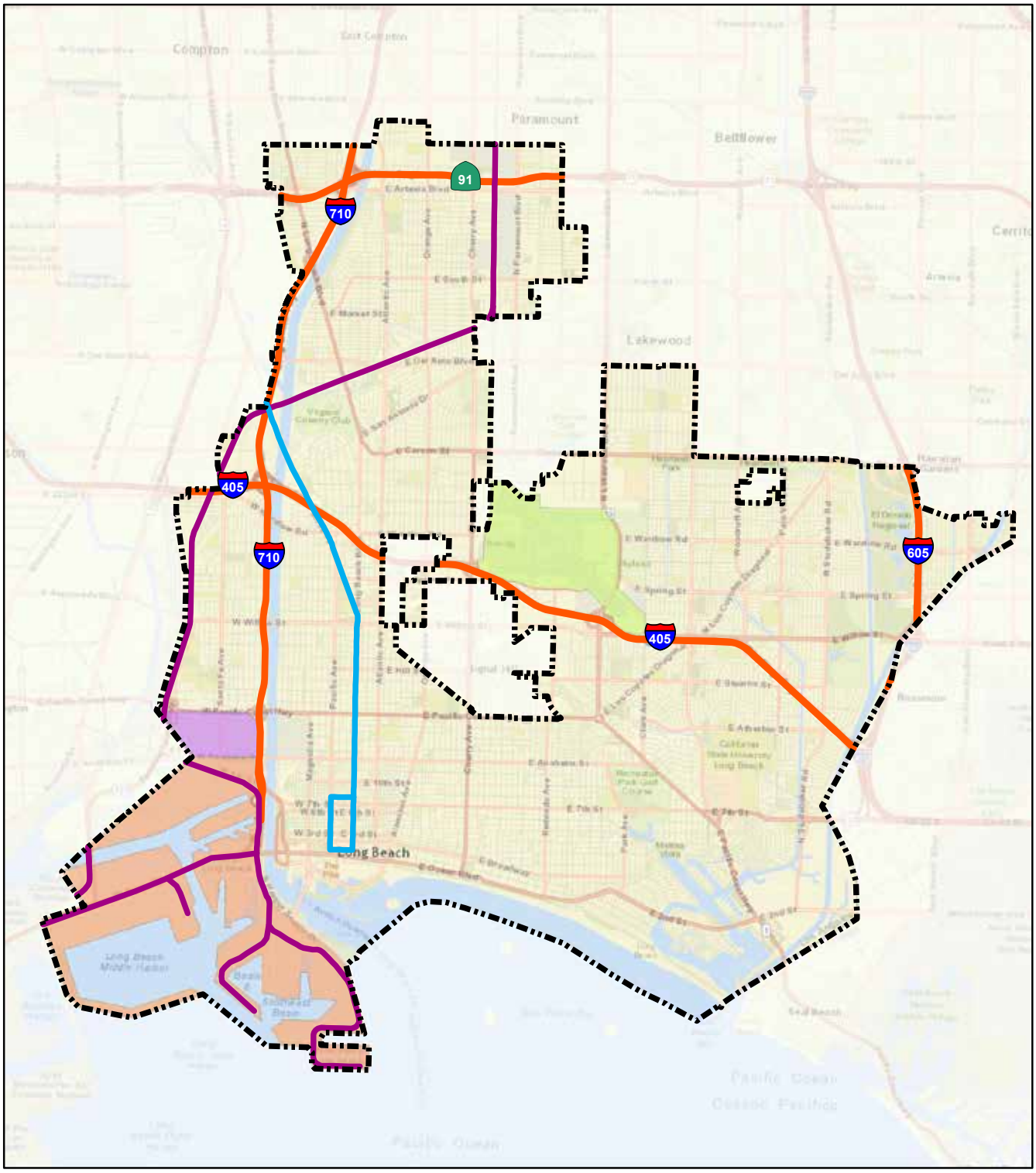


Figure N-1, Existing Major Noise Sources

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 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

Long Beach Airport

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

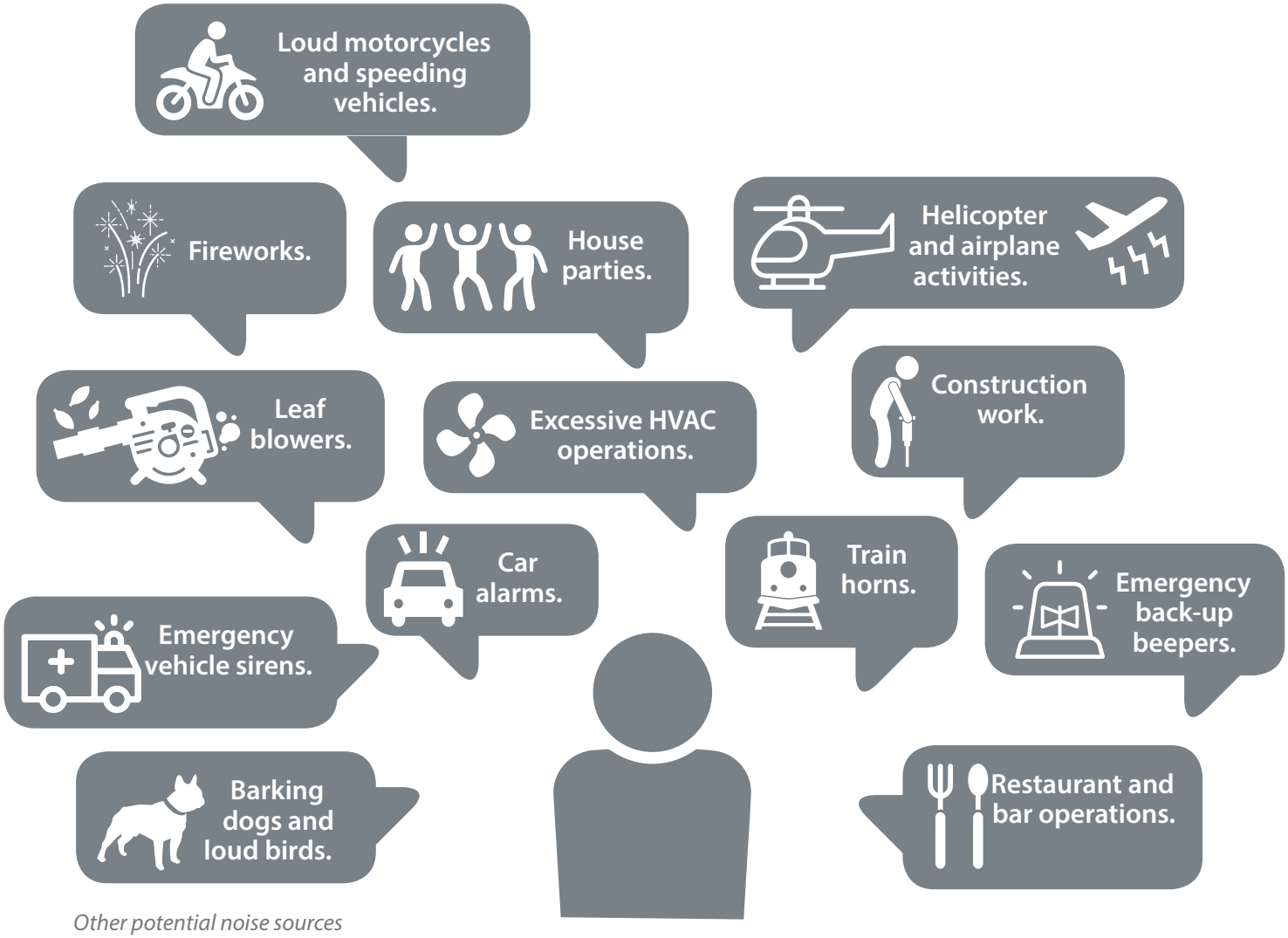
Construction noise, though temporary in nature, can cause noise disruptions on an on-going basis. Long Beach is a growing metropolitan City, therefore construction noise is an expected part of the noise environment. Restrictions on noise from construction are especially important for sensitive receptors. 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

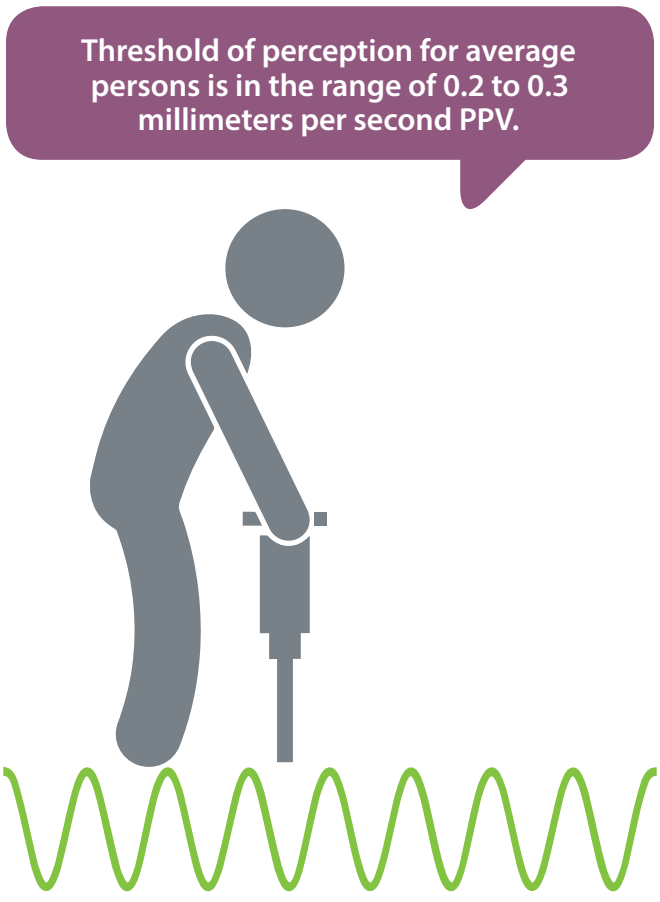
Major vibration sources in the City include construction activities, rail operations, heavy vehicle traffic, and vehicle loading and delivery operations. Other sources which have the potential to cause vibration impacts are aircraft operations, low-frequency music and some stationary sources. Similar 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.



Construction-induced vibration may interfere with the enjoyment of life.

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 x 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.

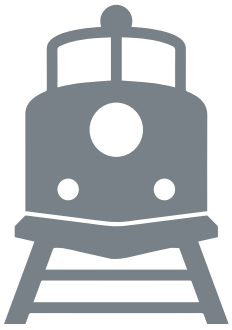
Heavy Vehicles and Buses

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.



Ground-borne vibration decibels depend on the distance, type and speed of trains, and type of track.

Many factors affect ground-borne vibration.

How loud are busses and trucks?

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Noise Fundamentals

Characteristics of Sound

4

"The City is what it is because our citizens are what they are."

Plato
Classical Greek Philosopher

4

Noise Fundamentals

Characteristics of Sound

Characteristics of Sound 31

» Measurement of Sound 31

» Physiological Effects of Noise 34

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).

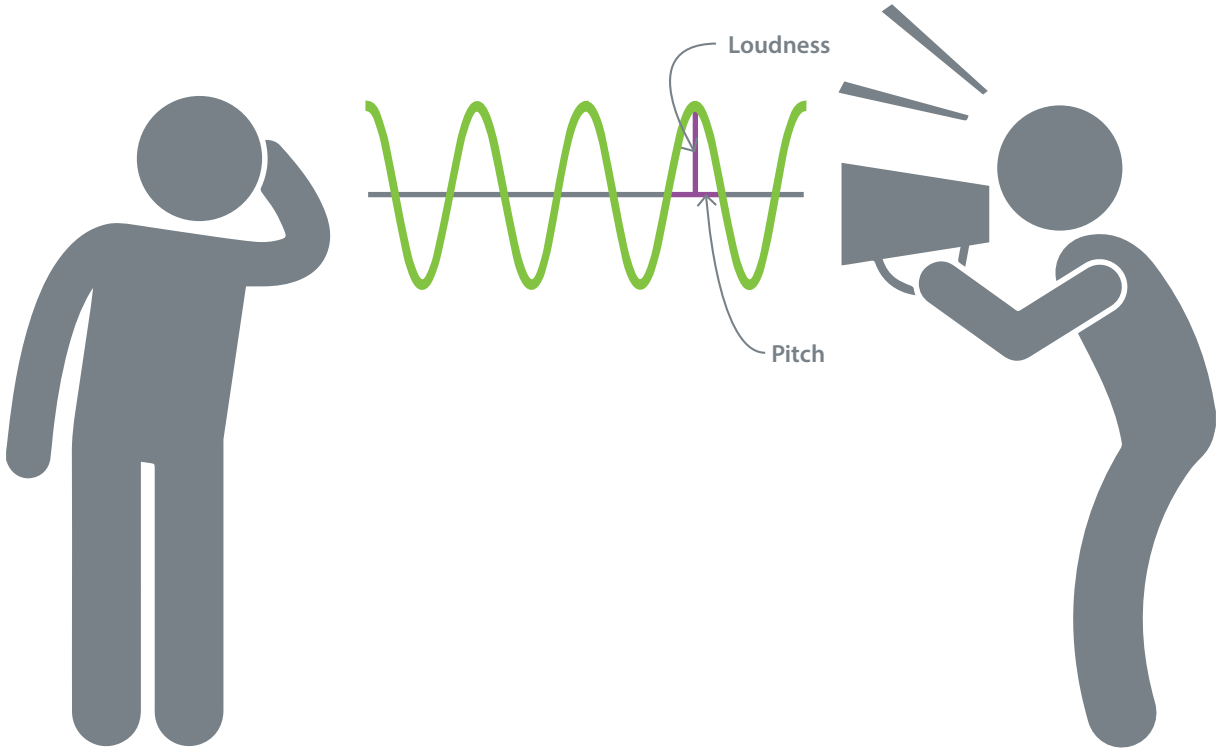


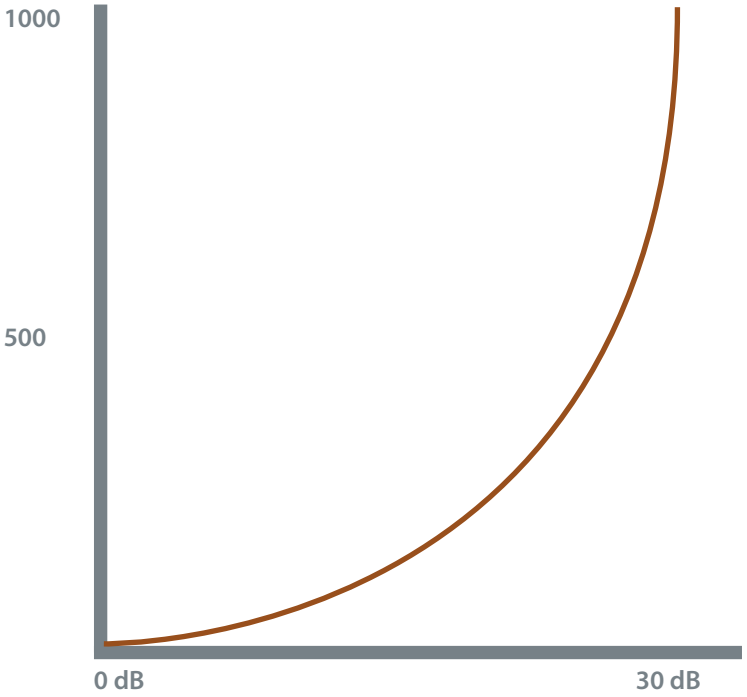
Table N-3: Definitions of Acoustical Terms

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).	

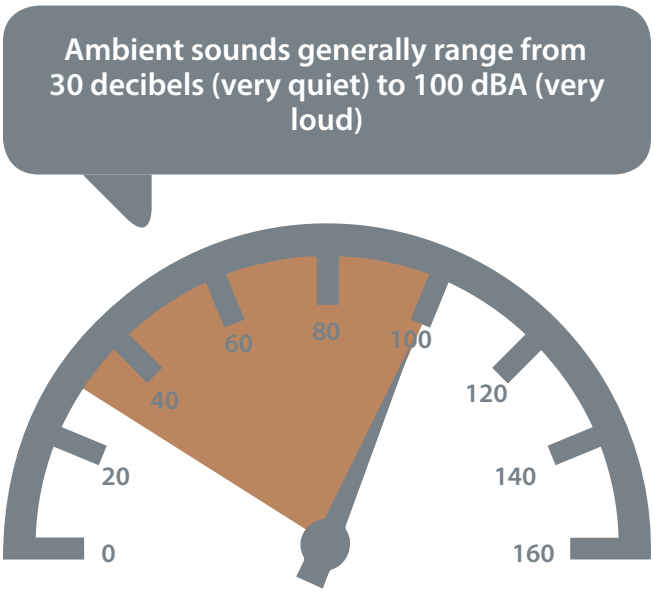
Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. 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 Lmax 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.

What noise level changes are audible?

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.

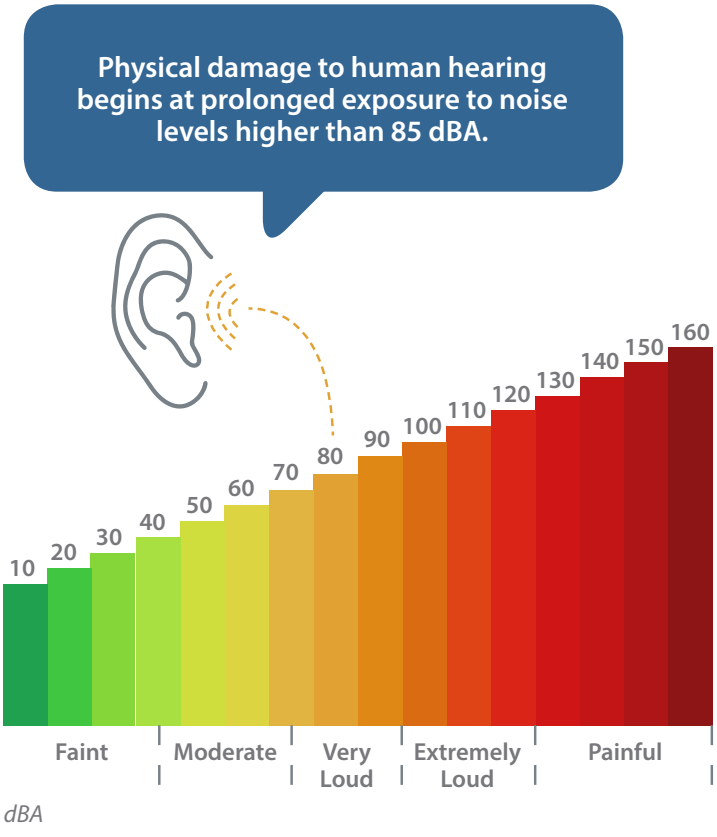
In addition to the audible effects of noise, research has shown that prolonged exposure to elevated noise levels may have other negative health effects. As presented in Wolfgang Babisch's *Cardiovascular Effects of Noise*, sleep disturbance is considered a major environmental effect. It is estimated 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.

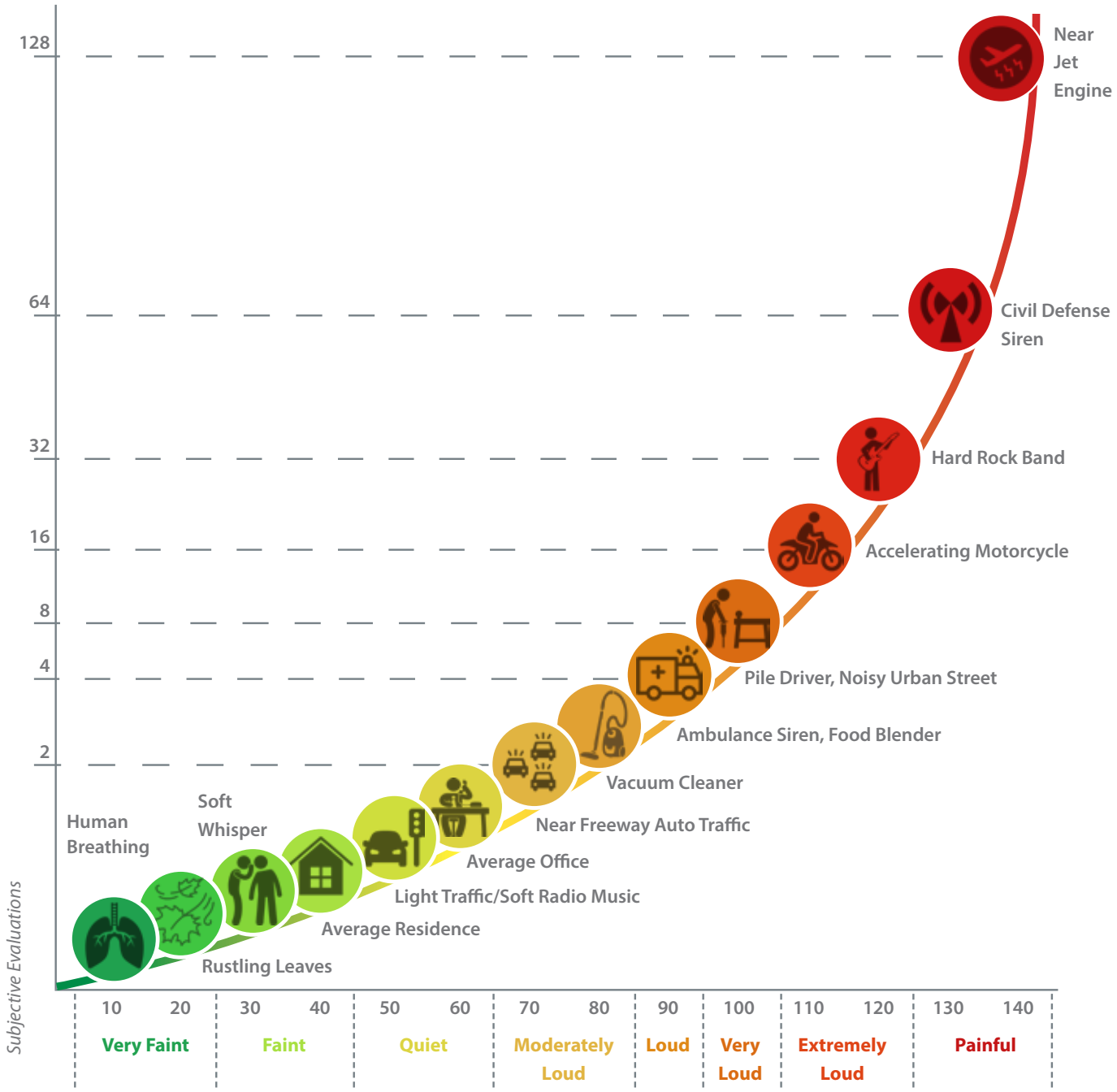
The primary sleep disturbance effects of noise are: difficulty in falling asleep (increased sleep latency time); awakenings; and alterations of sleep stages or depth, especially a reduction in the proportion of REM-sleep. Other physiological effects can be induced by noise during sleep, including increased 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.





Noise Environments (dBA)

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

Placetype Characteristics and Land Use Compatibility 39
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Noise Management 54

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.

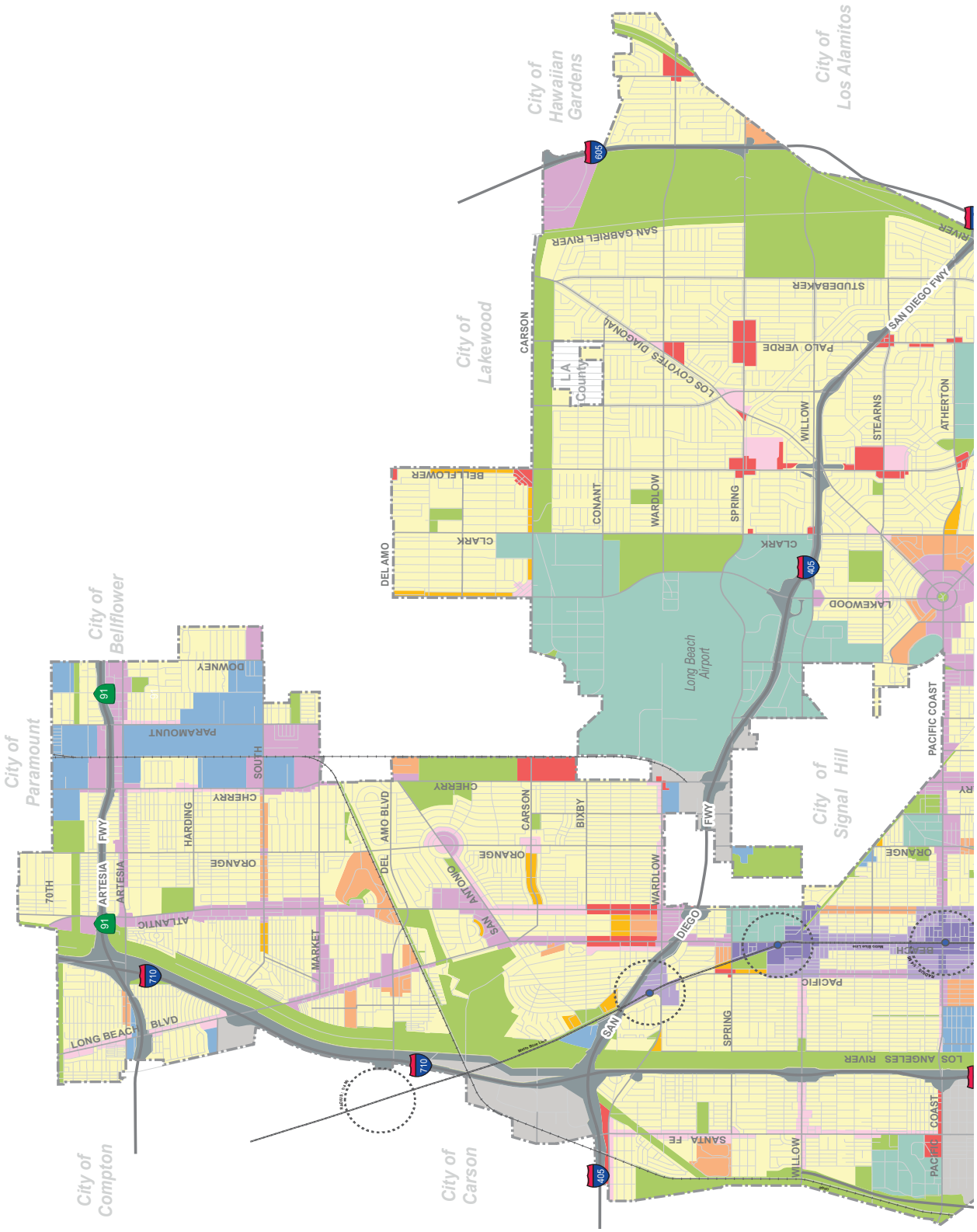

Figure N-2, Long Beach PlaceTypes-Northern (Land Use Element)

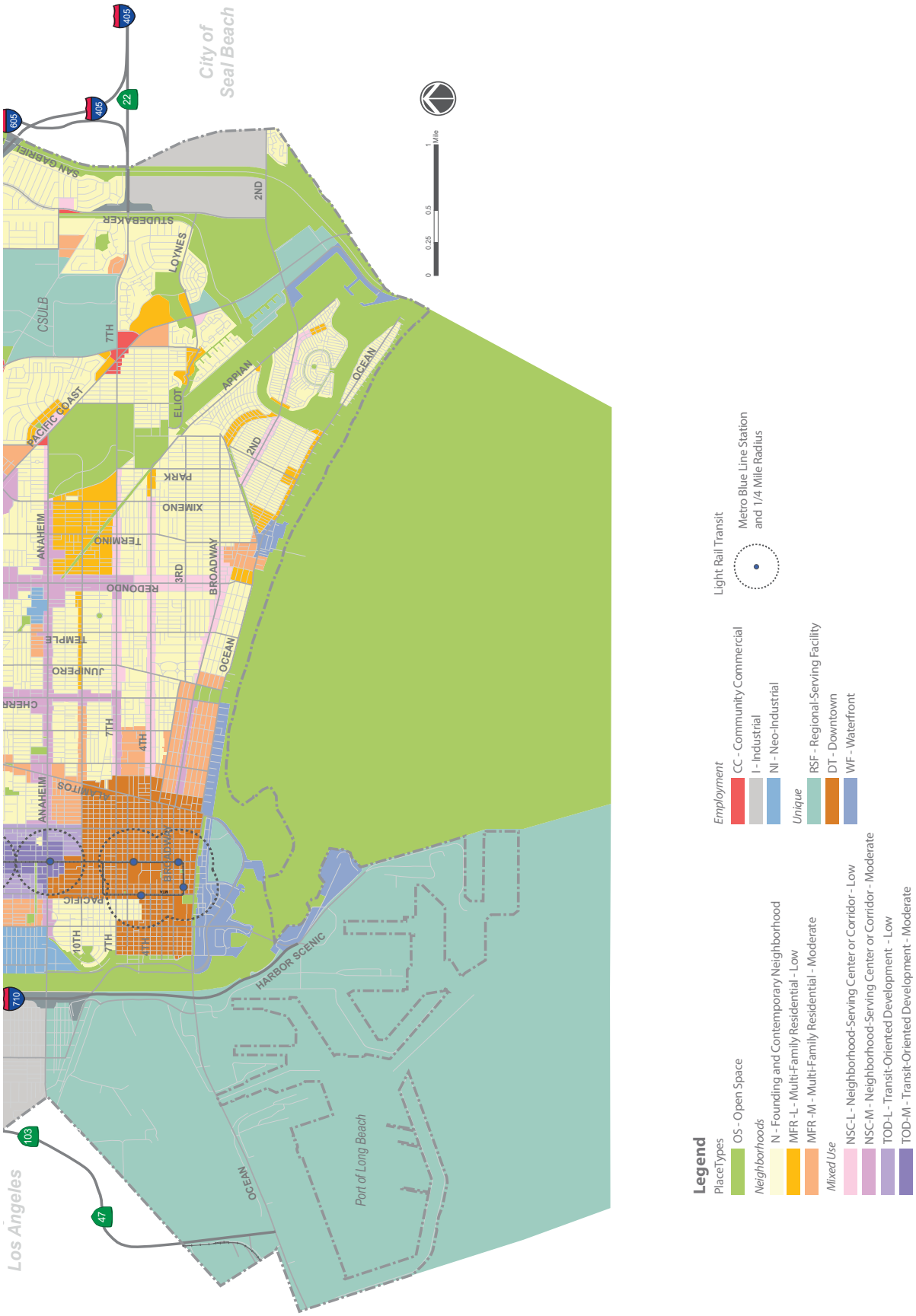

Figure N-3, Long Beach PlaceTypes-Southern (Land Use Element)

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:** Supoprt 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.

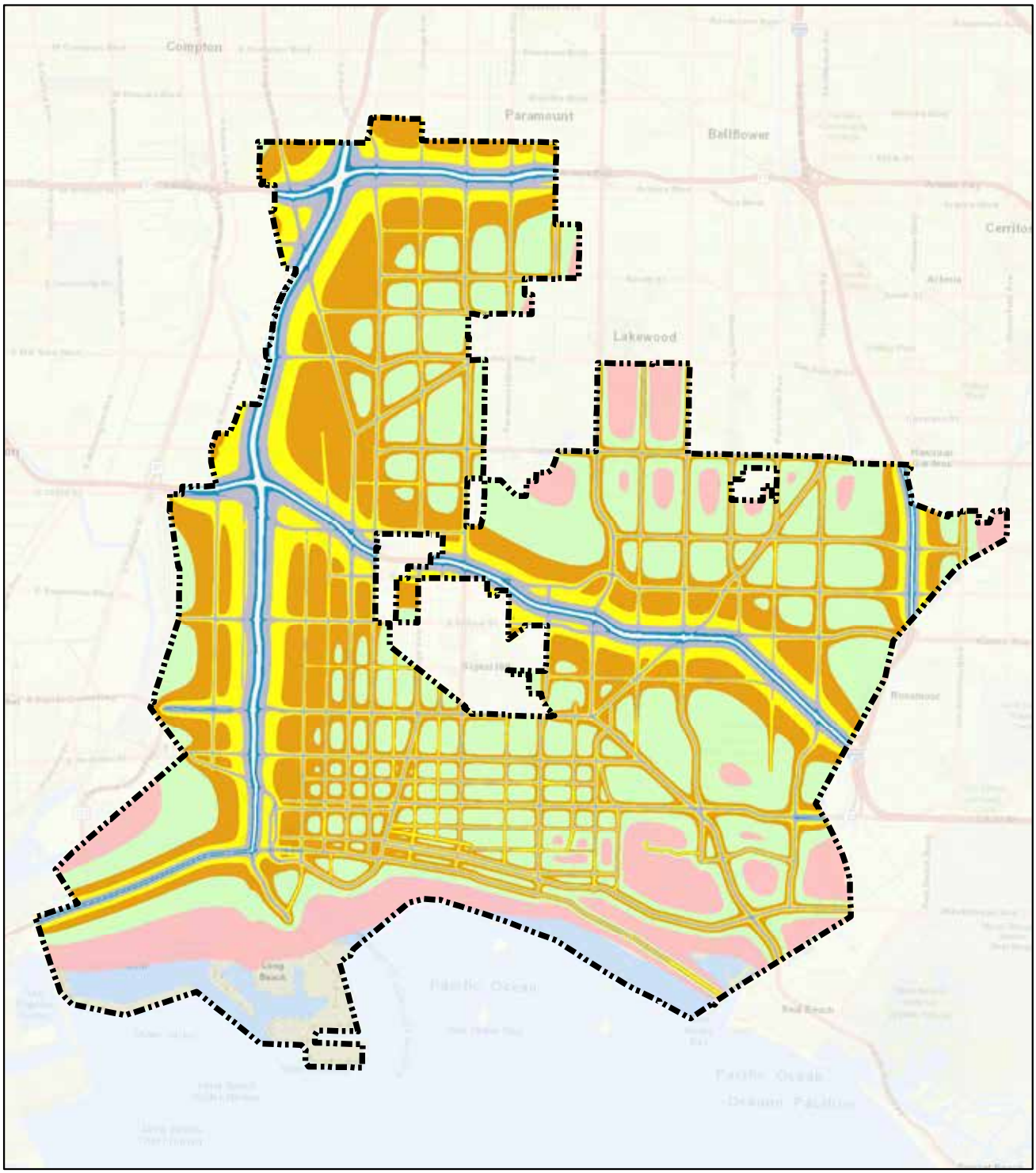

Figure N-4, Future Traffic Noise Contours (2040) Overview (Detailed maps available in Appendix)

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]**
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

[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.

Long Beach Airport runway

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 "Fly Neighborly" guidelines are implemented voluntarily by most pilots, thereby reducing noise impacts, especially in the vicinity of residential neighborhoods and noise sensitive 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).

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-doos 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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6

Administration + Implementation

Maintaining the Noise Element

"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

Administration 59
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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: Protext 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	Supoprt 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: • 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: • 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

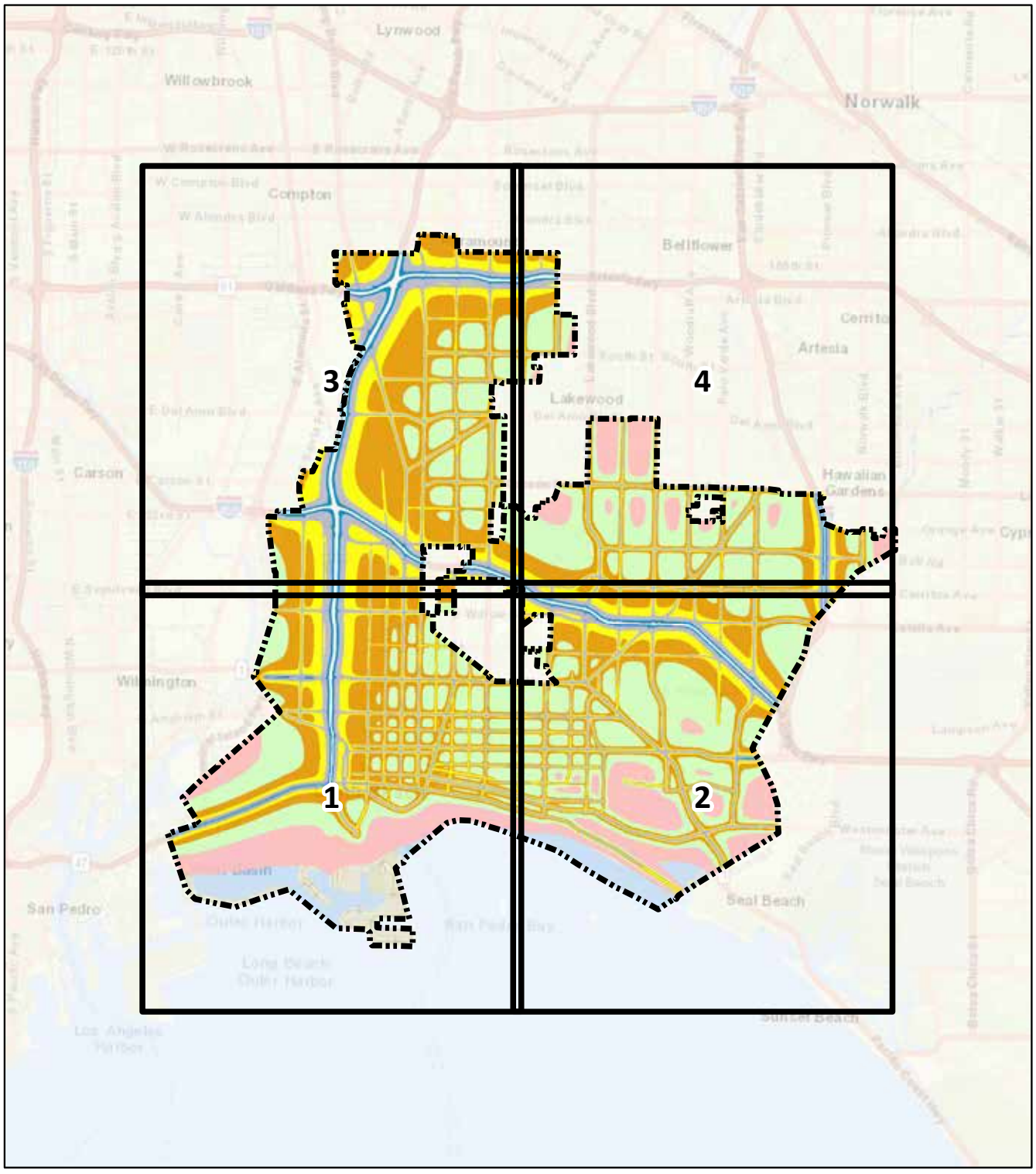
"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

Jane Jacobs
Urbanist, Author - The Death and Life of Great American Cities

7

Appendix

Future Traffic Noise Contours (2040) 63



LEGEND

- Long Beach City Boundary
- 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

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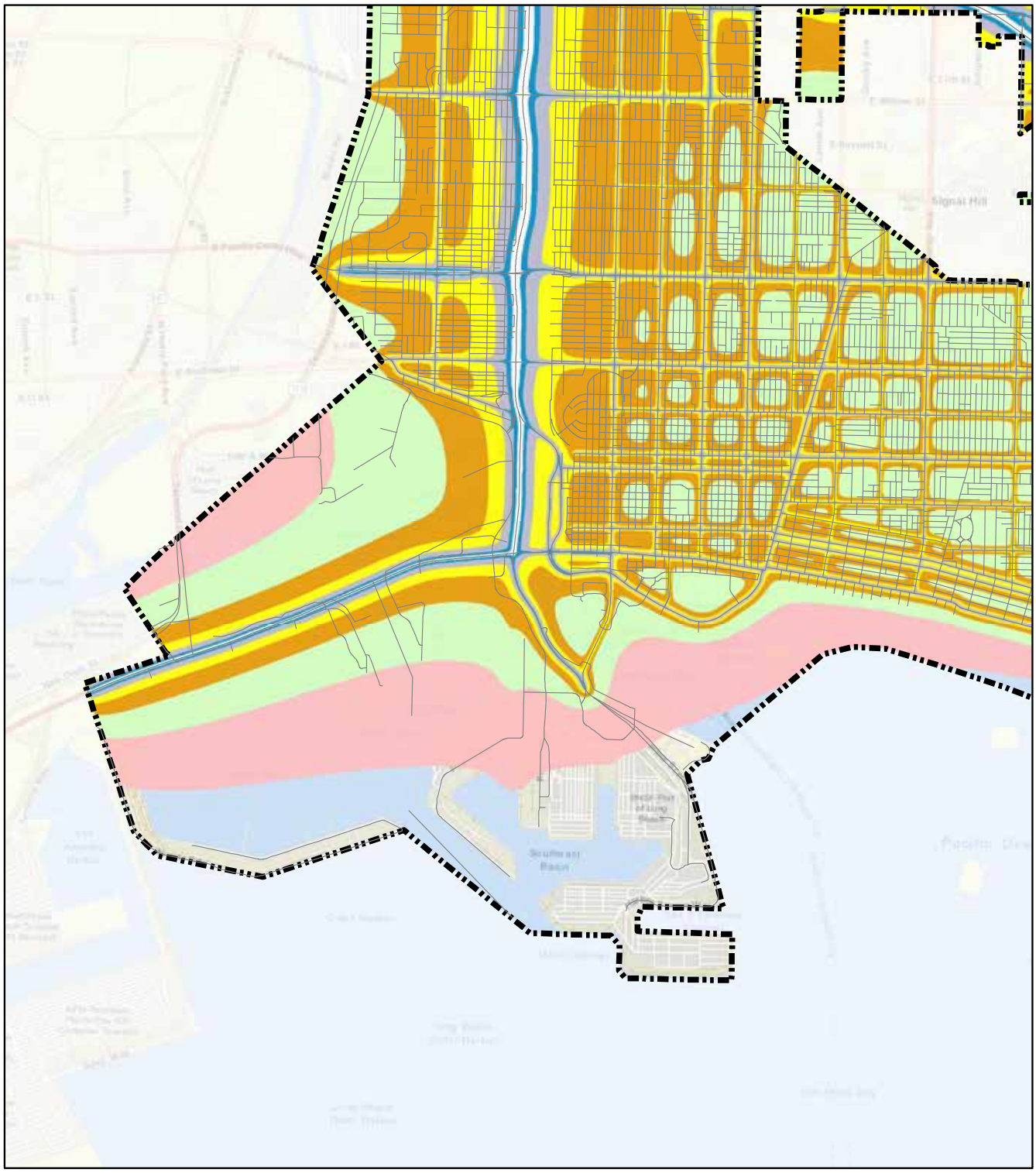
SOURCE: Esri (2016); LSA (2/2019)



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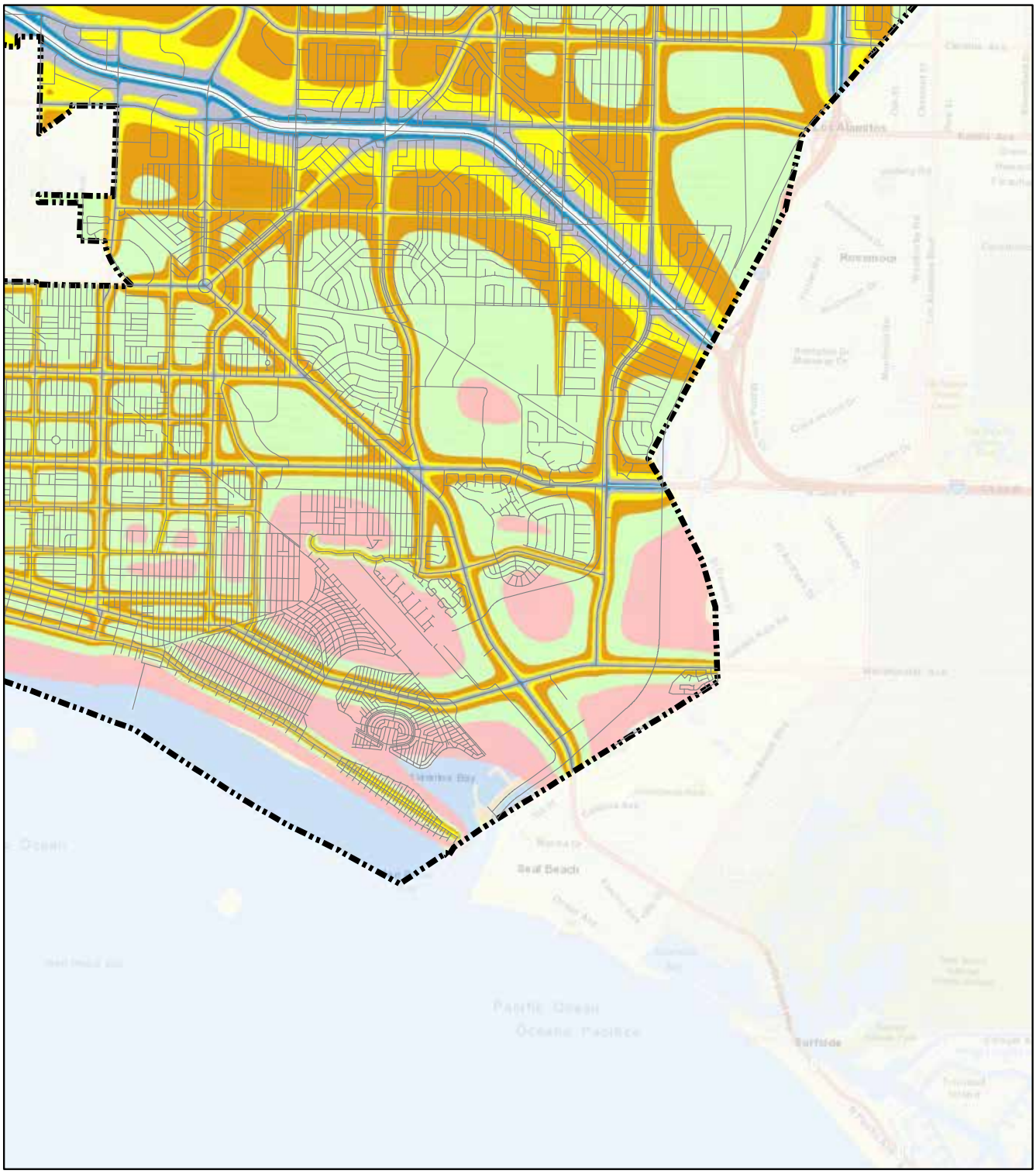


LEGEND

Long Beach City Boundary

Long Beach City Centerlines

Future 2040 Traffic Noise Contours

55 dBA Ldn

60 dBA Ldn

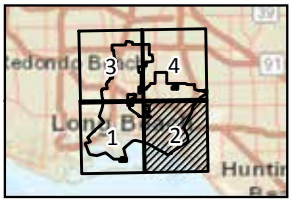
65 dBA Ldn

70 dBA Ldn

75 dBA Ldn

80 dBA Ldn

85 dBA Ldn



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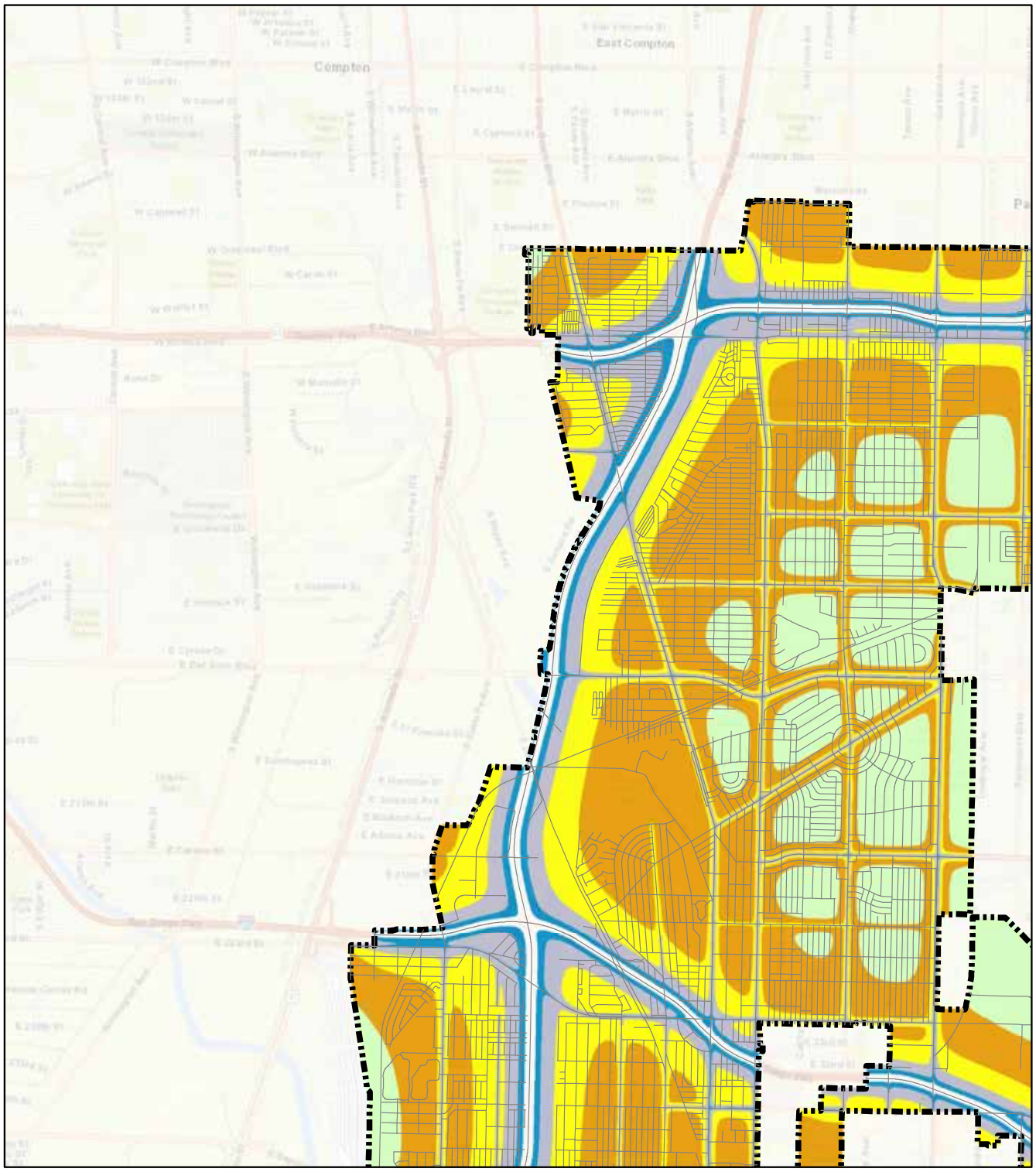

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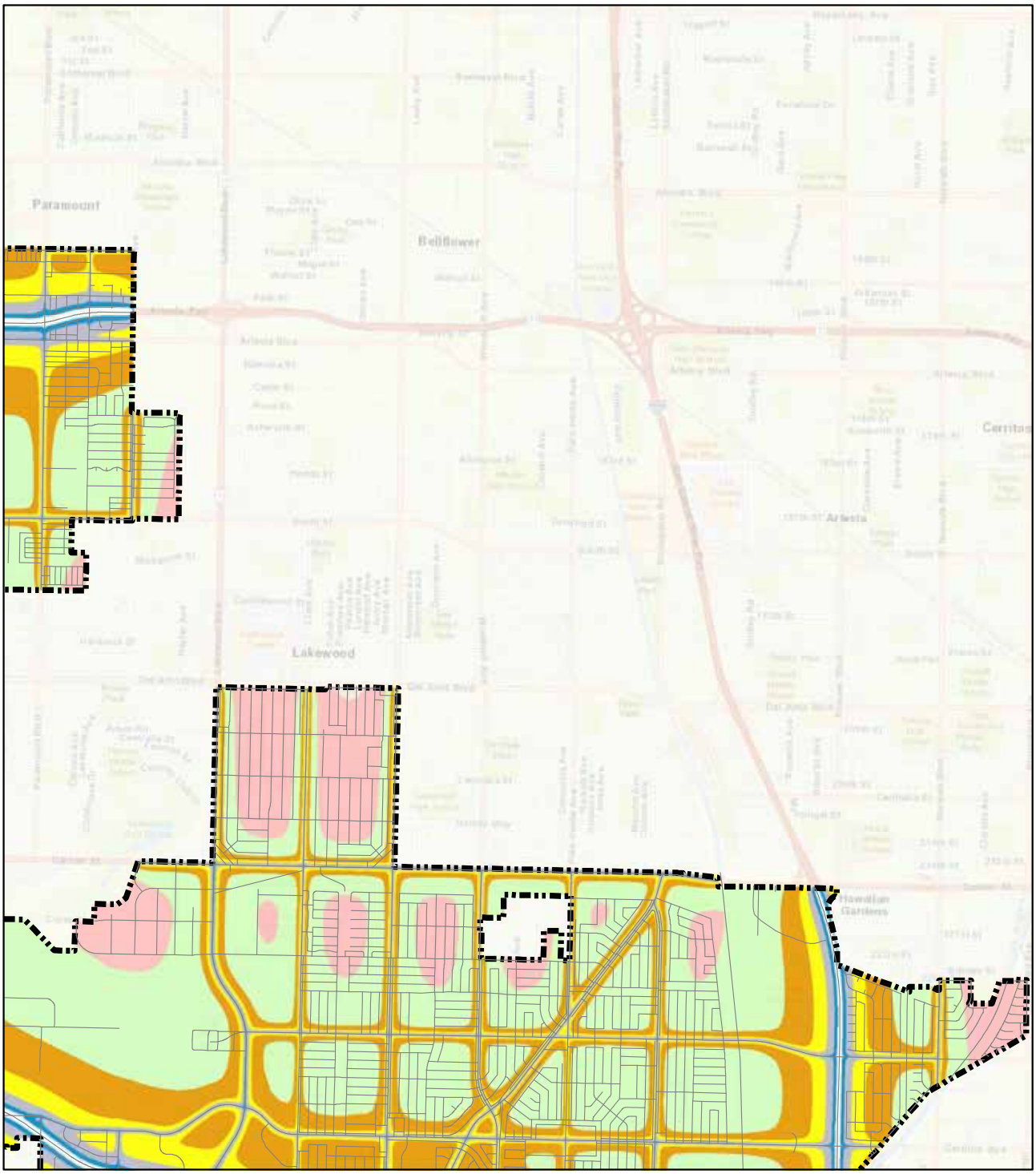

LEGEND

- Long Beach City Boundary
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Future 2040 Traffic Noise Contours

- 55 dBA Ldn
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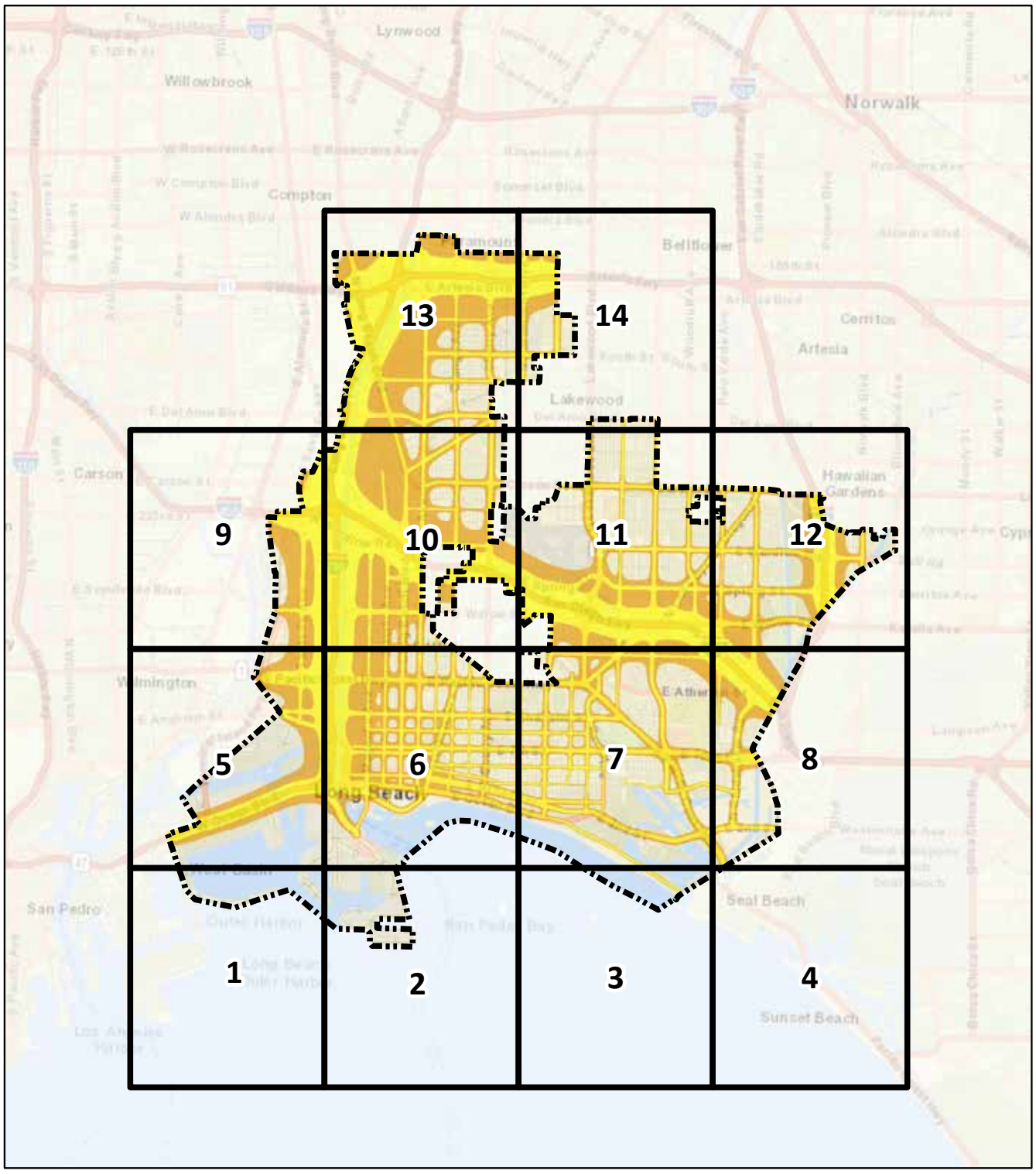

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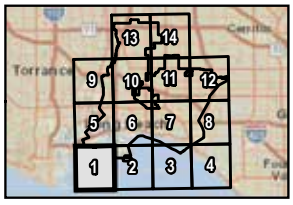

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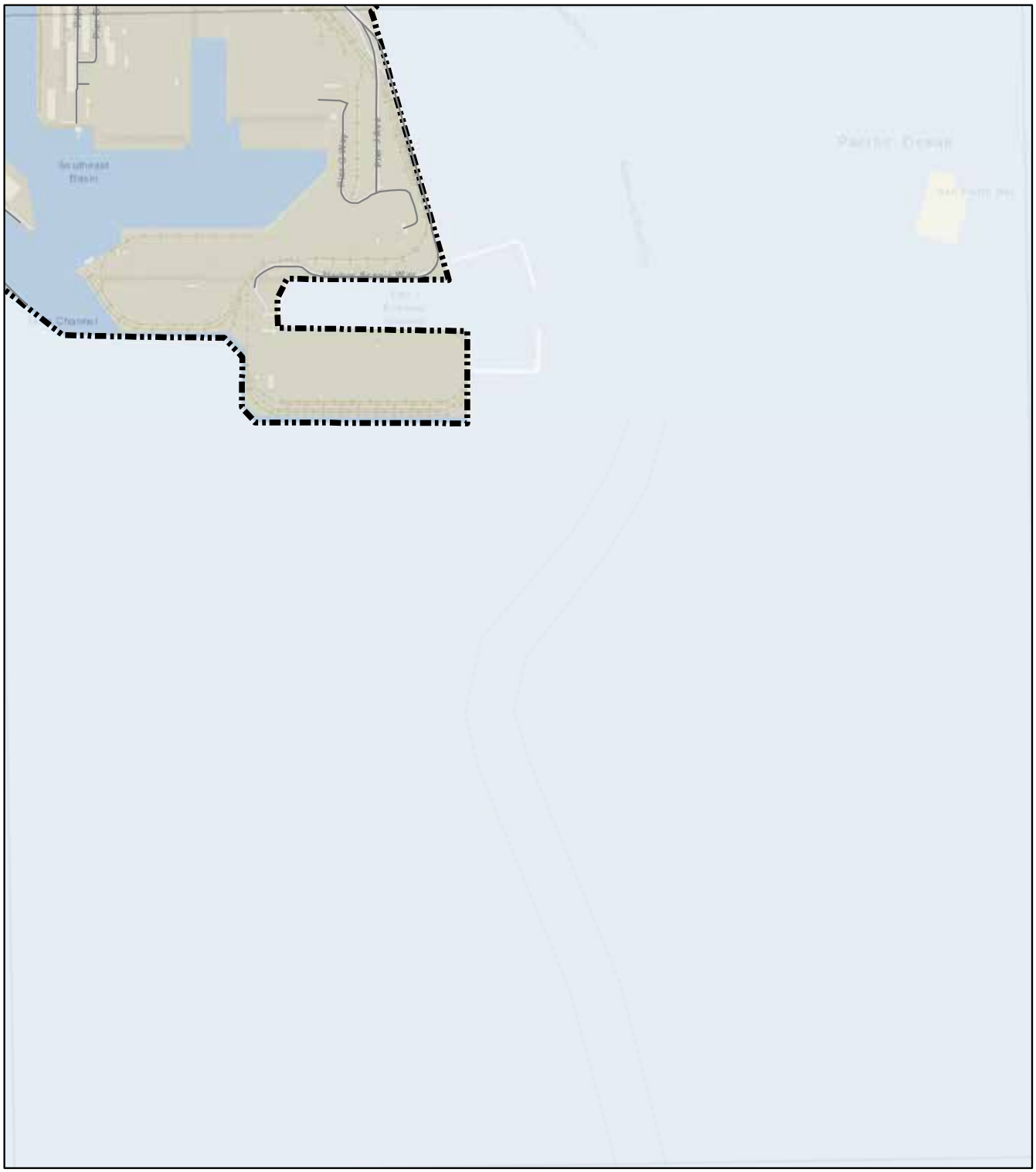

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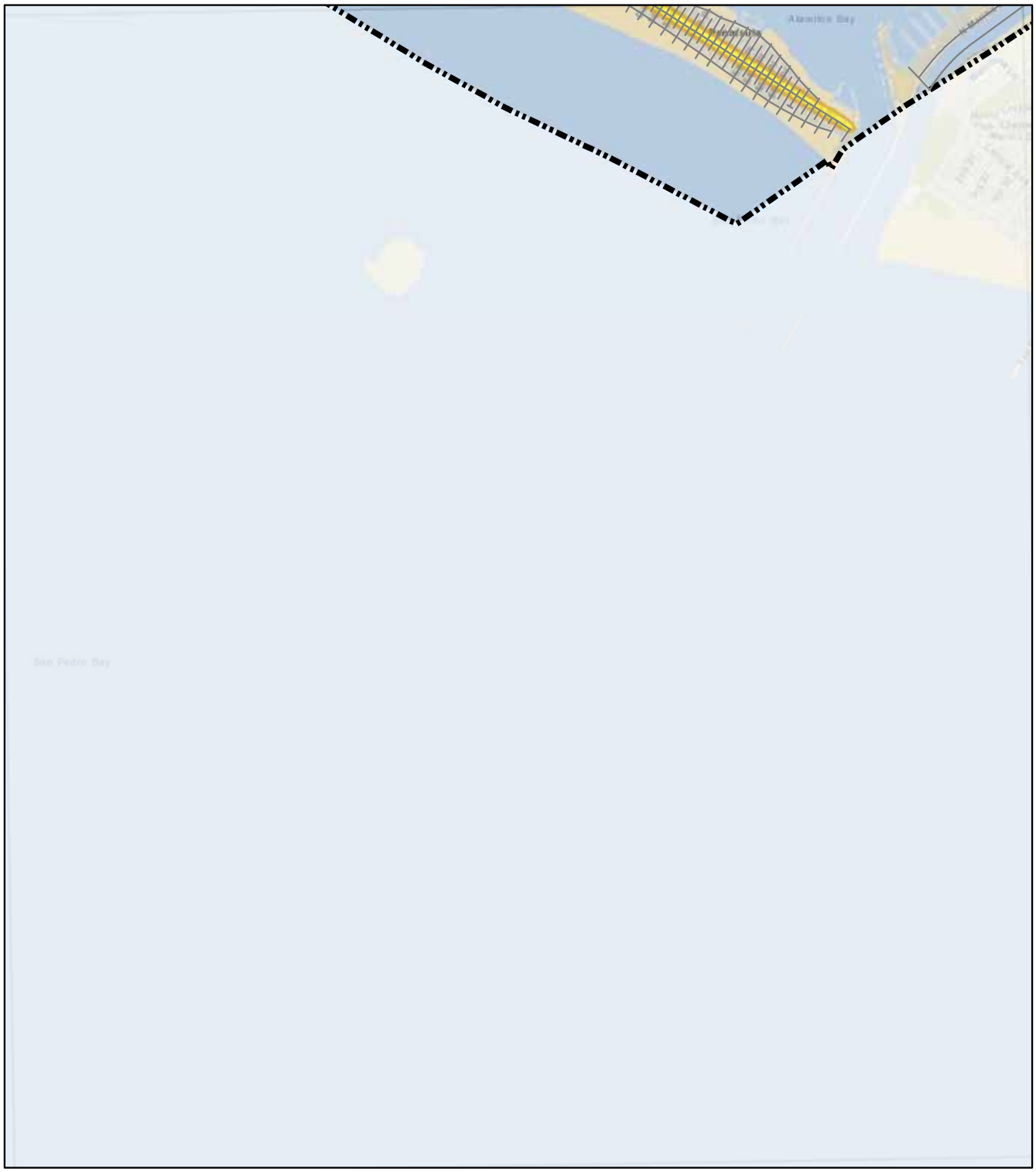

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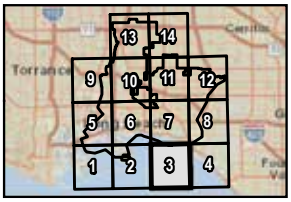

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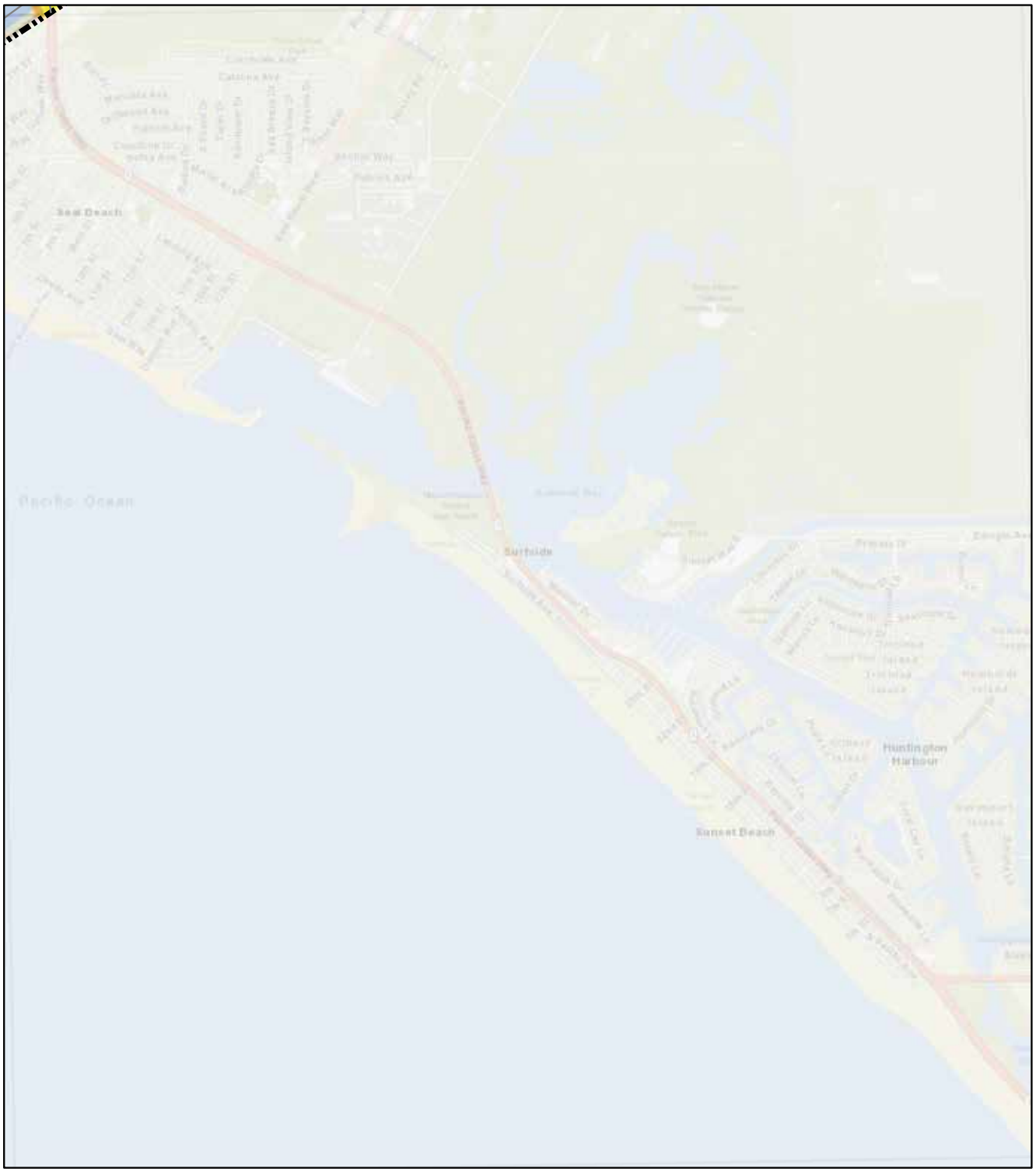

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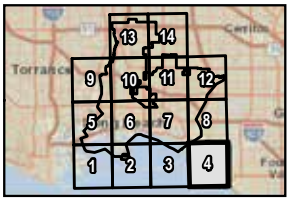

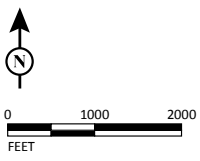

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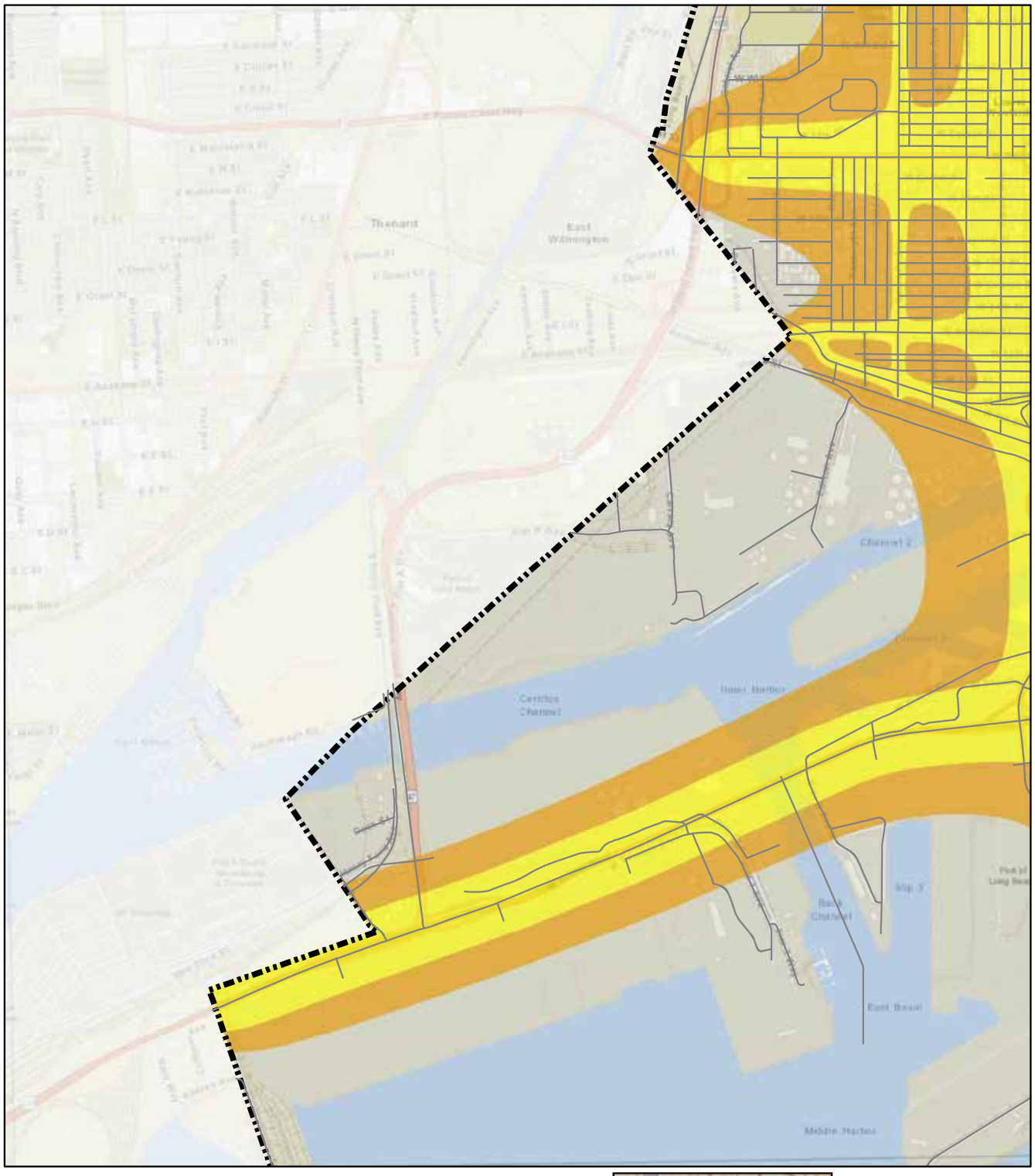

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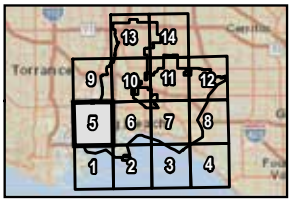

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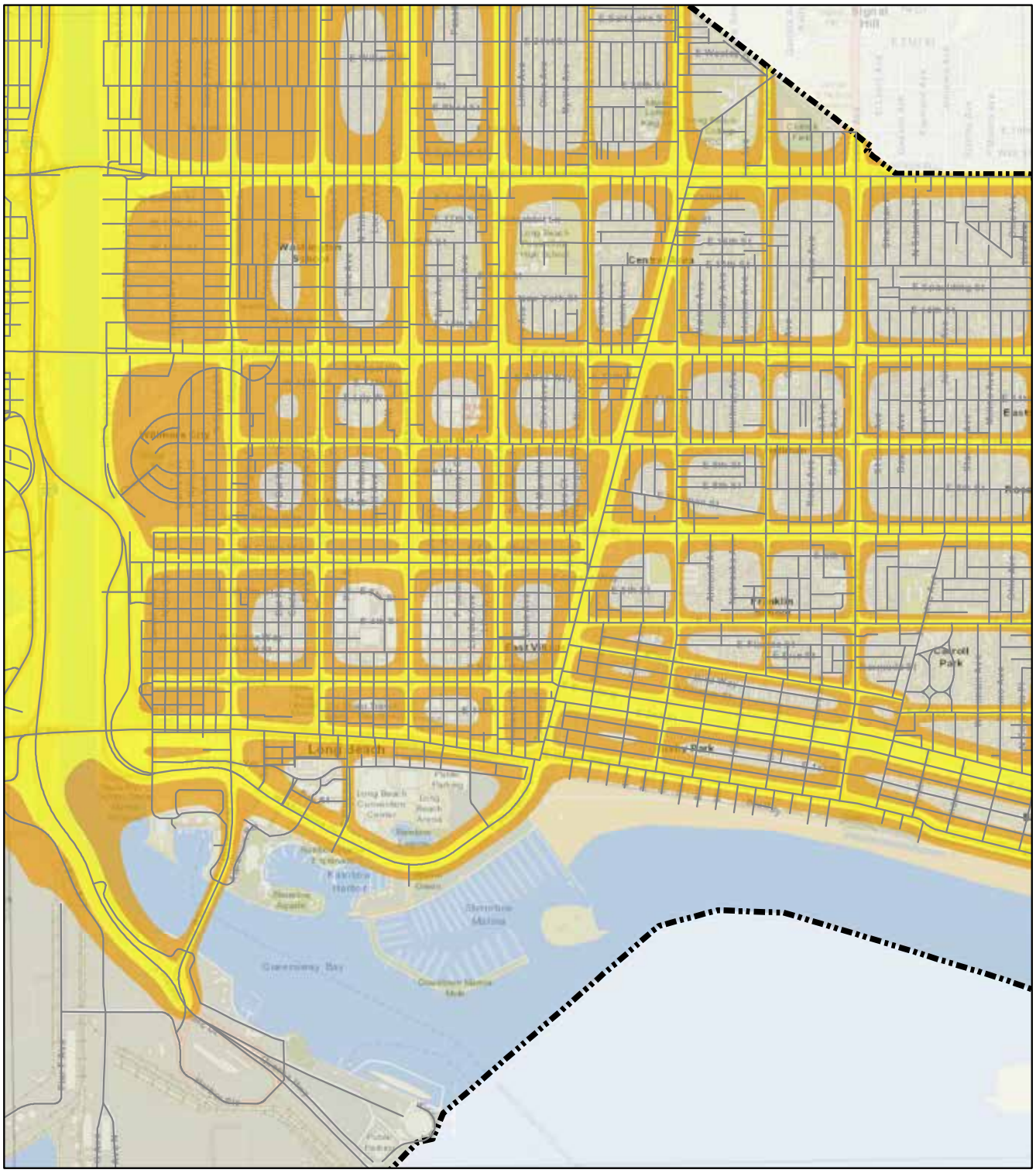

LEGEND

Long Beach City Boundary

Long Beach City Centerlines

Future 2040 Traffic Noise Contours

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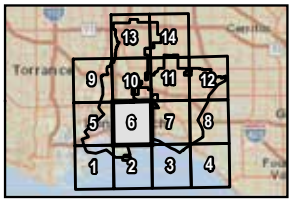

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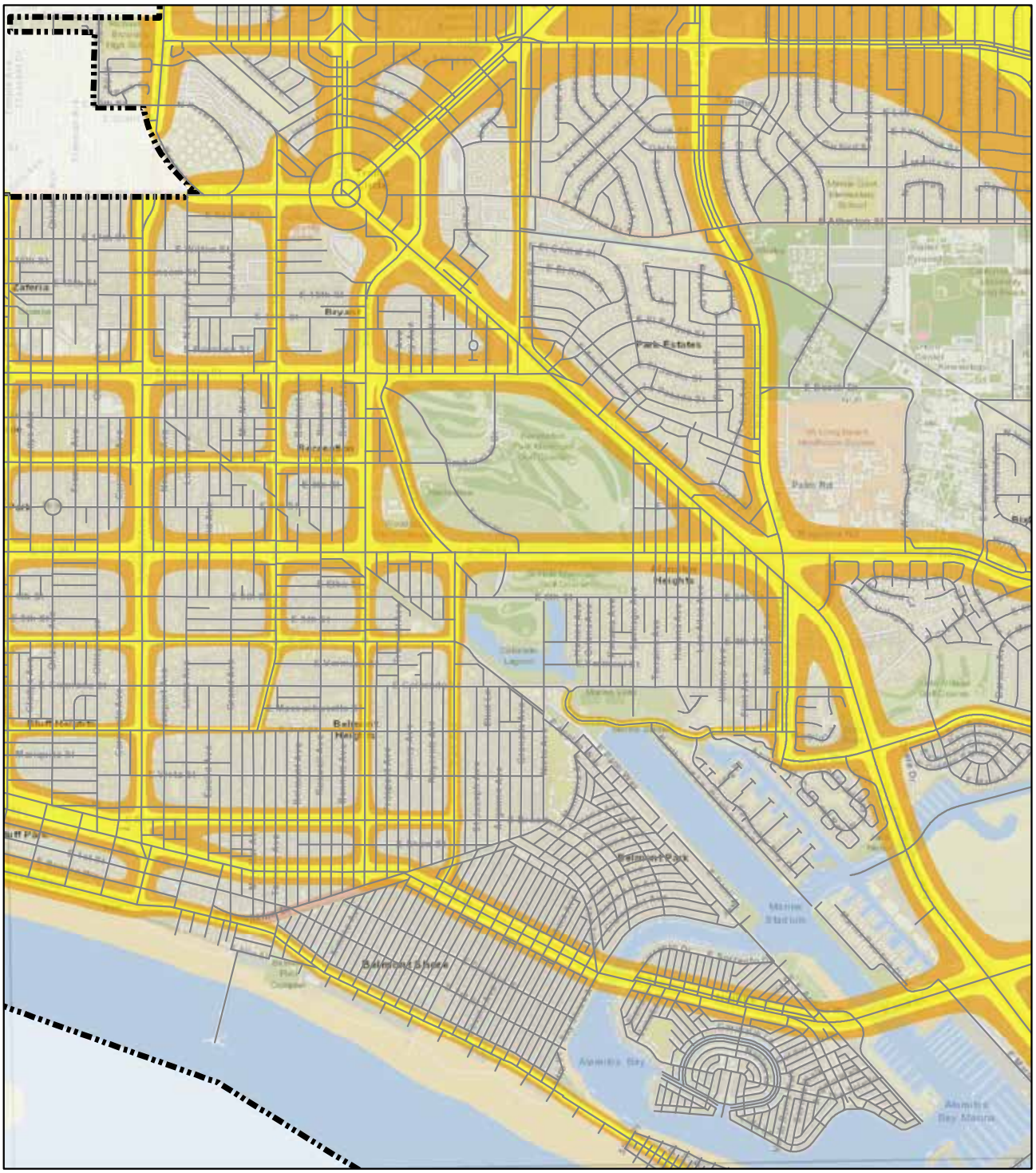
SOURCE: Esri (2016); LSA (5/2017, 2/2019)



LEGEND

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Long Beach City Centerlines

Future 2040 Traffic Noise Contours

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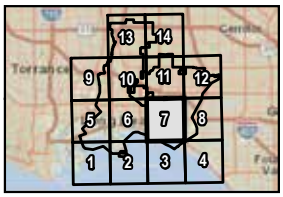

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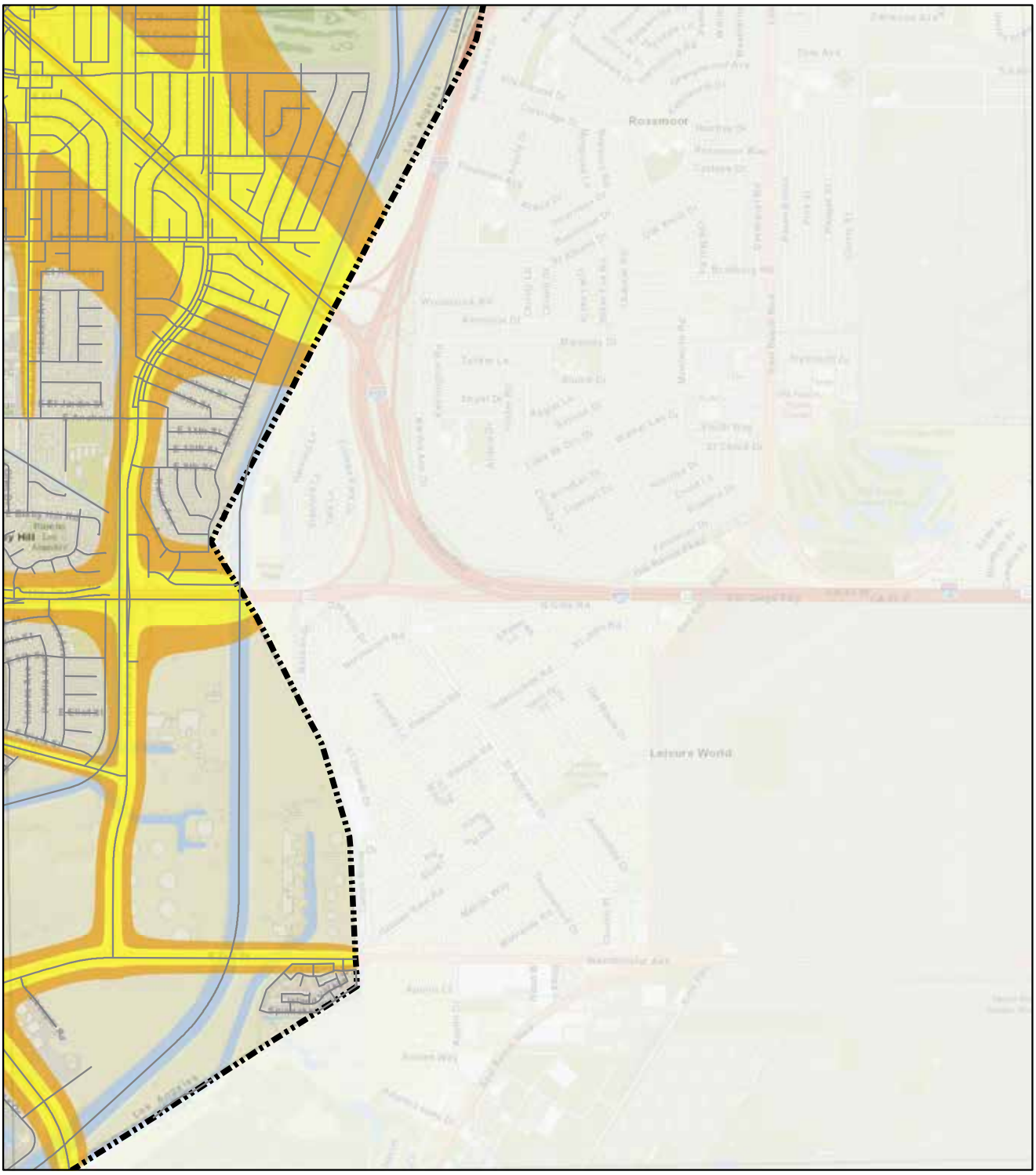

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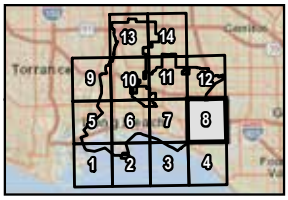

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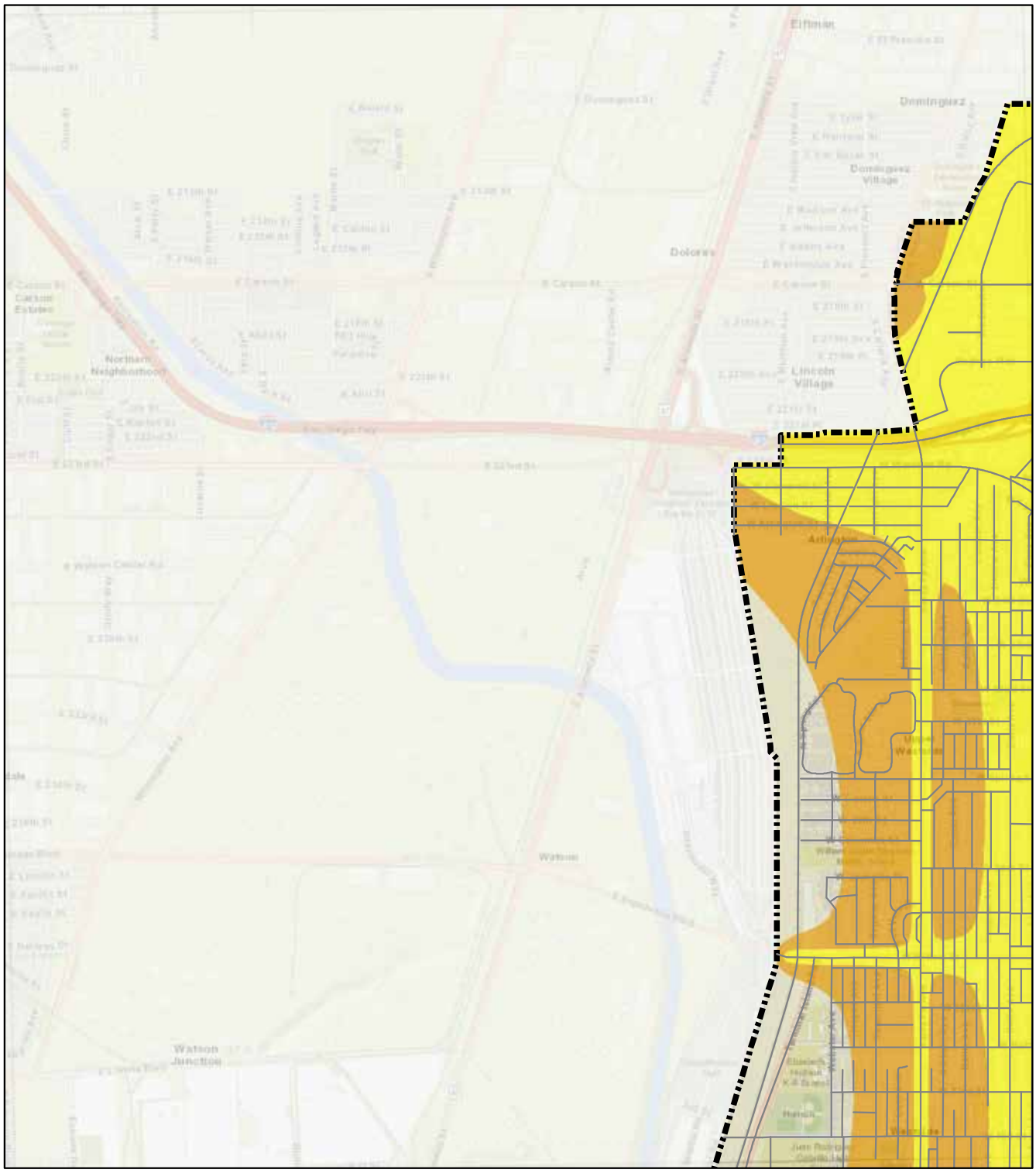

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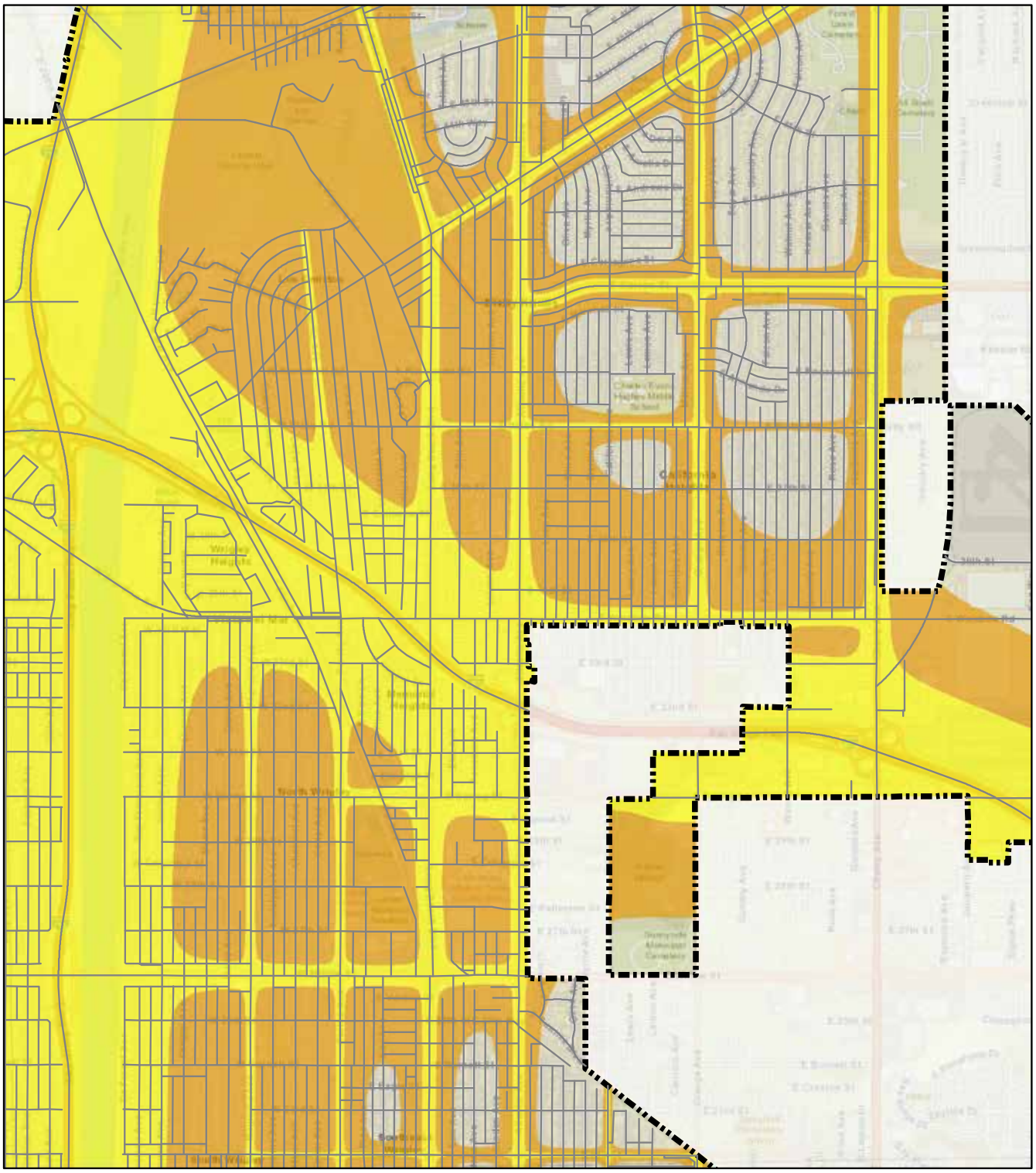

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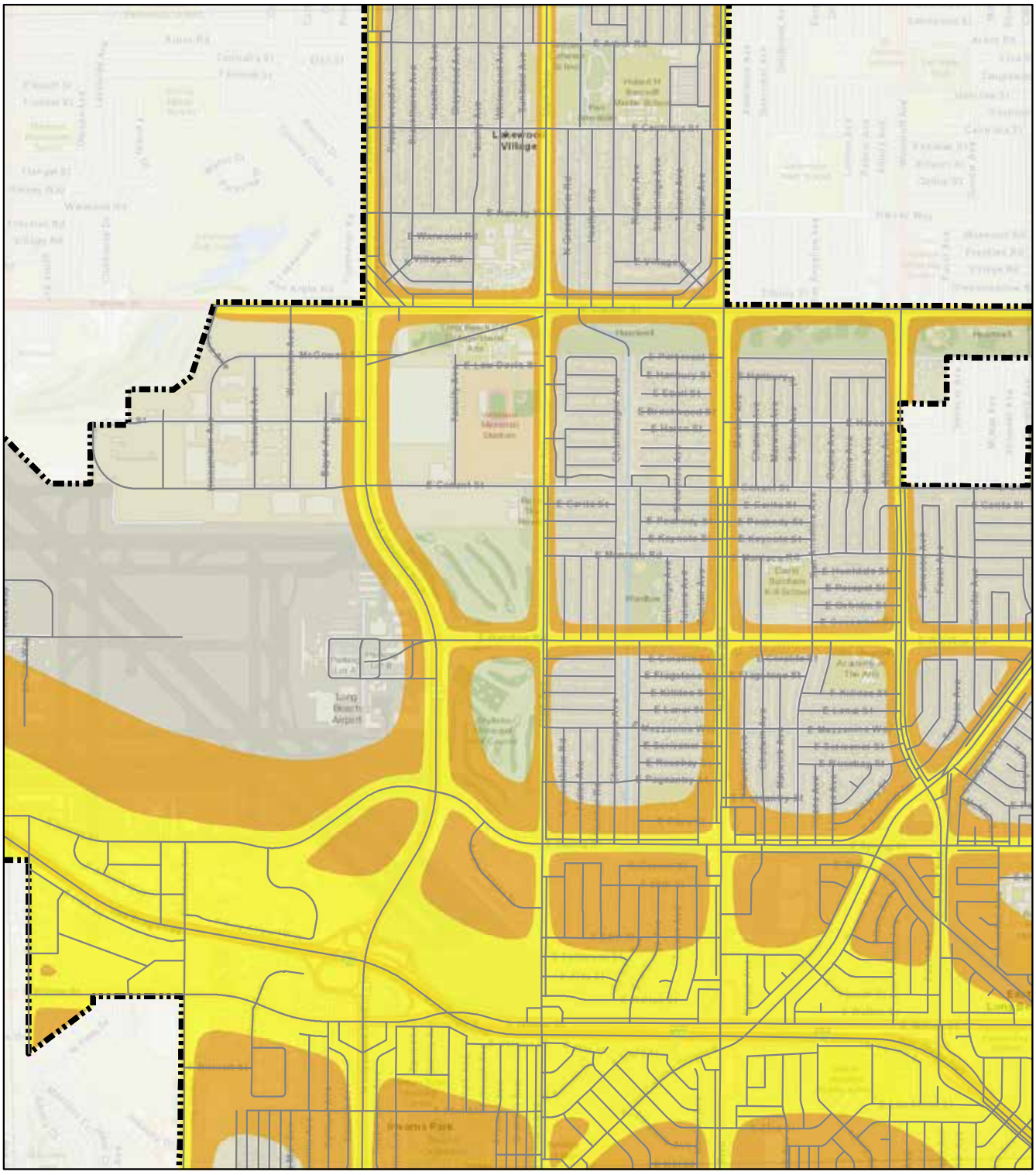

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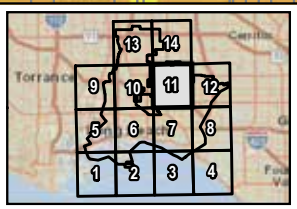

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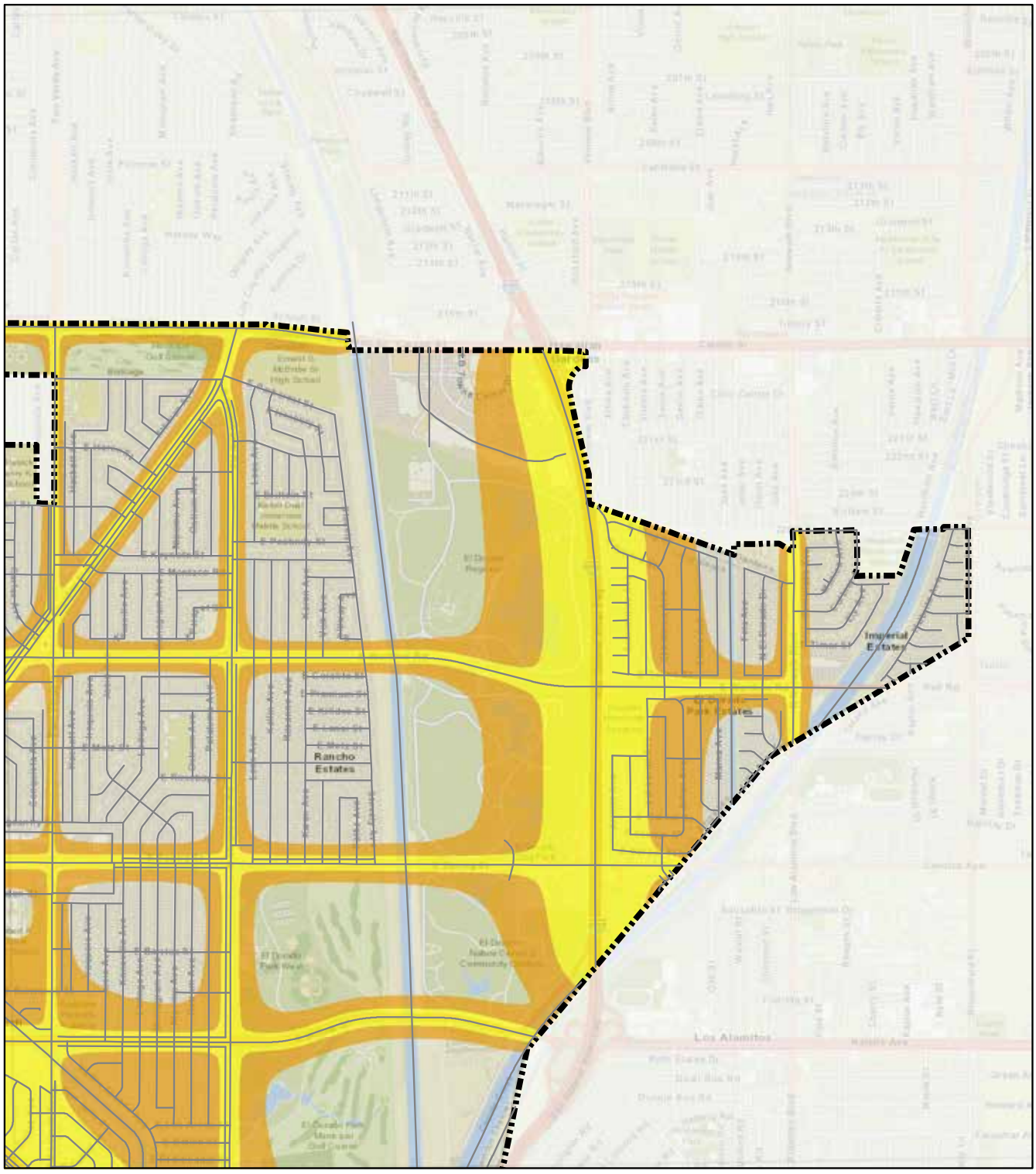

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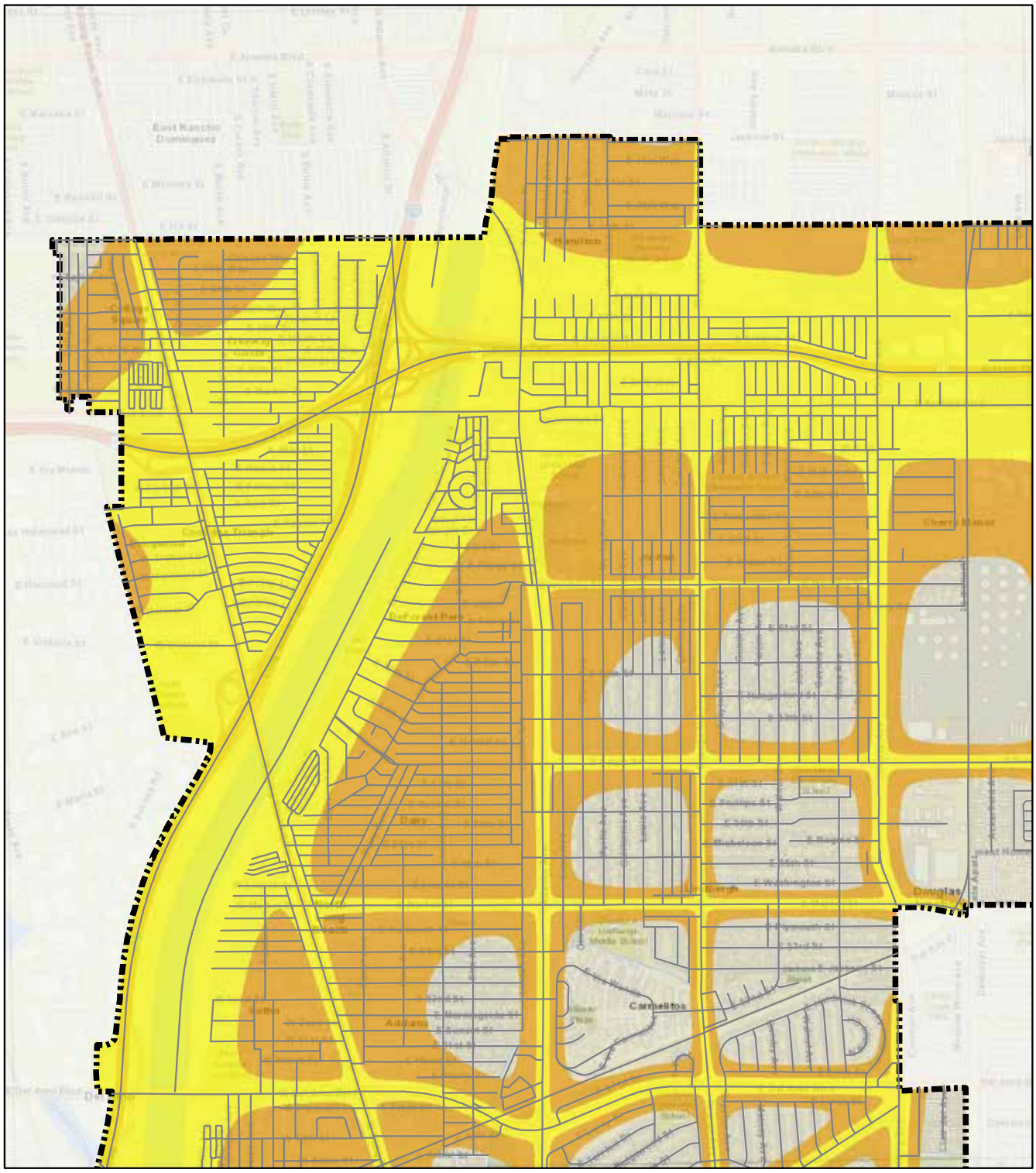

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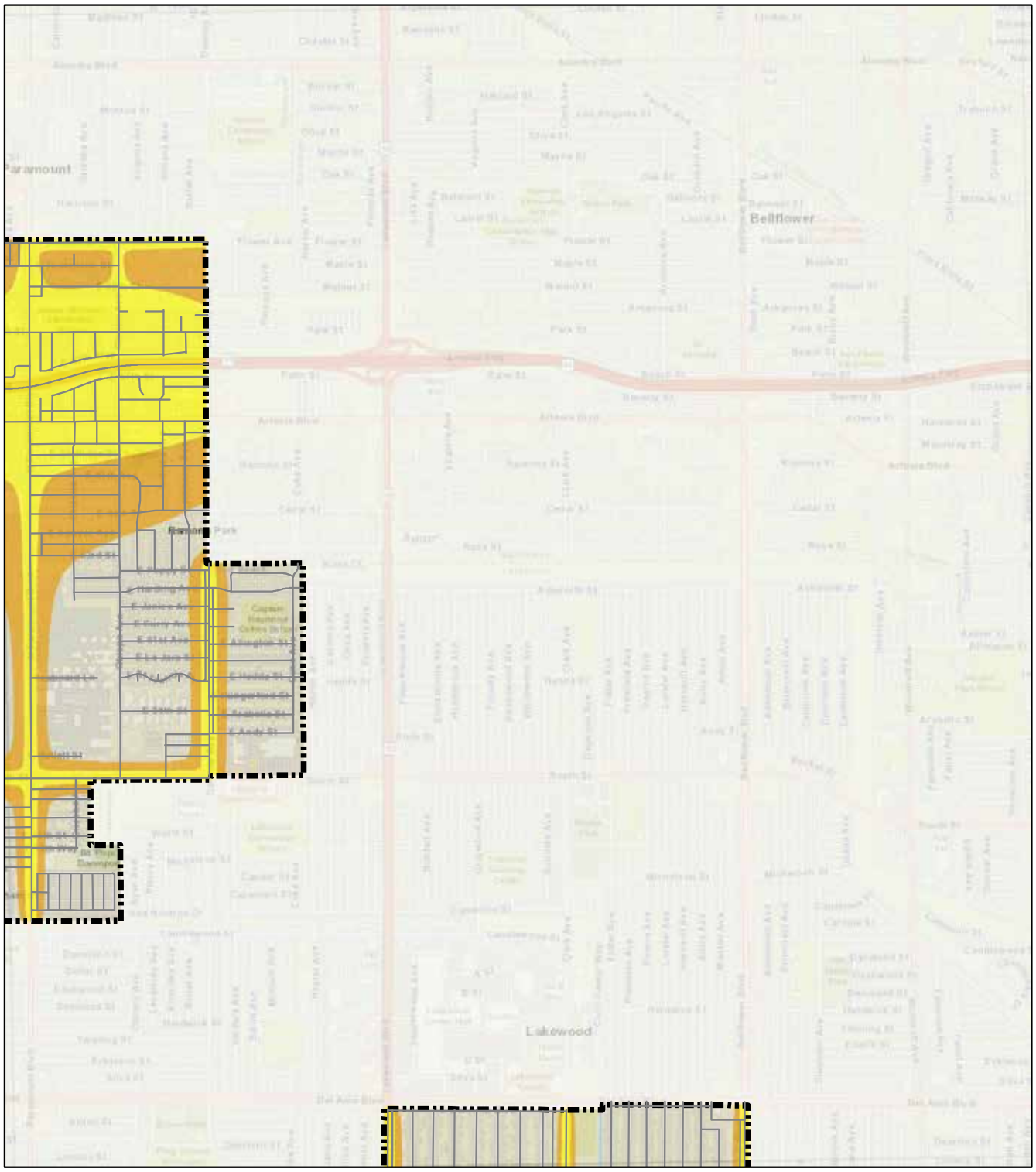

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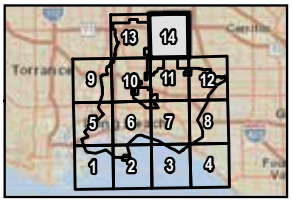

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FEET

SOURCE: Esri (2016); LSA (5/2017, 2/2019)

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333 W. Ocean Blvd., 3rd Floor | Long Beach, CA 90802 | 562.570.3807 | www.lbds.info

APPENDIX C

NATIVE AMERICAN CONSULTATION LETTERS

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CITY OF
LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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

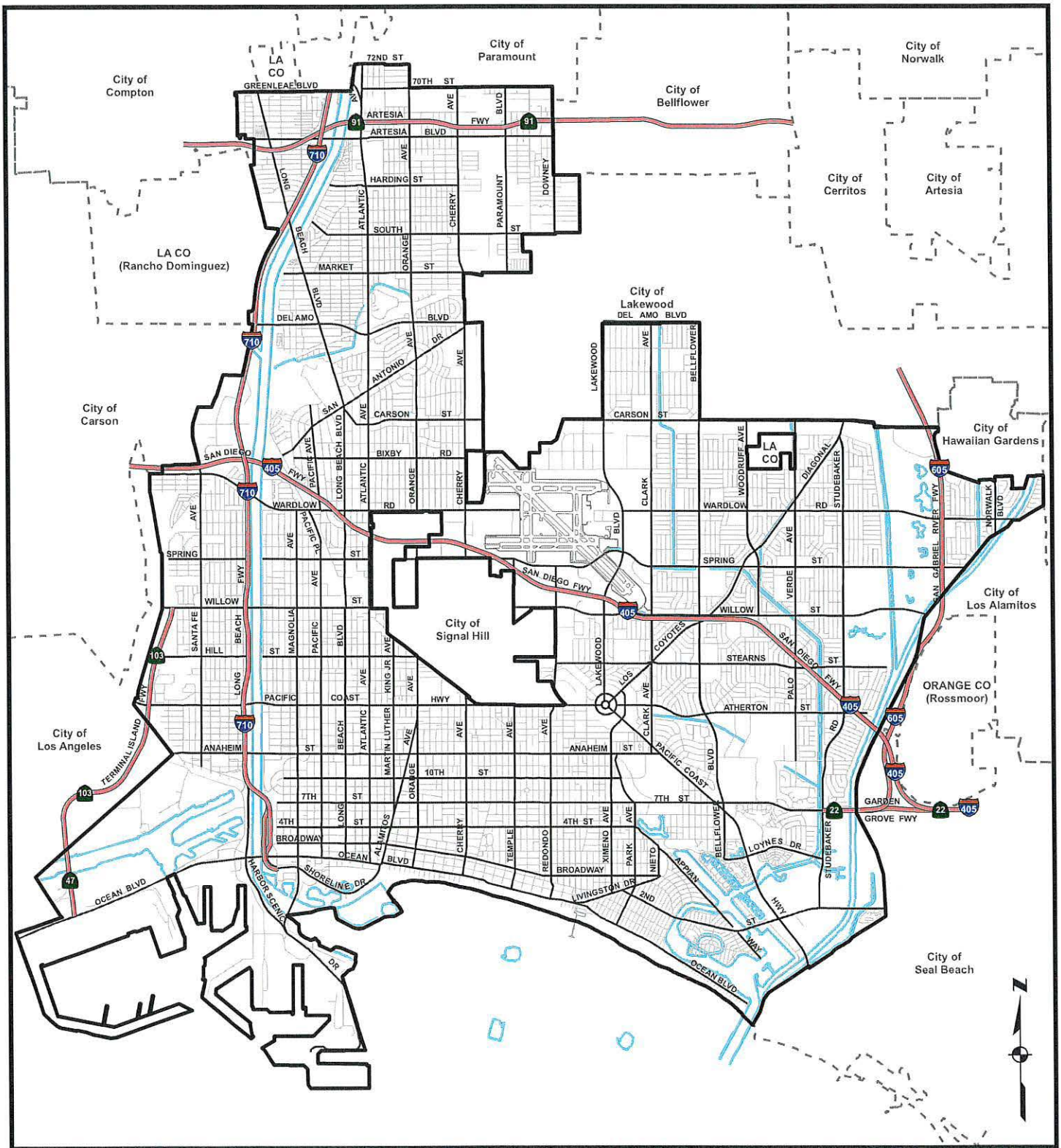
Jennifer.Ly@LongBeach.gov

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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CITY OF
LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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.

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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

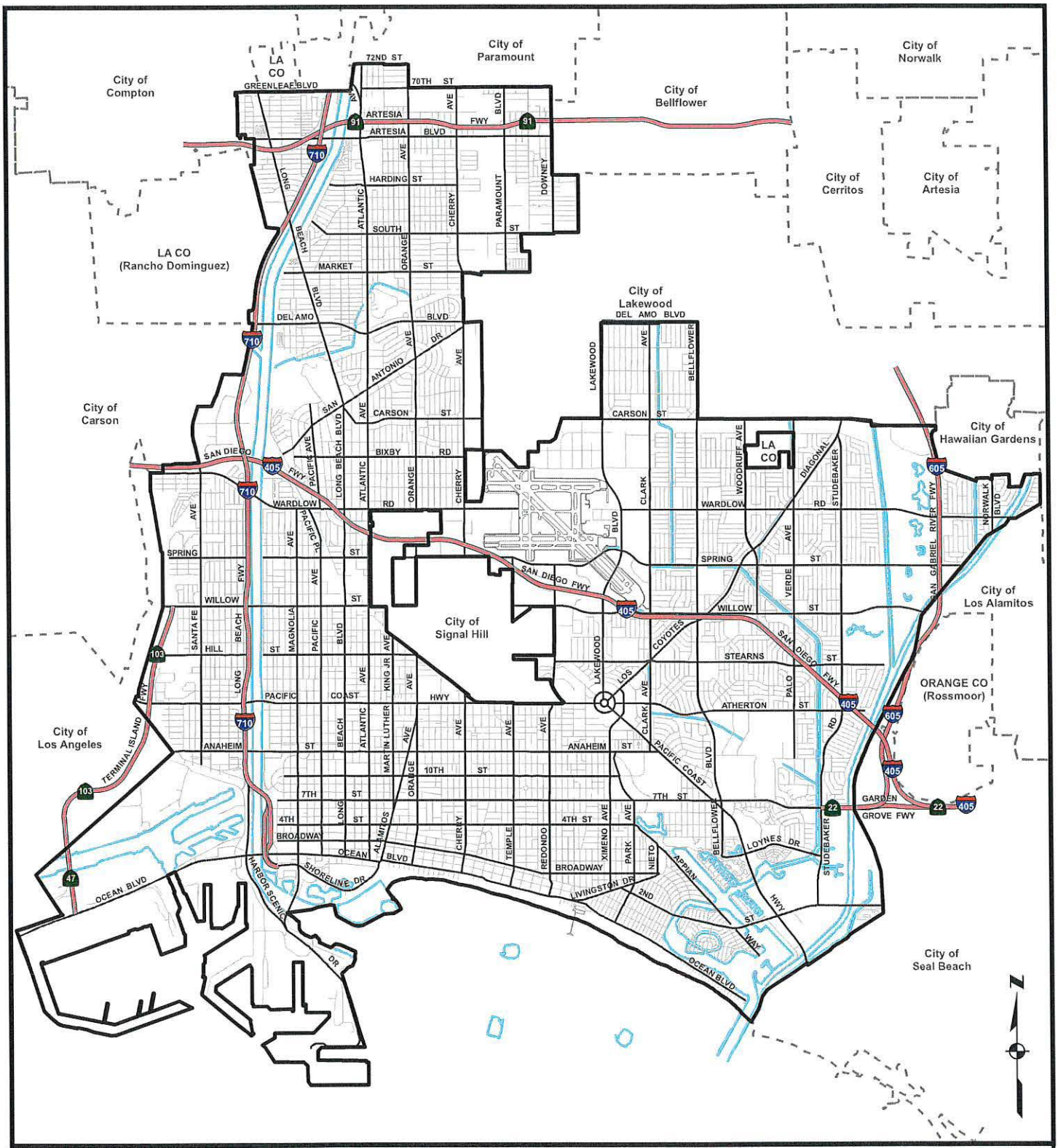
Jennifer.Ly@LongBeach.gov

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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CITY OF LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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.

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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:

Jennifer Ly, Project Planner
Department of Development Services, Planning Bureau
333 West Ocean Blvd., 5th floor
Long Beach, CA 90802

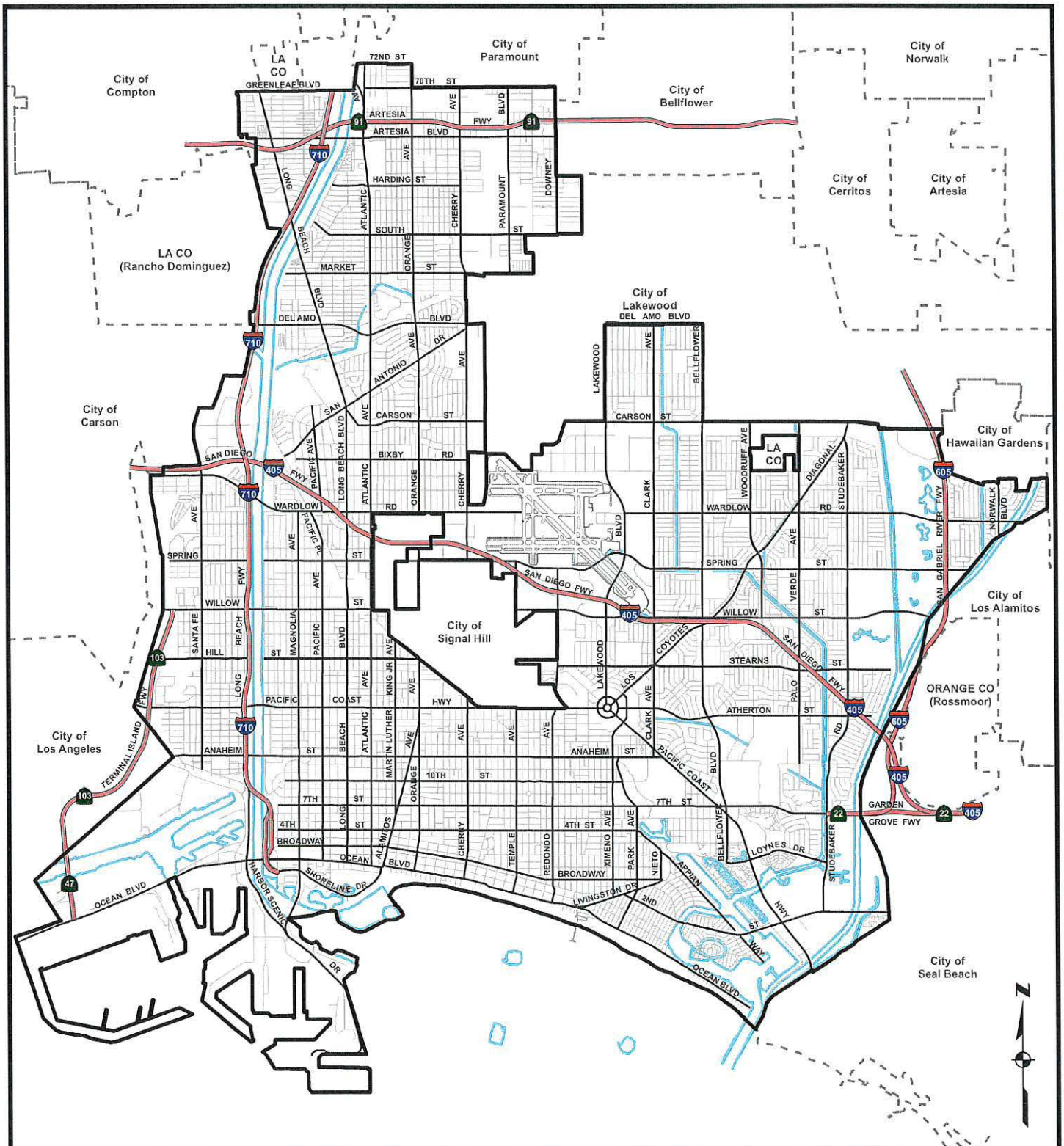
Jennifer.Ly@LongBeach.gov

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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CITY OF LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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.

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Long Beach, CA 90802

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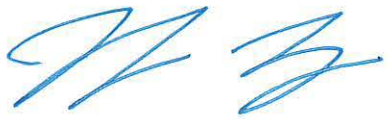
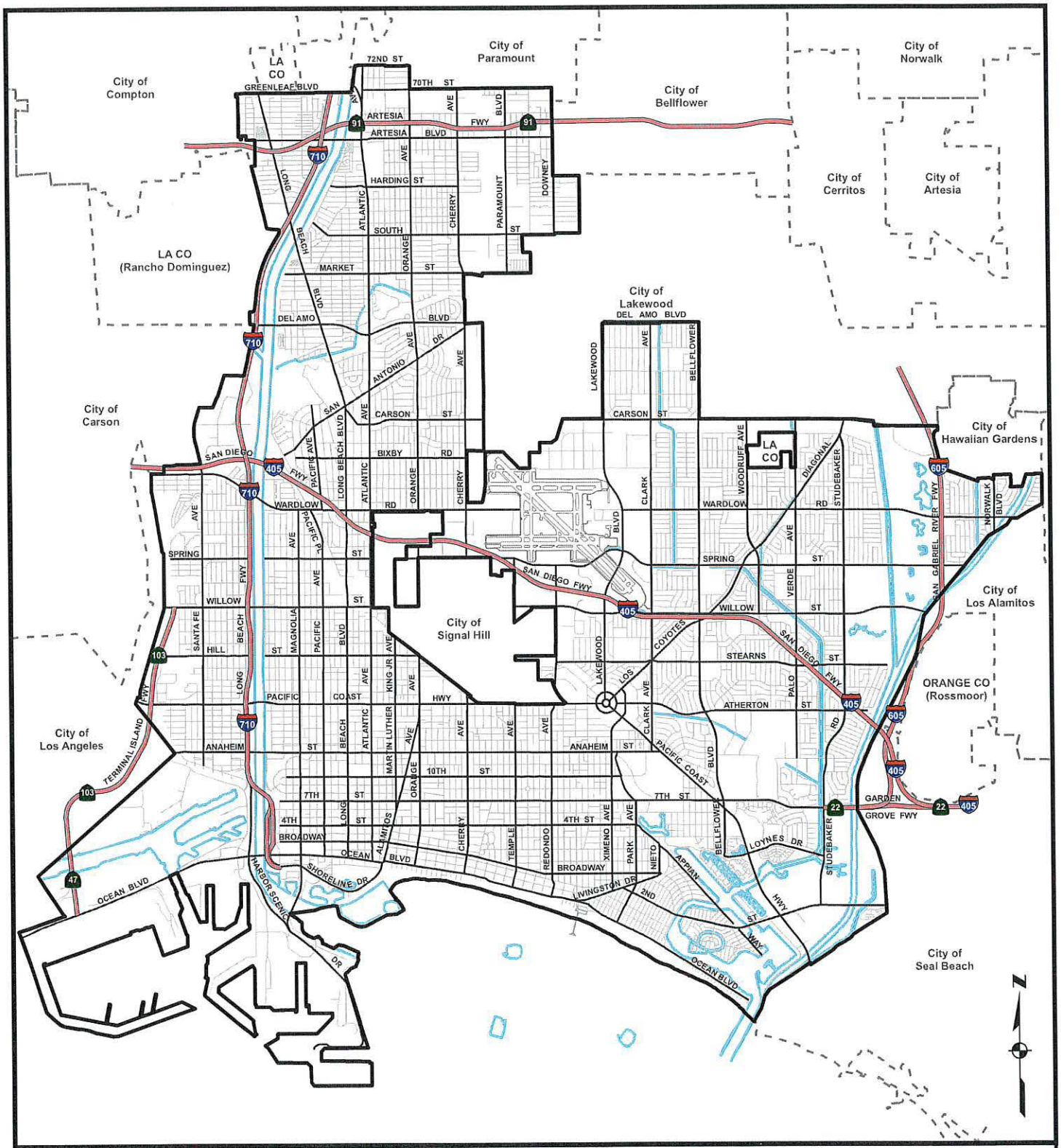


Jennifer Ly
Project Planner

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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CITY OF LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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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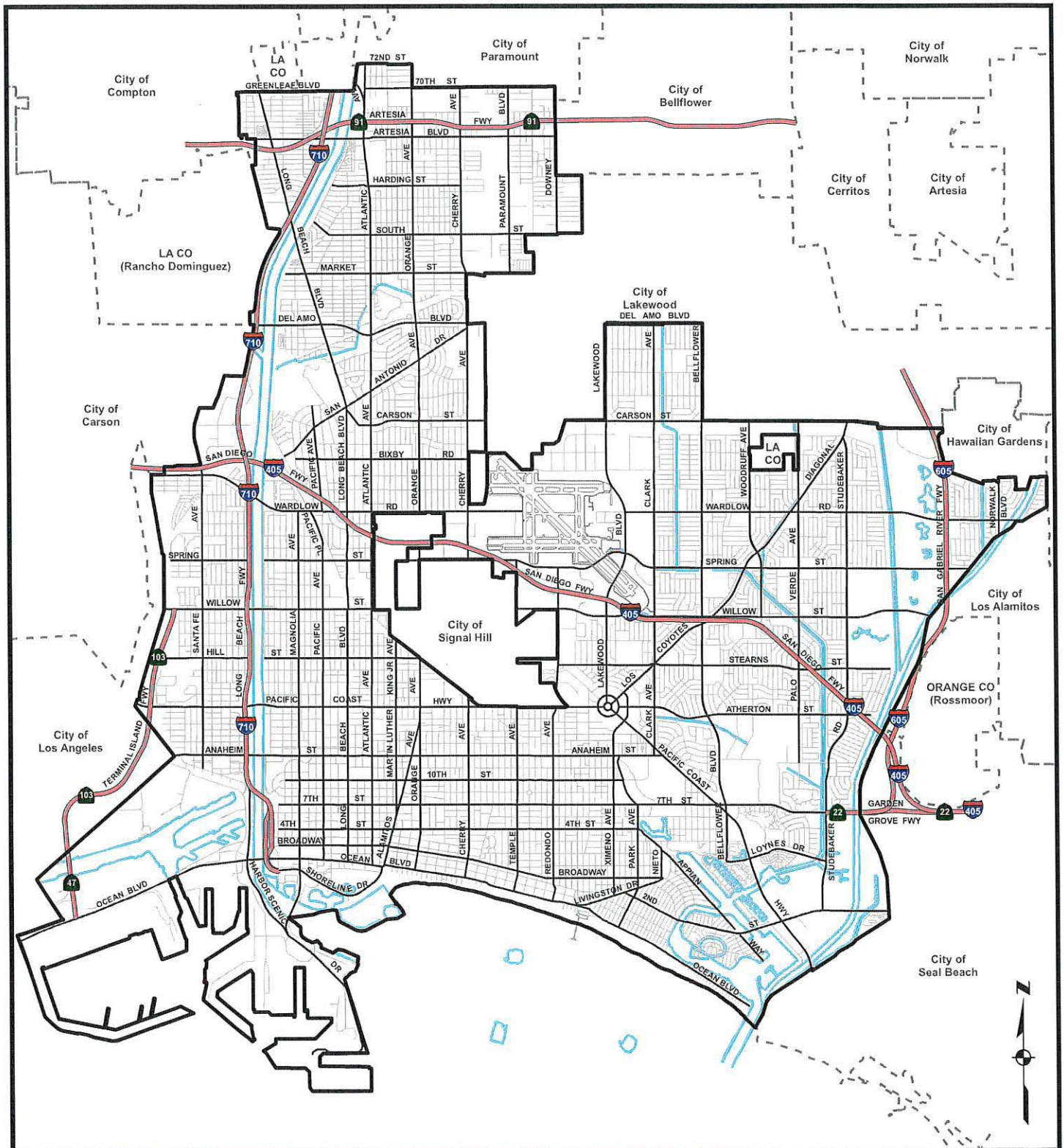

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Project Area

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CITY OF
LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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,

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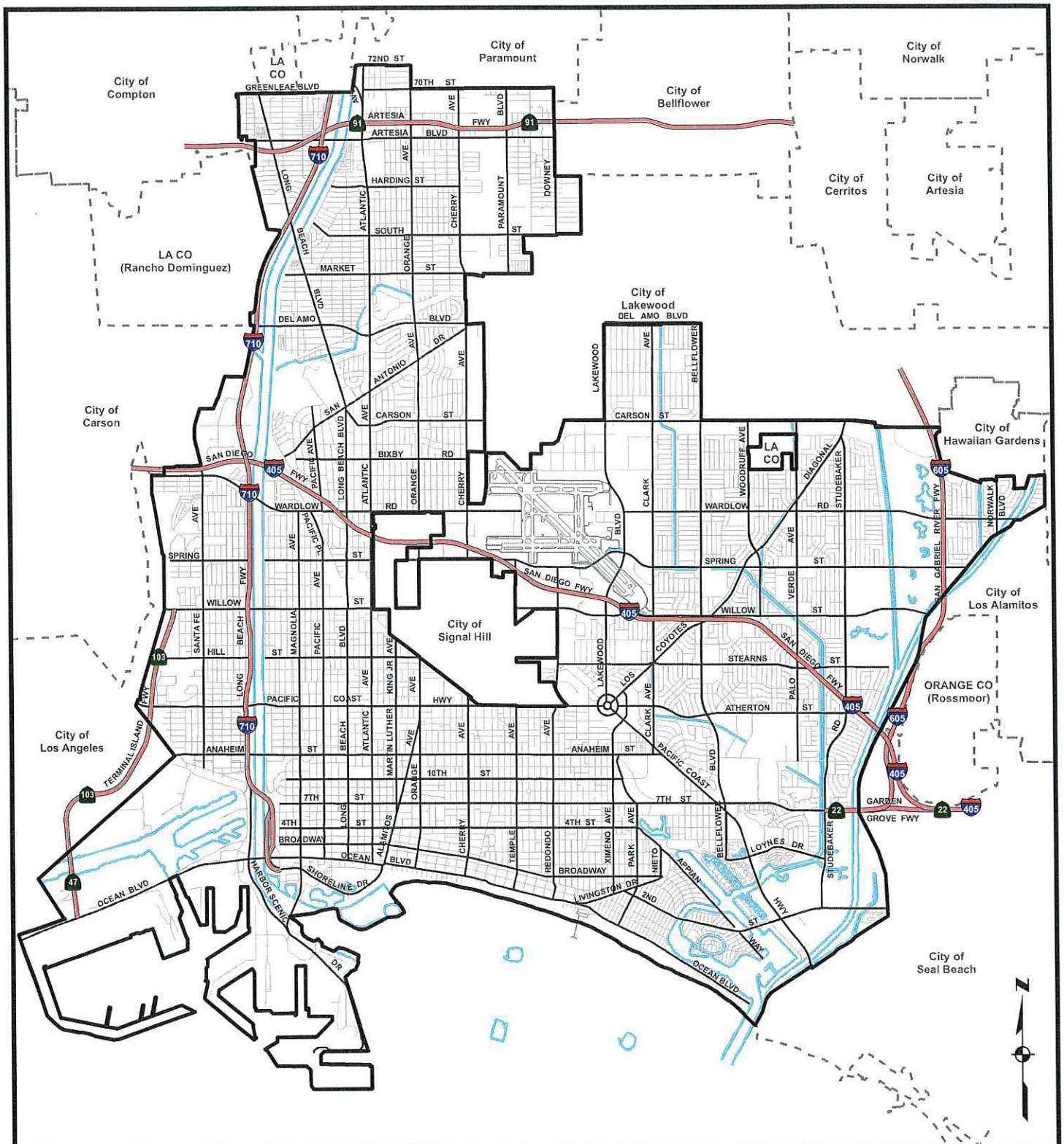
Project Planner

Attachments: Site Vicinity Map (Citywide)



City of Long Beach, California

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Department of
Technology Services GIS

As of July 2012

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CITY OF LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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:

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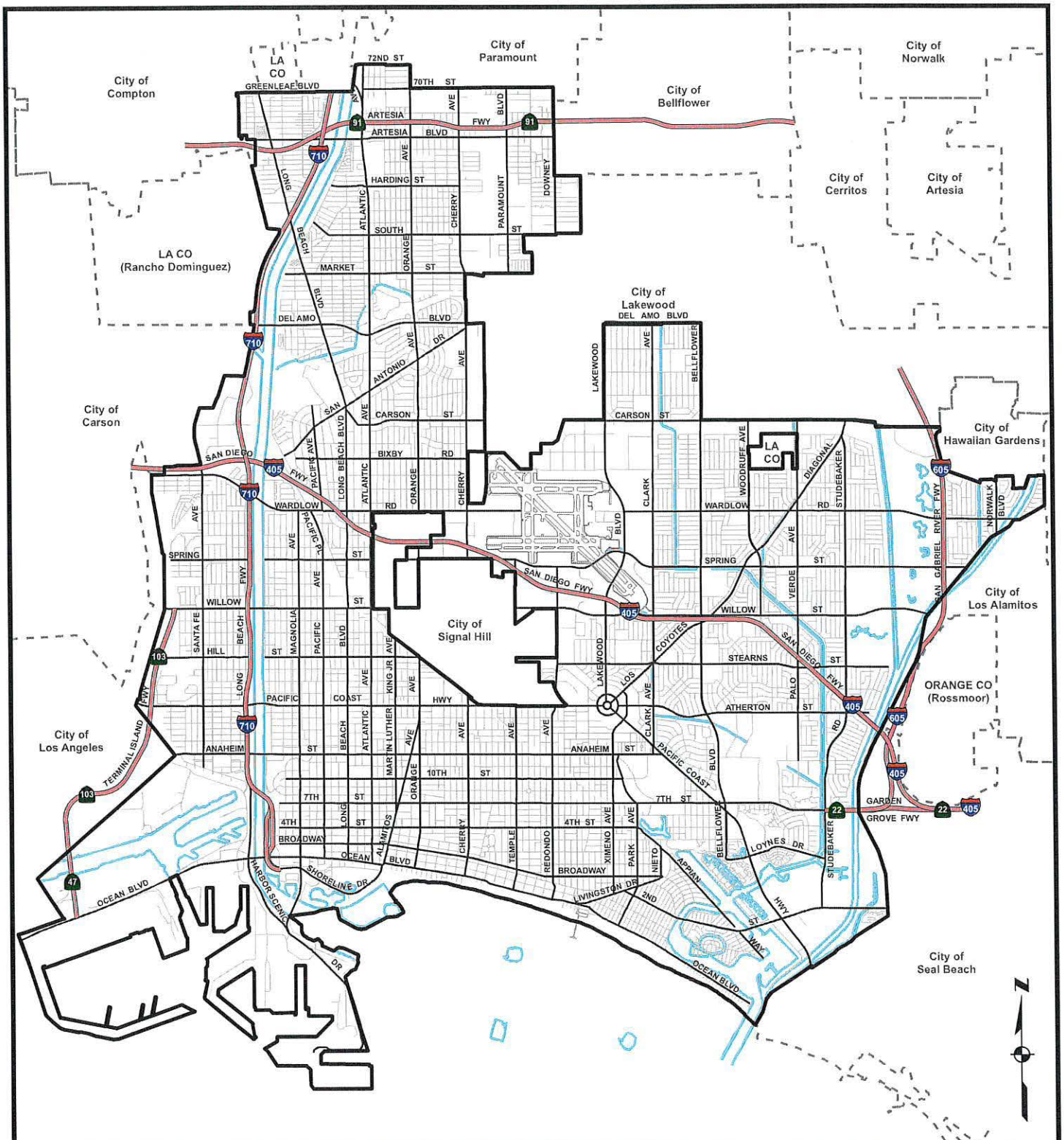

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As of July 2012

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CITY OF LONG BEACH

Development Services
Planning Bureau
411 West Ocean Boulevard, 3rd Floor, Long Beach, CA 90802
(562) 570-6194

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.

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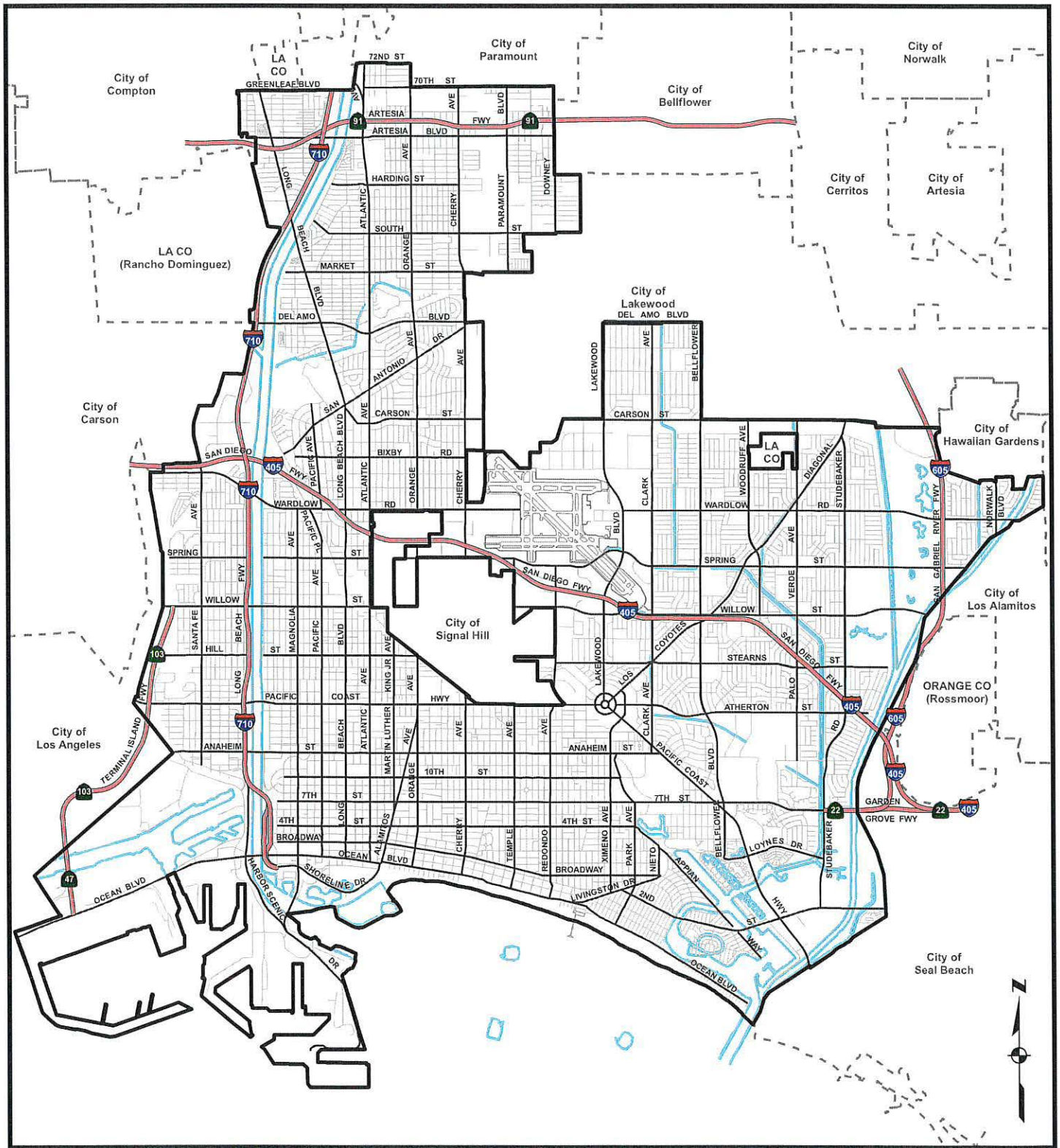

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APPENDIX D

NOISE EXISTING CONDITIONS REPORT (LSA, 2018)

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EXISTING CONDITIONS REPORT

General Plan NOISE ELEMENT UPDATE

LONG BEACH
DEVELOPMENT SERVICES
BUILDING A BETTER LONG BEACH

CITY OF LONG BEACH

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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

RRM Design Group
32332 Camino Capistrano, Ste. 205
San Juan Capistrano, CA 92675
(949) 361-7950

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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 Country 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:

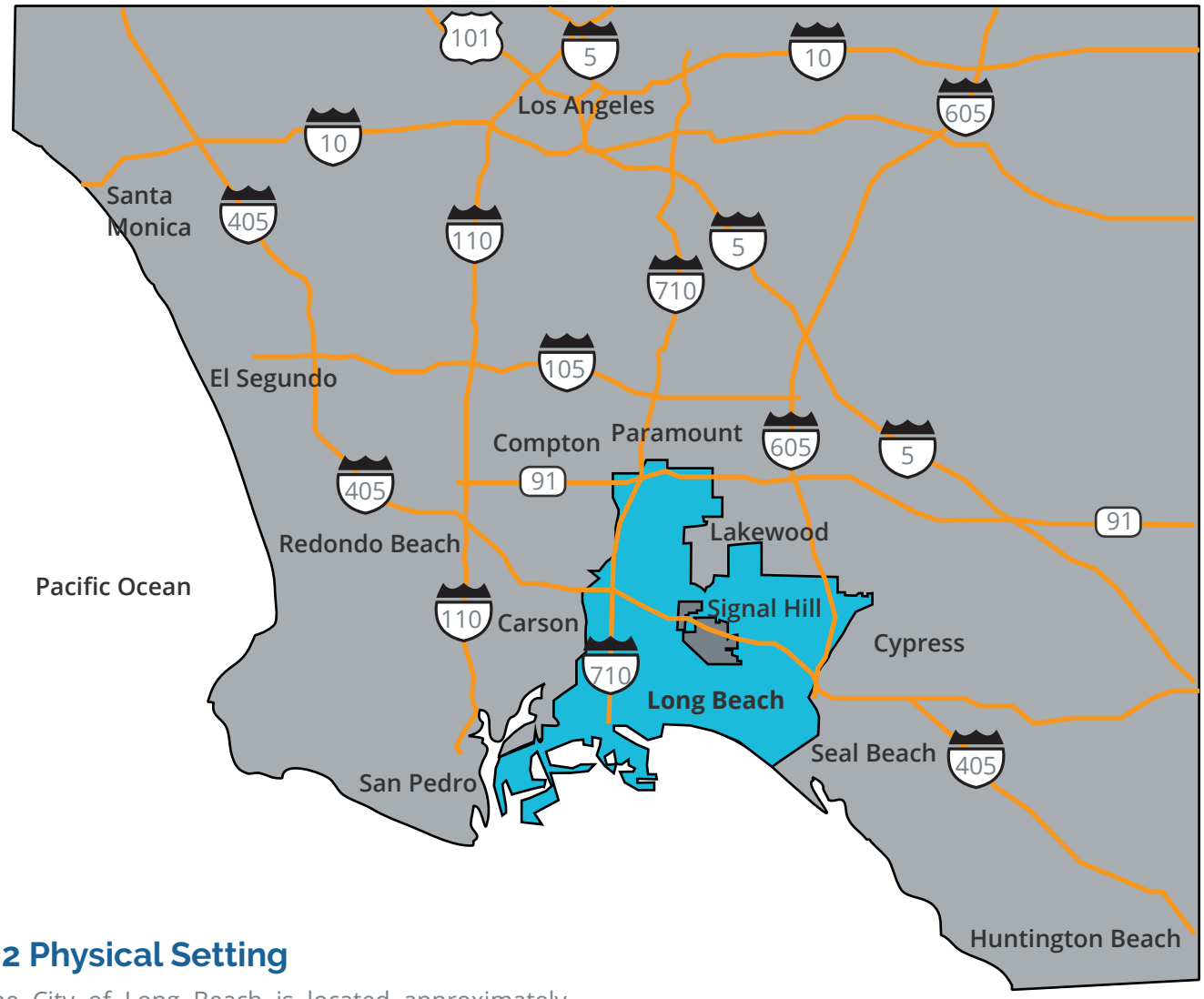
Discusses noise characteristics and documents the existing and potential future noise environment for those in the community,

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.

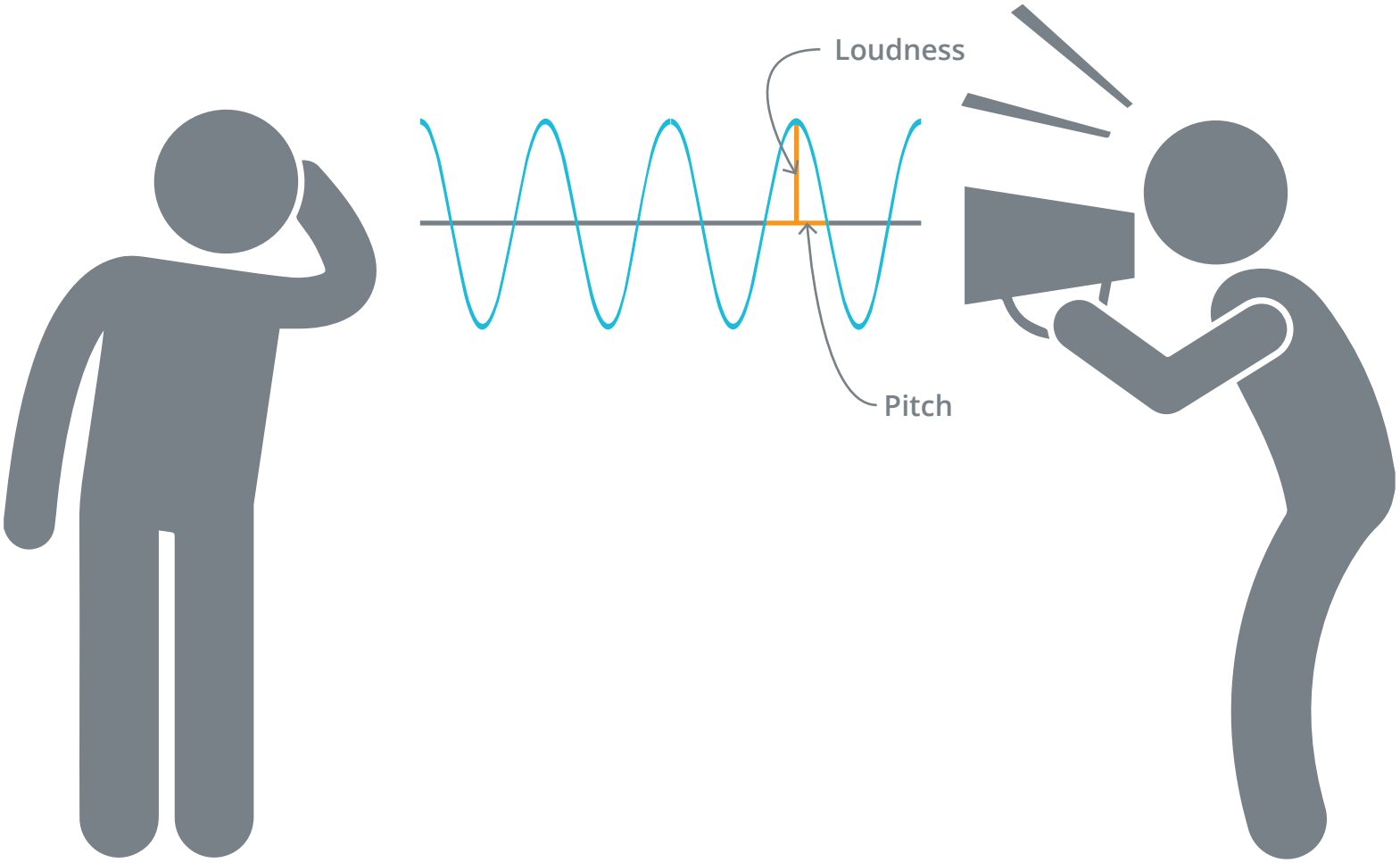
1.3 Fundamentals of Noise and Vibration

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.

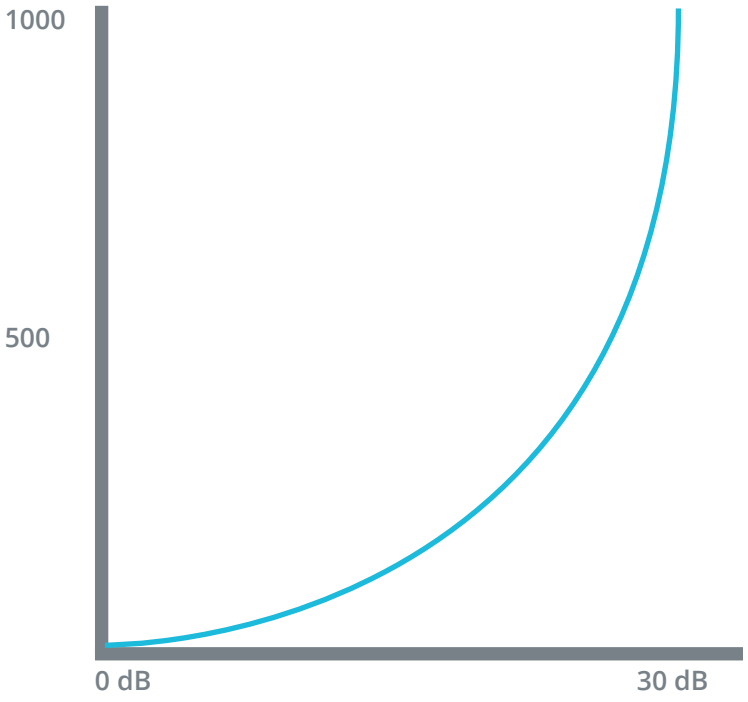


1.3.2 Measurement of Sound

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).

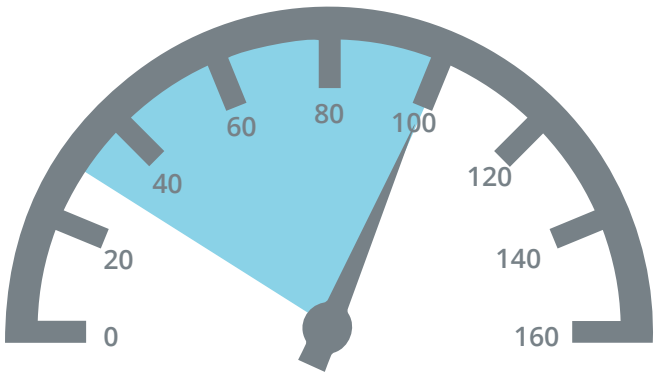
Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single-point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. 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



Intensity of decibels

Ambient sounds generally range from 30 decibels (very quiet) to 100 dBA (very loud)



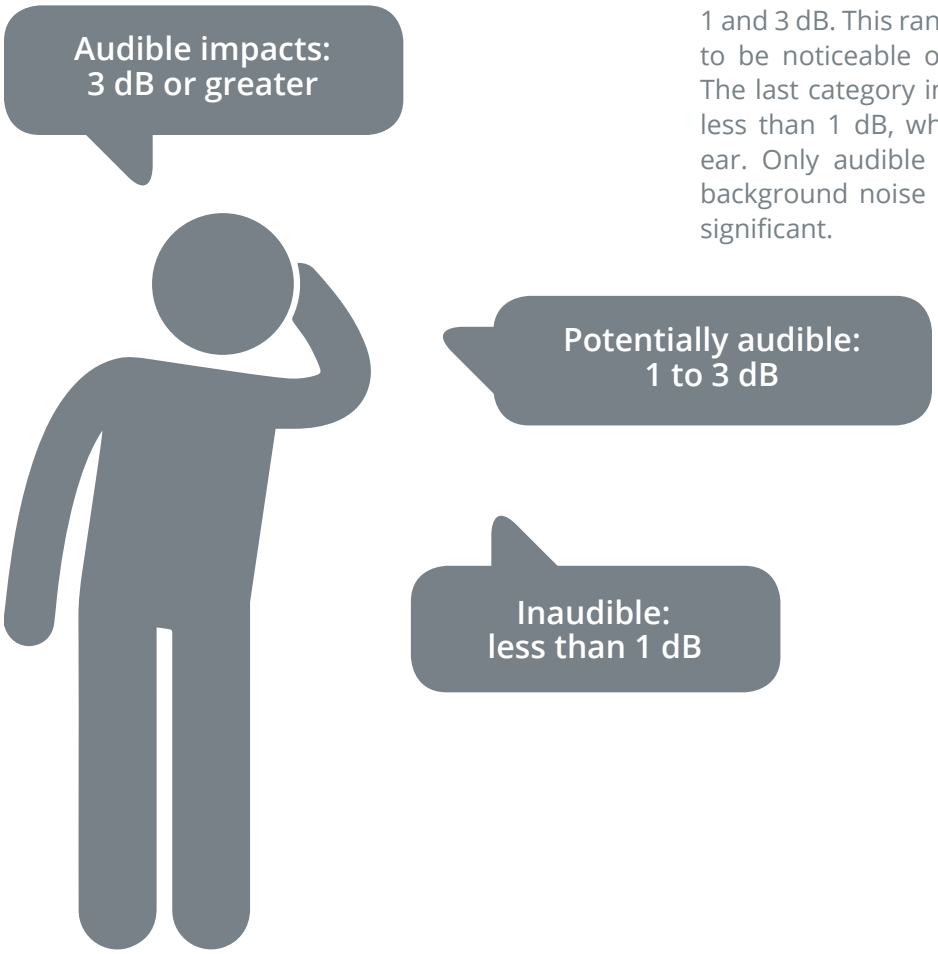
A-weighted decibels (dBA) of ambient sounds

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 Lmax 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.

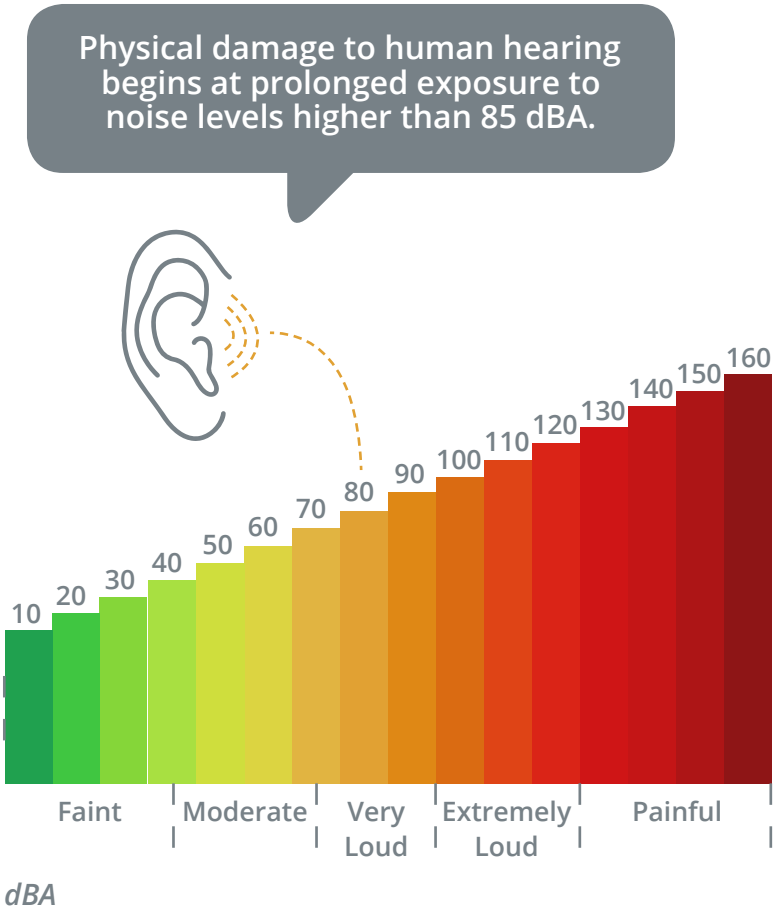
In addition to the audible effects of noise, research has shown that prolonged exposure to elevated noise levels may have other negative health effects. As presented in Wolfgang Babisch's *Cardiovascular Effects of Noise*, sleep disturbance is considered a major environmental effect. It is estimated 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-sleep[1]. 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

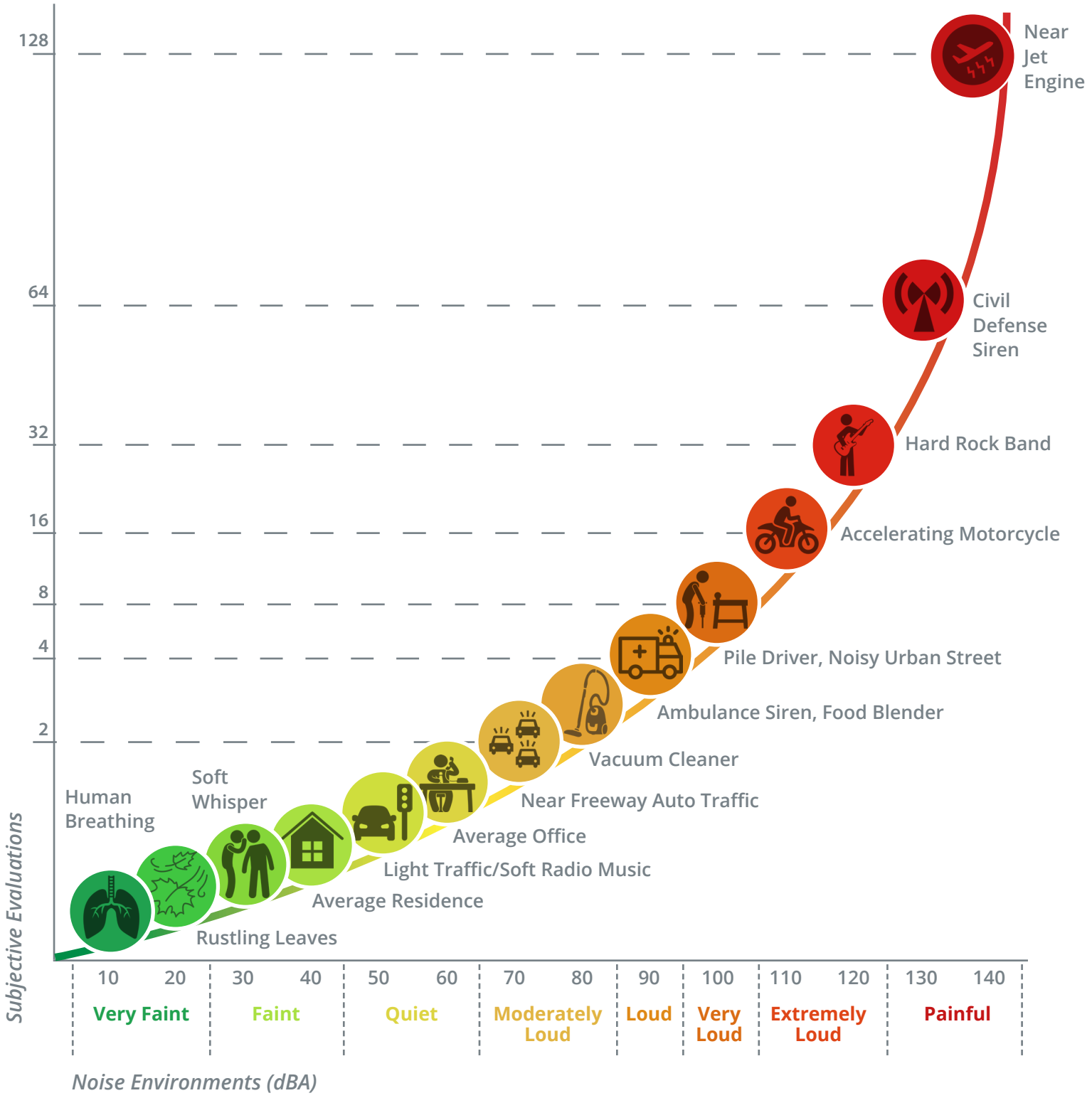


B shows common sound levels and their noise sources.

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.
Source: Handbook of Acoustical Measurement and Noise Control (Harris 1991).	

Table B: Common Sound Levels and Their Noise Sources



1.3.4 Fundamentals of Ground-borne Vibration

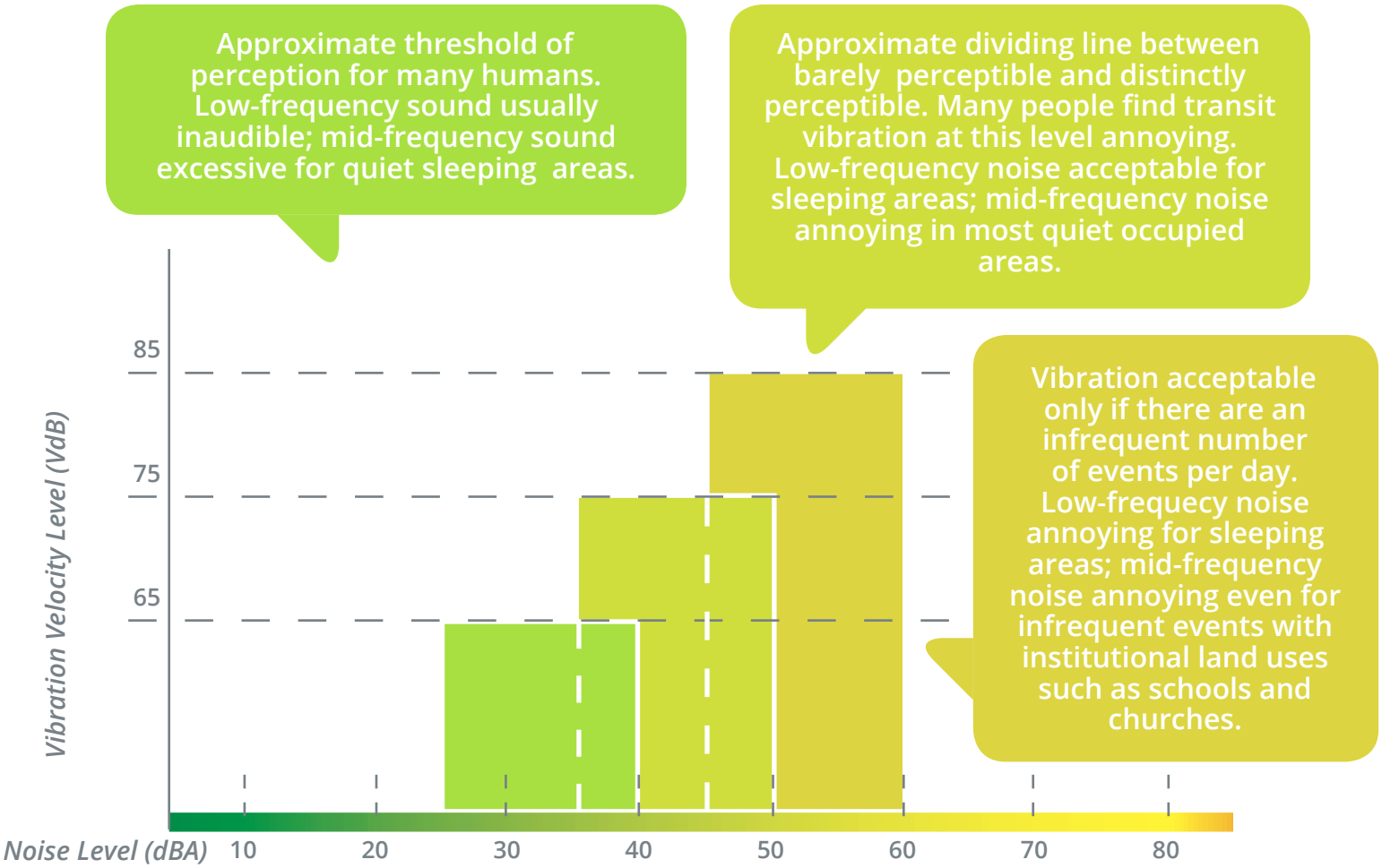
Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several methods are typically used to quantify the amplitude of vibration including peak particle velocity (PPV) and root-mean-square (RMS) velocity. PPV is defined as the maximum instantaneous positive 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



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.

I-405 Freeway

1.4.2 Traffic Noise

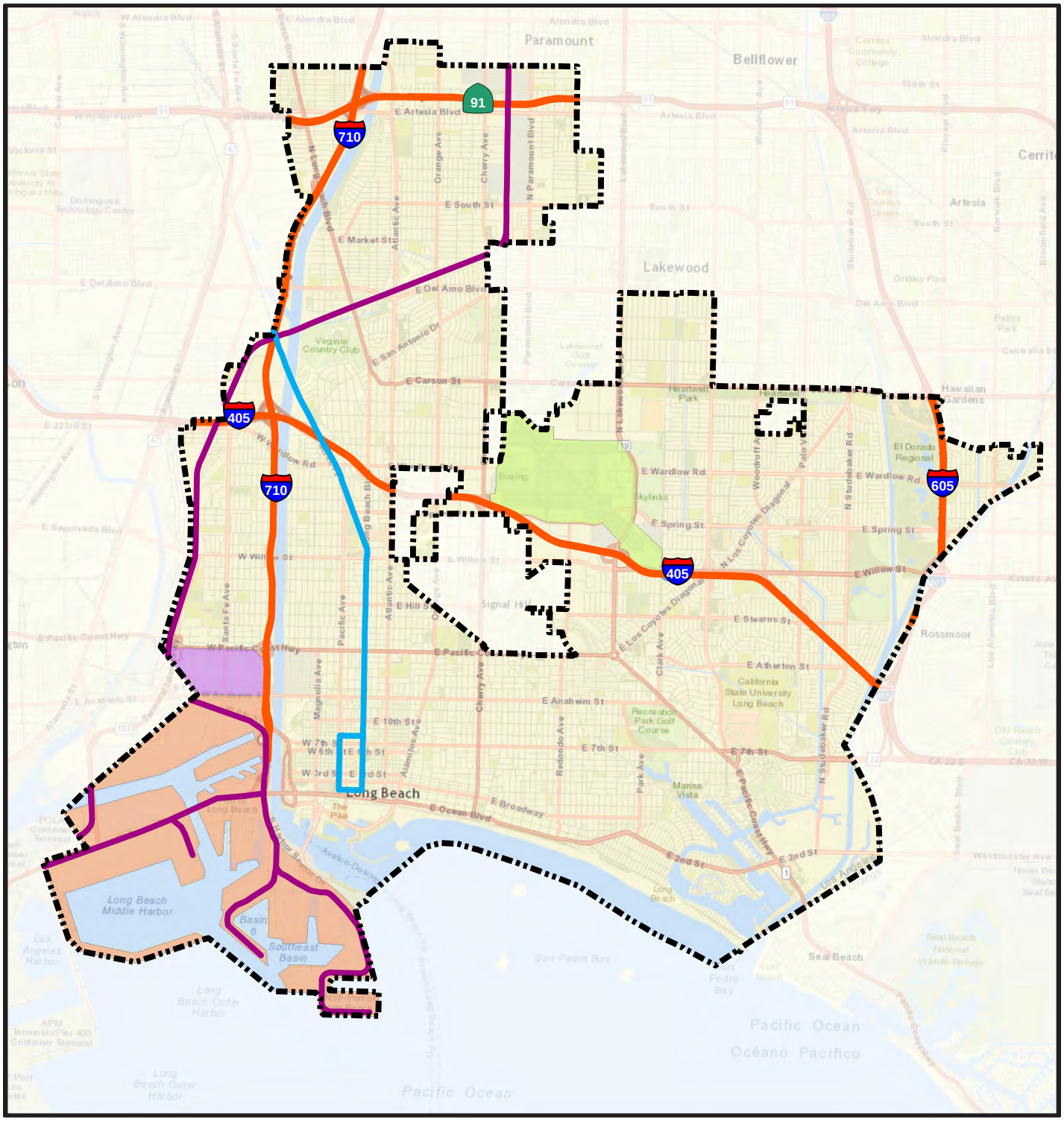
Automobiles, buses, trucks, motorcycles and trains dominate transportation noise in the City. Traffic moving along streets and freeways produces a sound level that remains relatively constant and is part of the City's minimum ambient noise level. Vehicular noise varies depending on the volume, speed 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, 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

0 0.75 1.5
MILES

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.

Truck deliveries are a stationary noise source

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:

Other potential noise sources

1.5 Existing Vibration Sources

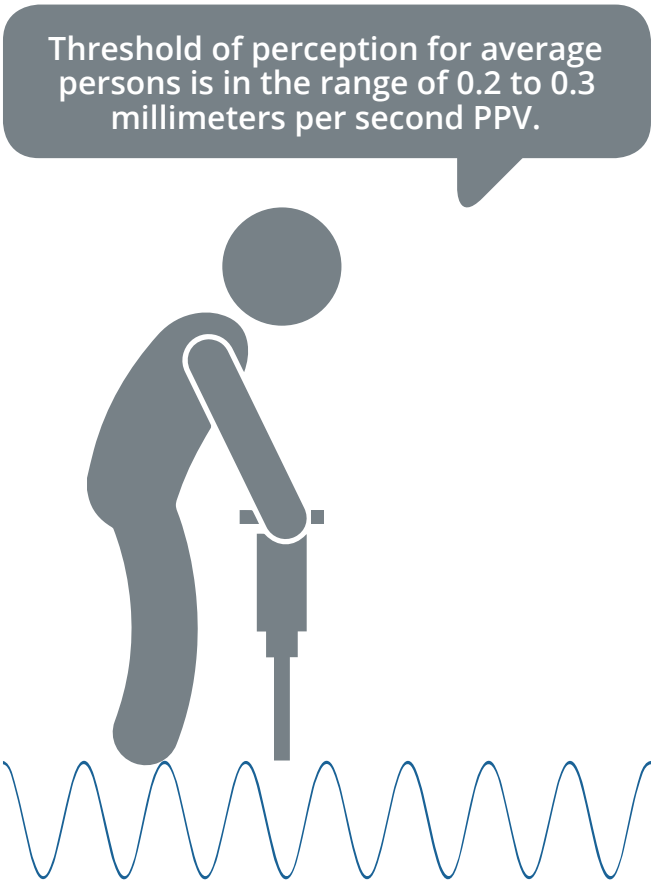
1.5.1 Vibration Sources

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.

Two factors help measure the impact of noise to humans and buildings.

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



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 x 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.

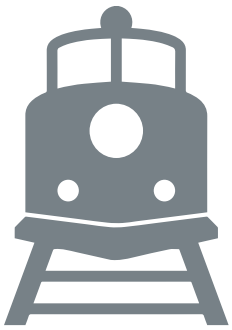
One of the problems with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The United States Department of Transportation, Federal Transit Administration has developed rational vibration 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.

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.



Ground-borne vibration decibels depend on the distance, type and speed of trains, and type of track.

Many factors affect ground-borne vibration.

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?

1.6 Community Engagement

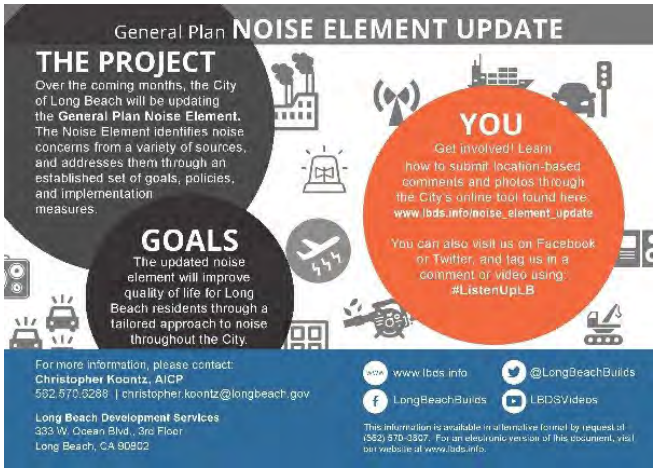
To inform the Noise Element update and identify potential issues, a variety of community engagement strategies were employed during 2017. A City of Long Beach project webpage was established as well as a Facebook and Twitter account for the Noise Element at #ListenUpLB. Project background was furnished 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

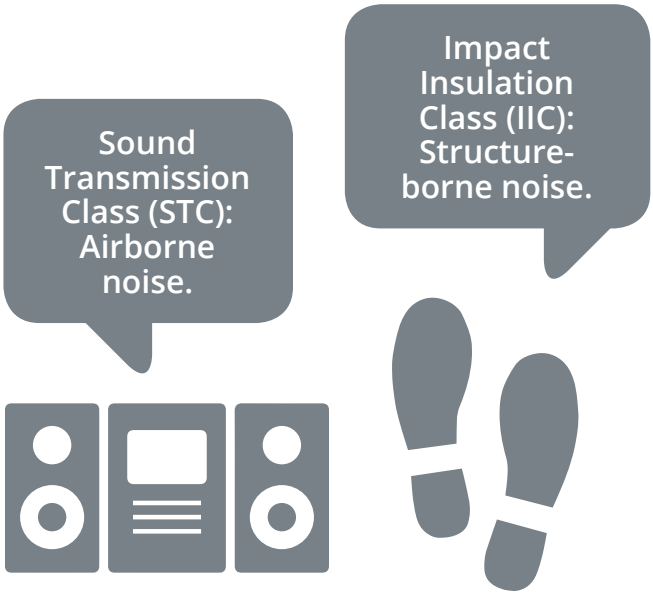
Source: Table 12-3, Transit Noise and Vibration Impact Assessment (FTA 2006).
1 RMS VdB re 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
in/sec = inches per second
LV = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity 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 dBL_{eq}-1-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).

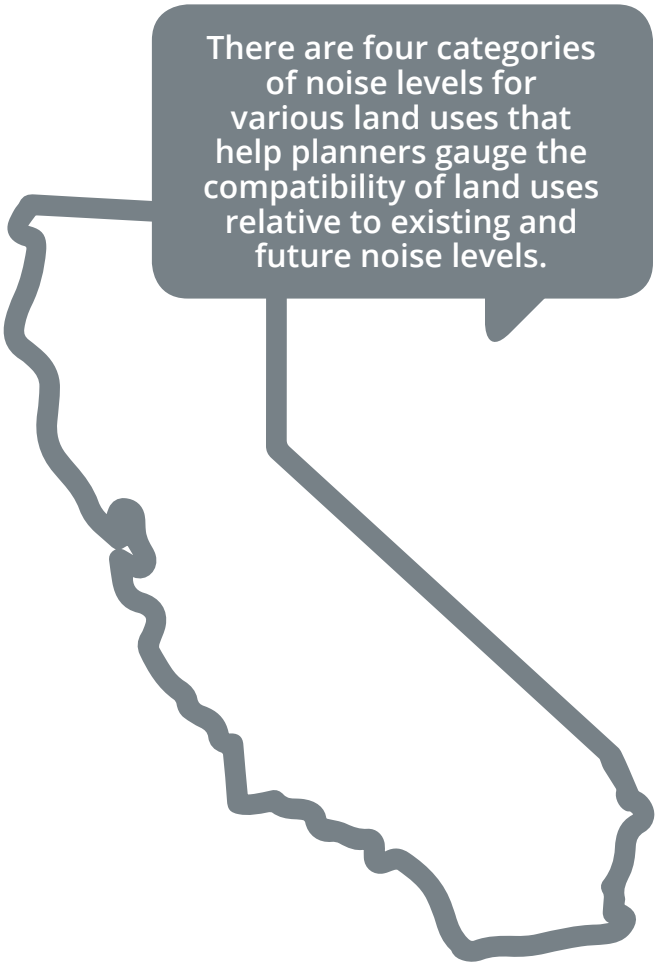
5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to 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.

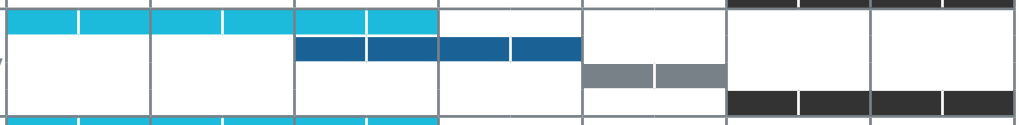
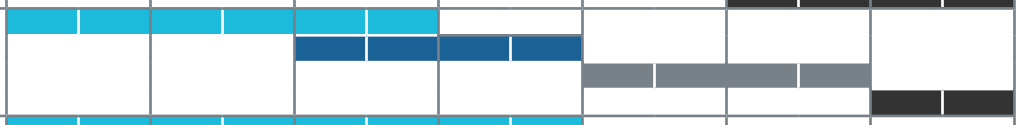
2.2.4 State of California Land Use Compatibility Criteria

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	
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	*Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise*
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 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 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.*
Clearly Unacceptable	*New construction or development should generally not be undertaken.*

Source: California Department of Health, Guidelines for the Preparation and Content of Noise Elements of the General Plan, October, 2003.

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 1973 .....88 dBA
(2) After 1972, and before 1975 .....86 dBA
(3) After 1974, and before 1986 .....83 dBA
(4) After 1985 .....80 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.

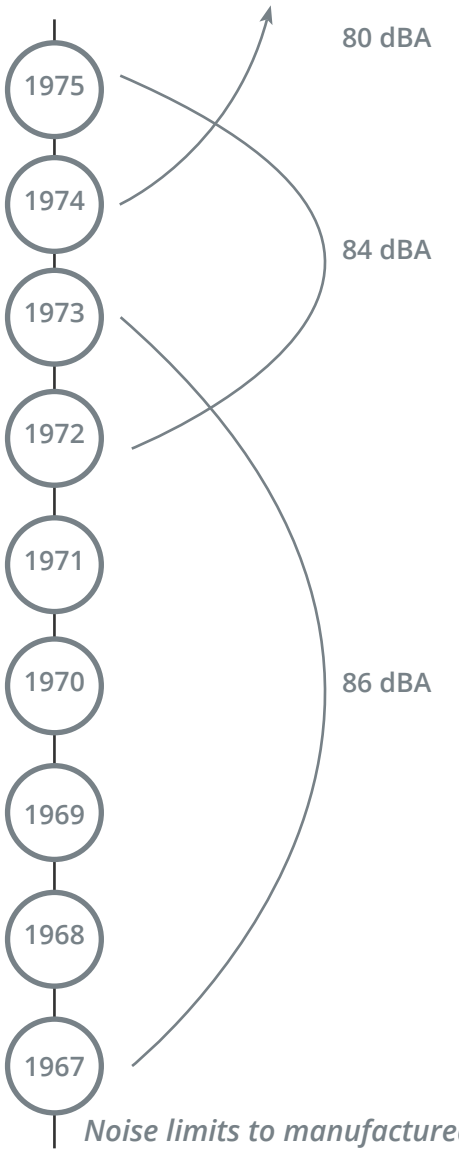
27203. For the purposes of Section 27200, the noise limit of 82 dBA shall apply to any snowmobile manufactured after 1972.

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 1973 .....86 dBA
(2) After 1972, and before 1975 .....84 dBA
(3) After 1974 .....80 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.



Noise limits to manufactured vehicles

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:

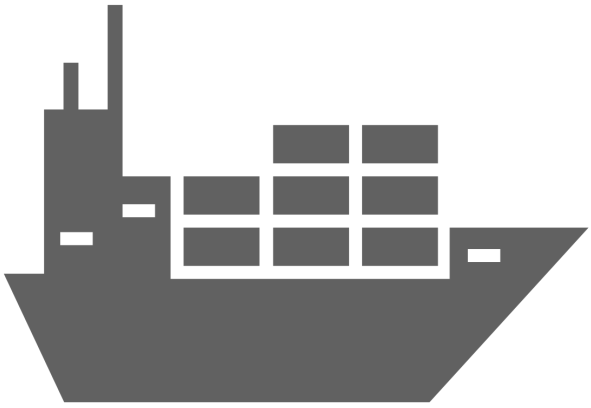
- The Aeronautics Division of the California State Department of Transportation (Caltrans)
- Enforces the California Airport Noise Regulations. These regulations establish 65 dB CNEL as the noise impact boundary within which there shall be no incompatible land uses. Airports are responsible for achieving 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 that 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 Levels[1] 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

[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 10 percent of the time.

[3]Noise levels exceeded 50 percent 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 nose-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 polices 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 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)
[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

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.

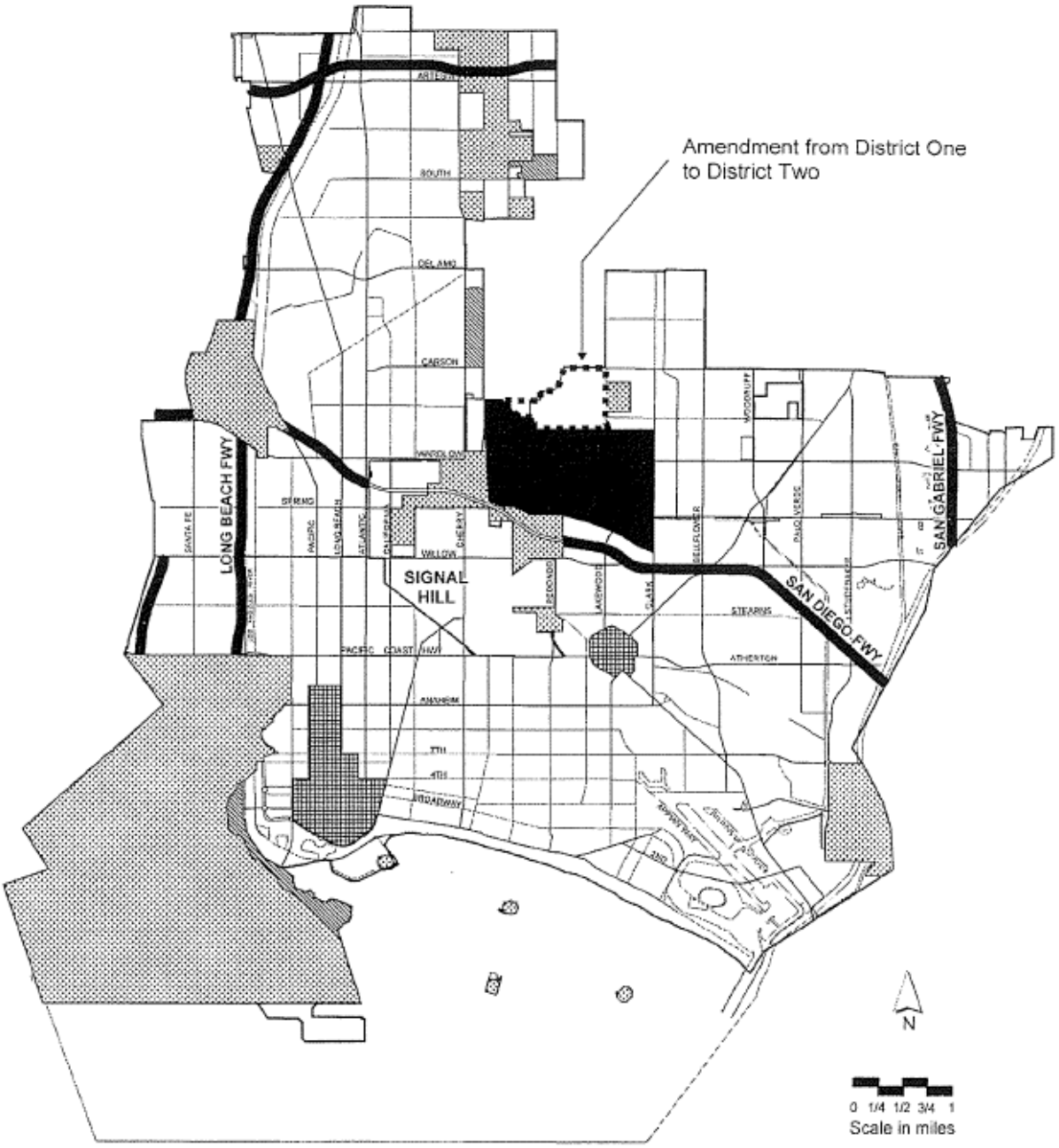
B. The City may set reasonable restrictions in the business license on the type and use of any amplifier, loudspeaker, or any other instrument or device for the production of sound employed on an ice cream truck in order to prevent a disturbance of the peace.

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.

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.

Long Beach Grand Prix

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 ope ration.

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/.

Noise Complaint Processing Network

- Health and Safety Department
- Department of Construction
- Police Department
- Public Works
- Animal Control
- Planning

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

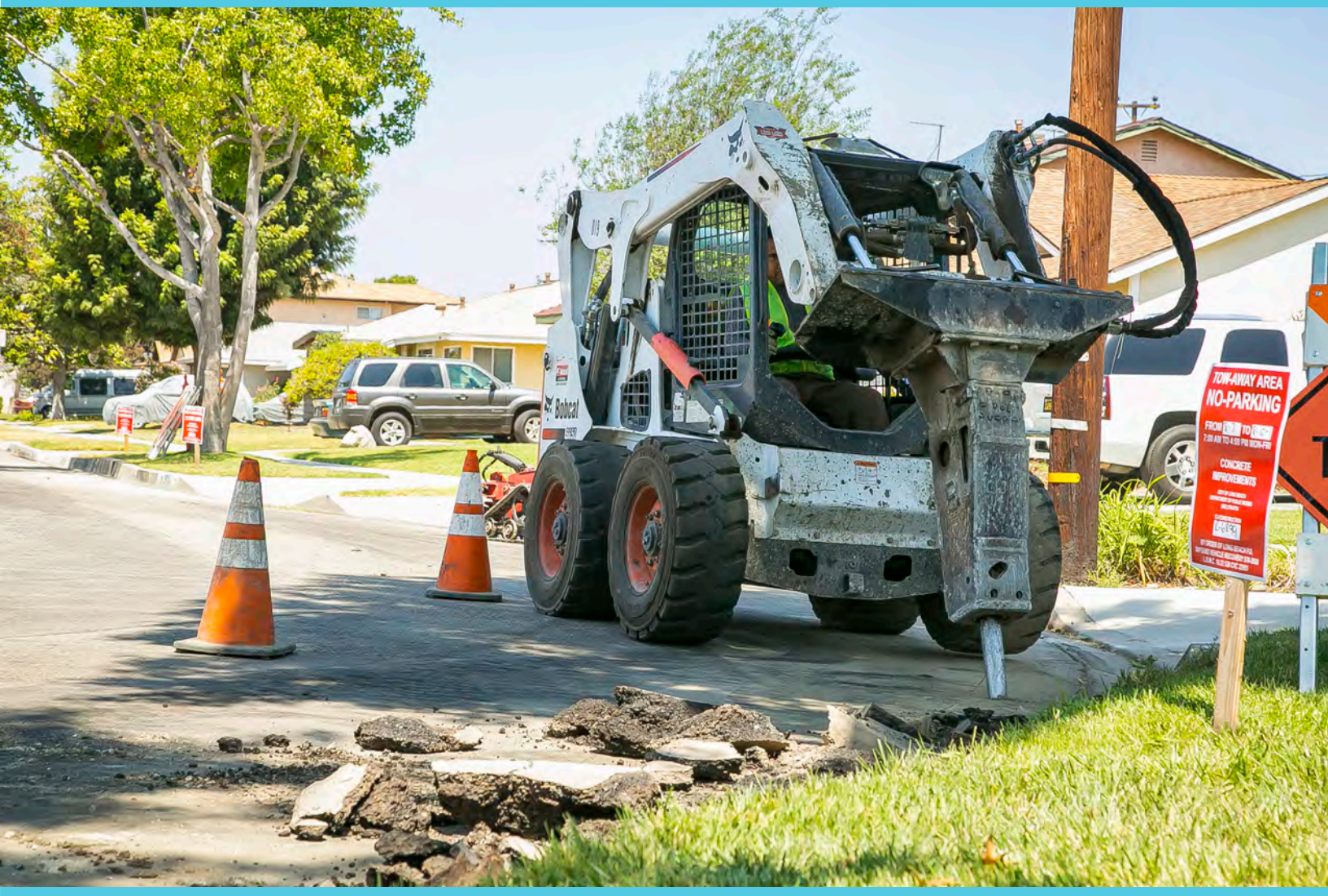
Noise mitigations are typically divided into measures addressing construction activities and measures addressing project design and operation. For construction noise, potential mitigation measures include equipment mufflers, quieter models of air compressors, locating stationary noise-generating equipment 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 Results 3-1
» 3.2 Existing Traffic Noise Contours 3-1
» 3.3 Existing Airport Noise Contours 3-32
» 3.4 Existing Noise and Land Use Compatibility Discussion.....3-32
» 3.5 References 3-34

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

			Day 1			Day 2			Average	
Site No.	Start Date	Location	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)	Source(s) of Noise
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)

			Day 1			Day 2			Average	
Site No.	Start Date	Location	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)	Source(s) of Noise
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)

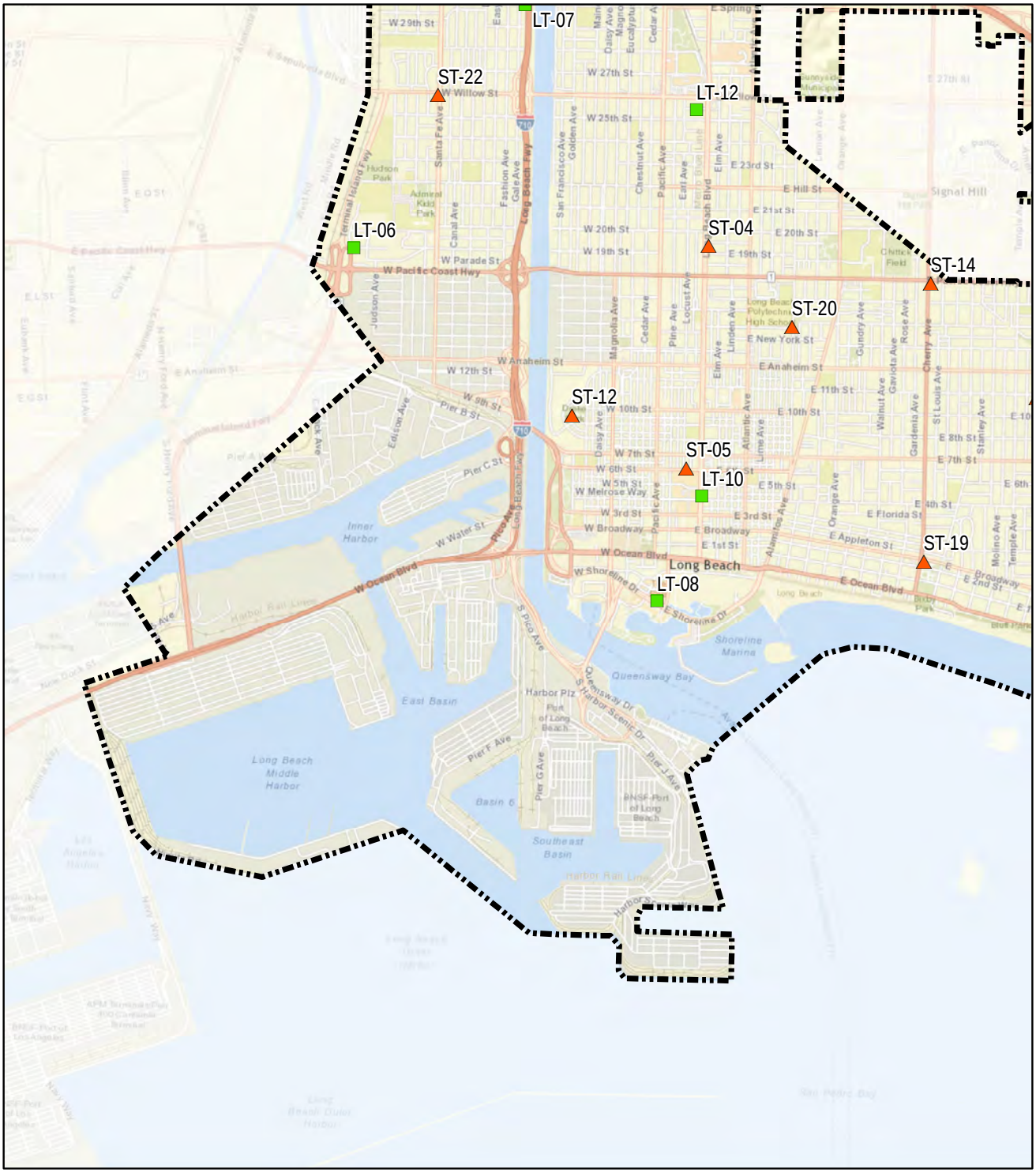
Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-25	5/19/2017	1:38 p.m.	67.0	1802 North Studebaker Road	Traffic on Studebaker Road, Atherton Street, and I-405.	Motorcycle on Studebaker Road ~77.9 dBA. Heavy truck on southbound Studebaker Road ~79 dBA. Loud pickup truck 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

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short

0 2000 4000

FEET

SOURCE: Esri (2016); LSA (5/2017)

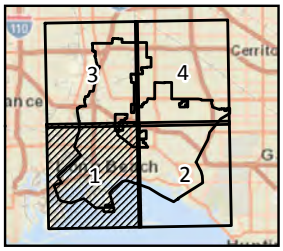


FIGURE 2

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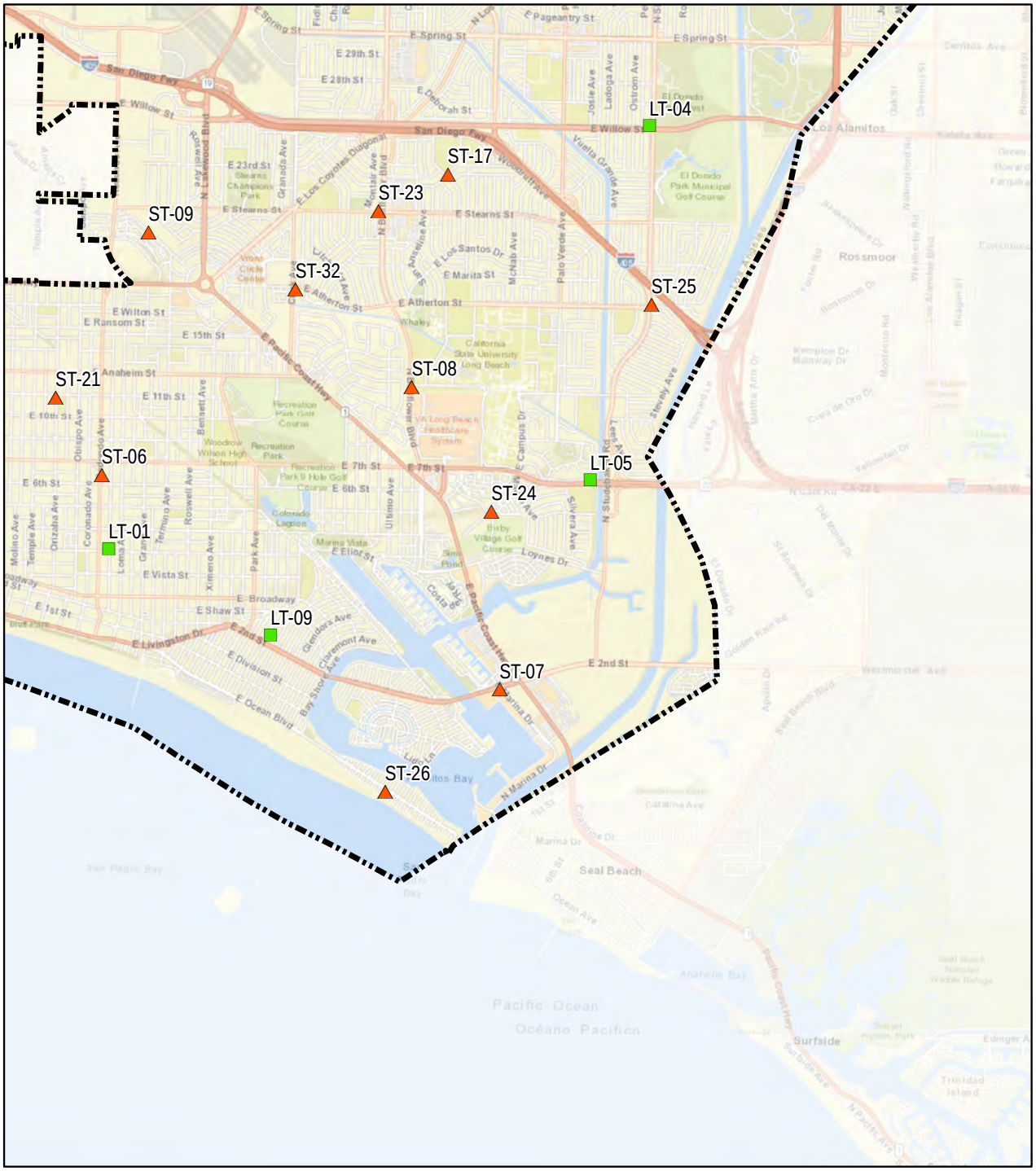
City of Long Beach Noise Element Update

Noise Monitoring Locations

Figure 2: Area 2, Noise Monitoring Locations



LSA

LEGEND

Long Beach City Boundary

Monitoring Location Type

Long

Short

0 2000 4000

FEET

SOURCE: Esri (2016); LSA (5/2017)

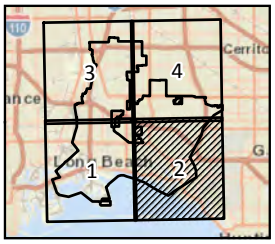


FIGURE 2

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City of Long Beach Noise Element Update

Noise Monitoring Locations

Figure 2: Area 3, Noise Monitoring Locations

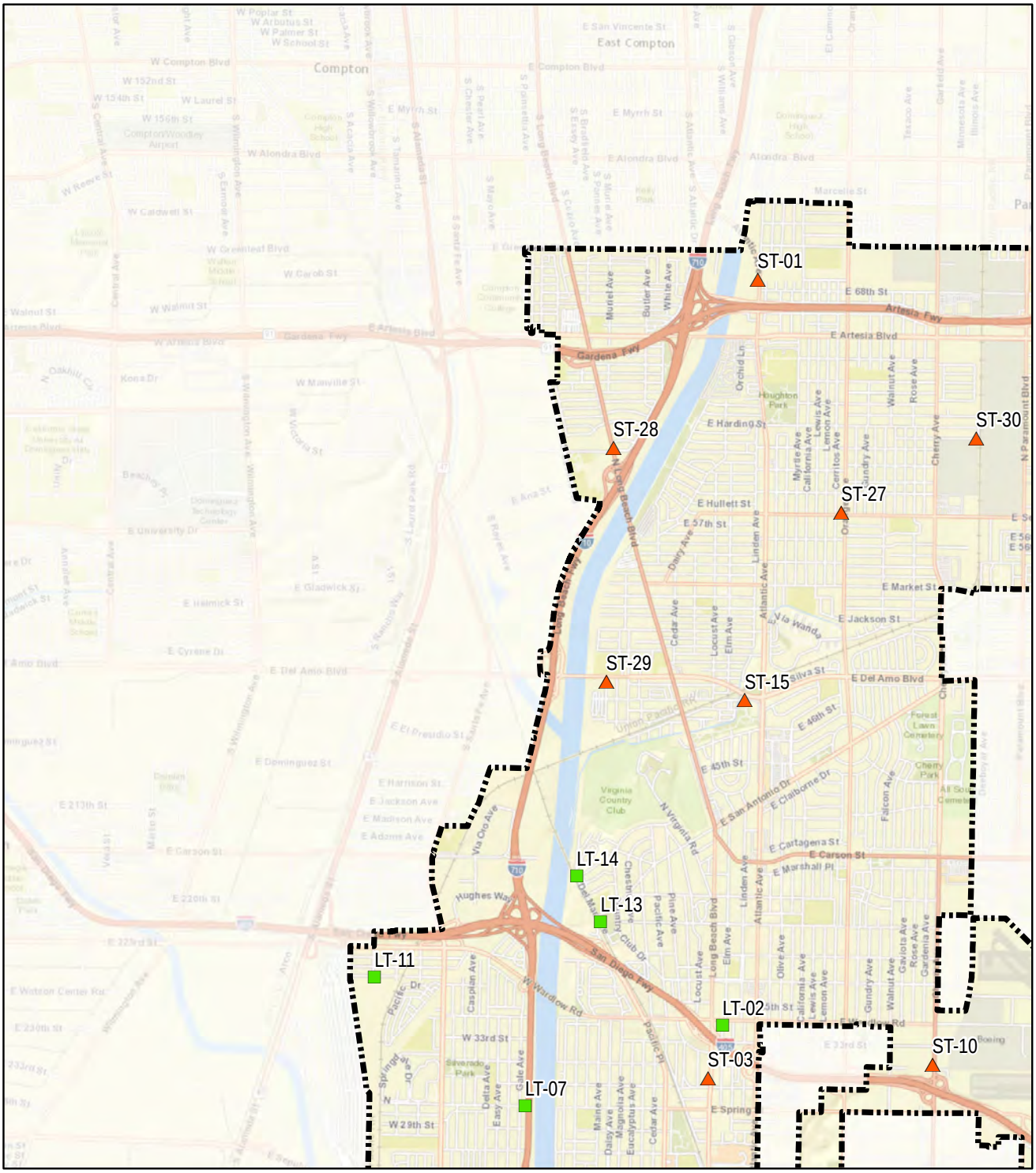

FIGURE 2
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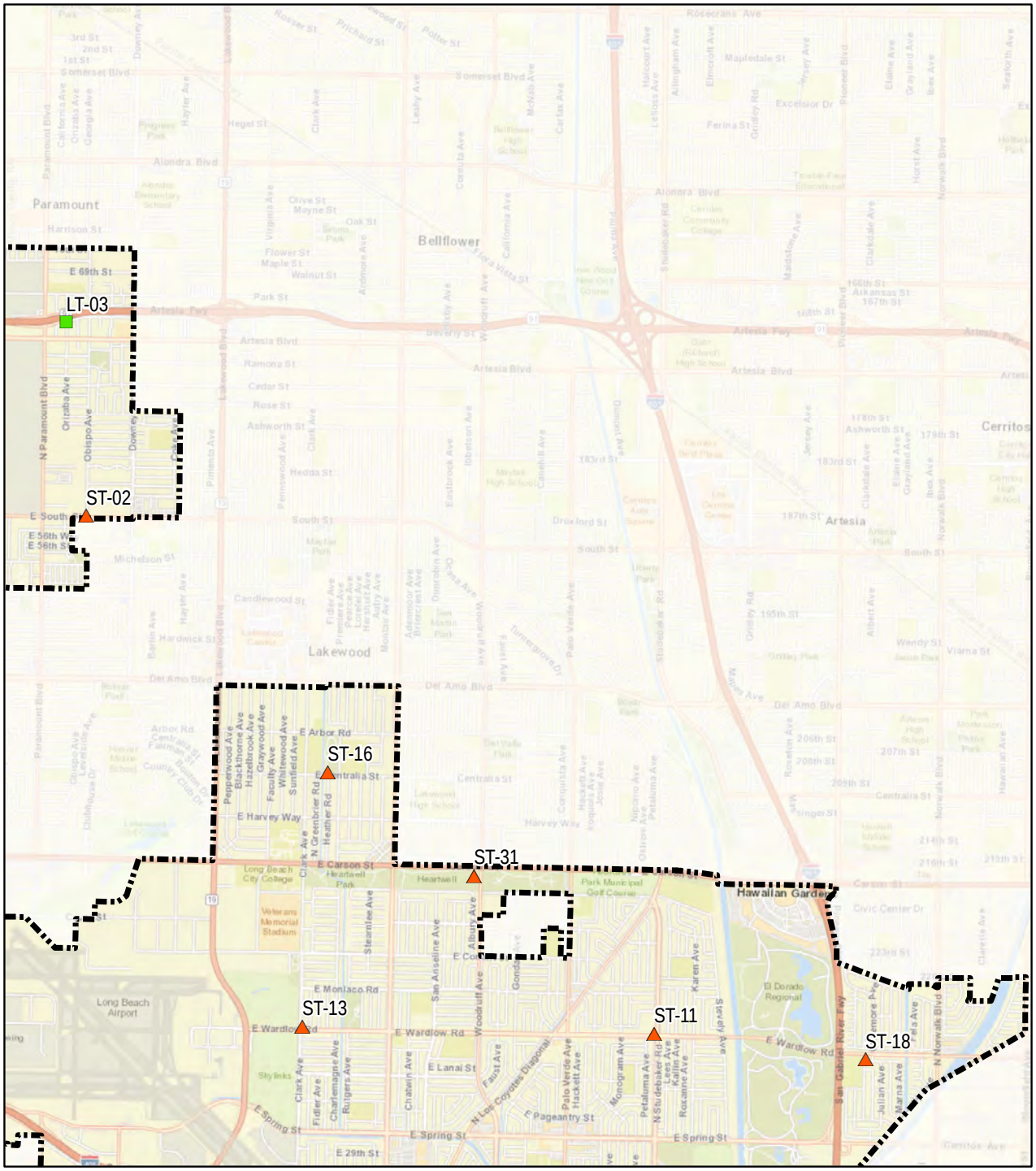
City of Long Beach Noise Element Update
Noise Monitoring Locations

Figure 2: Area 4, Noise Monitoring Locations



LSA

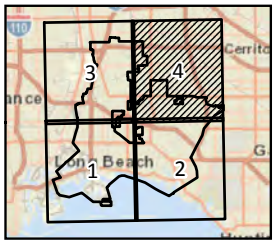
LEGEND

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

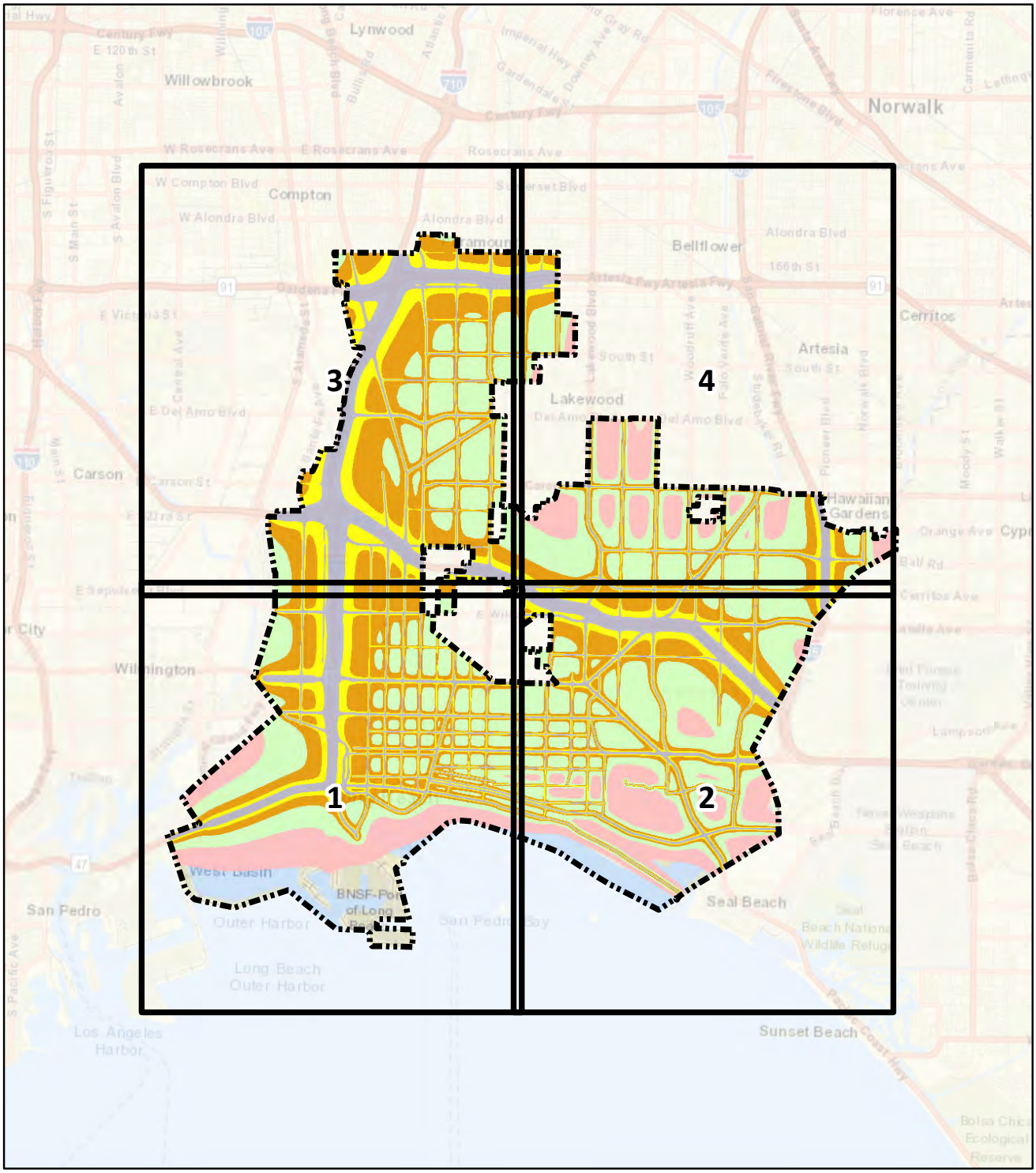
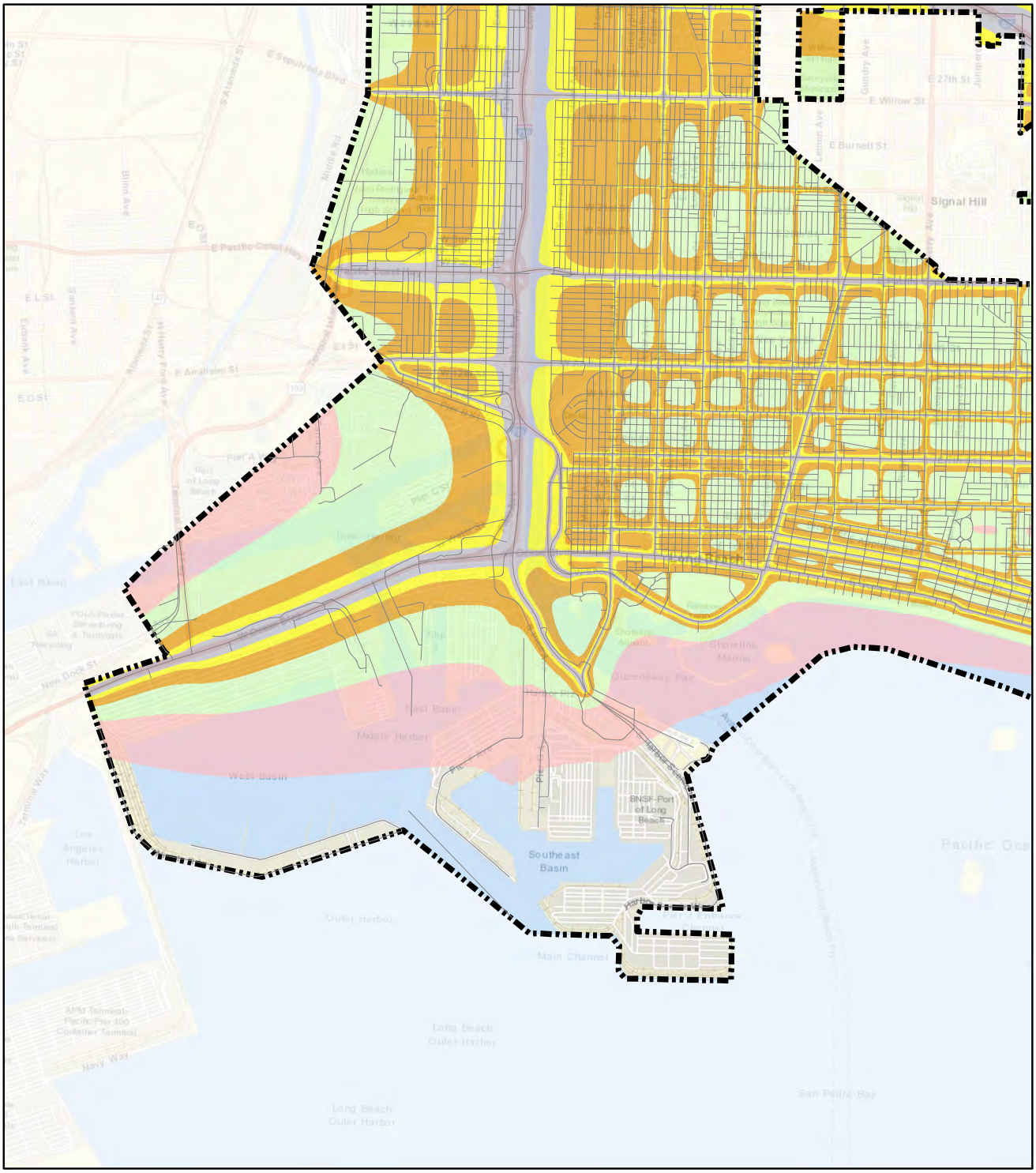


FIGURE 3
Overview

City of Long Beach Noise Element Update
Existing Traffic Noise Contours

Figure 3: Area 1, Existing Traffic Noise Contours



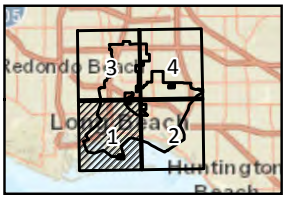
LSA

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



0 2000 4000
FEET

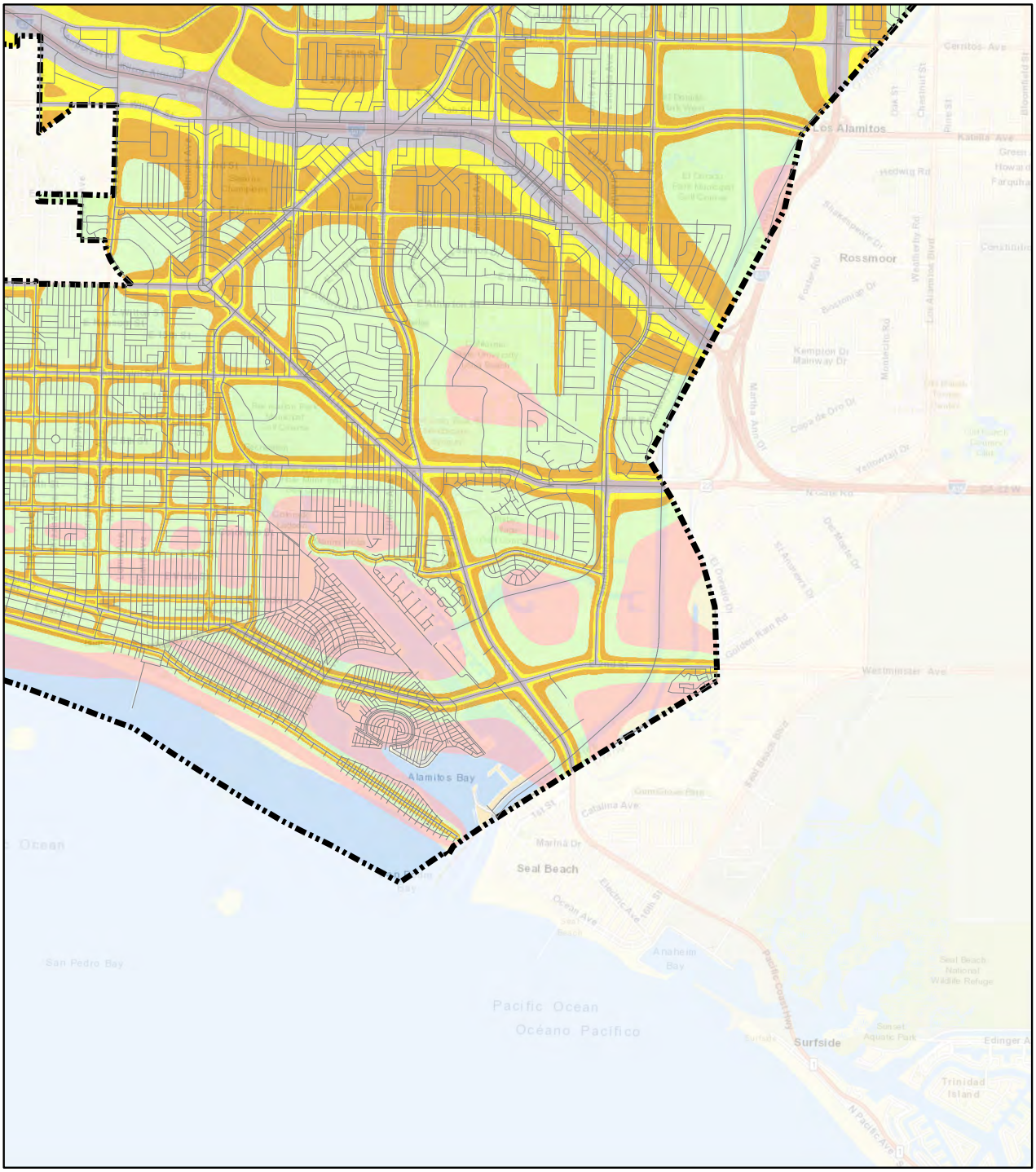
SOURCE: Esri (2016); LSA (5/2017)

FIGURE 3
Page 1 of 4

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours

Figure 3: Area 2, Existing Traffic Noise Contours



SOURCE: Esri (2016); LSA (5/2017)

FIGURE 3
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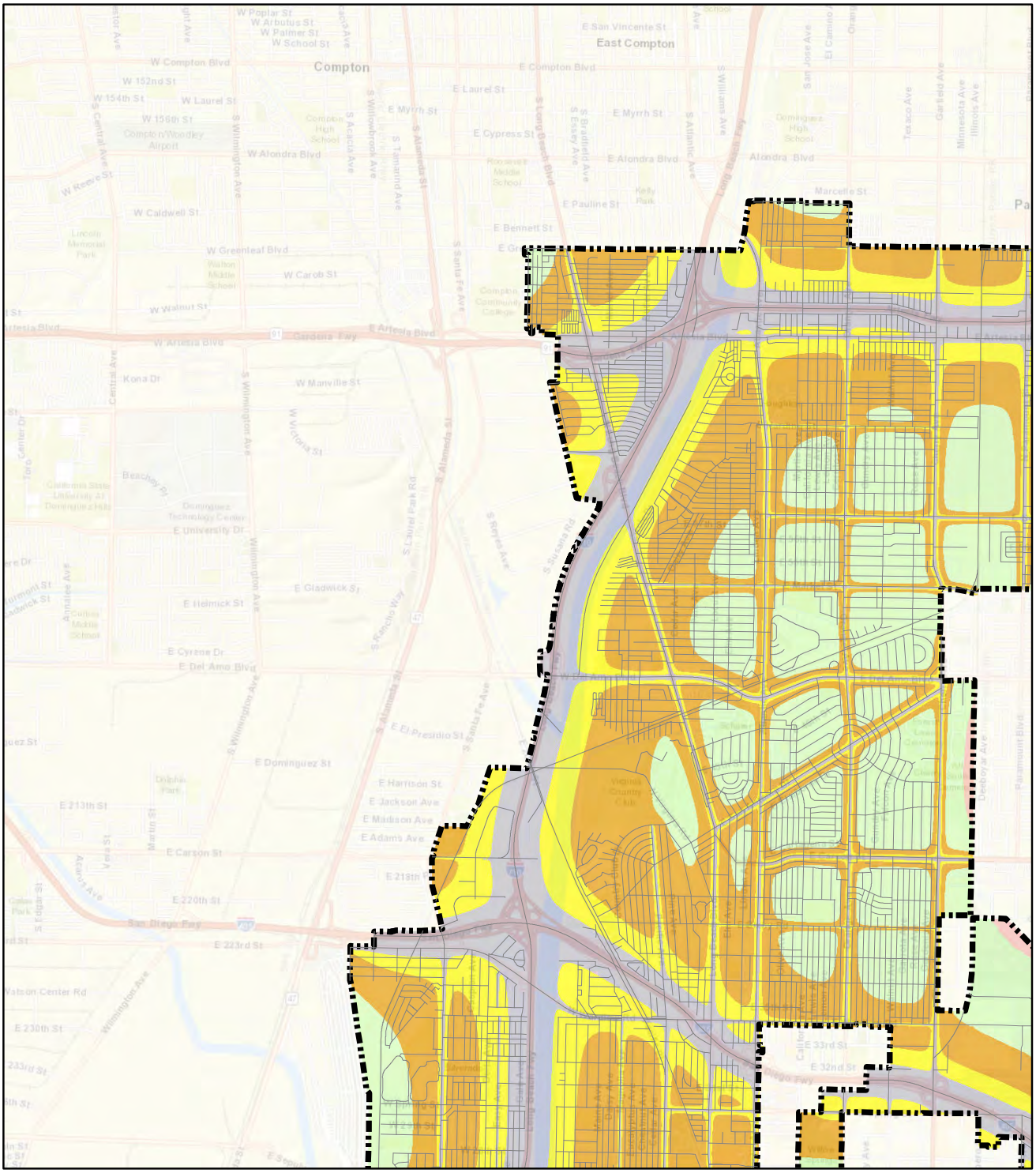
City of Long Beach
Noise Element Update

Existing Traffic Noise Contours

Figure 3: Area 3, Existing Traffic Noise Contours



LSA

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

0 2000 4000
FEET

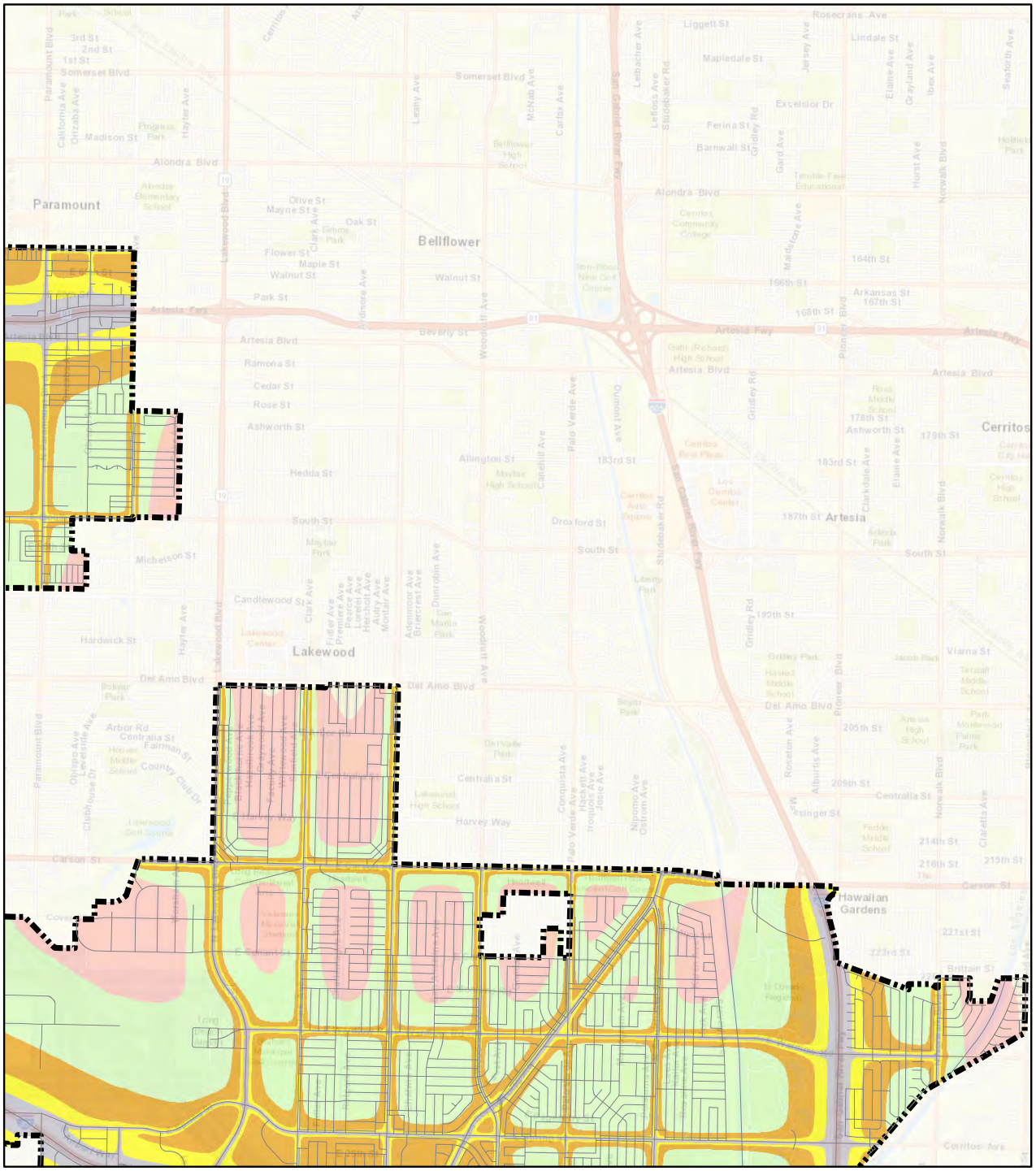
SOURCE: Esri (2016); LSA (5/2017)

FIGURE 3
Page 3 of 4

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours

Figure 3: Area 4, Existing Traffic Noise Contours



LSA

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

0 2000 4000
FEET

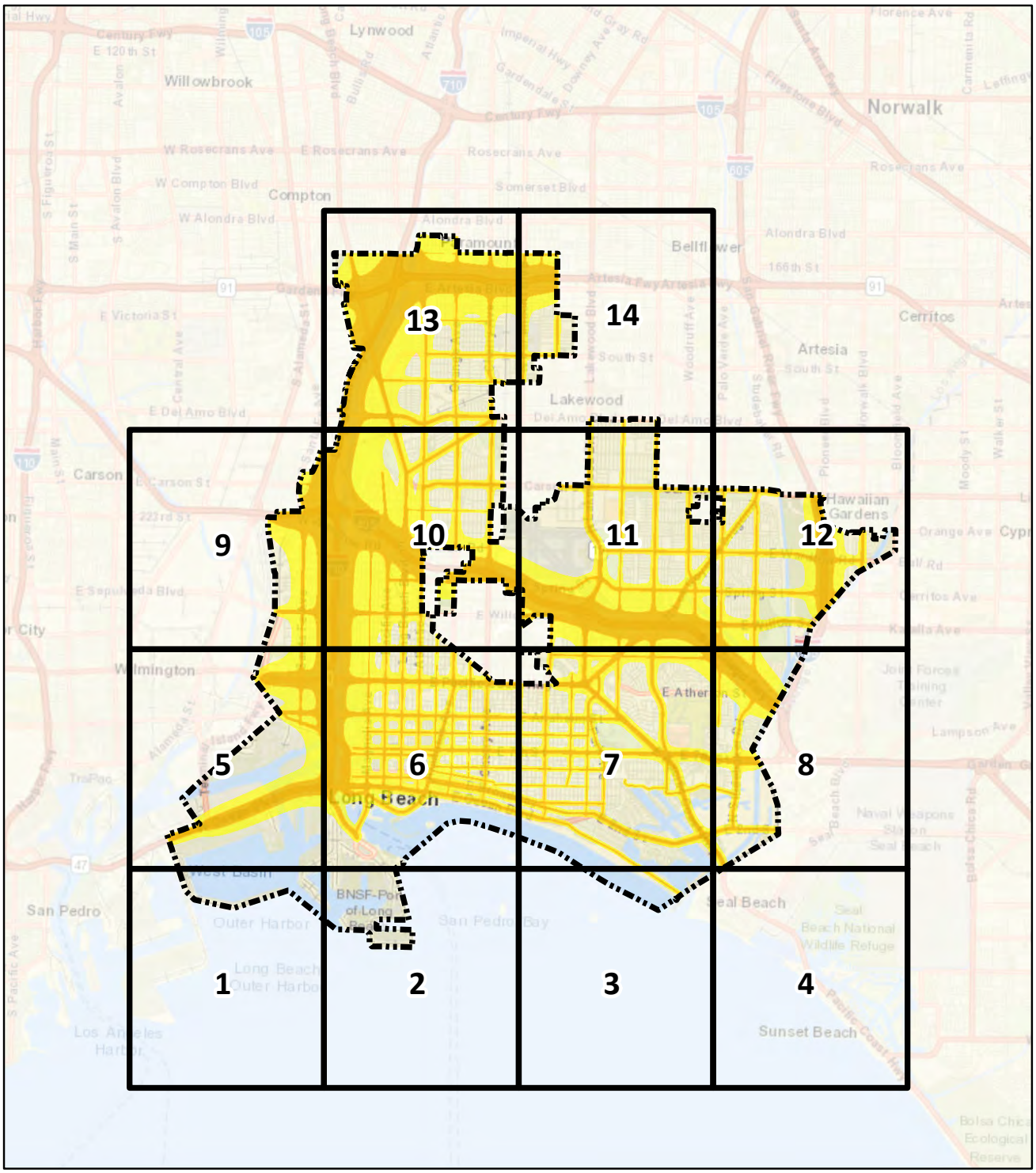
SOURCE: Esri (2016); LSA (5/2017)

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

LEGEND

Long Beach City Boundary

Contour Value

65 dBA Ldn

70 dBA Ldn

0 1 2
MILES

SOURCE: Esri (2016); LSA (5/2017)

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

LEGEND

Long Beach City Boundary

City of Long Beach Centerlines

Contour Value

65 dBA Ldn

70 dBA Ldn

0 1000 2000

FEET

SOURCE: Esri (2016); LSA (5/2017)

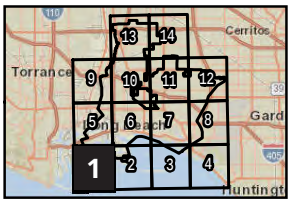
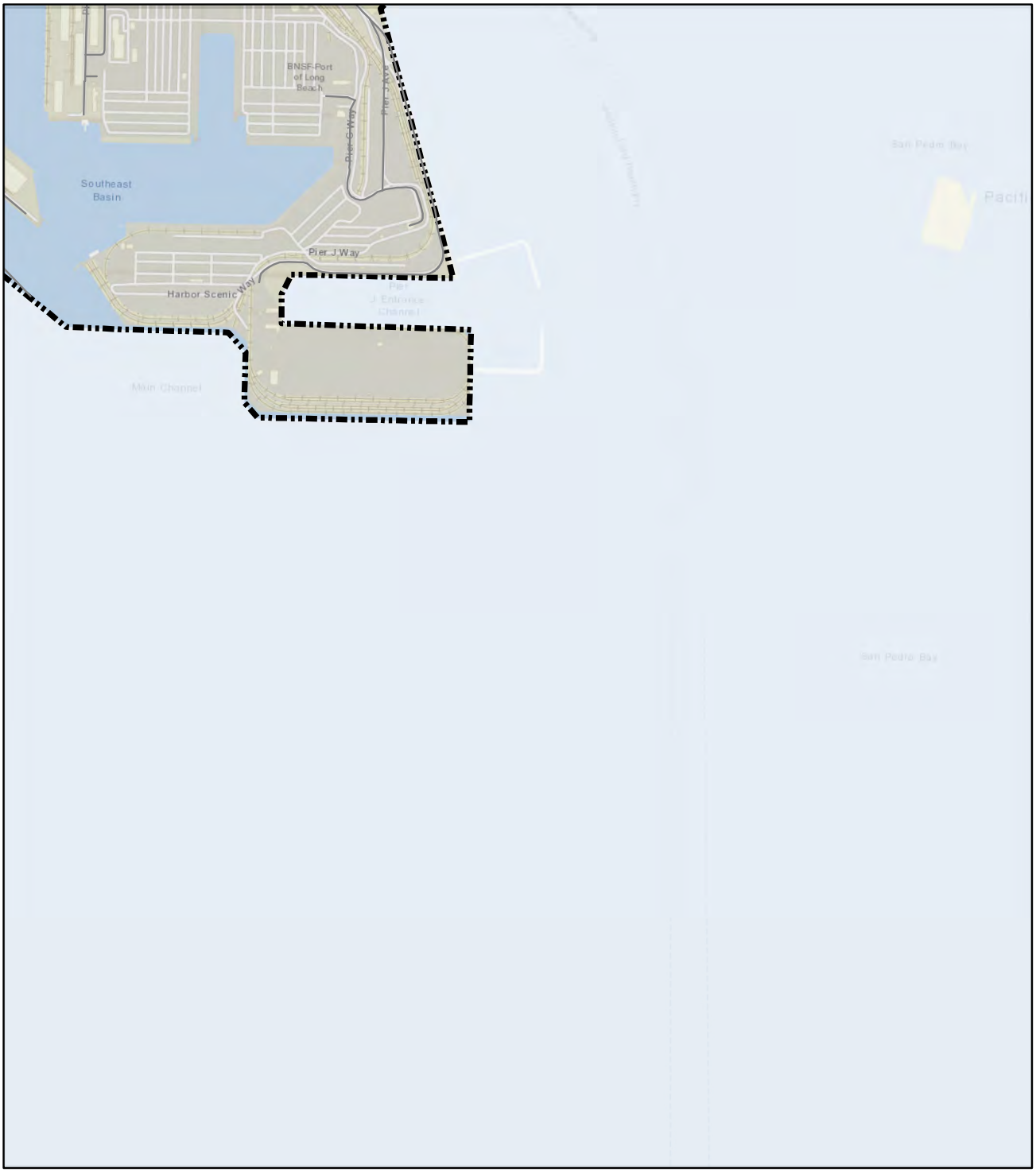


FIGURE 3
Page 1 of 14

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

LEGEND

Long Beach City Boundary

City of Long Beach Centerlines

Contour Value

65 dBA Ldn

70 dBA Ldn

0 1000 2000

FEET

SOURCE: Esri (2016); LSA (5/2017)

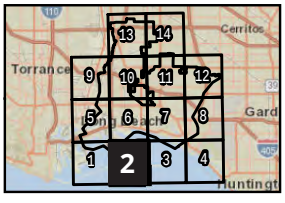
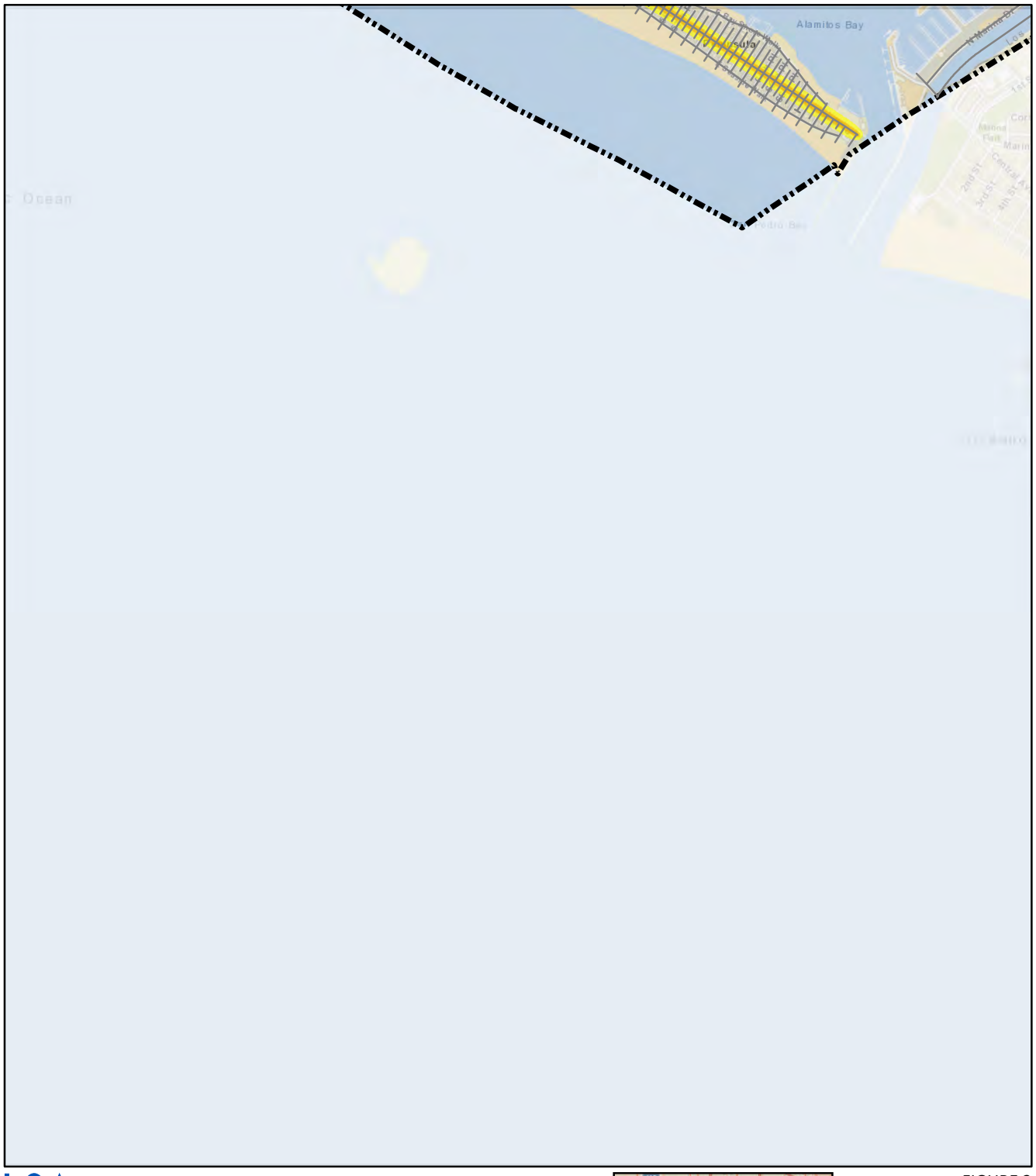


FIGURE 3
Page 2 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 3, 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

0 1000 2000

FEET

SOURCE: Esri (2016); LSA (5/2017)

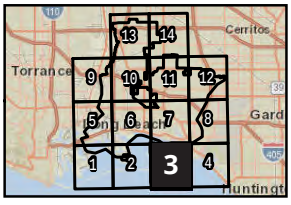


FIGURE 3
Page 3 of 14

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)

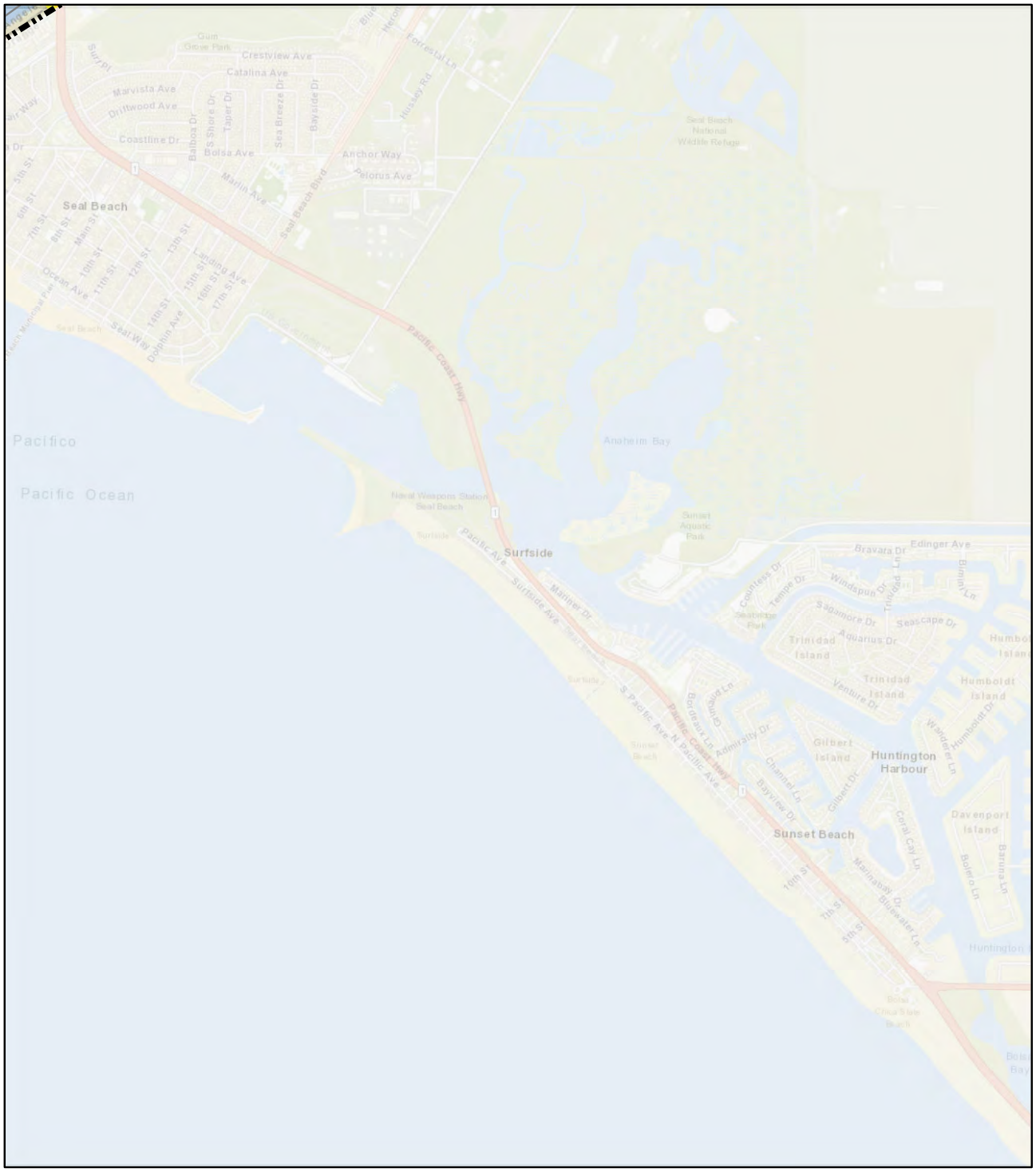
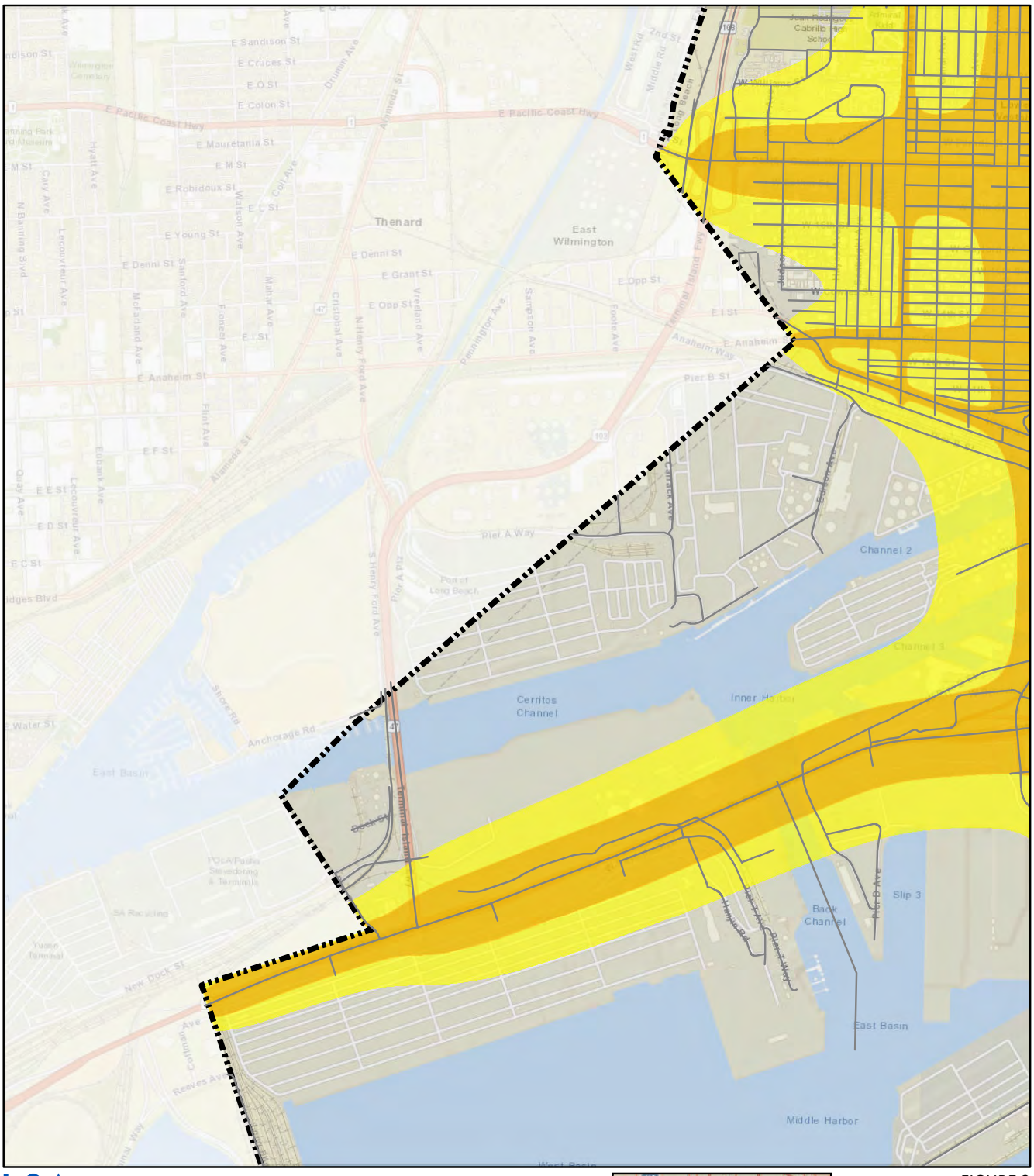


FIGURE 3
Page 4 of 14

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

LEGEND

Long Beach City Boundary

City of Long Beach Centerlines

Contour Value

65 dBA Ldn

70 dBA Ldn

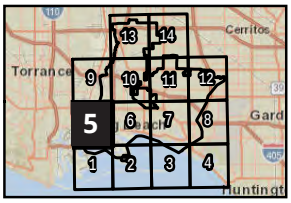


FIGURE 3
Page 5 of 14

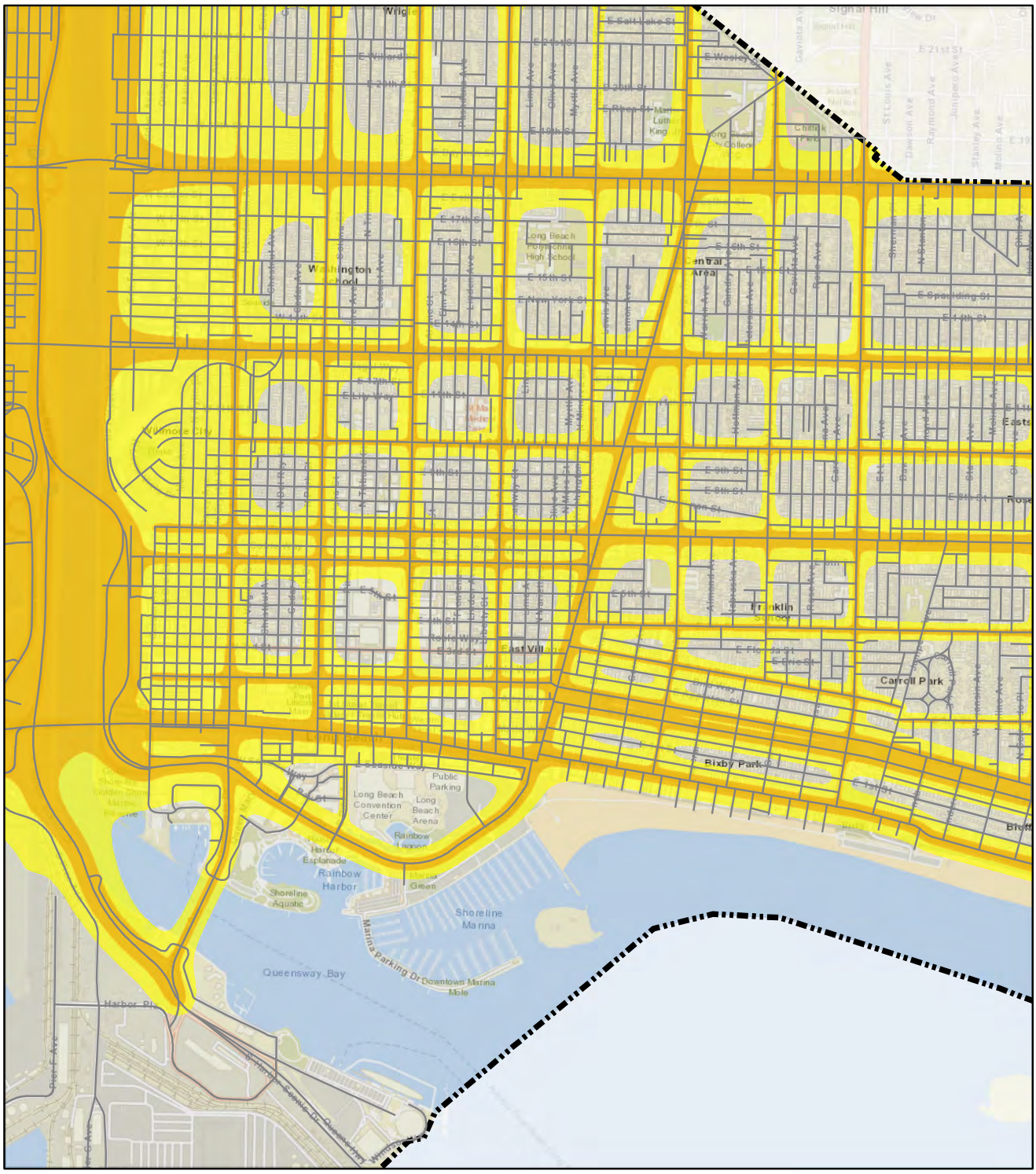
City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

Figure 3: Area 6, 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

0 1000 2000

FEET

SOURCE: Esri (2016); LSA (5/2017)

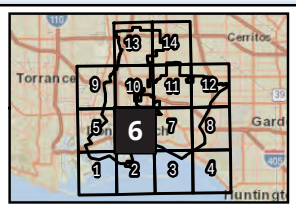
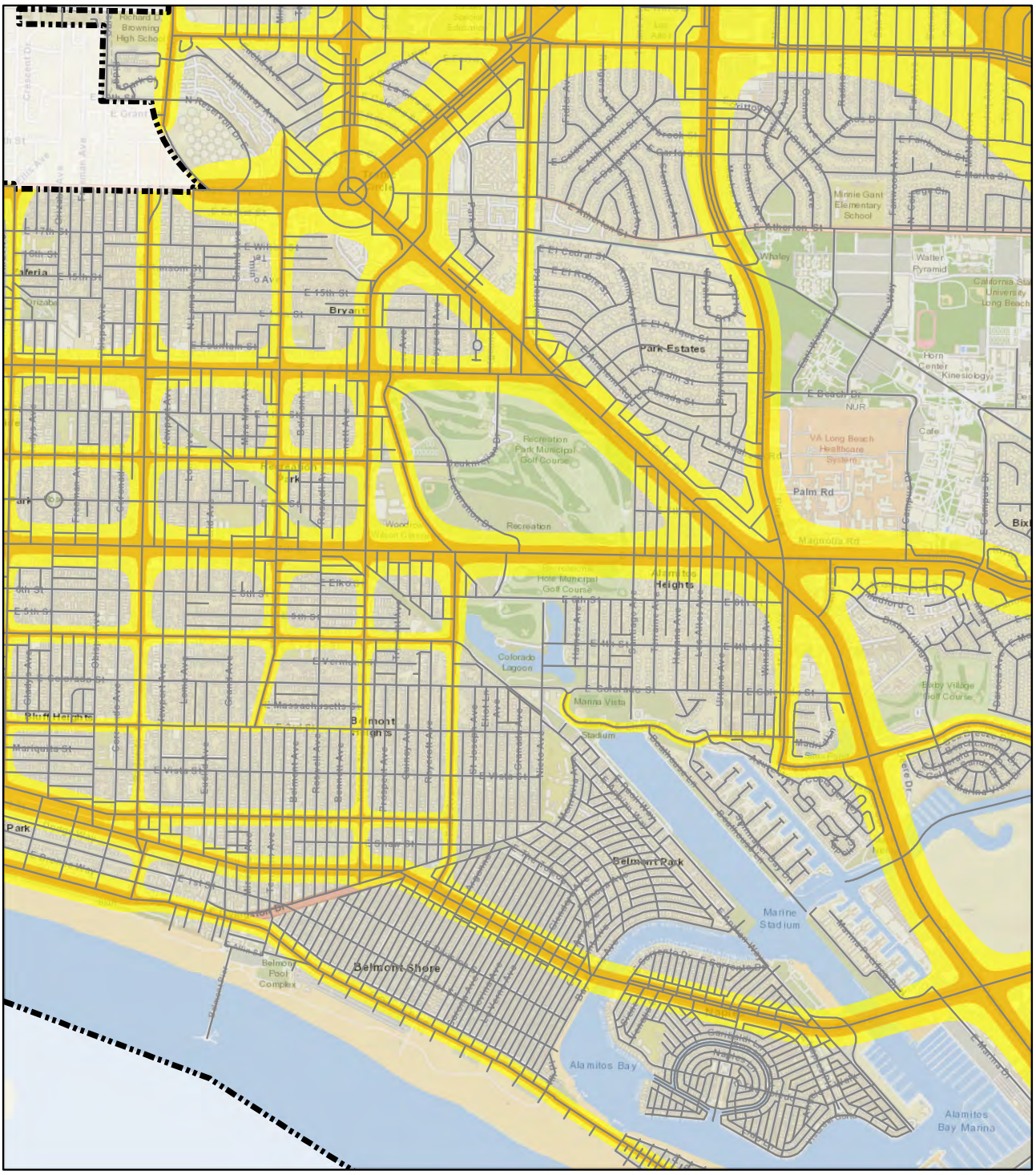


FIGURE 3
Page 6 of 14

City of Long Beach Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 7, 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

N

0 1000 2000

FEET

SOURCE: Esri (2016); LSA (5/2017)

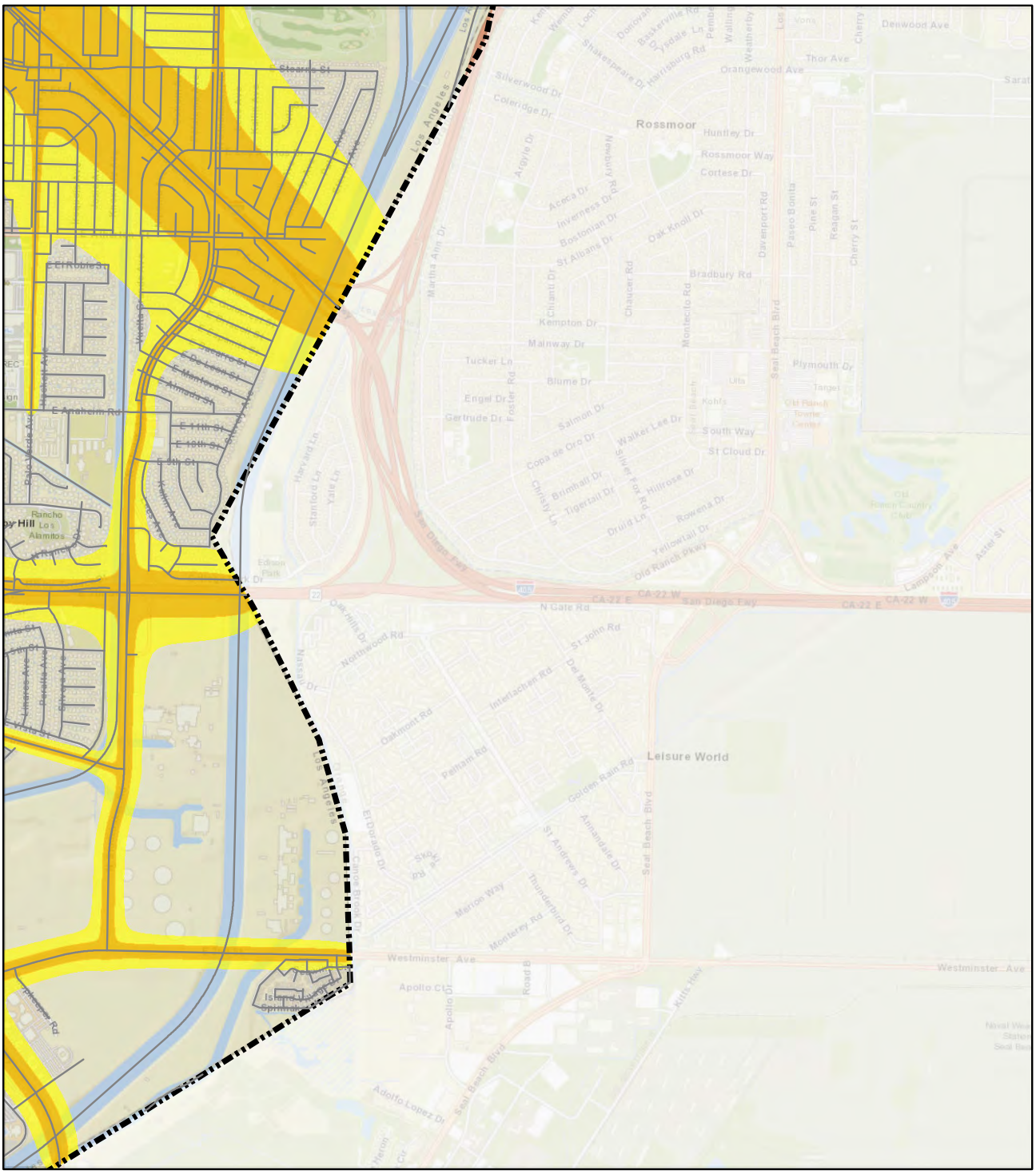
FIGURE 3

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

LEGEND

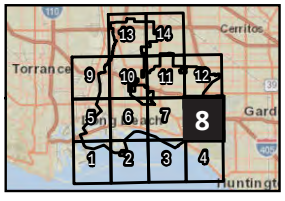
Long Beach City Boundary

City of Long Beach Centerlines

Contour Value

65 dBA Ldn

70 dBA Ldn



0 1000 2000

FEET

SOURCE: Esri (2016); LSA (5/2017)

FIGURE 3

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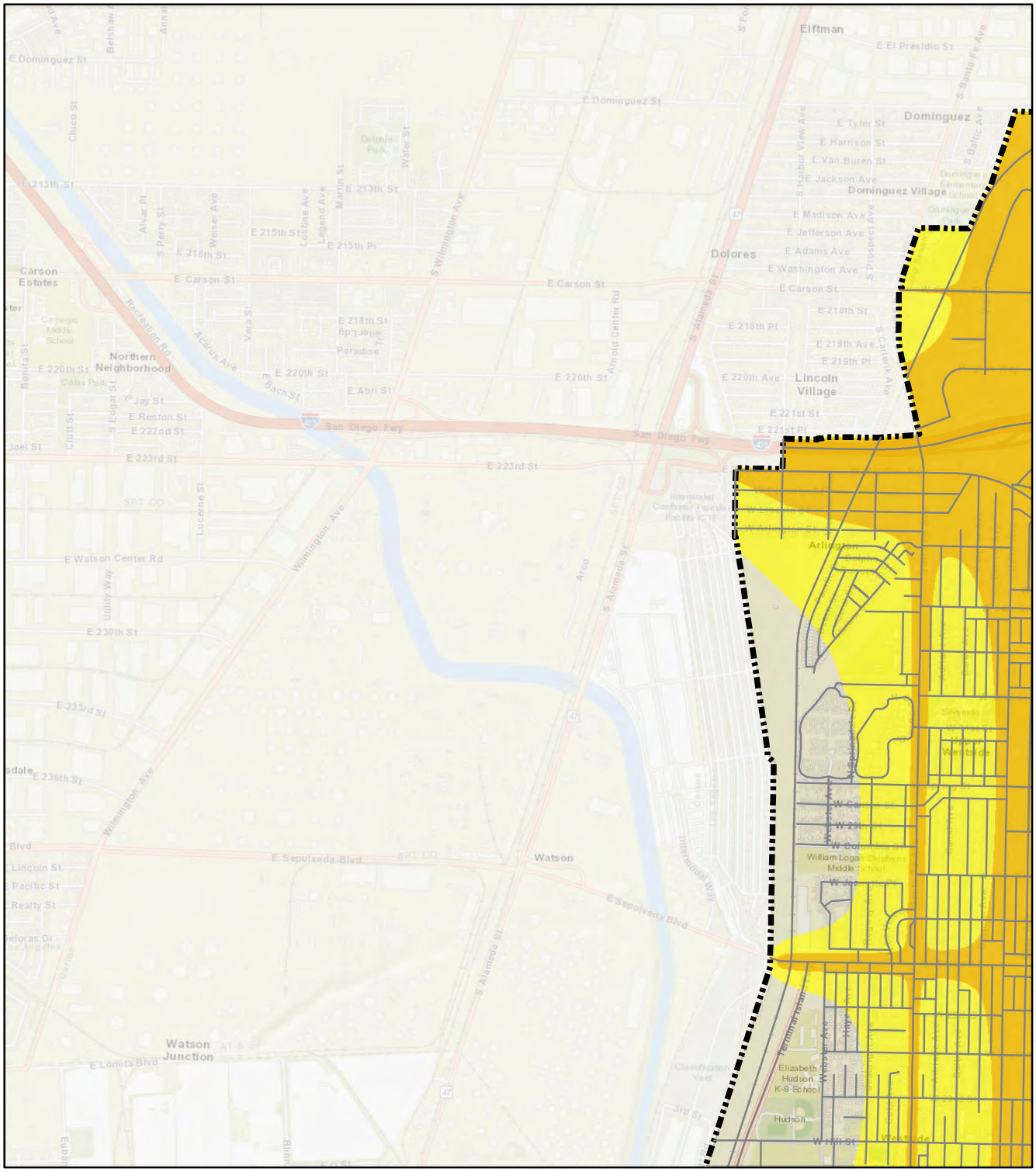
City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 9, Existing Traffic Noise Contours (65 and 70 dba)



LSA

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)

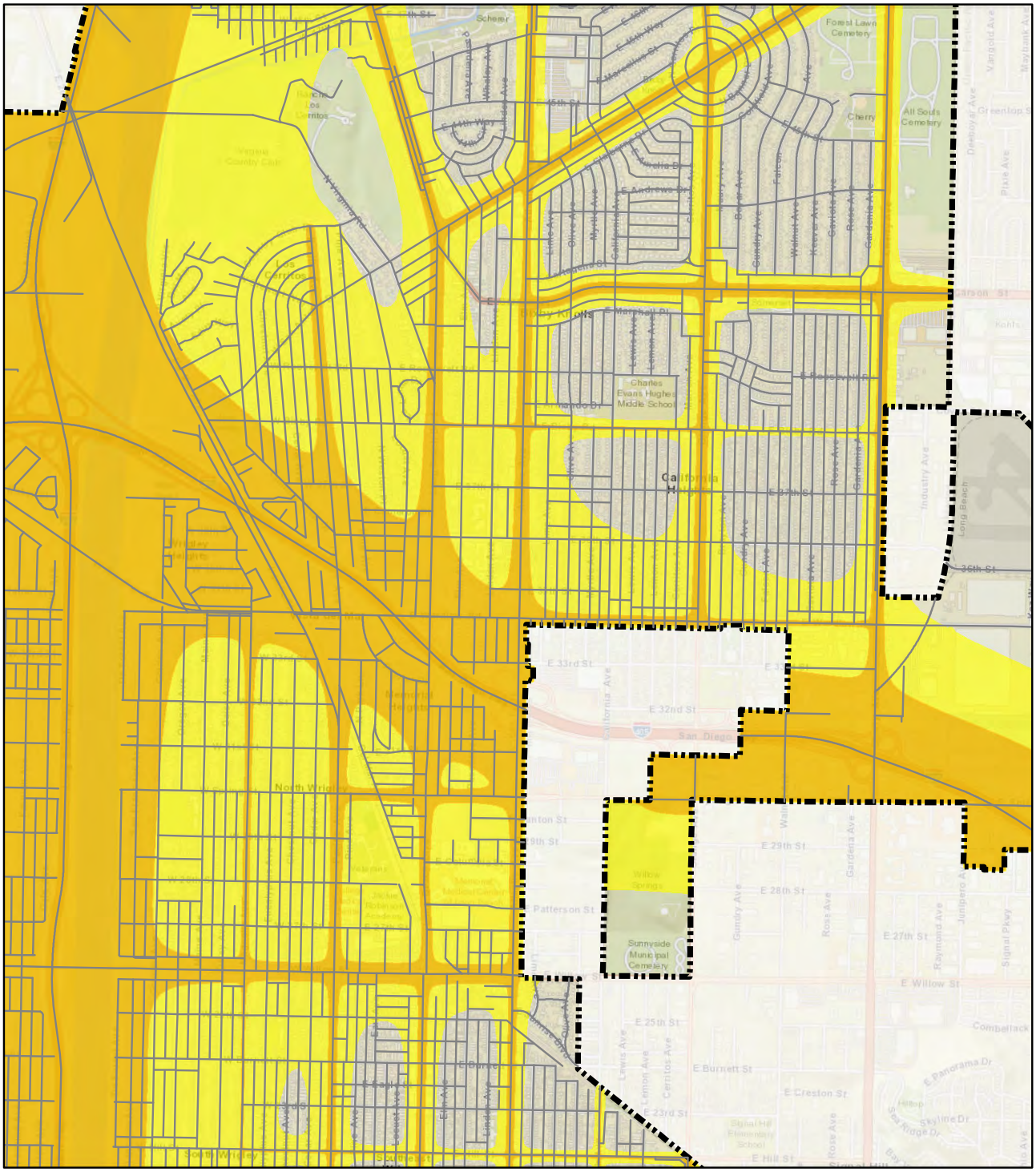
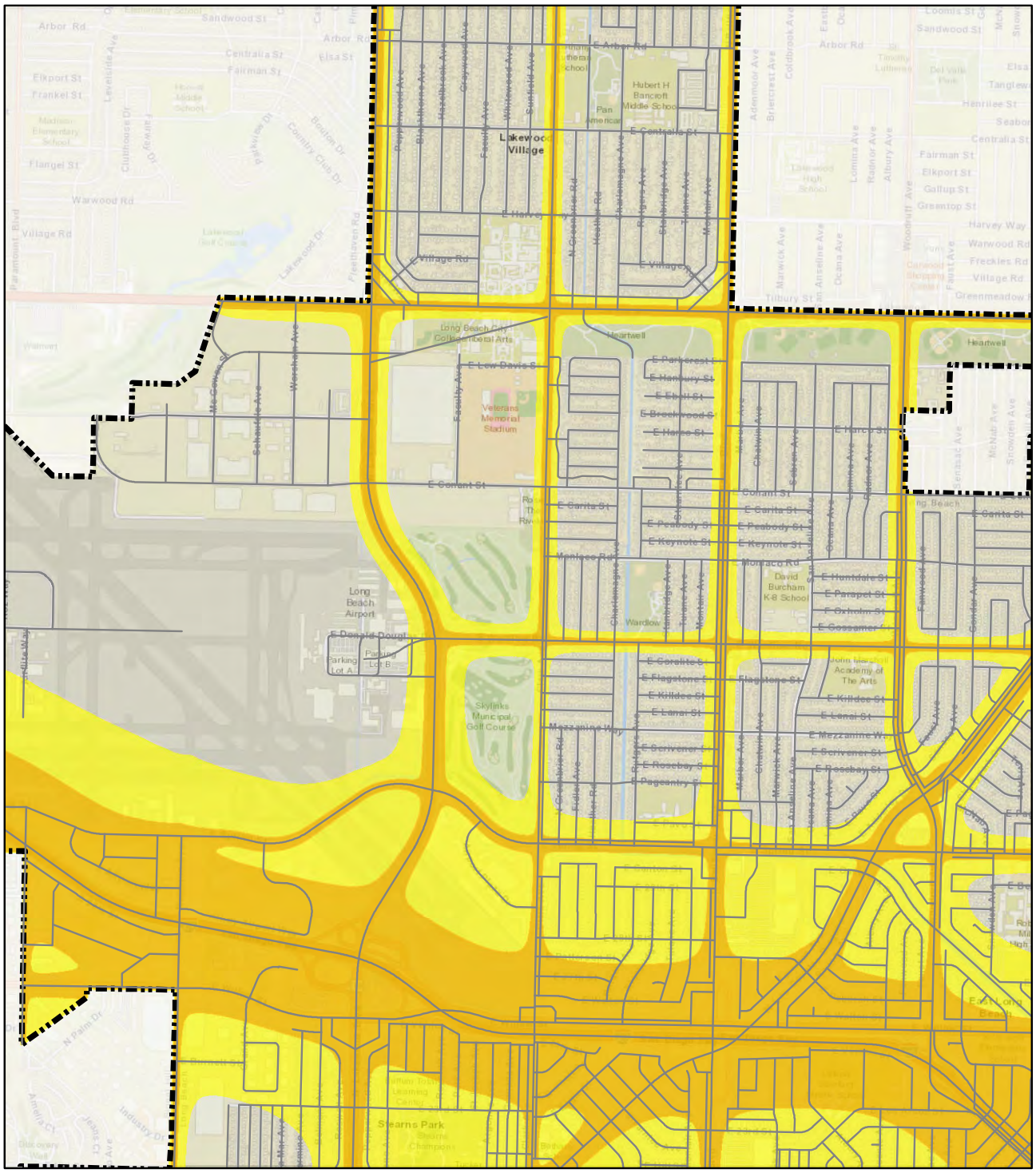


FIGURE 3
Page 10 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 11, 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

0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

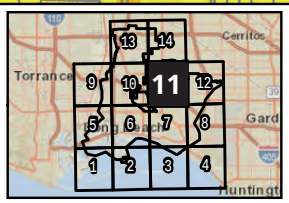


FIGURE 3
Page 11 of 14

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)

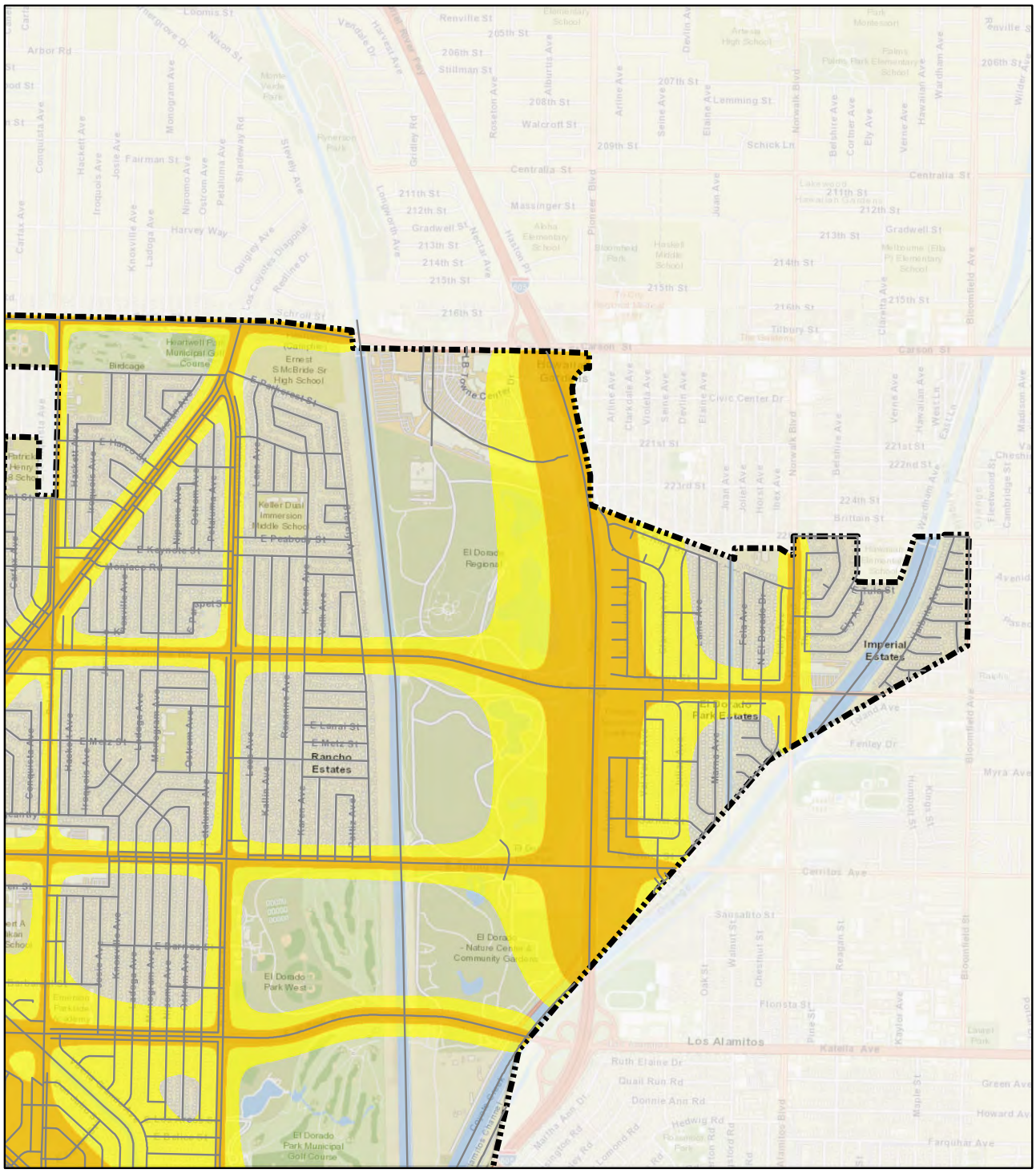


FIGURE 3
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City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

Figure 3: Area 13, Existing Traffic Noise Contours (65 and 70 dba)

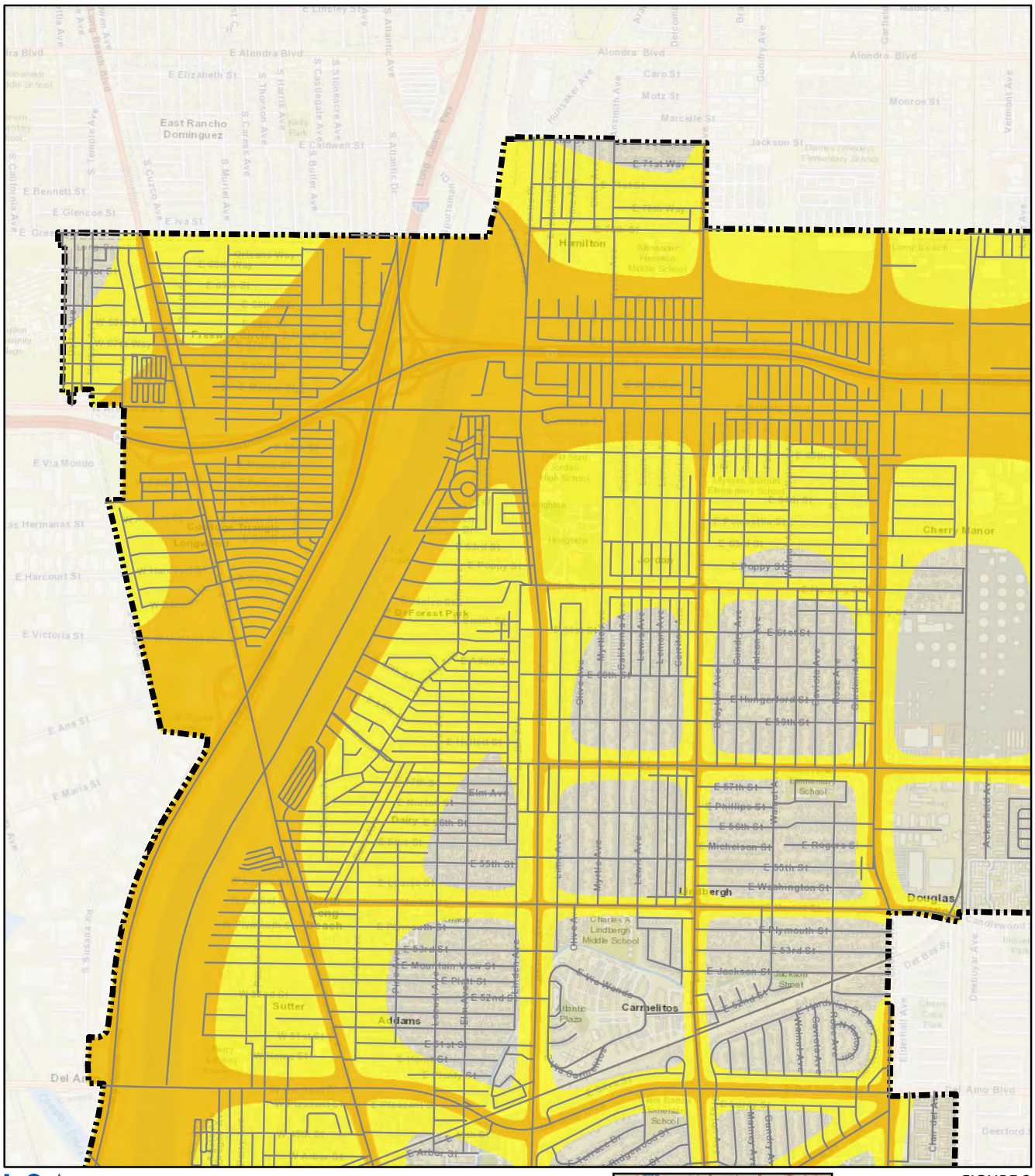
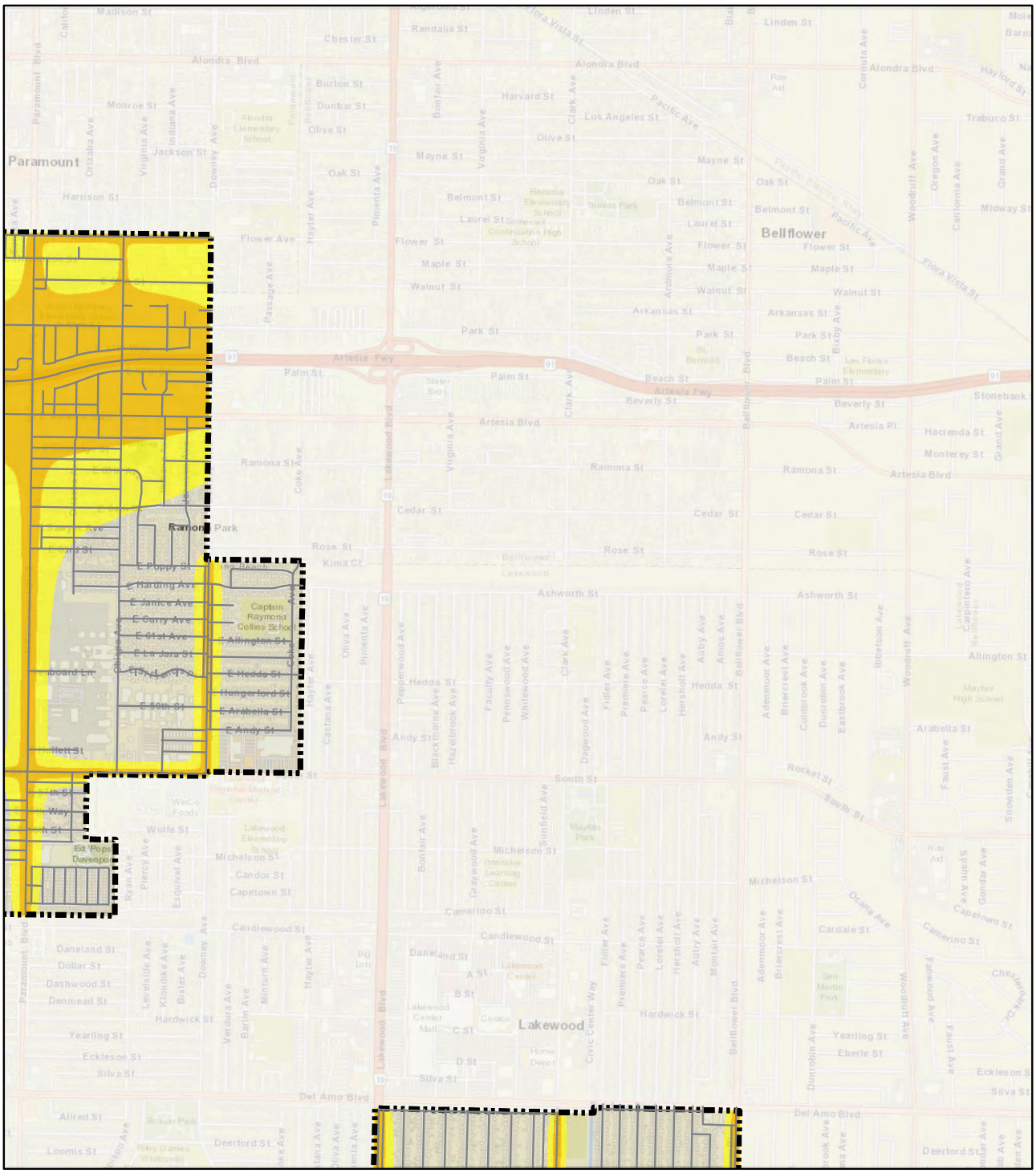


FIGURE 3
Page 13 of 14

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

LEGEND

Long Beach City Boundary

City of Long Beach Centerlines

Contour Value

65 dBA Ldn

70 dBA Ldn

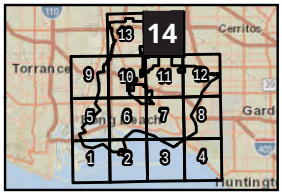


FIGURE 3
Page 14 of 14

City of Long Beach
Noise Element Update

Existing Traffic Noise Contours - 65 and 70 dBA Ldn

0 1000 2000
FEET

SOURCE: Esri (2016); LSA (5/2017)

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

0 750 1500

FEET

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
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	18,300
		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	23,300
		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.

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

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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
*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

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