

VIII.
NOISE ELEMENT

INTRODUCTION

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise. Noise, as it has been simply defined, is "unwanted sound". It is an undesirable by-product of transportation elements and industrial activities within the community that permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual.

AUTHORIZATION

Recognizing the increasing human environmental impacts of noise pollution and the impact that local agency land use and circulation plans have on the community's environmental quality, the California Legislature, in 1972, mandated that a noise element be included as part of the City and County general plans. Guidelines have been prepared as a result of Senate Bill 860(A) (effective January 1, 1976) by the Office of Noise Control, State Department of Health, concerning the specific requirements for a noise element which are responsive to State guidelines. Within the City of San Dimas, the Department of Community Development is responsible for the coordination of all local noise control activities.

PURPOSE

The purpose of the Noise Element is to serve as an official guide to the City Council, the Planning Commission, City departments, individual citizens, business people, and private organizations concerned with noise pollution

within the City of San Dimas. The Noise Element provides a reference to be used in connection with actions on various public and private development matters as required by law, and is utilized to establish uniformity of policy and direction within the City concerning actions to minimize or eliminate excessive noise and for making decisions regarding proposals which may have an impact on the City's environment.

The Noise Element includes definitions, objectives, policies, standards, criteria, programs, and maps which are to be considered when decisions are made affecting the noise environment within the City of San Dimas.

The sections and appendix that follow provide a discussion of the methods used to measure and analyze the noise environment of San Dimas. The results of the analysis will then be compared with accepted standards to determine where the city is affected by adverse levels of noise. This will lead to a description of a Development Policies Program designed to minimize (or eliminate) these adverse levels and prevent future problems from occurring.

The following findings summarize a comprehensive noise analysis consisting of interviews, review of existing documents, community attitude survey, community-wide workshops and numerous work sessions with the General Plan Advisory Committee (GPAC) including:

- Noise Survey Results;
- Day-Night Sound Level;
- Existing and Future Freeway and Highway Traffic Noise;
- Existing and Future Major and Secondary Arterial Traffic Noise;
- Train noise;
- Aircraft Noise;
- Commercial/Industrial Noise;
- Construction Activity; and
- Noise Sensitive Locations

FINDINGS

The most significant noise-producing activity within the City of San Dimas involves the transportation elements: arterials, the freeways, aircraft noise, and the rail line. In addition, numerous fixed sources of noise exist within portions of the City. The following section provides a discussion of the noise measurements obtained and an inventory of noise sources within the City. From these measurements and complementing analytical procedures, existing and future noise exposure contours have been derived for the City and noise impact areas have been identified.

Noise Survey Results

Various locations within San Dimas were surveyed in May, 1990, to establish the existing levels of noise. These measurement sites were selected to determine the impact of noise on residential areas due to traffic on the major arterials (including the Route 10, 210 and 30 Freeways) and train movements on the AT & SF rail line. A total of fourteen (14) noise measurements were obtained, three (3) of which were 24-hour samples. The measurement locations are illustrated in Exhibit VIII-1. Exhibit VIII-2 illustrates the noise exposures in various outdoor environments and Exhibit VIII-3 the land use compatibility for community noise environments.

Existing and Future Day-Night Sound Level (Ldn)

Ldn contours have been derived for major arterials and other noise sources within the City of San Dimas and are provided in Exhibits VIII-4 and VIII-5. The methodology utilized for traffic noise evaluation is based on a simplified version of the Federal Highway Administration Traffic Noise Model (FHWA-RD-77-108) and studies conducted by Wyle Laboratories. Ldn contour maps have been prepared on 1" = 900' scale city street maps as separate exhibits. The exhibits provide Ldn contours ranging from 60 to 75 dB in 5 dB increments for the existing and future (buildout) noise environments.



GENERAL PLAN

LOCATION OF NOISE MEASUREMENT POSITIONS

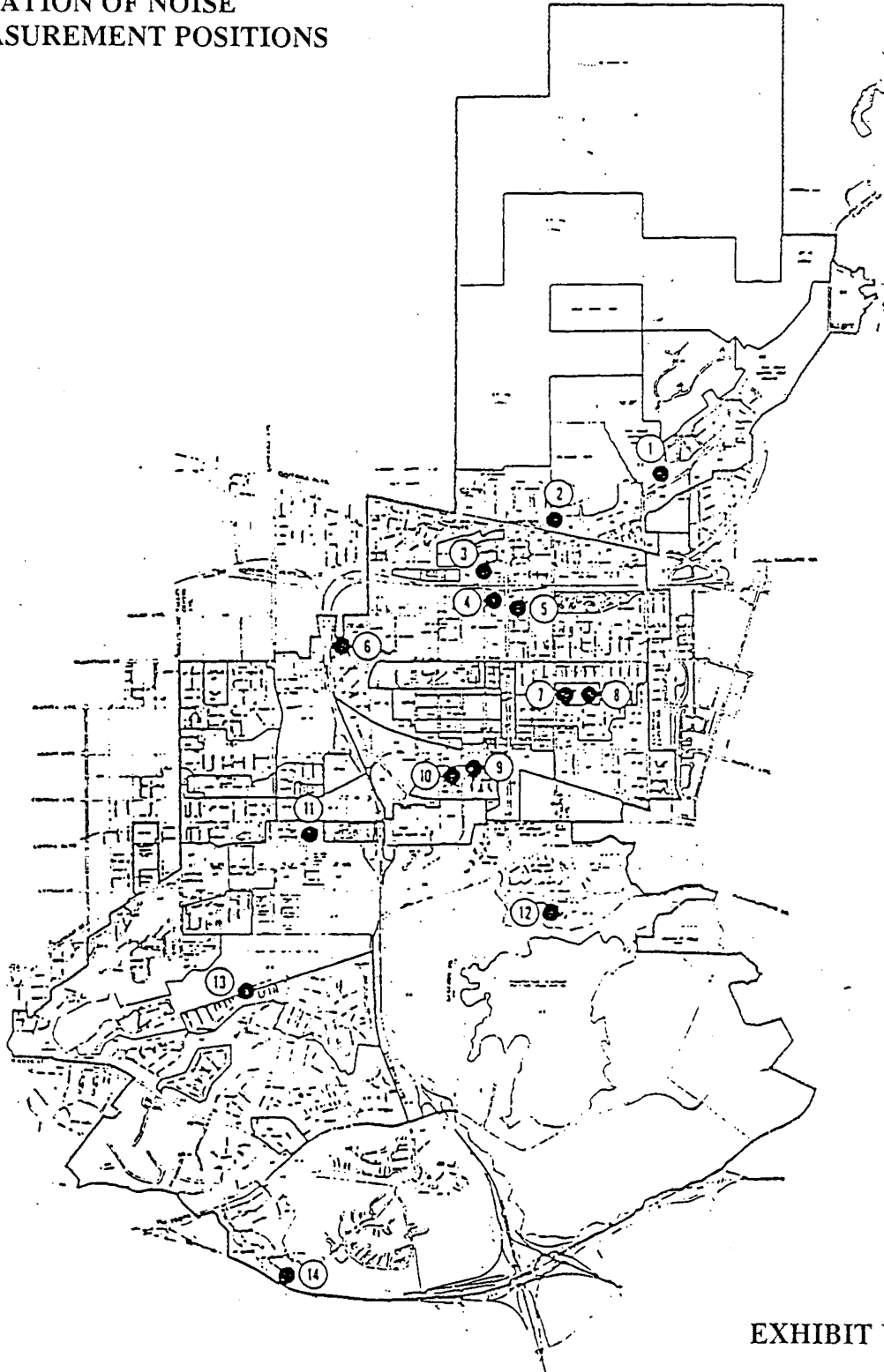
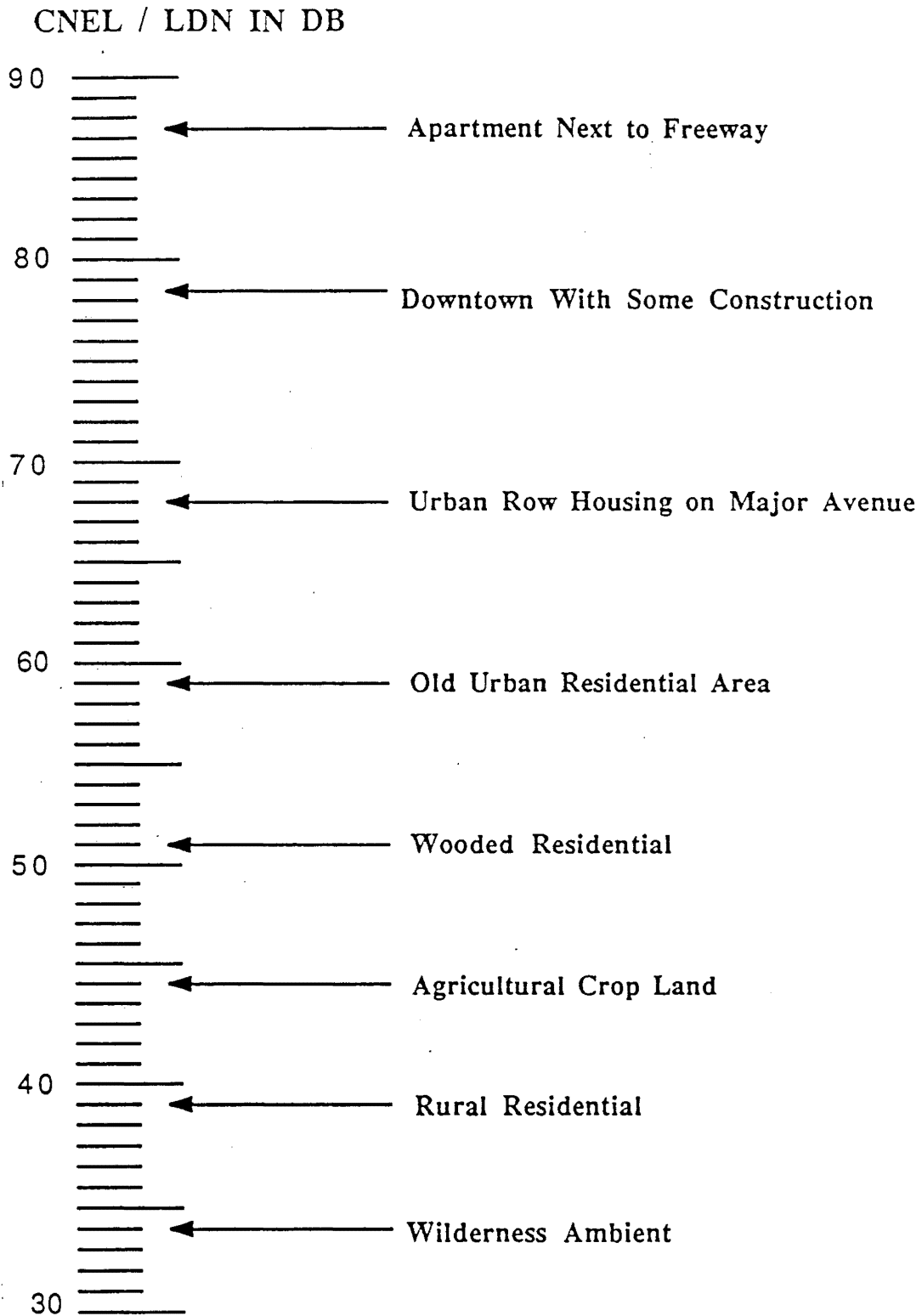
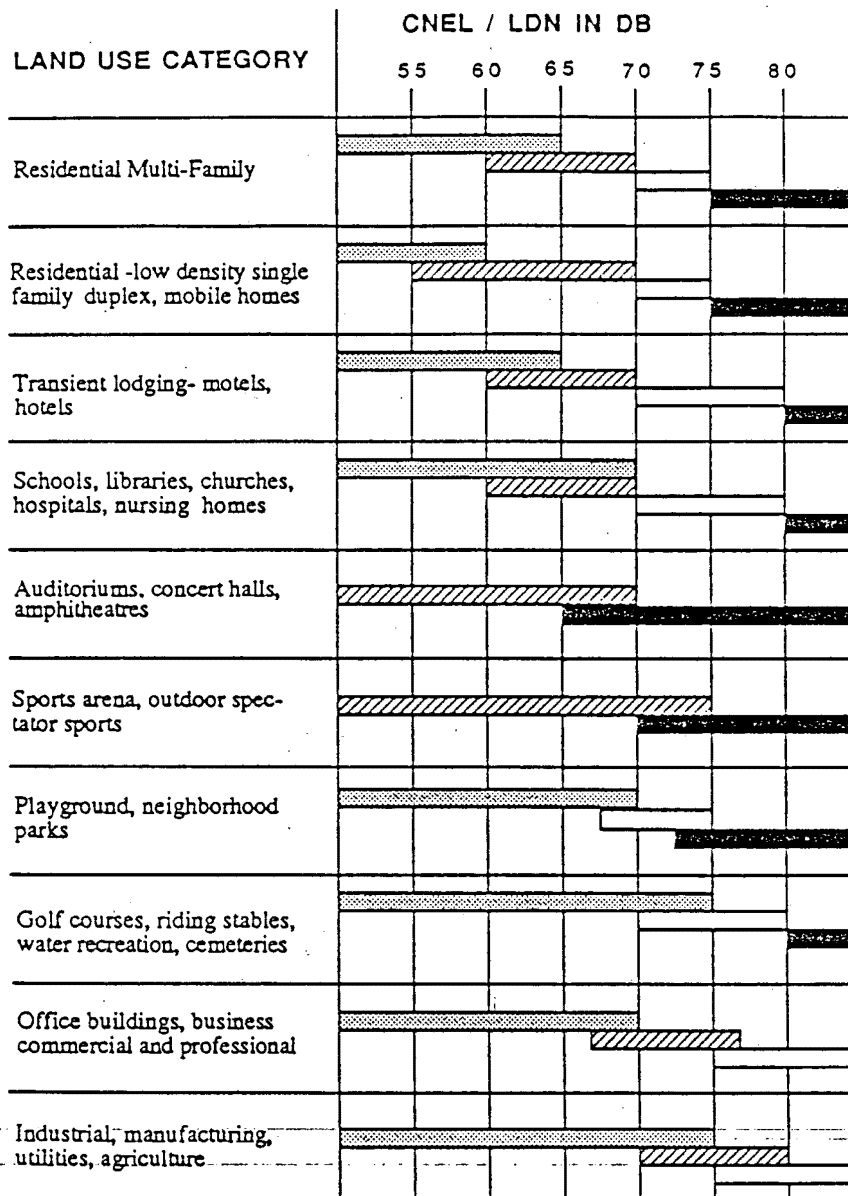


EXHIBIT VIII-1



Outdoor Noise Exposure at Various Locations

Exhibit VIII- 2



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 under taken.

Source: In part taken from "Aircraft Noise Impact Planning Guidelines for Local Agencies."
U.S. Dept. of Housing and Urban Development. TE/NA-472. November 1972

Land Use Compatibility for Community Noise Environments

Exhibit VIII-3

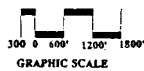
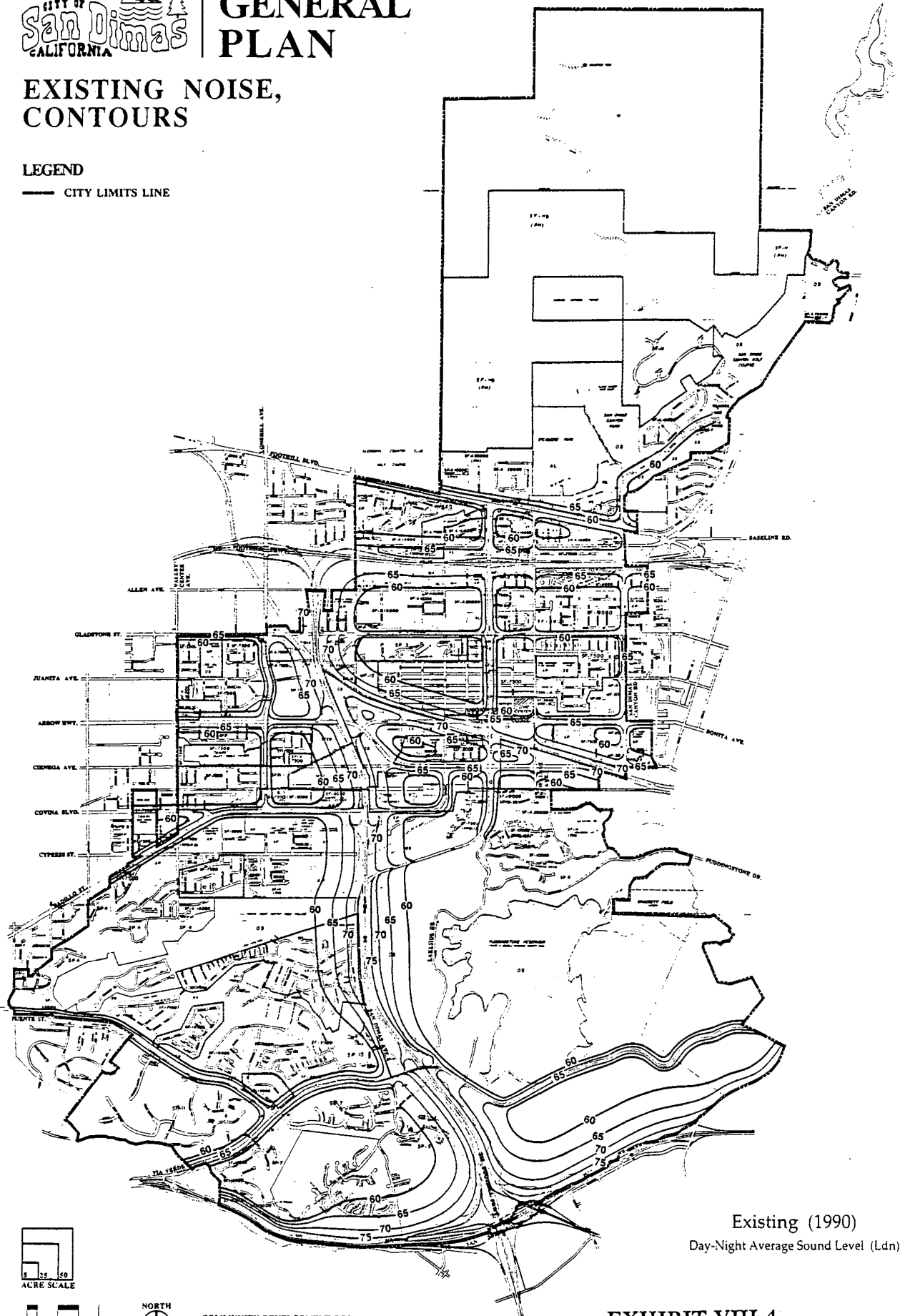


GENERAL PLAN

EXISTING NOISE, CONTOURS

LEGEND

— CITY LIMITS LINE



COMMUNITY DEVELOPMENT DEPARTMENT
CONSULTANTS: CASTANEDA/TAKATA ASSOCIATES

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EXHIBIT VIII-4

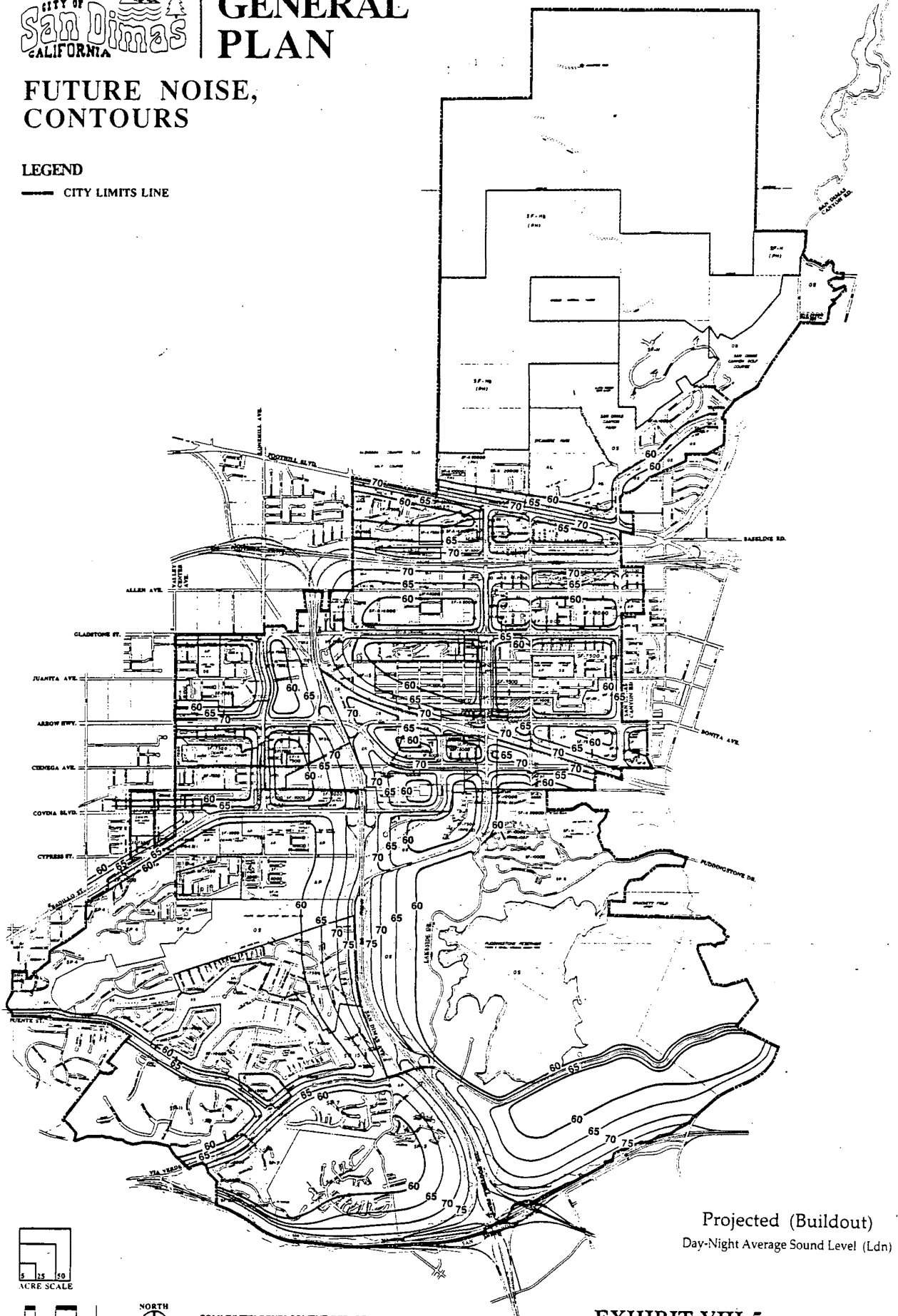


GENERAL PLAN

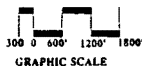
FUTURE NOISE, CONTOURS

LEGEND

— CITY LIMITS LINE



Projected (Buildout)
Day-Night Average Sound Level (Ldn)



COMMUNITY DEVELOPMENT DEPARTMENT
CONSULTANTS: CASTANEDA/TAKATA ASSOCIATES

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EXHIBIT VIII-5

In addition, a significant part of the noise experienced within the City is produced by train movements on the AT & SF rail line. The rail line Ldn contour distances provided in Appendix V were developed based on Wyle Laboratories' computational procedure (Report # WCR-73-5) and train activity data supplied by AT & SF personnel. Rail line contours are also depicted on the noise contour maps.

Existing and Future Freeway and Highway Traffic Noise

The majority of homes adjacent to the Route 210 and Route 30 Freeways are situated below the roadway elevation. At these locations, the Ldn values are in the range of 65 to 70 dB. However, in the vicinity of the Route 10 Freeway, where the homes are situated well above the roadway elevation and have direct line of sight to the traffic flow, the Ldn ranges from 70 to 75 dB. The results of a 24-hour measurement in this area indicate an Ldn of about 77 dB at one residence. These Ldn values are greater than is considered acceptable for a residential area.

Traffic Noise from Major and Secondary Arterials

The Ldn values at noise-sensitive locations directly adjacent to the following arterials exceed 65 dB. Hence, the noise exposure at these areas is considered excessive:

Arterial	Reach
Arrow Highway City Limit	Valley Center Avenue to East
Bonita Avenue Limit	Arrow Highway to East City
Cataract Avenue	Bonita Avenue to Covina Boulevard
Covina Boulevard	Badillo Street To Cataract Avenue
Arterial	Reach
Foothill Boulevard	W. City Limit to E. City Limit
Gladstone Street	W. City Limit to E. City Limit
Lonehill Avenue	Gladstone Avenue to Covina Boulevard
Puente Street	W. City Limit to Via Verde
Route 10	Along the South City Limit
Route 30	W. City Limit to E. City Limit
Route 210	N. City Limit to S. City Limit
San Dimas Avenue Drive	Foothill Boulevard to Puddingstone
San Dimas Canyon Road	Gladstone Street to Arrow Highway
Via Verde Avenue	W. City Limit to Ganesha Boulevard

Noise from Train Movements on the Atchison, Topeka and Santa Fe Rail Line

Currently, there are approximately seventeen (17) operations per day on the AT & SF rail line (data supplied by AT & SF). The Ldn at the nearest residences ranges from 70 to 72 dB. On April 26, 1990, a 24-hour noise measurement was made in the rear yard of a residence on Railway Street. This residence is located directly adjacent to the AT & SF rail line. The results of the measurement indicate an overall Ldn of about 70 dB. The impact of noise generated by the operations is considered significant at existing residential locations bordering the rail line. Specifically, the late night and early morning train passes are the primary annoyance to residents who live adjacent to the tracks.

The Los Angeles County Transportation Commission's (LACTC) commuter rail proposal plans to use existing railroad rights-of-way and will provide commuter rail to Downtown Los Angeles. However, at this time, the location of the transit corridors, stations or number of operations have not been determined.

The current level of railroad activity is not expected to increase significantly in the future. However, the LACTC commuter rail proposal and any other future impact will be directly related not only to the number of operations occurring each day but also to the time of day

at which they occur. A significant increase in night time operations will have a detrimental effect on the quality of life in San Dimas and will require appropriate mitigation.

Aircraft Noise from Brackett Airport

At the current level of activity, the impact of Brackett Airport flight operations is not considered significant at existing residential locations throughout the City. The Los Angeles County Sheriffs Department is considering three sites to relocate their Air Bureau. Brackett Airport is one of the candidate sites. The Air Bureau has seventeen helicopters and two fixed wing aircraft; their impacts have not been determined and the proposal is currently going through a public hearing process. Future impacts will be directly related to the number of operations occurring each day and the time of day they occur. The airport plan is currently being updated. The City's noise element will be revised when the updated airport plan becomes available.

Commercial/Industrial Noise

In general, commercial/industrial noise within the City of San Dimas is not considered excessive. However, where residential locations are adjacent to heavy industrial zones or trucking operations, a significant impact exists. This impact is primarily related to noise generated

by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the building(s).

Construction Activity

The impact of construction noise which occurs during the daytime is considered minimal for no more than two or three months of activity. However, late night and weekend disturbance caused by construction noise may cause a significant impact when experienced at nearby residential locations.

Noise-Sensitive Locations

In general, the sound levels at noise-sensitive locations within the City are not considered excessive. However, the following areas are located within a 65 dB Ldn contour:

- Portions of Gladstone Elementary School
- Portions of Allen Elementary School
- Portions of Ekstrand Elementary School
- Portions of Scholl Elementary School
- Portions of Sutherland Elementary School
- Portions of Lone Hill School

- Portions of Catholic Elementary School
- Portions of San Dimas High School
- Portions of Continuation High School
- Portions of Baptist Bible School
- Fire stations on Puente Street and San Dimas Avenue
- Library at the Civic Center
- Portions of Bonelli Park
- Portions of San Dimas Community Hospital

PROBLEM SUMMARY

In the City of San Dimas there are seven major sources of noise:

1. Traffic on the Route 10, 210, and 30 Freeways,
2. Train movements on the AT & SF and Southern Pacific rail line,
3. Traffic on the major arterials within the City,
4. Trucking operations and mechanical equipment associated with commercial/industrial activities adjacent to residential locations,
5. Gas powered leaf blowers in residential locations,
6. Special events, and
7. Incompatible land uses in the industrial zone (M-1).

Of these, the most serious problems are the noise levels produced by traffic on the free-ways and train movements on the AT & SF rail line. An Ldn of 70 to 77 dB exists at the nearest residential sites adjacent to these noise sources. This compromises the welfare of citizens in these areas and should be corrected.

The noise element has identified a number of noise related problems and issues within the City. The Policy Program consists of policies and implementation techniques which will minimize these problems and issues. Short-term possibilities for noise reduction in San Dimas consist mostly of the enforcement of noise control guidelines and the appropriate placement of walls and berms to buffer residential and other noise-sensitive areas from traffic and rail line noise. Long-term possibilities for noise reduction will be contingent upon future development, especially along major traffic routes and in the vicinity of the AT & SF rail line. Planning now can help to minimize the future impact of noise on the community.

DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goal
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

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Please refer to Section I for a detailed definition and explanation of how the Plan proposals (land use map) and implementation measures are referenced.

These development policies are summarized in a matrix on page VIII-26.

GOALS STATEMENT N-1A:

TO PROTECT THOSE EXISTING REGIONS OF THE CITY FOR WHICH THE NOISE ENVIRONMENT IS DEEMED ACCEPTABLE AND THOSE LOCATIONS THROUGHOUT THE CITY WHICH ARE DEEMED "NOISE-SENSITIVE".

GOALS STATEMENT N-1B:

TO PROVIDE SUFFICIENT INFORMATION CONCERNING THE COMMUNITY NOISE ENVIRONMENT SO THAT NOISE MAY BE EFFECTIVELY CONSIDERED IN THE LAND USE PLANNING PROCESS AND THE CONTINUING ENFORCEMENT OF THE CITY COUNCIL'S POLICY CONCERNING NOISE CONTROL IN RESIDENTIAL CONSTRUCTION.

OBJECTIVES:

- 1.1 Future projects within the City will reflect a consciousness on the part of the City regarding the reduction of unnecessary noise near noise-sensitive areas such as parks, hospitals, libraries and convalescent homes, etc.

POLICIES:

- 1.1.1 Maintain liaison with transportation agencies such as Caltrans regarding the reduction of noise from existing facilities. The design and location of new facilities will also be considered.
- 1.1.2 Consideration should be given to buffering noise-sensitive areas from noise-generating land uses.
- 1.1.3 Noise monitoring within the City will be an ongoing process conducted by the appropriate departments. Additionally, a liaison will be developed between the City and the Los Angeles County Health Department in order to obtain assistance in on-site measurements of noise levels.
- 1.1.4 Close attention should be paid to the noise evaluation in environmental impact statements.

OBJECTIVES:**POLICIES:**

- 1.1.5 Existing residential neighborhoods impacted by noise generated by Route 30 and its eventual completion shall be mitigated to protect the City's existing residential neighborhoods.

Plan Proposals: A (see page VIII-25)

Implementation: a, b, g, h (see page VIII-25)

GOALS STATEMENT N-2A:

TO DEVELOP STRATEGIES FOR THE ABATEMENT OF EXCESSIVE NOISE EXPOSURES.

GOALS STATEMENT N-2B:

TO ESTABLISH THE COMMUNITY NOISE ENVIRONMENT (IN THE FORM OF NOISE CONTOURS) FOR LOCAL COMPLIANCE WITH THE STATE MANDATED NOISE INSULATION STANDARDS.

OBJECTIVES:**POLICIES:**

- | | |
|--|---|
| <p>2.1 The City will consider planning guidelines which include noise control for the exterior living space of all new residential developments within noise impact areas.</p> | <p>2.1.1 The City will adopt guidelines which consider noise as an early factor in planning future residential developments.</p> <p>2.1.2 The City will consider planning guidelines which include noise control for the interior living space of all new residential developments within noise impact areas.</p> |
|--|---|

OBJECTIVES:**POLICIES:**

- | | |
|---|---|
| <p>2.1.3 The City will require that the State noise insulation standards for exterior-to-interior noise control be applied to all new single family and multi-family structures.</p> <p>2.1.4 The City will adopt the State noise insulation standards to limit intrusive noise levels for all new condominium conversion projects within the City.</p> <p>2.1.5 The City will evaluate the noise generating characteristics of existing operations when applications are submitted concerning enlargement, expansion or change in use.</p> <p>2.1.6 The City will review noise characteristics of applicants requesting conditional use permits, variance, zone changes and other discretionary actions.</p> | <p>2.2 The City will apply noise insulation requirements for the conversion of existing apartments into condominiums.</p> |
|---|---|

Plan Proposals: None

Implementation: d, g, h (see page VIII-25)

GOALS STATEMENT N-3A:

TO PROVIDE A QUIET ENVIRONMENT IN WHICH THE CITIZENS OF SAN DIMAS MAY LIVE.

GOALS STATEMENT N-3B:

TO ENCOURAGE THE REDUCTION OF NOISE FROM ALL SOURCES SUCH AS MOTOR VEHICLES, INDUSTRIAL/COMMERCIAL ACTIVITIES, AIRCRAFT AND HOME APPLIANCES.

OBJECTIVES:

- 3.1 The City will encourage the AT & SF and Southern Pacific Railways to reduce the level of noise produced by train movements within the City.

POLICIES:

- 3.1.1 The City will encourage that AT & SF and Southern Pacific Railways to minimize the level of noise produced by existing train movements. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns and other noise shall be within Federal standards.
- 3.1.2 The City will monitor the existing operations on the rail line as well as any plans for future development. Any actions that increase the level of noise throughout the City will be discouraged.
- 3.1.3 The City will monitor the existing operations of Brackett Airport and any plans for future developments. Any actions that increase the level of noise throughout the City will be discouraged. These include increased flight operations, and flight paths that pass over the City.

OBJECTIVES:**POLICIES:**

3.1.4 The City will monitor the existing operations of Ontario International Airport and any plans for future developments. Any actions that increase the level of noise throughout the City will be raised in environmental reviews and strongly opposed by the City. These include increased flight operations, and flight paths that pass over the City.

3.1.5 The City will encourage all law enforcement agencies operating within the City limits to enforce the State Vehicle Code noise standards, including enforcement of car stereo noise.

3.1.6 The City will discuss possible noise control measures with the trash collection service on contract to the City to encourage the implementation of such measures.

3.2 The City will encourage the reduction in the number of flights at Brackett airport, discourage any future expansion of the facilities, and attempt to ensure that flight patterns do not go over residences. The City will also encourage the Airport to properly mitigate aircraft noise impacts on adjacent land uses.

3.3 Noise levels produced by City equipment will be considered a factor in the procurement process.

OBJECTIVES:**POLICIES:**

- 3.4 The City will encourage the enforcement of regulations (such as the State vehicle code noise standards) for all privately owned, City owned, and City operated automobiles, trucks, and motorcycles operating within San Dimas.
- 3.5 The City will monitor noise generators from existing facilities. The City will raise issues in environmental reviews, increase noticing for potential noise generating uses such as industrial development and facility expansion.

Plan Proposals: None

Implementation: c, e, f, g (see page VIII-25)

GOALS STATEMENT N-4A:

TO PROMOTE INCREASED PUBLIC AWARENESS CONCERNING THE EFFECTS OF NOISE.

GOALS STATEMENT N-4B:

TO PROVIDE METHODS BY WHICH THE PUBLIC MAY ASSIST IN REDUCING NOISE.

OBJECTIVES:**POLICIES:**

- 4.1 Respond to changes in public consciousness concerning noise.
- 4.1.1 The City will periodically review and revise as necessary their noise ordinance.
- 4.1.2 The City will investigate the adoption of a more encompassing noise ordinance, such as the County of Los Angeles Noise Ordinance.

Plan Proposals: None

Implementation: c, d, g

GOALS STATEMENT N-5:

TO ENSURE THAT THE HEALTH AND WELL BEING OF THE CITIZENS OF SAN DIMAS ARE NOT BEING COMPROMISED BY EXPOSURE TO EXCESSIVE AND POSSIBLY HARMFUL LEVELS OF NOISE.

OBJECTIVES:**POLICIES:**

- 5.1 Noise barriers will be constructed along the Route 210, and 30 Freeways at reaches directly adjacent to residential units.

- 5.1.1 The City will aggressively pursue Caltrans to construct the noise barriers along the Route 210 and 30 Freeways bordering residential units.

- 5.1.2 The City will aggressively pursue the railroad companies to construct noise barriers in residential areas where existing homes are directly adjacent to the main track.

- 5.1.3 The City is strongly opposed to Bonelli Regional Park's noise generating special events and recreational activities and direct these concerns to Los Angeles County.

- 5.2 Noise barriers will be constructed along the AT & SF and Southern Pacific rail line corridor where residences exist adjacent to the main track.

- 5.3 Protect San Dimas from excessive noise from special events such as outdoor rock concerts and boat races.

- 5.4 Protect San Dimas from excessive noise from recreational noise, especially from Bonelli Regional Park activities: Raging Waters, Fireworks events and other noise generating activities.

Plan Proposals: None

Implementation: a.b, g h (see page VIII-25)

The development policies for the noise element include the following:

Plan Proposals

A: See Land Use Map, Section II

Implementation:

- a: The City shall pursue with the appropriate state and railroad authorities to construct sound wall noise barriers where their existing and future facilities will impact the City's residential neighborhoods.
- b: The City shall strongly communicate their opposition to Bonelli Regional Park's noise generating special events and recreational activities to Los Angeles County.
- c: The City shall revise its noise ordinance to ban leaf blower operation on Sundays.
- d: The City's noise ordinance will be reviewed and expanded to reflect changes in public consciousness concerning noise.
- e: The City shall strongly communicate their opposition to Los Angeles County regarding any additional noise due to expansion and increase or change in operation at Brackett Field.
- f: The City shall strongly communicate their opposition to the City of Los Angeles Department of Airports re-

garding any additional noise due to expansion and increase or change in operation at Ontario International Airport.

g: f

The City shall consider revising the development standards and noise ordinance to require all new residential within noise impact areas meet State noise insulation standards for exterior and interior noise.

h:

The City shall pursue with the appropriate state and railroad authorities to provide noise insulation for the residential neighborhoods directly affected by their facilities.

Noise Element - Goals / Implementation Matrix

Goals / Implementation	a	b	c	d	e	f	g	h
N-1A. Protect those existing regions of the City for which the noise environment is deemed acceptable and those locations throughout the City which are deemed "noise sensitive".	■	■					■	■
N-1B. Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process and the continuing enforcement of the City Council's policy concerning noise control in residential construction.	■	■					■	■
N-2A. Develop strategies for the abatement of excessive noise exposures.				■			■	■
N-2B. Establish the community noise environment (in the form of noise contours) for local compliance with the state mandated noise insulation standards.				■			■	■
N-3A. Provide a quiet environment in which the citizens of San Dimas may live.			■		■	■	■	
N-3B. Encourage the reduction of noise from all sources such as motor vehicles, industrial/commercial activities, and home appliances.			■		■	■	■	
N-4A. Promote increased public awareness concerning the effects of noise.			■	■			■	
N-4B. Provide methods by which the public may assist in reducing noise.			■	■			■	
N-5. Ensure that the health and well being of the citizens of San Dimas are not being compromised by exposure to excessive and possibly harmful levels of noise.	■	■					■	■