



Figure N-3
Future CNEL Contour



Table N-1
Arterial Segments Generating a CNEL in Excess of 65 dB

Arterial	Segment	Time Frame
135 th Street	Crenshaw Blvd. to Vermont Ave.	Existing and future
182 nd Street	Normandie Ave. to Vermont Ave.	Existing and future
Artesia Blvd. (SR-91)	Western Ave. to Vermont Ave.	Existing and future
Crenshaw Blvd.	El Segundo Blvd. to Redondo Beach Blvd.	Existing and future
El Segundo Blvd.	Crenshaw Blvd. to Vermont Ave.	Existing and future
Manhattan Beach Blvd.	Crenshaw Blvd. to Van Ness Ave.	Future
Marine Ave.	Crenshaw Blvd. to Normandie Ave.	Existing and future
Normandie Ave.	El Segundo Blvd. to 182 nd St.	Existing and future
Redondo Beach Blvd.	Crenshaw Blvd. to Vermont Ave.	Existing and future
Rosecrans Ave.	Crenshaw Blvd. to Vermont Ave.	Existing and future
Van Ness Ave.	El Segundo Blvd. to Redondo Beach Blvd.	Existing and future
Vermont Ave.	El Segundo Blvd. to 182 nd St.	Existing and future
Western Ave.	El Segundo Blvd. to 182 nd St.	Existing and future

Source: Wieland Associates, Inc.- Noise Element Technical Memorandum for the Gardena General Plan, November 2005.

Noise from Train Movement

Current operations on the UP rail line consist of two trains or less per day. There are no plans to increase this volume in the future. Because of this low level of activity, the impact of this noise source is considered insignificant. The primary source of annoyance is late night and early morning train passes, as well as train horn soundings at crossings.



Commercial/Industrial Noise

In general, commercial/industrial noise within the City is not considered excessive. However, where residential locations are adjacent to commercial/industrial operations, a significant impact may exist. 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). Measurements obtained at a residence in this community indicate maximum noise levels that range from 54 to 84 dB(A). The higher levels are considered significant.

Construction Activity

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



Goals and Policies

N Goal 1	Use noise control measures to reduce the impact from transportation noise sources.
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Policies

N 1.1: Minimize noise conflicts between land uses and the circulation network, and mitigate sound levels where necessary or feasible to ensure the peace and quiet of the community.

N 1.2: Reduce unnecessary traffic volumes in residential neighborhoods by limiting throughways and by facilitating the use of alternative routes around, rather than through, neighborhoods.

N 1.3: Promote the use of new technologies to minimize traffic noise, such as use of rubberized asphalt in road surface materials.

N 1.4: Promote the use of traffic calming measures where appropriate, such as narrow roadways and on street parking, in commercial and mixed-use districts.

N 1.5: Reduce noise impacts from vehicles, particularly in residential area through enforcement of speed limits on arterials and local roads.

N 1.6: Require compliance with State's Vehicle Code noise standards within the City.

N 1.7: Ensure the effective enforcement of City, State and Federal noise standards by all City Divisions.

N 1.8: Encourage walking, biking, carpooling, use of public transit and other alternative modes of transportation to minimize vehicular use and associated traffic noise.

N 1.9: Encourage, where feasible and reasonable, noise mitigation measures, such as noise barriers and realignments, in the design and construction of new roadway projects in Gardena.

N 1.10: Consider noise impacts to residential neighborhoods when designating truck routes and major circulation corridors.

N 1.11: Maintain bus routes that meet public transportation needs and minimize noise impacts in residential areas.

N 1.12: Encourage the Public Utilities Commission and Union Pacific to minimize the level of noise produced by train movements and horns within Gardena by reducing speeds, improving vehicle system technology and developing improved procedures for train engineer horn sounding.

N 1.13: Encourage Gardena citizen participation and City involvement on committees that would influence future aircraft and railroad operations in Los Angeles County.

N 1.14: Participate in the planning and impact assessment activities of the County Airport Land Use Commission and other regional or State agencies relative to any proposed expansion or change in flight patterns at the Hawthorne Municipal Airport or the Compton Airport.



N Goal 2 Incorporate noise considerations into land use planning decisions.

Policies

N 2.1: Promote noise regulations that establish acceptable noise standards for various land uses throughout Gardena.

N 2.2: Require noise/land use compatibility standards to guide future planning and development.

N 2.3: Promote compliance with the State's noise insulation standards in the conversion of existing apartments into condominiums wherever feasible.

N 2.4: Require mitigation of all significant noise impacts as a condition of project approval.

N 2.5: Require proposed projects to be reviewed for compatibility with nearby noise-sensitive land uses with the intent of reducing noise impacts.

N 2.6: Require new residential developments located in proximity to existing commercial/industrial operations to control residential interior noise levels as a condition of approval

and minimize exposure of residents in the site design.

N 2.7: Require new commercial/industrial operations located in proximity to existing or proposed residential areas to incorporate noise mitigation into the project design.

N 2.8: Require that mixed-use structures and areas be designed to prevent transfer of noise and vibration from commercial areas to residential areas.

N 2.9: Encourage the creative use of site and building design techniques as a means to minimize noise impacts.

N 2.10: Promote replacement of significant noise sources with non-noise-generating land uses when plans for future use of areas are developed.

N 2.11: Require the County of Los Angeles, the City of Hawthorne, the City of Los Angeles, and the City of Torrance to minimize or avoid land use/noise conflicts prior to project approvals.

N Goal 3 Develop measures to control non-transportation noise impacts.

Policies

N 3.1: Require compliance with a quantitative noise ordinance based on the Model Noise Ordinance developed by the (now-defunct) State of California Office of Noise Control.

N 3.2: Require compliance with noise regulations. Review and update Gardena's policies and regulations affecting noise.

N 3.3: Require compliance with construction hours to minimize the impacts of construction noise on adjacent land.

N 3.4: Require new equipment and vehicles purchased by the City to comply with noise performance standards consistent with available noise reduction technology.

N 3.5: Require City departments to observe State and Federal occupational safety and health noise standards.