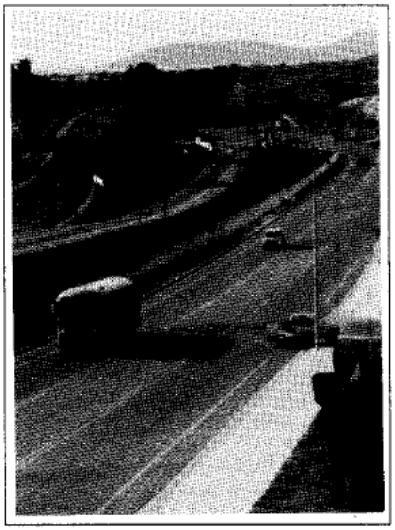
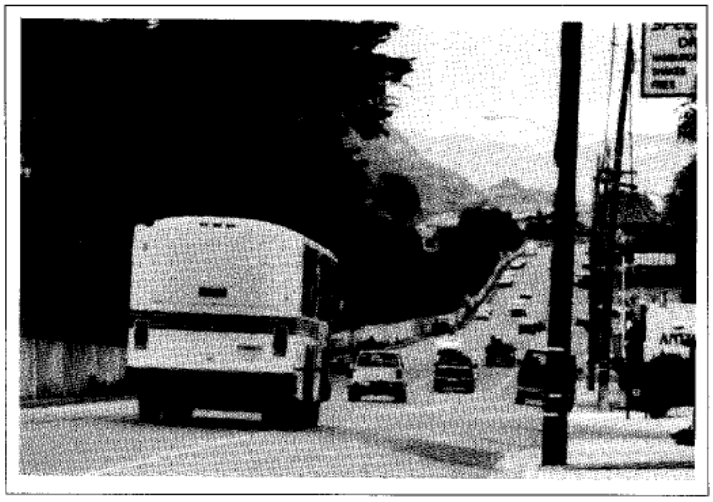
Noise Element





Noise Element

Background

State planning law has long recognized that cities must plan for the protection of their residents, workers and visitors from the annoying and sometimes harmful effects of excessive noise in the environment. Further, planning is necessary for the protection of public and private land values and investments, both for uses that are noise sensitive, such as residences, churches, schools and for uses that are noise- producing, such as highways and certain forms of industry.

Although a noise ordinance is a very necessary piece of regulatory armament with which the city can curb intrusive noise events, control of the noise environment is best achieved if the City takes a proactive approach--that is, a planning approach that permits investigation and mitigation of a potential problem before it is allowed to occur. Long range control of noise is effected through proper zoning to separate incompatible uses, site design, building orientation and construction, and through the project review process to ensure the compatibility of a project with the noise environ- ment of the city.

In order to determine the existing noise environment in Pismo Beach, a community noise survey was conducted during August 1990 by Brown-Buntin Associates, Inc. under contract to San Luis Obispo County. Maximum noise levels ranged from 63-70 dB and generally were due to traffic. Minimum levels were from traffic and wind and ranged from 25 to 40 dB. Based on these measurements, background noise levels in terms of Ldn were estimated to range from 41 to 57 dB.

Brown-Buntin Associates developed existing and projected noise contour data for the major transportation routes in the county. Traffic data was provided by CALTRANS, the county and the cities. Estimates for future traffic volumes for certain county and city roadway segments are based on growth rates of comparable roadways since these data were not available from the jurisdictions. The noise contours affecting Pismo Beach are presented on Table N-1 and are displayed in Figures N-1 and N-2. The Technical Appendix should be consulted for a more detailed analysis and adjustments made for topography.

The measurement of noise, and particularly the measurement of potential noise from, or affecting, a proposed project requires the use of sophisticated equipment and considerable technical expertise. To assist the city in making preliminary assessments of potential problems as well as potential solutions, the County of San Luis Obispo has provided all cities in the county with a Technical Reference Manual that supplies specific technical information for individual jurisdictions and an Acoustical Design Manual that can be used as an aid to site design review. Both documents are included in the Appendix to the General Plan. The Technical Reference Manual has been adopted as part of that plan.

Principles

P-20 Noise Levels

The City will take actions to ensure that residents and workers in the city and visitors to the city will not be subjected to excessive levels of noise. Further, the City will protect the long term values of both public and private investment by preventing the deterioration of properties as a result of incompatible noise intrusion.

Policies

N-1 Control of Noise

The City shall emphasize land development techniques that address the control of noise either at its source or through careful location and orientation of receiving uses. Only secondarily should noise be controlled by barriers in the transmission path or by the acoustical design of buildings.

N-2 Land Use Compatibility-Transportation

The City shall require all new development to meet the noise requirements of the compatibility guidelines in Table N-2.

For areas where the noise environment is conditionally acceptable for a particular land use, development shall be allowed only after noise mitigation has been incorporated into the design of

the project to reduce noise levels to levels specified in polities N-3 and N-4. For areas where the noise environment is unacceptable for the development of a given use, development is usually not appropriate and shall be allowed only upon the completion of an environmental impact report and the adoption of an overriding social-economic impact statement.

Table N-1
Noise Contour Data - Distance (Feet) From Center of Roadway to L_{dn} Contours

Roadway	Segment	Existing 60dB	Existing 65dB	Future (2010) 60dB	Future (2010) 65dB
Fourth St.	within city limits	121	56	152	70
Highway 1	Grand Avenue north to Junction Route 101	123	57	168	78
Mattle Road		95	44	126	59
Noyes Rd.	entire	54	25	107	50
Oak Park Rd.	within city limits	144	67	224	104
Price Canyon Rd.	within City	79	36	103	48
Railroad	County wide	115	53	352	163
Route 101	Oak Park Road Interchange to South Pismo Beach Interchange	989	459	1,851	859
	South Pismo Beach Interchange to Avila Road	919	426	1,519	705
Shell Beach Road/Price Street		64	29	81	37

N-3 Location of New Development & Noise-Sensitive Land Uses
New development shall not be permitted where the noise level, due to existing stationary sources, exceeds the standards of Table N-3; or the noise levels from existing or projected transportation noise exceeds the standards of Table N-4, unless effective noise mitigation measures have been incorporated into the develop- ment to reduce noise exposure to acceptable levels.

N-4 Location of Noise Producing Uses and Transportation Sources
Mitigation shall be required for proposed stationary noise sources on or adjacent to lands designated for noise-sensitive uses so that the noise levels do not exceed those set forth in Table N-3.

Noise created by new transportation sources shall be mitigated so as not to exceed levels specified in Table N-4 within the outdoor activity areas and interior space of existing noise sensitive uses.

N-5 Technical Reference Manual
To meet the requirements of the Government Code regarding technical information to be included in the Noise Element, the San Luis Obispo County Technical Reference Manual is herein adopted by reference.

Table N-2
Land Use Compatibility Guidelines for Development

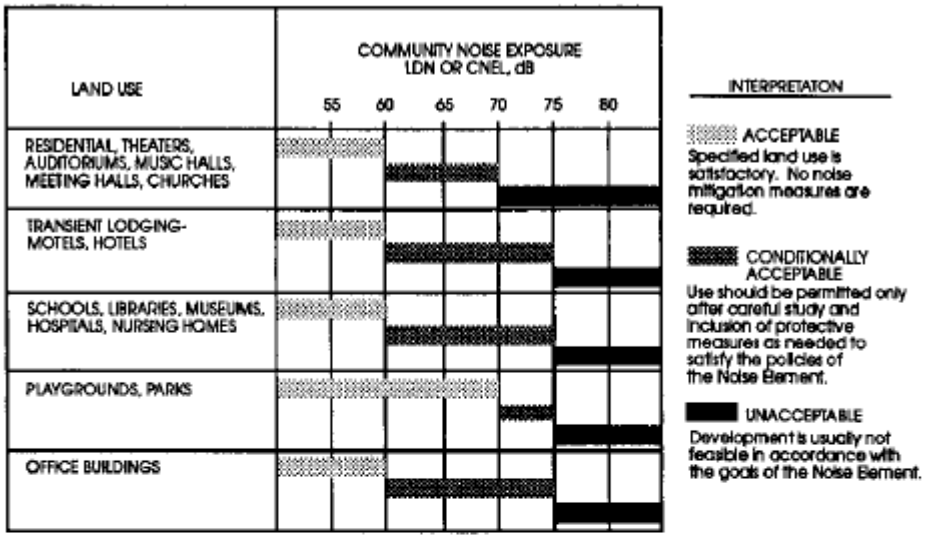


Table N-3
Maximum Allowable Noise Exposure— Stationary Noise Sources[1]

	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq}, dB[2]	50	45
Maximum level, dB[2]	70	65
Max. level, dB-Impulsive Noise[3]	65	60

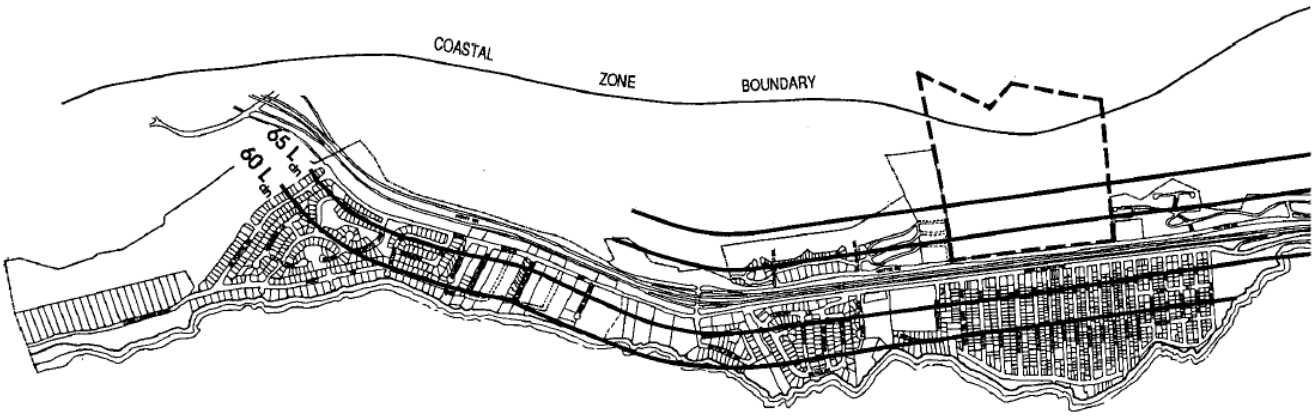
[1] As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

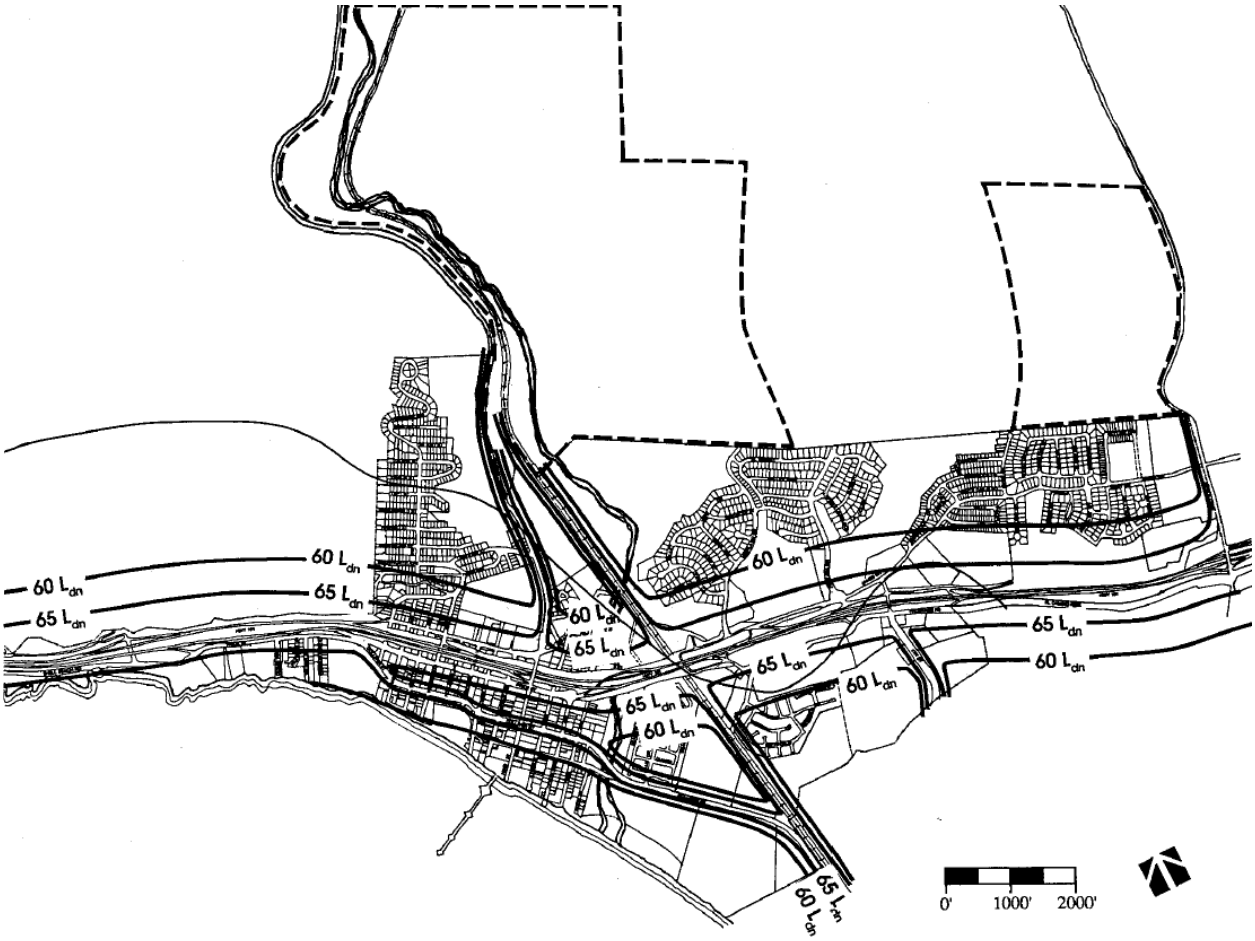
[2] Sound level measurements shall be made with slow meter response.

[3] Sound level measurements shall be made with fast meter response.

Existing Noise Contours Figure N-1

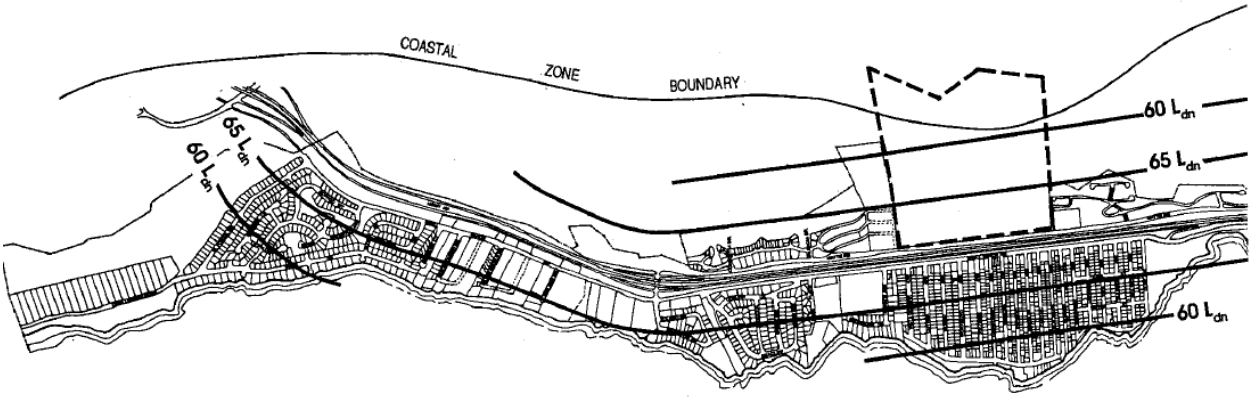
PISMO BEACH GENERAL PLAN




60 Ldn
65 Ldn
0'
1000'
2000'

Future Noise Contours Figure N-2

PISMO BEACH GENERAL PLAN



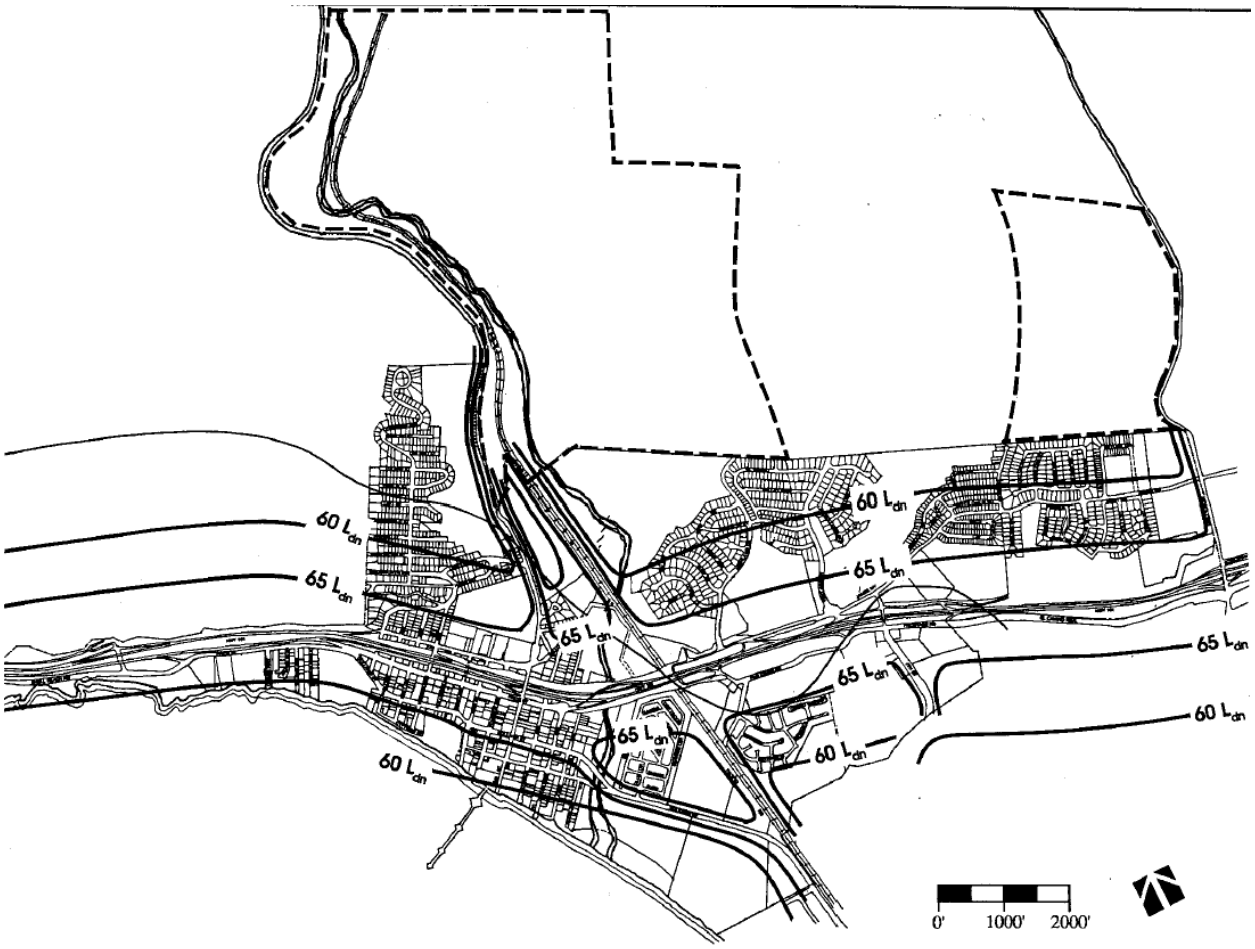


Table N-4
Maximum Allowable Noise Exposure
Transportation Noise Sources

Land Use	Outdoor Activity Areas[1] Ldn/CNEL, dB	Interior Spaces Ldn/CNEL, dB	Interior Spaces Leq, dB[2]
Residential	60[3]	45	—
Transient Lodging	60[3]	45	—
Hospitals, Nursing Homes	60[3]	45	—
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls	60[3]	—	45
Office Buildings	60[3]	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Neighborhood Parks	70	—	—

[1] Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2] As determined for a typical worst-case hour during periods of use.

[3] Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.