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## 5.12 NOISE

This section addresses the existing noise levels within the vicinity of the Plan area, assesses the potential noise impacts that would result from the Plan's proposed improvements, and presents project design features and mitigation measures to reduce these impacts to less than significant levels. The effect of construction and operational noise on biological resources is addressed separately within Section 5.4, *Biological Resources*.

### 5.12.1 Existing Setting

#### Characteristics of Noise

Noise is defined as any unwanted sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is annoying. Because the adverse effects of noise on human hearing worsen with increasing exposure, both the intensity of sound and the duration of human exposure to the sound are considered.

Vibrations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Sound pressure level (referred to as sound level) is measured on a logarithmic scale in decibels (dB) that represent the fluctuation of air pressure above and below atmospheric pressure. Frequency, or pitch, is a physical characteristic of sound and is expressed in units of cycles per second or hertz (Hz). The normal frequency range of hearing for most people extends from about 20 to 20,000 Hz. The human ear is more sensitive to middle and high frequencies, especially when the noise levels are quieter. As noise levels get louder, the human ear starts to hear the frequency spectrum more evenly. To accommodate for this phenomenon, a weighting system to evaluate how loud a noise level is to a human was developed. The frequency weighting called "A" weighting is typically used for quieter noise levels which de-emphasizes the low frequency components of the sound in a manner similar to the response of a human ear. This A-weighted sound level is called the "noise level" referenced in units of dBA.

It is important to recognize that sound is measured on a logarithmic scale; a doubling of sound energy results in a 3 dBA increase in noise levels, although human perception of the increase may vary at different levels. For example, a change from 60 dBA to 63 dBA would be a doubling of the noise impact, not a five percent increase. Changes in a community noise level of less than 3 dBA are not typically noticed by the human ear<sup>1</sup>.

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<sup>1</sup> U.S. DOT, 1980

5.12 Noise

Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA increase is readily noticeable.

An individual's noise exposure often occurs over a period of time; however, noise level is a measure of noise at a given instant in time. Community noise sources vary continuously, being the product of many noise sources at various distances, all of which constitute a relatively stable background or ambient noise environment. The background, or ambient, noise level gradually changes throughout a typical day, corresponding to distant noise sources such as traffic volume as well as changes in atmospheric conditions.

Noise levels are generally higher during the daytime and early evening when traffic (including airplanes), commercial, and industrial activity is the greatest. However, noise sources experienced during night-time hours, when background levels are generally lower, can be potentially more conspicuous and irritating to the receiver. In order to evaluate noise in a way that considers periodic fluctuations experienced throughout the day and night, noise measurements are weighted and added over a 24-hour period to reflect magnitude, duration, frequency, and time of occurrence. The acoustical scale and units of measurement developed to represent the "average" sound over a 24-hour period, as used in this EIR, include the following:

- *Equivalent sound level ( $L_{EQ}$ )* is the constant level that, over a given time period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent sound levels are the basis for both the day-night average sound levels ( $L_{DN}$ ) and CNEL scales.
- *Community Noise Equivalent Level (CNEL)* is a 24-hour average A-weighted sound level with a five dB "penalty" added to noise during the evening hours from 7:00 p.m. to 10:00 p.m., and a ten dB penalty added to the nighttime hours from 10:00 p.m. to 7:00 a.m. The five and ten dB penalties are applied to account for increased noise sensitivity during the evening and nighttime hours.
- *Decibel (dB)*: A unit for measuring sound pressure level and is equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micropascals.
- *Ambient Noise*: The noise that results from the combination of all sources, near and far. The ambient noise levels are expressed as Leq or CNEL.

- *Noise Contour*: A line on a map that indicates locations of constant ambient sound level near or around known sources of noise, roughly similar to how elevation lines are depicted on topographic maps. In practice, noise contours are often shown as calculated for the dominant source of noise only.

### ***Distance Attenuation***

Noise sources are classified in two forms: (1) point sources, such as stationary equipment; and (2) line sources, such as a roadway with a large number of pass-by sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dBA for each doubling of distance from the source to the receptor at acoustically “hard” sites and 7.5 dBA at acoustically “soft” sites. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling distance, for hard and soft sites, respectively. Sound levels can be attenuated by man-made or natural barriers. A “hard” or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt or concrete surfaces, and very hard-packed soils. An acoustically “soft” or absorptive site is characteristic of unpaved, vegetated ground. For example, a 60-dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and 48 dBA at 200 feet from the source. A noise level generated over an acoustically “soft” site would attenuate from 60-dBA noise level measured at 50 feet from a point source to be 52.5 dBA at 100 feet from the source and 45 dBA at 200 feet from the source.

Sound levels can also be attenuated by man-made or natural barriers. Solid walls, berms, or elevation differences located between the noise source and potential receptors can interrupt the propagation of sound waves, thereby attenuating the noise level on the side of the obstruction opposite from the noise source.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Noise sensitive uses in the vicinity of the Plan’s proposed improvements include rural residential development located to the south, east and west of the Plan area. Additional information regarding sensitive receptors is provided below for each of the individual park sites and also within the *Project Description*. The Plan also includes noise sensitive uses, such as overnight camping; because overnight camping includes sleep, which is particularly subject to disruption by noise sources, camping is considered to have the same noise sensitivity as a residential land use.

## **Existing Noise Environment**

### ***Plan Site***

The Plan site includes public recreation areas (parklands and trail corridors) extending from Kanan Dume Road at the westernmost portion to the Malibu Bluffs Conservancy Property (Malibu Bluffs) at the easternmost portion, south to Pacific Coast Highway and to the shoreline at Corral Canyon Park and Malibu Bluffs and, at its northernmost point, beyond the City of Malibu/Unincorporated Los Angeles County Boundary to the Santa Monica Mountains “ridgeline” in Malibu Creek State Park. The Plan site is primarily comprised of park land, undeveloped open space, and rural residential land uses. The dominant noise source within and near the Plan site is generated by vehicular traffic traveling along the regional and local roadway system. Throughout the Plan site, State Route 1 (Pacific Coast Highway) is the primary transportation noise source. Noise modeling was conducted to determine the approximate noise level generated by traffic along Pacific Coast Highway, in the vicinity of the existing Corral Canyon Park parking area for this EIR noise analysis. The noise model used is the FHWA TNM 2.5 traffic prediction noise model (FHWA 2004). Based upon the noise modeling, the location of the existing 70 dBA CNEL noise contour for Pacific Coast Highway (PCH) is approximately 115 to 125 feet from the center line of the road.

### ***Ramirez Canyon Park***

Ramirez Canyon Park is located approximately one mile north of Pacific Coast Highway (please see Section 2.0 for park figures). Vehicular access is provided by Ramirez Canyon Road, which is also the principle noise source contributing to the ambient noise environment of the Park property. This area is rural and the ambient noise level in rural areas are typically less than 50 dBA CNEL. Thus, the noise level in the vicinity of the Park are less than 50 dBA CNEL. Low density residential homes are located along Ramirez Canyon Road, between Pacific Coast Highway and Ramirez Canyon Park. Pacific Coast Highway noise does not generate an appreciable level of noise in the area due to the distance and intervening topography between the site and the road.

### ***Escondido Canyon Park***

Escondido Canyon Park is located approximately three-quarters of a mile north of Pacific Coast Highway. Vehicular access is provided by Winding Way, which is also the principle noise source contributing to the ambient noise environment of the Park property. This area is rural and the ambient noise level in rural areas are typically less than 50 dBA CNEL. Thus, the noise level in the vicinity of the Park are less than 50 dBA CNEL. Low density residential homes are located along Winding Way, between Pacific

Coast Highway and Escondido Canyon Park. Pacific Coast Highway noise does not generate an appreciable level of noise in the area due to the distance and intervening topography between the site and the road.

### ***Latigo Canyon Trailhead / Campground***

The proposed Latigo Canyon Trailhead is approximately three-quarters of a mile north of Pacific Coast Highway, and immediately adjacent to the southern edge of right-of-way for Latigo Canyon Road. Latigo Canyon Road is the principle noise source contributing to the ambient noise environment of this Plan component. Based upon traffic noise modeling, the 60 dBA CNEL noise contour is located within the right-of-way for the road. A few, very low density, scattered, residential lots are located along Latigo Canyon Road, between Pacific Coast Highway and the proposed Latigo Canyon Trailhead. Pacific Coast Highway noise does not generate an appreciable level of noise in the area due to the distance and intervening topography between the site and the road.

### ***Corral Canyon Park***

Corral Canyon Park is generally bounded on the west by Corral Canyon Road, on the South by Pacific Coast Highway, and on the east by Puerco Canyon Road. The closest proposed campground sites are located within approximately 250 feet of Pacific Coast Highway. Access to Park improvements is achieved via an existing and proposed trail. An existing parking area is located adjacent to Pacific Coast Highway. Pacific Coast Highway is the primary noise source in the area. Based upon traffic noise modeling, the current 70 dBA CNEL contour associated with Pacific Coast Highway is approximately 120 feet from the center line of the road. There is minimal traffic along Corral Canyon Road and Puerco Canyon Road resulting in noise levels less than 60 dBA CNEL at the roadway right-of-ways.

### ***Malibu Bluffs Conservancy Property***

The Malibu Bluffs Plan component is adjacent to the south side of Pacific Coast Highway. A noise measurement was taken adjacent to Pacific Coast Highway, in the vicinity of John Tyler Drive for this EIR noise analysis. Based upon traffic noise modeling, the 70 dBA CNEL noise contour would be approximately 125 feet from the center line of the road.

## **Regulatory Setting**

Plans and policies that pertain to noise and its effect on the surrounding environs are discussed below. These plans and policies include: the State of California, Department of Environmental Health (CDEH), Office of Noise Control guidelines for noise and land use compatibility. Noise criteria from the CDEH are used when assessing noise impacts to park users.

### **State Regulations**

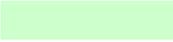
#### California Department of Environmental Health Land Use Compatibility Guidelines

The California Department of Environmental Health (CDEH) Office of Noise Control has produced recommended guidelines for mobile source noise and land use compatibility. Table 5.12-1 shows the CDEH Land Use Compatibility Guidelines. The City of Malibu uses these guidelines when assessing a project's noise compatibility with mobile noise sources. The State typically considers an exterior noise level of 65 dBA CNEL to be normally acceptable for transient lodging and multi-family residential uses. A noise level of up to 70 dBA CNEL is typically considered the maximum noise level for playgrounds and neighborhood parks.

**Table 5.12-1  
CDEH Land Use Compatibility Guidelines**

Land Use Category	Community Noise Exposure – CNEL, dB						
	50	55	60	65	70	75	80
Residential–Low Density Single Family, Duplex, Mobile Homes	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Residential – Multi Family	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Transient Lodging – Motels, Hotels	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Schools, Libraries, Churches, Hospitals, Nursing Homes	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
<b>Auditoriums, Concert, Amphitheaters</b>	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
<b>Sports Arena, Outdoor Spectator Sports</b>	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
<b>Playgrounds, Neighborhood Parks</b>	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
<b>Golf Courses, Riding Stables, Water Recreation, Cemeteries</b>	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
<b>Office Buildings, Business Commercial and Professional</b>	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
<b>Industrial, Manufacturing, Utilities Agriculture</b>	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green

**INTERPRETATION**

 **NORMALLY ACCEPTABLE**

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal 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 the 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

 **CLEARLY UNACCEPTABLE**

New construction or development should generally not be undertaken

The State requires that interior noise levels resulting from the intrusion of exterior noise not exceed 45 dBA CNEL for multi-family residential units.

### **Non-Regulatory Reference Planning Documents**

Local plans and policies that pertain to noise and its effect on the surrounding environs are discussed below. These plans and policies include: (1) the City of Malibu General Plan Noise Element and (2) the Noise Control Ordinance of the City of Malibu. Applicable City of Malibu noise criteria are used when assessing project-related noise impacts to adjacent City residences.

#### City of Malibu General Plan Noise Element

Many of the Plan site components are adjacent to areas located in Malibu. The City of Malibu has adopted a noise ordinance and also uses the Noise Element of its General Plan as the basis for the adoption and enforcement of noise standards. The pertinent policies and implementation measures in the General Plan Noise Element include the following:

##### Policies

- (1) *The City shall protect residences, parks and recreational areas from excessive noise to permit the enjoyment of activities.*
- (2) *The City shall protect noise sensitive land uses from negative impacts of proximity to noise generating uses.*
- (3) *The City shall review proposed development to ensure the average ambient noise is as low as feasible to maintain the rural atmosphere.*

##### Implementation Measures

- (1) *Limit maximum permissible noise levels from all sources, including but not limited to filming, motorized vehicles, construction, leaf blowers and other landscaping equipment.*
- (2) *Restrict the hours and days of construction, grading, and filming to reduce noise from this source.*
- (3) *Require an acoustical analysis as part of proposed development to ensure that noise mitigation is included in the project where activities associated with proposed uses are likely to produce noise levels exceeding the adopted City noise level standards, at existing or planned noise-sensitive uses, including but not limited to, residences, schools, hospitals, long term in-patient medical treatment and care facilities, churches and libraries.*

- (4) *Use site planning and project design as noise mitigations to achieve the specified standards for transportation or non-transportation sources.*
- (5) *Use open space, wherever practical, to provide an adequate spatial separator between noise sources and sensitive land uses. Use noise barriers as a supplemental means of achieving the noise standards after all feasible design related noise mitigation measures have been integrated into the project.*

Table 5.12-2 identifies the maximum exterior noise limits for non-transportation sources, pursuant to the City of Malibu’s General Plan Noise Element that apply to all land use districts within the City. The Noise Element does not note where the standard shall apply, but, it is assumed to apply at the property line of the receiving land use.

**Table 5.12-2  
Maximum Exterior Noise Limits – Non-Transportation**

<b>Receiving Land Use Category</b>	<b>General Plan Land Use Districts</b>	<b>Time Period</b>	<b>Noise Level, dBA</b>	
			<i>L<sub>eq</sub></i>	<i>L<sub>max</sub></i>
Rural	All RR Zones and PRF, CR, AH, OS	7:00 a.m. - 7:00 p.m.	55	75
		7:00 p.m. – 10:00 p.m.	50	65
		10:00 p.m. – 7:00 a.m.	40	55
Other Residential	All SFR, MFR and MFBF Zones	7:00 a.m. - 7:00 p.m.	55	75
		7:00 p.m. – 10:00 p.m.	50	65
		10:00 p.m. – 7:00 a.m.	45	60
Commercial, Institutional	CN, CC, CV, CG, and I	7:00 a.m. - 7:00 p.m.	65	85
		7:00 p.m. – 7:00 a.m.	60	70

Source: The City of Malibu General Plan Noise Element 1995.

Table 5.12-3 reports the maximum allowable noise exposure from transportation noise sources, per the City of Malibu General Plan Noise Element, that apply to various land use districts within all sound zones.

As shown in Table 5.12-3, the maximum allowable exposure to noise from transportation sources for residential outdoor activity areas is 50 dBA CNEL, with a 70

**5.12 Noise**

dBa CNEL for playground and park outdoor activity areas. Higher noise levels, up to 65 dBa CNEL for outdoor activity areas may be allowed subject to implementation of exterior noise level reduction measures.

**Table 5.12-3**

**Maximum Allowable Noise Exposure – Transportation Noise Sources**

<i>Land Use</i>	<i>Outdoor Activity Areas<sup>(a)</sup> L<sub>dn</sub>/CNEL, dB</i>	<i>Interior Spaces</i>	
		<i>L<sub>dn</sub>/CNEL, dB</i>	<i>L<sub>eq</sub>/dB<sup>(b)</sup></i>
Residential	50 <sup>(c)</sup>	45	---
Transient Housing	60 <sup>(c)</sup>	45	---
Hospitals, long term in-patient medical treatment and care facilities	60 <sup>(c)</sup>	45	---
Theater, Auditoria, Music Halls	60 <sup>(c)</sup>	---	35
Churches and Meeting Halls	60 <sup>(c)</sup>	---	40
Office Buildings	60 <sup>(c)</sup>	---	45
Schools, Libraries and Museums, Child Care	60 <sup>(c)</sup>	---	45
Playgrounds and Neighborhood Parks	70	---	---

Source: The City of Malibu, General Plan Noise Element, 1995.

- a) 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.
- b) As determined for a typical worst-case hour during periods of use.
- c) Where it is not possible to reduce noise in outdoor activity areas to 50dB L<sub>dn</sub>/CNEL or less using practical application of the best –available noise reduction measures, an exterior noise level of up to 65 dB L<sub>dn</sub>/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.

The City of Malibu Noise Control Ordinance

The City of Malibu has adopted a Noise Control Ordinance (Title 8 Health and Safety, Chapter 8.24 of the City Code), which restricts the generation of noise from various sources. For example, section 8.24.040 states “No person shall make, or cause or suffer, or permit to be made upon any premises owned, occupied or controlled by such person, any unnecessary noises, sounds or vibrations which are physically annoying to reasonable persons of ordinary sensitivity or which are so harsh or so prolonged or unnatural or unusual in their use, time, or place as to occasion unnecessary discomfort

to any persons within the neighborhood from which the noises emanate or which interfere with the peace and comfort of the residents or their guests, or the operators or customers in places of business in the vicinity, or which may detrimentally or adversely affect such residences or places of business.”

In addition, Section 8.24.050.G regulates permitted hours of construction: construction activity is permitted between the hours of 7 AM and 7 PM Monday through Friday, and between 8 AM and 5 PM on Saturday. Except under special circumstances, no construction is permitted on Sundays or holidays.

### **5.12.2 Impact Analysis**

#### **Methodology and Thresholds of Significance**

The analysis of the Plan’s noise impacts looks to the noise criteria established by the City of Malibu in its Noise Control Ordinance and in the Noise Element of its General Plan and the CEQA Guidelines, Appendix G, Environmental Checklist. The Plan would have a significant noise impact if it would result in any of the following:

- N-1:** A substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project (Short-term Construction Noise).
- N-2:** Exposure of persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- N-3:** Generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (On-site Activity Noise).
- N-4:** A substantial periodic increase in ambient noise levels in the project vicinity above levels existing without the project (Special Event/Activity Noise).
- N-5:** A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (Project-Added Traffic).
- N-6:** A substantial permanent increase in ambient noise levels in the project region above levels existing without the project (Cumulative Traffic Volume Noise Levels).
- N-7:** Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- N-8:** 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, the

5.12 Noise

project exposes people residing or working in the project area to excessive noise levels.

**N-9:** For a project within the vicinity of a private airstrip, the project exposes people residing or working in the project area to excessive noise levels.

With regard to “*substantial increase in ambient noise*” the *CEQA Guidelines* do not provide a definition for what is considered a substantial increase in noise. Thus, quantitative thresholds of significance were developed for this noise analysis based upon CEQA standards, the land use compatibility criteria depicted above, and the characteristics of human response to noise. It is commonly accepted that once the applicable standard threshold level has been passed, any noticeable change above that level (3 dB increase) results in further degradation of the noise environment (US EPA 1973), constituting a substantial or significant effect. A clearly noticeable change (5 dB increase) in the noise environment, regardless of the acceptability threshold, is also a significant impact as people will respond to such a change in noise level, regardless of the absolute level of the noise. Therefore, for purposes of this EIR, a significant noise impact would result if the project would:

- Expose exterior locations to unacceptable noise levels of greater than 65 dBA CNEL (annual) at residential uses.
- Result in an increase of more than 3 dBA CNEL (annual) above ambient noise levels for locations already exposed to unacceptable noise levels or 5 dBA CNEL (annual) or more for locations exposed to acceptable noise levels.

**Applicability of Identified Significance Thresholds to Project**

Due to the regional location of the Plan site, and the characteristics of the physical development proposed, the following thresholds identified below would *not* be applicable to the proposed Plan.

**N-7** The Plan does not include any permanent sources for generation of groundbourne vibration. Also, physical construction would be very limited (roadway widening, restrooms, parking lots, trail development), would involve typical construction techniques, and would not involve generation of substantial vibrations adjacent to existing noise-sensitive receptors.

**N-8** The closest public / military airport facilities to the Plan site are located substantially further than 2 miles (Pt. Mugu is 12 miles west; LAX is 24 miles east). Airport flight patterns for these facilities do not include the Plan area.

**N-9** There are no private airstrips within the vicinity of the Plan site, due to steep terrain unsuitable for accommodation of an airstrip.

For these reasons, these significance thresholds are not discussed further in this section.

### **Project Impacts and Mitigation Measures**

**Impact N-1:**            **Construction activity associated with development of the Plan's proposed improvements would result in temporary noise levels affecting exterior use areas of noise-sensitive land uses including residences and recreational areas. Therefore, absent mitigation, construction-related noise generation would be considered a potentially significant impact.**

Across the Plan site, the improvements proposed at individual park properties vary. However, in total, proposed Plan improvements include road development, creation of campsites and paved parking lots, installation of water storage tanks and distribution lines, restroom facility construction, camp host and camp sites development, creation or widening of hiking trails, and associated limited utility work. Such improvements would require the use of standard construction equipment, both for grading and for facility construction. Noise levels in the immediate vicinity of each of the construction areas would increase during construction activities. The intensity of potential noise impacts would depend upon the proximity of the noise receptor to the area under construction, the number and type of construction equipment operating each day, and the length of time each piece of equipment is in use. Construction equipment anticipated to be used for the project may include a crane, excavator/backhoe, drill auger, concrete trucks, concrete pumper trucks, dump trucks, backhoe, small skip-loader and various other smaller equipment and manual tools. Small equipment may include generators, air compressors and welding equipment. As reported in Table 5.12-4, *Construction Equipment Noise Levels*, temporary noise impacts associated with grading and construction activities anticipated to be used on this project could result in potential noise levels ranging between 76 dBA to 88 dBA for heavy equipment measured 50 feet from the noise source.

As described above, noise in a well-defined area typically attenuates at approximately 6 dBA per doubling of distance. Therefore, at a distance of 100 feet, the maximum noise level would be approximately 6 dBA less than at the construction site source. For example, at a distance of 100 feet from the construction equipment, noise attenuation would reduce noise levels to between 70 dBA to 82 dBA (a value 6 dBA less than

**5.12 Noise**

illustrated in Table 5.12-4). This level of reduction assumes a direct line-of-sight from the receiver to the construction area. Intervening topography could reduce the distance of influence for construction-related noise; ridges or other ground at a higher elevation than the construction site would function as a natural barrier for the propagation of sound from the construction site to proximate land uses.

**Table 5.12-4  
Construction Equipment Noise Levels**

<i>Equipment Type</i>	<i>“Typical” Equipment dBA at 50 ft</i>	<i>“Quiet” Equipment dBA at 50 ft<sup>1</sup></i>
Air Compressor	81	71
Backhoe	85	80
Concrete Pump	82	80
Concrete Vibrator	76	70
Truck, Crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Paver	88	80
Pneumatic Tools	85	75
Water Pump	76	71
Power Hand Saw	78	70
Shovel	82	80
Trucks	88	83

<sup>1</sup> Quieted equipment: with enclosures, mufflers, or other noise-reducing features  
Source: EPA 1971

Without consideration of potential intervening topography, noise sensitive land uses up to approximately 800 feet away from a construction site could be affected by nuisance noise levels during construction activities (temporary noise levels exceeding 65 dBA). Components of nuisance noise can include: (1) construction vehicles entering and leaving the site, including workers, building materials, or construction equipment; (2) activities in the construction staging areas; (3) operation of temporary on-site generators and compressors; (4) grading and earth-moving activities; and (5) building/demolition activities. Potential construction-related noise impacts for each park property are described below.

***Ramirez Canyon Park (Short-Term Construction Noise)***

As discussed in the *Project Description*, construction associated with Ramirez Canyon Park would include: new parking lots along Kanan Dume Road for trailheads accessing Ramirez Canyon Park trails; creation of new trail segments between Kanan Dume Road and Ramirez Canyon Park; widening of sections of Ramirez Canyon Road and Delaplane Road; and a new parking lot, day use area, and new campsites within the Park itself (please see Section 2.0 for park figures). In addition, the proposed parking lots along Kanan Dume Road would be located more than 1,600 feet of existing residences. The segments of Ramirez Canyon Road and Delaplane Road proposed to be widened are within 100 feet of existing residences. Rural residential developments are also located as close as 50 feet from the southern site boundary of Ramirez Canyon Park, with exterior living areas abutting the property line

As such, construction activities associated with the Ramirez Canyon Park improvements have the potential to generate exterior noise levels at sensitive receptor locations that could adversely affect adjacent noise-sensitive uses and would be considered to create a *potentially significant* impact. However, the Plan would be required to mitigate the effects of this impact, as described below, by limiting construction hours, placing mufflers on equipment engines, orienting stationary sources to direct noise away from sensitive uses and implementing other measures as identified under *Mitigation Measures* below. With incorporation of these mitigation measures, the construction noise impact would be less than significant because the construction noise would only occur for a short-time period in any one location and the increased noise levels would only occur periodically.

***Escondido Canyon Park (Short-Term Construction Noise)***

As discussed in more detail in the *Project Description*, construction associated with Escondido Canyon Park would include: new parking lot, trail improvements, installation of a 10,000 gallon water tank and water lines, and two new groupings of camp sites (northern camp sites and southern camp sites) within the Park (please see Section 2.0 for park figures). Anticipated construction equipment and construction phasing has been previously discussed in the *Project Description*. The proposed northern camp sites and adjacent trail segment would be located between approximately 700 – 1100 feet from three existing rural residences to the north (accessed from Latigo Canyon Road). The proposed parking lot and southern camp sites would be located approximately 400 feet from three existing rural residences to the south (accessed from Winding Way).

As such, construction activities associated with the Escondido Canyon Park improvements have the potential to generate exterior noise levels at sensitive receptor

## 5.12 Noise

locations that could adversely affect adjacent noise-sensitive uses and would be considered to create a *potentially significant* impact. However, the Plan would be required to mitigate the effects of this impact, as described below, by limiting construction hours, placing mufflers on equipment engines, orienting stationary sources to direct noise away from sensitive uses and implementing other measures as identified under *Mitigation Measures*, below. With incorporation of these mitigation measures, the construction noise impact would be less than significant because the construction noise would only occur for a short-time period in any one location and the increased noise levels would only occur periodically.

### **Latigo Canyon Trailhead (Short-Term Construction Noise)**

Construction associated with the Latigo Canyon Trailhead includes: new parking lot, trail improvements, a 10,000 gallon water tank and water lines, and five new camp sites (please see Section 2.0 for park figures). Anticipated construction equipment and construction phasing has been previously discussed in the Project Description. The proposed parking lot and most westerly camp site would be located approximately 300 feet from an existing residence to the west. The most southerly camp site would be located approximately 400 – 500 feet from two existing rural residences to the south.

As such, construction activities associated with development of Latigo Canyon Trailhead improvements have the potential to generate exterior noise levels at sensitive receptor locations that could adversely affect adjacent noise-sensitive uses and would be considered to create a *potentially significant* impact. However, the Plan would be required to mitigate the effects of this impact, as described below, by limiting construction hours, placing mufflers on equipment engines, orienting stationary sources to direct noise away from sensitive uses and implementing other measures as identified under *Mitigation Measures*, below. With incorporation of these mitigation measures, the construction noise impact would be less than significant because the construction noise would only occur for a short-time period in any one location and the increased noise levels would only occur periodically.

### **Corral Canyon Park (Short-Term Construction Noise)**

Construction associated with Corral Canyon Park includes: an accessible trail drop-off area and improvement of an access road, trail improvements, installation of a 10,000 gallon water tank and water lines, a camp host site, and two new groupings of camp sites (upper canyon camp sites and upper terrace camp sites) within the Park (please see Section 2.0 for park figures). Anticipated construction equipment and construction phasing has been previously discussed in the Project Description. The proposed upper

canyon camp sites and adjacent trail segment would be located more than 1600 feet from any existing residences; however, they would be within a designated recreation area. The proposed accessible trail drop-off area and upper terrace camp sites would be located approximately 900 feet from an established residential community along Bayshore Drive and Malibu Road (these residences are on the opposite side of Highway 1 from the proposed park improvements).

As such, construction activities associated with development of Corral Canyon Park improvements have the potential to generate exterior noise levels at sensitive receptor locations that could adversely affect adjacent noise-sensitive uses and would be considered to create a *potentially significant* impact. However, the Plan would be required to mitigate the effects of this impact, as described below, by limiting construction hours, placing mufflers on equipment engines, orienting stationary sources to direct noise away from sensitive uses and implementing other measures as identified under *Mitigation Measures*, below. With incorporation of these mitigation measures, the construction noise impact would be less than significant because the construction noise would only occur for a short-time period in any one location and the increased noise levels would only occur periodically.

#### ***Malibu Bluffs (Short-Term Construction Noise)***

Construction activities associated with Malibu Bluffs include: four new parking lots, on-site trail improvements, a day use picnic area, host camp site, pedestrian and vehicular bridges, two (2) 10,000 gallon water tank and water lines, and five new groupings of camp sites identified as the west bluff camp sites and east bluff camp sites (please see Section 2.0 for park figures). Anticipated construction equipment and construction phasing has been previously discussed in the *Project Description*. Within the West Bluff area, proposed Parking Lot 1 and 2, and immediately adjacent camp sites, would be located approximately 80-100 feet from an existing residence to the west, and 300-400 feet from of an existing residential neighborhood to the north (across PCH); a southerly parking area (3 spaces) and proposed trail segments would be located within 100 feet of existing residences to the south (across Malibu Road). Within the East Bluff area, proposed camp sites would be located between 250 feet to 700 feet from residences to the south (across Malibu Road).

As such, construction activities associated with development of Malibu Bluffs improvements have the potential to generate exterior noise levels at sensitive receptor locations that could adversely affect adjacent noise-sensitive uses and would be considered to create a *potentially significant* impact. However, the Plan would be required to mitigate the effects of this impact, as described below, by limiting construction hours,

## 5.12 Noise

placing mufflers on equipment engines, orienting stationary sources to direct noise away from sensitive uses and implementing other measures as identified under *Mitigation Measures*, below. With incorporation of these mitigation measures, the construction noise impact would be less than significant.

### **Construction Traffic**

It is anticipated that a maximum of 12 to 30 daily traffic trips would be generated at the various construction areas due to worker vehicles and associated truck traffic (Associated Transportation Engineers, 2010). Of this total, a maximum of 18 would be truck trips. Based on this information, the noise level generated from the construction traffic would be 50 dBA CNEL or less along the surrounding roads. This noise level would result in *less than significant* noise impacts.

### **Mitigation Measures**

The following measures would also be implemented to reduce the impact of construction-related noise on nearby sensitive receptors.

- MM N-1.1 Diesel Equipment.** Construction contractors shall operate all diesel equipment with closed engine doors, the equipment shall be equipped with factory-recommended mufflers, and engine idling shall be kept to a minimum.
- MM N-1.2 Electrical Power.** Whenever feasible, construction contractors shall use electrical power to run air compressors and similar power tools. Any construction or caretaker trailers shall be connected to existing electrical utility lines on or adjacent to the Plan site.
- MM N-1.3 Sound Blankets.** When feasible, construction contractors shall use sound blankets on noise-generating equipment.
- MM N-1.4** Stationary construction equipment that generates noise that exceeds 65 dBA at the boundaries of any of the Plan's parks shall be shielded with the most modern and effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures to City's satisfaction), and these devices shall be located at a minimum of 200 feet from noise sensitive receptors.
- MM N-1.5** Tools used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. In general, quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.

- MM N-1.6** All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, is generated.
- MM N-1.7** The construction superintendant contact information, including cell phone number, and contact information for Conservancy/MRCA personnel, shall be posted on signs surrounding the improvement areas throughout construction. The signs shall also include the approved daily hours of operation, such that any public complaints can be reported efficiently.
- MM N-1.8** Stockpiling, dirt hauling routes, and vehicle staging areas shall be located as far as practical from sensitive noise receptors, including residents. Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities.
- MM N-1.9** Staging areas shall be provided on-site to minimize off-site transportation of heavy construction equipment. The staging areas shall be located to maximize the distance to residential areas.
- MM N-1.10** Noise-generating construction activity shall be limited to the hours of 7:00 AM and 7:00 PM on Monday through Friday, and 8:00 AM and 5:00 PM on Saturday.

**Plan Requirements and Timing:** This requirement shall be identified as a note on the grading, construction, and restoration plans for each phase.

**Monitoring:** MRCA or a designated monitor, shall conduct periodic site inspections during the construction period to ensure compliance and respond to complaints.

### **Residual Impacts**

Implementation of the above required measures would reduce potentially significant short-term construction equipment noise impacts to a ***less than significant level (Class II)***.

**Impact N-2:** **Creation of new camp sites, as proposed under the Plan, could expose overnight campers to ambient noise levels which exceed the recommended maximum of 65 dBA CNEL (per CDEH guidelines for transient uses). Therefore, absent mitigation, exposure of campers to**

**unacceptable noise levels is considered a potentially significant impact.**

***Ramirez Canyon Park (Noise Exposure for Campers)***

Ramirez Canyon improvements are proposed to include five camp sites. Two of the camp sites would be developed in the area currently occupied by the existing tennis courts, within 50 feet of the Park entrance and Ramirez Canyon Road. The three remaining camp sites would be “hike in” sites located in the Ramirez Canyon Meadow Area, located approximately 1,250 feet from Ramirez Canyon Road. Also, the site would be approximately 2,000 or more feet from Kanan Dume Road and shielded by intervening topography from this road. Near Pacific Coast Highway, Ramirez Canyon Road would carry a total of approximately 400 average daily trips (ADT) based upon existing and Plan-added trips. With this low number of average daily trips, the segment of Ramirez Canyon in proximity to the Park entrance would generate noise levels less than 60 dBA CNEL, and the impact would be considered *less than significant*.

The three hike-in campsites in Ramirez Canyon Meadow would be located approximately 1,000 feet from Kanan Dume Road, and approximately 1,250 feet from Ramirez Canyon Road. Kanan Dume Road would carry a total of 7,252 average daily trips (ADT) on the weekend, which includes both existing and Plan-added trips. The proposed camp sites in Ramirez Canyon Park would be exposed to traffic noise levels less than 60 dBA CNEL, and the impact would be considered *less than significant*.

***Escondido Canyon Park (Noise Exposure for Campers)***

Escondido Canyon Park improvements are proposed to include thirteen camp sites. Three of these campsites would be located near the proposed parking lot and within 60 – 100 feet of Winding Way. Winding Way narrows just above the proposed parking lot, and eventually terminates near the northeast corner of the Park property. Eight of the proposed campsites are located along the terminus of Winding Way. Near Pacific Coast Highway, Winding Way would carry a total of 472 average daily trips (ADT) including both existing and Plan-added trips. The 60 dBA CNEL noise contour associated with Winding Way adjacent to the proposed parking lot and three camp sites would be located within the road right-of-way; therefore, the noise impact would be *less than significant*. In addition, for the road segment leading into the Park, this number would likely be in the 120-140 ADT range (based upon project traffic, and similar trip rates for an existing horse stable facility immediately northwest of the proposed parking lot). Therefore, the proposed camp sites in Escondido Canyon Park would be exposed to noise levels less than 60 dBA CNEL, and the impact would be considered *less than significant*.

***Latigo Canyon Trailhead/Campground (Noise Exposure for Campers)***

Latigo Canyon Trailhead improvements are proposed to include five camp sites. Three of these campsites would be located within 40 – 80 feet of Latigo Canyon Road; the remaining two would be located 100 and 160 feet from Latigo Canyon Road. Latigo Canyon Road serves low density rural residential properties, providing access from Pacific Coast Highway to these properties. Near Pacific Coast Highway, Latigo Canyon Road would carry a total of 1,164 average daily trips (ADT) based upon existing and project added trips (ATE 2010). The 60 dBA CNEL noise contour associated with Latigo Canyon Road would be located within the road right-of-way. All the proposed camp sites would be exposed to noise levels of less than 60 dBA CNEL, and the impact would be considered *less than significant*.

***Corral Canyon Park (Noise Exposure for Campers)***

Corral Canyon Park improvements are proposed to include two groupings of campsites with a total of 16 campsites and a host campsite. The upper canyon grouping would contain five sites, and would be located approximately 1,125 feet from Pacific Coast Highway. The upper terrace grouping would contain 11 camp sites, located at a distance ranging from approximately 270 to 540 feet from Pacific Coast Highway. Pacific Coast Highway provides direct access the existing parking area for this park. The host campsite would be located north of the existing restaurant fronting on Pacific Coast Highway, approximately 200 feet from the highway. The segment of Pacific Coast Highway adjacent to Corral Canyon Park is projected to carry 41,594 ADT in 2025 (ATE 2010). This is the target year for the cumulative traffic analysis and includes Plan-related trips and future regional traffic. The future (year 2025) 65 dBA CNEL noise contour associated with Pacific Coast Highway adjacent to Corral Canyon Park is calculated to be approximately 200 feet from the center line of the road, for areas with direct traffic noise exposure to Pacific Coast Highway. Based on the results of the traffic noise modeling, all the campsites, including the camp host site, would be exposed to noise levels of less than 65 dBA CNEL. Therefore, the proposed Corral Canyon Park camp sites would be exposed to noise levels of less than 65 dBA CNEL, and the impact would be considered *less than significant*.

***Malibu Bluffs (Noise Exposure for Campers)***

The Malibu Bluffs improvements are proposed to include multiple camp sites divided into the West Bluff and East Bluff areas. Pacific Coast Highway provides access to the proposed park, and three parking lots are proposed to connect to Pacific Coast Highway. Although the Malibu Bluffs site is also bounded by Malibu Road, and is

## 5.12 Noise

adjacent to the City's Malibu Bluffs Park, traffic along Pacific Coast Highway is the primary noise contributor to the noise environment of the Malibu Bluffs site. Distance from Pacific Coast Highway is therefore important in determining anticipated ambient noise levels for proposed camp sites. Near Parking Lot 1, in the northwest portion of West Bluffs, there is a grouping of camp sites and a camp host site located between 100 and 200 feet from Pacific Coast Highway. Near Parking Lot 2, in the northwest corner of West Bluffs, there is a grouping of camp sites located between 200 and 400 feet from Pacific Coast Highway. At about the mid-point of the East Bluffs frontage along Pacific Coast Highway, there is a grouping of camp sites between 55 and 700 feet from Pacific Coast Highway.

The segment of Pacific Coast Highway adjacent to Malibu Bluffs Park is projected to carry 41,594 ADT in 2025, including project trips and regional traffic (ATE 2010). Along the western third of the Malibu Bluffs, there is a ridge paralleling the south side of the Pacific Coast Highway right-of-way, which varies in height from 6 to 12 feet above the pavement surface of the highway. Also, along the eastern third of the Malibu Bluffs, there is a ridge paralleling the south side of the Pacific Coast Highway right-of-way, which varies in height from 5 to 15 feet above the pavement surface of the highway. These ridges would provide attenuation of the noise levels from Pacific Coast Highway for areas behind them (to the south). The three camp sites in Camp Area 1 closest to PCH, and the camping areas in Camp Area 2 (6 total), would be located outside the 65 dBA CNEL noise contour; associated impact would be considered *less than significant*.

### **Mitigation Measures**

None required.

### ***Residual Impacts***

Implementation of the Plan would have ***less than significant (Class II)*** noise exposure impacts for overnight park users/ campers.

### ***Malibu Bluffs (Noise Exposure for Adjacent Residences)***

**Impact N-3:** **Without mitigation, camp site activities could generate potentially significant nuisance noise impacts on residences located in close proximity to some of the proposed park improvements.**

For camp sites, noise generating activities would generally include a variety of activities such as driving of tent stakes, conversation, cooking functions, children playing, music,

cars in the parking lots, people walking along trails, periodic maintenance of toilets and trails, etc. These types of activities would typically generate low to moderate levels of noise. However, because of the close proximity of the proposed camp sites within Malibu Bluffs Park to the western Park property boundary and adjacent existing residential property (approximately 80 feet to the residential property line) the potential exists that noise from camping activities could cause nuisance noise which exceeds the City of Malibu's maximum noise level thresholds (previously depicted in Table 5.12-2) for the adjacent residential development. Consequently, noise from activities at these proposed camp sites would result in a *potentially significant nuisance noise impact*).

The remaining proposed camp sites would be located 200 feet or more from a neighboring residence; at this distance, typical noise associated with camp site activities would not be clearly noticeable or constitute a nuisance. Many of the proposed camp sites are located at distances of 500 feet or more from the closest residence.

### **Mitigation Measures**

The following mitigation measures are required in order to avoid significant nuisance noise impacts from future use of the proposed camp sites and trail system.

- MM N-3.1** Electronic sound emitting devices such as radios, TVs, etc., used at campsites and on trails shall be operated so that sound is not audible at adjacent campsites and off-site properties.
- MM N-3.2** Quiet hours shall be from 10 p.m. to 6 a.m.
- MM N-3.3** No generators shall be allowed in camping areas.
- MM N-3.4** MRCA Park Rangers/ Hosts shall have a zero tolerance policy on public intoxication, and any other unlawful or disrupting behavior.
- MM N-3.5** The Camp Host and/or Park Ranger shall enforce provisions of the MRCA Ordinance No. 1-2005 (*Appendix P*) intended to restrict the generation of nuisance / objectionable noise, including (but not limited to) the following Ordinance Sections.
- § 3.2. Smoking and fires. No person shall smoke any substance nor light or maintain any fire of any kind; provided, however, that the Executive Officer or the Executive Officer's designee may

issue campfire permits and other special use permits for activities that might otherwise contravene this section if he finds that adequate precautions will be taken by the permittee.

- § 3.3. Alcohol. No person shall possess any alcoholic beverage, except pursuant to a permit issued by the Executive Officer or the Executive Officer's designee.
- § 3.8. Fireworks. No person shall use or possess any fireworks except by permit signed by the Executive Officer or the Executive Officer's designee.
- § 3.11. Camping. No person shall camp on any parkland except by permit issued by the Executive Officer or the Executive Officer's designee. Camping areas shall be expressly designated and posted for that purpose. Any person or group camping in such a designated area shall have the original signed permit in their possession and shall display such permit at the request of any employee of the Authority or of the Santa Monica Mountains Conservancy, or any peace officer.
- § 3.15. Disruptive conduct. No person shall willfully disturb another person by loud and unreasonable noise, or any other activity which maliciously and willfully disturbs the peace of another person.
- § 3.18. Violations in specific jurisdictions. Any person who violates any law, ordinance, rule, regulation or resolution punishable as a misdemeanor or infraction, which has been duly adopted and noticed by any jurisdiction with authority over any public open space, park, parkland, forest, recreation area, scenic parkway, scenic highway, trail or roadway in which the Authority has enforcement authority, is guilty of a misdemeanor or an infraction, but shall not be punishable to any degree greater than allowable under the underlying provision. A list of such violations need not be posted. The citation will state this section number, the section of the underlying provision, and a short description of the violation. As an alternative to prosecution, violation of this section is punishable by administrative penalty pursuant to this Ordinance.

**MM N-3.6** MRCA shall post a contact telephone number and email addresses at each park or MRCA trail facility entrance for neighbors to lodge noise complaints or other concerns. Complaints shall be addressed in a diligent and responsive manner.

**Plan Requirements and Timing:** Prior to construction of Plan facilities, MRCA shall ensure that the mitigations for posting of notices be included within project construction documents. MRCA shall implement the above operational noise mitigations/ restrictions throughout the duration of the Plan.

**Monitoring:** MRCA rangers and/or hosts shall enforce the above noise restrictions at all Plan campsite areas. MRCA shall respond to neighbor Complaints in a timely manner. MRCA shall submit to its Board (and for public review and consumption) annual reports at the beginning of each calendar year documenting compliance with this condition for the prior year. The reports shall include a log of complaints received by neighbors and what measures are being taken to respond to the complaints.

### ***Residual Impacts***

Implementation of the above required measures would reduce potentially significant nuisance noise impacts to ***less than significant (Class II)***.

**Impact N-4:** **Impacts on sensitive receptors from periodic increases in the ambient noise levels above existing noise due to special programs/ events provided as part of the proposed Plan would be less than significant.**

Ramirez Canyon Park currently contains a number of unique support facilities, including structures, gardens, and designed landscape and hardscape that do not exist at the other parks in the Plan, which provide a range of diverse passive and active recreational uses of the Park. The more developed nature of the Park creates the opportunity for it to be used as a place for the types of special, pre-arranged activities and events that are typically permitted by the State Parks system for the benefit of the community and visitors. Additionally, the Park facilities include indoor and outdoor conference and event amenities. Therefore, the proposed Plan's Special Programs policies and implementation measures allow for pre-arranged, limited event and gathering uses at Ramirez Canyon Park.

The Plan contains the following Implementation Measure that would impose event-related noise controls for Ramirez Canyon Park.

**Land Use Implementation Measure 5:** *Amplified music would only be provided in the areas located immediately in front of and behind the Barn facility and at no time shall amplified music be audible beyond the property boundaries adjacent to residential development. In addition, event monitors on duty during such events shall check sound levels hourly at the site boundaries nearest adjacent residential development and shall immediately ensure volume reduction to achieve this standard should it be exceeded. Amplified music shall not be allowed anywhere on the subject site after 8:00 p.m. Sunday through Thursday evenings or after 10:00 p.m. on Friday or Saturday evenings. Special event sponsors shall be provided written notice of these amplified music restrictions prior to entering into a contract for rental of the facility.*

Additionally, for special programs/ events at Escondido Canyon Park, Corral Canyon Park, and Malibu Bluffs (as described within the *Project Description*), compliance with the proposed Plan's policies and implementation measures and mitigation measures MM N-3.1 through MM N-3.6 would reduce any potential noise impacts associated with temporary and periodic noise increases to a level of *less than significant*).

#### **Mitigation Measures**

See MM N-3.1 through MM N-3.6.

#### **Residual Impacts**

Special Event/ Program noise impacts would be ***less than significant (Class II)***.

**Impact N-5:** **Plan-generated traffic would not result in a substantial increase in mobile source noise levels, and therefore would result in a less than significant impact on sensitive receptors.**

The Plan would minimally increase the traffic volume on several local roads serving residential land uses. The CNEL noise level increase for these roads was determined based on the traffic volume information prepared for the Plan area (ATE, 2010). For each park proposal, the effect of Plan-added trips to existing traffic was evaluated.

As compared to existing noise levels, the existing plus Plan noise level would increase by less than 1 dB CNEL along roads to which the individual park improvements would

contribute trips (see Table 5.12-5). As the change in ambient noise level would not be recognized by the human ear, the effect would be *less than significant*.

**Table 5.12-5  
Plan Specific Off-Site Traffic Noise Impacts**

<b>Location</b>	<b>Existing ADT</b>	<b>Existing + Project ADT</b>	<b>Project Contribution dBA CNEL <sup>1</sup></b>
<b>Ramirez Canyon Park</b>			
Kanan Dume Road	6702	6822	<1
Ramirez Canyon Road	362	402	<1
Delaplane Road	355	395	<1
<b>Escondido Canyon Park</b>			
Winding Way	421	472	<1
<b>Latigo Canyon Park</b>			
Latigo Canyon Road	1136	1164	<1
<b>Corral Canyon Park</b>			
Pacific Coast Highway	26900	27094	<1
<b>Malibu Bluffs Park</b>			
Pacific Coast Highway	29300	29524	<1

<sup>1</sup> Existing vs. Existing Plus Project Traffic Data from ATE 2010

***Mitigation Measures***

As noise impacts associated with project-generated traffic trips would be less than significant, no mitigation measures are required.

***Residual Impacts***

Noise impacts from project added trips on area roadways would be ***less than significant (Class III)***.

### **Analysis of Impacts Post-Mitigation**

**Impact N-6: Implementation of mitigation measures intended to reduce impacts associated with the proposed Plan's improvements would result in less than significant noise impacts.**

In addition to analysis of the project (as proposed), CEQA requires that an EIR discuss the environmental impacts associated with the implementation of any required mitigation. This section, therefore, evaluates how mitigation measures required in other sections of this EIR would affect noise.

Implementation of the mitigation measures identified in all environmental impact analysis sections would have a less than significant noise impacts. Although additional land area (beyond the proposed Plan site) would be associated with the biological mitigation/restoration areas (see Section 5.4, *Biological Resources*), construction mitigation measures required in this section, as well as biological mitigation measures which address construction efforts, would result in less than significant noise impacts during construction.

Long-term operational emissions resulting from biological mitigation would be limited to occasional vehicular travel generated by a landscape maintenance contractor during the 5-year maintenance and monitoring program that would be implemented on all mitigation sites to ensure successful implementation of the habitat mitigation program. Maintenance would consist of controlling weeds and other pests, irrigation system operation and repairs and/or hand watering (if used), trash removal, erosion control, access control, remedial planting and seeding, etc. It is anticipated that noise associated with maintenance would be negligible.

Therefore, implementation of the proposed mitigations would have a *less than significant* noise impacts.

### ***Residual Impacts***

Implementation of mitigation measures intended to reduce impacts associated with the proposed Plan's improvements would not involve 1) a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project, 2) exposure of persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. 3) generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, substantial periodic or permanent

increases in ambient noise levels in the project vicinity above levels existing without the project, or 4) a substantial permanent increase in ambient noise levels in the project region above levels existing without the project.

Therefore, associated impacts to public services would be ***less than significant (Class III)***.

### **Cumulative Impacts**

**Impact N-7: The Plan’s contribution to cumulative noise impacts would not be cumulatively considerable, and would be considered less than significant.**

The Plan transportation engineer forecast Year 2025 traffic volumes for the regional roadway network assuming a 2.0% per year ambient growth rate and development of the approved and pending developments located in the surrounding areas of the City of Malibu and the County of Los Angeles (ATE, 2010). The cumulative projects are listed in the Traffic Technical Appendix (see *Appendix O*) for reference. Traffic noise impacts associated with cumulative development within Malibu and Los Angeles County, as projected by the Year 2025 Traffic Model, would incrementally increase noise levels along roadways; however, they would not subject noise-sensitive land uses to noise exceeding the City of Malibu’s standards. Table 5.12-6 below identifies the Plan’s contribution to cumulative noise impacts.

**Table 5.12-6 Summary of Project Contribution to Off-Site Cumulative Traffic Noise Impacts**

<b>Location</b>	<b>Cumulative Year 2025 No Project ADT</b>	<b>Cumulative Year 2025 With Project ADT</b>	<b>Project Contribution (dBA CNEL)</b>
PCH e/o Kanan Dume Road	45,100	45,211	<1
PCH e/o Latigo Canyon Road	42,400	42,582	<1
PCH e/o John Tyler Drive	41,400	41,594	<1
PCH e/o Malibu Road	45,300	45,524	<1

As indicated in the Table 5.12-6, the Plan’s contribution would be less than one dB. Therefore, noise level increases due to cumulative traffic increase would be *less than significant*.

***Mitigation Measure:***

As the noise impacts of the project's contribution of traffic trips to cumulative roadway volumes would be less than significant, no mitigation measures are required.

***Residual Impacts***

The project contribution to Cumulative Noise Impacts would be ***less than significant (Class III)***.