

CHAPTER 7.0

Noise

Introduction

This section provides an analysis of potential impacts to noise that would result from implementation of the Proposed Project, and identification of applicable policies and mitigation measures.

Environmental Setting

Primary noise sources within the City include traffic, railroad operations, and airport noise. Industrial and commercial activities also contribute to background noise.

Regulatory Setting

Federal Regulations

Federal regulations establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

The effects of ground-borne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 inches per second PPV and human annoyance response ground-borne vibration threshold level of 80 RMS (FTA, 2006).

State Regulations

California Code of Regulations has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The State of California also establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the State pass-by

standard is consistent with the federal limit of 80 dB. The State pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at 15 meters from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than DNL 60 dBA. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

There are no adopted state policies or standards for ground-borne vibration. The Caltrans does recommend that extreme care be taken when sustained pile driving occurs within 7.5 meters (25 feet) of any building, and 15 to 30 meters (50 to 100 feet) of a historic building or a building in poor condition.

Local Regulations

In California, local regulation of noise involves implementation of General Plan policies and Noise Ordinance standards. Local General Plans identify general principles intended to guide and influence development plans, and Noise Ordinances set forth the specific standards and procedures for addressing particular noise sources and activities.

General Plans recognize that different types of land uses have different sensitivities toward their noise environment; residential areas are considered to be the most sensitive type of land use to noise and industrial/commercial areas are considered to be the least sensitive.

Methodology

Noise impacts are assessed based on a comparative analysis of the noise levels resulting from the Proposed Project and the noise levels under baseline or existing conditions. The traffic-related noise analysis is based on the traffic volumes reported in the traffic analysis. An increase of three decibels is considered to be a significant increase in traffic-related noise, and it requires a doubling of traffic volumes (a 100 percent increase) for noise levels to increase by three decibels.

Standards of Significance

The proposed Tulare City General Plan will establish development guidelines against which future projects will be judged for consistency. The significance criteria for this analysis were developed from criteria presented in Appendix G, “Environmental Checklist Form”, of the CEQA Guidelines and based on the professional judgment of the City of Tulare and its consultants. The project (or the project alternatives) would result in a significant impact if it would:

- Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or publicly used airport and expose people residing or working in the project area to excessive noise levels; or
- Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels.

This EIR considers changes in ambient noise levels as a result of the Proposed Project. A sliding scale is commonly used for this purpose, allowing greater increases at lower absolute sound levels than at higher levels. A 3 dBA noise increase is barely perceptible to the average healthy ear and a 5 dBA increase is readily perceptible. Thus the significance criteria for changes in noise from the project are as follows:

- If the noise level resulting from implementation of the proposed project or its alternatives would exceed the “normally acceptable” range for a given land use where the existing noise level exceeds the normally acceptable range, a 3 dBA or greater increase due to the project is considered significant.
- If the noise level resulting from implementation of the proposed project or its alternatives would exceed the “normally acceptable” range for a given land use where the existing noise level is within the normally acceptable range, a 5 dBA or greater increase due to the project is considered significant.
- If the noise level resulting from implementation of the proposed project or its alternatives would be within the “normally acceptable” range for a given land use, a 10 dBA or greater increase due to the project is considered significant.

Impacts and Mitigation Measures

Impact N-1: The Proposed Project would result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact Summary

Level of Significance Before Mitigation: <i>Potentially Significant</i>
Required Mitigation Measures: “ <i>Sound Attenuation Features</i> ”, “ <i>Noise Buffering</i> ”, “ <i>Coordinate with Caltrans</i> ”, “ <i>Construction Noise</i> ”, and “ <i>Limiting Construction Activities</i> ”
Level of Significance After Mitigation: <i>Significant and Unavoidable</i>

Impact Analysis

Construction Noise. Construction related noise is considered a short-term noise impact associated with demolition, site preparation, grading, and other construction-related activities. Two types of short-term noise impacts could occur during these construction-related activities. First, the transport of workers and the movement of materials to and from the construction site could incrementally increase noise levels along local access roads. The second source of noise would result from the physical activities (e.g., grading, etc.) associated with any construction-related activities. Construction is performed in various distinct steps, each with its own mix of equipment, workers, and activities. Consequently, each step has its own noise characteristics. However, despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 7-1 provides a list of typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between a particular piece of equipment and a noise receptor. Implementation of the Proposed Project would result in additional City-wide residential and non-residential land use developments that has the potential to result in all of these types of construction-related noises at varying times and intensities throughout the planning period.

**TABLE 7-1
NOISE LEVELS GENERATED BY TYPICAL CONSTRUCTION EQUIPMENT**

Type of Equipment	Range of Sound Levels Measured (dBA of 50 feet)	Suggested Sound Levels for Analysis (dBA of 50 feet)
Pile Drivers, 12,000 to 18,000 ft –lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	68 to 80	77
Dozers	85 to 90	88
Tractor	77 to 82	80
Front-End Loaders	86 to 90	88
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86

**TABLE 7-1
NOISE LEVELS GENERATED BY TYPICAL CONSTRUCTION EQUIPMENT**

Type of Equipment	Range of Sound Levels Measured (dBA of 50 feet)	Suggested Sound Levels for Analysis (dBA of 50 feet)
Graders	79 to 89	86
Air Compressors	76 to 86	86
Trucks	81 to 87	86

Source: Noise Control for Buildings and Manufacturing Plants (Bolt, Beranek and Newman, 1987).

Using the information provided in Table 7-1, an estimate of composite construction noise for commercial and industrial development can be characterized as 89 dBA Leq when measured at a distance of 50 feet from the construction area. Residential development is slightly lower with a composite noise level of 88 dBA Leq. These values take into account the number, pieces, and spacing of the types of equipment used for each type of activity. Additionally, during the later phases of building construction, noise levels typically are reduced from these values and the physical structures themselves may further break-up line-of-sight noise propagation.

Using the 89 dBA Leq value and assuming that construction would occur for approximately 8 hours per day, the CNEL is estimated at 84 dBA at 50 feet (83 dBA CNEL for residential construction). Consequently, construction-related noise associated with the Proposed Project could exceed the “normally acceptable” range for a given land use and result in a significant impact. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential construction-related noise impacts to a less-than-significant level. Examples of mitigation that may be proposed include shielding of construction equipment and limitations on construction hours. However, it should be noted, the ability to mitigate this potential impact is contingent on a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

Operational Noise (On-Road Mobile Sources). Potential impacts on existing land uses are the result of additional on-road mobile sources (vehicles) traveling along local roadways. **Table 7-2** identifies the various routes for which traffic data was generated using the TCAG’s traffic model prepared for the Proposed Project. The table compares noise levels on roadway segments for Baseline (year 2005) versus Buildout (year 2030) and identifies the potential for a significant increase in noise due to buildout of the Proposed Project. However, the actual level of impact would depend on the presence and location of any existing or proposed land uses or barriers in relation to the noise source. While an increase of 3 to 5 dBA is considered potentially significant, it is only significant if it affects sensitive land uses. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential operations-related noise impacts to a

less-than-significant level. Examples of mitigation that may be proposed include various types of shielding (e.g., berms, vegetation, etc.) or sound walls. However, it should be noted, the ability to mitigate this potential impact is contingent on a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

**TABLE 7-2
EXISTING AND PROJECTED PM PEAK-HOUR TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY**

		Weekday Peak-Hour Noise Level, 100 ft from Centerline, dBA, Leq			
Roadway Segment ¹		Baseline - Year 2005	Buildout - Year 2030	Incremental Increase	Significant? (Yes or No)
Paige Ave	Enterprise St. to West St.	70	76	6	Yes
Inyo Ave. (SR 137)	Enterprise St. to West St.	71	74	3	Yes
	West St. to E St.	74	76	2	No
	E St. to J St.	74	76	2	No
	J St to M St	71	68	-3	No
Tulare Ave (SR 137)	M St to O St	75	76	1	No
	O St to Blackstone St	77	77	0	No
	Blackstone St to Laspina St	77	79	2	No
	Laspina St to Mooney Blvd	76	78	2	No
	Mooney Blvd to Oakmore St	74	74	0	No
Cross Ave	Tulare Ave to west St	66	75	9	Yes
Prosperity Ave	Oakmore St to road 132	70	66	-4	No
Cartmill Ave	J St to M St	74	80	6	Yes
State route 99	Ave 184 to Ave 200	80	82	2	No
	ave200 and Bardsley Ave	80	84	4	Yes
	Bardsley Ave and state route 137	81	84	3	Yes
	state route 137 and prosperity Ave	81	84	3	Yes
	prosperity Ave and Ave 264	80	83	3	Yes
West St	Bardsley Ave to Inyo Ave	71	77	6	Yes
	prosperity Ave to Ave 248	72	76	4	Yes
Pratt St	Ave 196 to Agri-center Dr	69	75	6	Yes
I St	Ave 184 to Ave 196	64	60	-4	No
	Agri-center Dr to Paige Ave	68	72	4	Yes
K street	Agri-center Dr to Paige Ave	72	77	5	Yes
Laspina St	Paige Ave to Bardsley Ave	73	74	1	No
Turner Dr	Agri-center Dr to foster Dr	70	78	8	Yes
Mooney blvd	foster Dr to Bardsley Ave	71	79	8	Yes
	Bardsley Ave to Tulare Ave	73	79	6	Yes
	Tulare Ave to prosperity Ave	76	80	4	Yes
Avenue 184	Pratt to I Street	68	70	2	No
	I Street to Road 112	71	72	1	No
	Road 112 to Road 124	61	62	1	No
Avenue 196	Pratt Street to I Street	63	66	3	Yes
Avenue 200	I Street to Laspina Drive	68	73	5	Yes
Hosfield Drive	Avenue 200 to Laspina Drive	59	71	12	Yes
Avenue 200	Laspina Street to Spacer Dr	65	67	2	No
	Spacer Drive to Road 140	67	70	3	Yes
Paige Avenue	Road 76 to Enterprise Street	59	68	9	Yes
	West Street to Pratt Street	65	75	10	Yes
	Pratt Street to I Street	65	76	11	Yes
	I Street Blackstone Street	72	77	5	Yes
	Blackstone Street to Laspina Street	74	78	4	Yes
Bardsley Avenue	Enterprise Street to West Street	65	73	8	Yes
	West Street to E Street	66	74	8	Yes
	E Street to K Street	73	76	3	Yes

**TABLE 7-2
EXISTING AND PROJECTED PM PEAK-HOUR TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY**

		Weekday Peak-Hour Noise Level, 100 ft from Centerline, dBA, Leq			
Roadway Segment ¹		Baseline - Year 2005	Buildout - Year 2030	Incremental Increase	Significant? (Yes or No)
	K Street to Blackstone Street	75	77	2	No
	Blackstone Street to Laspina Street	76	78	2	No
	Laspina Street to Mooney Boulevard	75	77	2	No
	Mooney Boulevard to Oakmore Street	73	77	4	Yes
	Oakmore Street to Road 126	71	77	6	Yes
	Road 126 to Road 132	70	71	1	No
Inyo Avenue	M Street to O Street	70	69	-1	No
Tulare Avenue	Cross Avenue to West Street	70	71	1	No
	West Street to E Street	65	66	1	No
	E Street to J Street	64	65	1	No
	J Street to M Street	73	76	3	Yes
	Oakmore Street to Road 132	74	74	0	No
	Road 132 to Road 140	74	74	0	No
Cross Avenue	Enterprise Street to Tulare Avenue	67	75	8	Yes
	West Street to E Street	74	76	2	No
	E Street to J Street	75	77	2	No
	J Street to O Street	74	74	0	No
	O Street to Blackstone Street	73	74	1	No
	Blackstone to Laspina Street	73	75	2	No
	Laspina Street to Mooney Boulevard	71	73	2	No
Prosperity Avenue	Road 68 to Enterprise Street	58	61	3	Yes
	Enterprise Street to West Street	69	76	7	Yes
	West Street to J Street	74	78	4	Yes
	J Street to M Street	74	77	3	Yes
	M Street to Blackstone Street	75	78	2	No
	Blackstone Street to Hillman Street	79	81	2	No
	Hillman Street to Laspina Street	74	79	5	Yes
	Laspina Street to Mooney Boulevard	73	79	6	Yes
	Mooney Boulevard to Oakmore Street	71	73	2	No
Avenue 248	Road 68 to Enterprise Street	60	72	2	No
	Enterprise Street to West Street	59	76	7	Yes
	West Street to J Street	64	78	14	Yes
Cartmill Avenue	M Street to Road 100	71	81	10	Yes
	Road 100 to Retherford Street	71	78	7	Yes
	Retherford Street to Hillman Street	69	78	9	Yes
	Hillman Street to Laspina Street	70	78	8	Yes
	Laspina Street to Mooney Boulevard	70	76	6	Yes
Avenue 248	Mooney Boulevard to Oakmore Street	66	76	10	Yes
	Oakmore Street to Road 132	64	76	12	Yes
Avenue 256	Enterprise Street to West 132	54	74	20	Yes
Oakdale Avenue	Road 100 to Hillman Street	63	73	10	Yes
	Hillman Street to Mooney Boulevard	67	74	7	Yes
Avenue 256	Mooney Boulevard to Oakmore Street	68	73	5	Yes
	Oakmore Street to Road 100	69	72	3	Yes
Avenue 264	SR99 Freeway to Road 100	69	70	1	No
	Road 100 to Road 108	67	70	3	Yes
	Mooney Boulevard to Road 124	68	73	5	Yes
	Road 108 to Mooney Boulevard	65	72	7	Yes
Enterprise Street	Paige Avenue to Bardsley Avenue	58	71	3	Yes
	Bardsley Avenue to Inyo Avenue	61	73	12	Yes
	Inyo Avenue to Cross Avenue	60	72	12	Yes
	Cross Avenue to Prosperity Avenue	62	76	4	Yes
	Prosperity Avenue to Avenue 248	58	76	8	Yes
	Avenue 248 to Avenue 256	56	73	7	Yes
West Street	Paige Avenue to Bardsley Avenue	64	76	12	Yes

**TABLE 7-2
EXISTING AND PROJECTED PM PEAK-HOUR TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY**

		Weekday Peak-Hour Noise Level, 100 ft from Centerline, dBA, Leq			
Roadway Segment ¹	Baseline - Year 2005	Buildout - Year 2030	Incremental Increase	Significant? (Yes or No)	
	Inyo Avenue to Cross Avenue	72	76	4	Yes
	Cross Avenue to Prosperity Avenue	70	76	6	Yes
	Avenue 248 to Avenue 256	70	72	2	No
Road 92	Avenue 256 to Freeway 99	70	70	0	No
Pratt Street	Agri-Center Drive to Paige Avenue	66	77	11	Yes
	Paige Avenue to Bardsley Avenue	66	75	9	Yes
	Bardsley Avenue to Inyo Avenue	62	73	9	Yes
I Street	Avenue 196 to Agri-Center Drive	65	74	9	Yes
	Paige Avenue to Bardsley Avenue	56	66	10	Yes
K Street	Avenue 200 to Agri-Center Drive	73	74	11	Yes
	Paige Avenue to Bardsley Avenue	72	76	4	Yes
K Street to J Street	Avenue 200 to Agri-Center Drive	74	77	3	Yes
J Street	Inyo Avenue to Tulare Avenue	73	78	5	Yes
	Tulare Avenue to Cross Avenue	75	77	2	No
	Cross Avenue to Prosperity Avenue	73	76	3	Yes
	Prosperity Avenue to Cartmill Avenue	73	76	3	Yes
	Cartmill Avenue to Avenue 256	72	75	3	Yes
M Street	Tulare Avenue to Cross Avenue	65	68	2	No
	Cross Avenue to Prosperity Avenue	65	68	3	Yes
	Oaks Street to Cartmill Avenue	70	75	5	Yes
	Prosperity Avenue to Oaks Street	66	69	3	Yes
O Street	Continental Avenue to Bardsley Avenue	62	62	0	No
	Bardsley Avenue to Inyo Avenue	69	74	5	Yes
	Inyo Avenue to Tulare Avenue	74	75	1	No
	Tulare Avenue to Cross Avenue	64	67	3	Yes
Retherford Street/Leland Avenue	Hillman Street to Cartmill Avenue	61	77	6	Yes
Blackstone Street	Paige Avenue to Tulare Avenue	67	70	3	Yes
	Bardsley Avenue to Tulare Avenue	70	71	1	No
	Tulare Avenue to Cross Avenue	73	75	2	No
	Cross Avenue to Prosperity Avenue South	75	78	3	Yes
	Prosperity Avenue South to Prosperity Avenue North	76	77	1	No
Hillman Street	Prosperity Avenue to Leland Avenue	64	81	7	Yes
	Leland Avenue to Cartmill Avenue	71	79	8	Yes
	Cartmill Avenue to Oakdale Avenue	72	78	6	Yes
Road 108	Oakdale Avenue to Avenue 264	72	77	5	Yes
Tex Drive	Avenue 200/Hosfield Drive/Avenue 200	65	50	-5	No
Laspina Street	Avenue 184 to Hosfield Drive/Avenue 200	64	64	0	No
	Avenue 200/Hosfield Drive to Agri-Center Drive	71	74	3	Yes
	Agri-Center Drive to Paige Avenue	72	78	6	Yes
	Bardsley Avenue to Tulare Avenue	71	73	2	No
	Tulare Avenue to Prosperity Avenue	72	76	4	Yes
	Prosperity Avenue to Paseo del Lago S	69	76	7	Yes
Mooney Boulevard	Prosperity Avenue to Carmill Avenue	76	80	4	Yes
	Cartmill Avenue to Oakdale Avenue	77	80	3	Yes
	Oakdale Avenue to Avenue 264	77	80	3	Yes
Oakmore Street	Agri-Center Drive to Avenue 224	65	72	7	Yes
	Avenue 224 to Avenue 232	64	71	7	Yes

**TABLE 7-2
EXISTING AND PROJECTED PM PEAK-HOUR TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY**

Roadway Segment ¹	Weekday Peak-Hour Noise Level, 100 ft from Centerline, dBA, Leq			
	Baseline - Year 2005	Buildout - Year 2030	Incremental Increase	Significant? (Yes or No)
Prosperity Avenue to Avenue 248	56	67	11	Yes
Avenue 248 to Avenue 256	59	67	8	Yes
Avenue 256 to Avenue 264	64	67	3	Yes

¹ Noise levels were determined using FHWA Traffic Noise Prediction Model (FHWA RD-77-108) (Barry, T.M. and Regan, J.A., 1978).

Source: ESA, 2007

Operational Noise (Railroad Sources). Railroad noise primarily occurs from existing operations along the Union Pacific Railroad (UPRR) line, which runs north-south through the City. Because of the uncertainties associated with future operational details, no comprehensive noise predictions are included in this analysis. However, buildout of the Proposed Project could locate residential land uses in the vicinity of the UPRR (or other railroad) corridor, which could result in the exposure of sensitive receptors to noise levels that exceed City standards. The actual level of impact would depend on the presence and location of any existing or proposed sensitive land uses in relation to the noise source. While an increase of 3 to 5 dBA is considered potentially significant, it is only significant if it affects sensitive land uses. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential operations-related noise impacts to a less-than-significant level. Examples of mitigation that may be proposed include various types of shielding (e.g., berms, vegetation, etc.), sound walls, or noise-reducing building treatments. The County may also consider the establishment of “Quiet Zones” or setback areas adjacent to railroad crossings in an effort to minimize noise impacts (e.g., train whistles, etc.) to a variety of sensitive land uses. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

Stationary Noise (Industrial Noise Sources). The siting of new industrial areas may increase noise levels in their proximity. This could occur due to the continual presence of heavy trucks used for the distribution of goods and supplies; or from the use of equipment actually used in the manufacturing process or on the site to transport goods (primarily forklifts). Potential areas of land use-noise conflict could occur at the borders of these industrial areas with other sensitive land uses (i.e., residential, schools, etc.) or along roadways leading to these industrial areas. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential operations-related noise impacts to a less-than-significant level. Examples of mitigation that may be proposed include various types of shielding (e.g., berms, vegetation, etc.), sound walls, or

noise-reducing building treatments. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

Policies included as part of the Proposed Project that would minimize this impact are summarized below. Policies have been developed to provide guidance on the analysis and mitigation of future project-related noise issues. Additional policies have been designed to promote compatible development that minimizes a variety of nuisance related impacts (i.e., visual, noise, etc.). However, even with implementation of the below mentioned policies, this impact is considered *potentially significant*.

Land Use Policies	
LU-3.7 "Neighborhood Noise Abatement" LU-3.8 "Incompatible Uses" LU-3.9 "Planned Development" LU-4.9 "Buffer Commercial Land Uses" LU-6.9 Buffer Incompatible Uses	LU-8.6 "Village Roadways" LU-8.11 "Open Space"
Traffic and Circulation Policies	
TC-2.23 "Traffic Noise" TC-2.29 "Environmental Impacts of Roadway Design".	
Noise Policies from Resolution No. 3432, Adopted August 2, 1988.	
<p>Policy 3.3.1. Areas within the City of Tulare shall be designated as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 60 dB Ldn (or CNEL) for major noise sources.</p> <p>Policy 3.3.2. New development of residential or other noise-sensitive land uses may not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less. Where it is not possible to reduce exterior noise levels within outdoor activity areas to 60 dB Ldn (or CNEL) or less after the practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB Ldn (or CNEL) will be allowed.</p> <p>Policy 3.3.3. New development of industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) may not be permitted if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas containing or planned and zoned for residential or other noise sensitive land uses.</p> <p>Policy 3.3.4. Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with the recommendations of the California office of noise control.</p> <p>Policy 3.3.5. Tulare County and its incorporated cities shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels or motels. UBC Chapter 35 requires that common wall and</p>	<p>Policy 4.2. Prior to the approval of a proposed development of residential or other noise-sensitive land uses in a noise-impacted area, or the development of an industrial, commercial or other noise-generating land use in or near an area containing planned and zoned for residential or other noise-sensitive land uses, an acoustical analysis may be waived provided that all of the following exist:</p> <ol style="list-style-type: none"> The proposed development is not subject to the provisions of California Administrative Code Title 24. The existing or projected future noise exposure at the exterior of buildings which will contain noise-sensitive uses or within the proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) does not exceed 65 dB Ldn (or CNEL) The existing or projected area is flat, and the noise source and receiving land use are at the same grade. Effective noise mitigation, as determined by the reviewing agency, is incorporated into the project design to reduce noise exposure to the levels specified by the policies of the Noise Element. Such measures may include the use of building setbacks, building orientation and noise barriers. If a noise barrier is required for mitigation of exterior noise levels, it should be constructed of tight-fitting, massive materials (1" thick wood, stucco, masonry, etc.) and should be of sufficient height to interrupt line-of-sight between the source and receiver. Line-of-sight should be determined by drawing a straight line between the effective heights of the noise source and the receiver. For traffic noise, and in instances where the number of heavy trucks exceeds five (5) percent of the Average Daily Traffic (ADT), an effective source height of at least eight (8) feet

<p>floor/ceiling assemblies within multifamily dwellings comply with minimum standards concerning the transmission of airborne sound and structure-borne impact noise. Title 24 requires that conformance with the above-described standards be documented by the submission of an acoustical analysis whenever new multi-family dwellings, condominiums, hotels or motels are proposed for areas within the 60 dB Ldn (or CNEL) contour of a major noise source as determined by the local jurisdiction.</p> <p>Policy 3.3.6. New equipment and vehicles purchased by the City of Tulare shall comply with noise level performance standards consistent with the best available noise reduction technology</p> <p>Policy 4.1. Tulare County and its incorporated cities shall review all relevant development plans, programs, and proposals, including those initiated by both the public and private sectors, to ascertain and ensure their conformance with the policy framework outline in this Noise Element.</p>	<p>above the crown of the roadway should be used. For railroad noise, an effective height of ten (10) feet above the rails should be used for locomotive and car noise, and an effective height of fifteen (15) feet above the rails should be used for horn noise. For industrial, commercial or other stationary noise sources or for aircraft noise, a detailed evaluation of noise source spectra and effective height(s) should be conducted. Receiver height should be assumed to be five (5) feet above project grade for outdoor activity areas such as backyards. The receiver height for small patios or upper floor decks should be assumed to be four (4) feet above the finished floor elevation. Interior noise levels may be assumed to be in compliance with the 45 dB Ldn (or CNEL) standards as long as the building construction complies with today's more stringent thermal insulation requirements and windows and doors may remain closed. This will require the installation of air conditioning or mechanical ventilation.</p> <p>When the above-described conditions do not exist and an acoustical analysis is required by the City of Tulare, it should:</p> <ol style="list-style-type: none"> Be the responsibility of the applicant. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. Include estimated noise levels in terms of Ldn (or CNEL) existing and projected future (10-20 years hence) conditions, with a comparison made to the adopted policies of the Noise Element. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element. <p>Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.</p>
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Required Mitigation Measures

The City will implement the following mitigation measure:

Mitigation Measure N-1. Adopt Policies to Address Noise Impacts Associated with Exposure of Persons to or Generation of Noise Levels in Excess of Standards. To mitigate these noise impacts resulting from implementation of the Proposed Project, the City shall amend the General Plan to include the following new policies:

- **Sound Attenuation Features.** The City shall require sound attenuation features such as walls, berming, heavy landscaping, and setbacks between commercial, industrial, and residential uses to reduce noise and vibration impacts. *[New Policy – Draft EIR Analysis].*

- **Noise Buffering.** The City shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks. *[New Policy - Draft EIR Analysis]*.
- **Coordinate with Caltrans.** The City shall work with Caltrans to mitigate noise impacts on sensitive receptors near state roadways, by requiring noise and vibration buffering or insulation in new construction. *[New Policy - Draft EIR Analysis]*.
- **Construction Noise.** The City shall seek to limit the potential noise impacts of construction activities on surrounding land uses. *[New Policy - Draft EIR Analysis]*.
- **Limiting Construction Activities.** The City shall limit construction activities to the hours of 7am to 7pm, Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the City. *[New Policy – Draft EIR Analysis]*.

Significance after Implementation of Mitigation for Impact N-1

As stated above, the City will implement a variety of policies designed to address noise issues. The City will also continue to discourage the siting of industrial uses near sensitive land uses. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential noise impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. Given the uncertainty as to whether future noise impacts could be adequately mitigated (i.e., establishment of setbacks near at-grade railroad crossings, etc.) for all the individual projects that will be implemented as part of the Proposed Project, this impact remains *significant and unavoidable*. No additional feasible mitigation is currently available.

Impact N-2: The Proposed Project will result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Impact Summary

Level of Significance Before Mitigation: <i>Potentially Significant</i>
Required Mitigation Measures: “ <i>Sound Attenuation Features</i> ”, “ <i>Noise Buffering</i> ”, “ <i>Coordinate with Caltrans</i> ”, “ <i>Construction Vibration</i> ”, and “ <i>Limiting Construction Activities</i> ”
Level of Significance After Mitigation: <i>Significant and Unavoidable</i>

Impact Analysis

Similar to Impact 8-1, buildout of the Proposed Project could potentially expose more people to the impacts of excess groundborne vibration. Increased exposure to sources of groundborne vibration could occur through increased residential or employment densities on lands within proximity to noise generating activities (i.e., industrial, airport, etc.). Specifically, vibration created through construction and industrial activities or through the operation of motor vehicles and railways could result in potentially significant impacts on local residents. It is expected that subsequent CEQA documentation prepared for individual projects would have project-specific data and will be required to address, and if possible, mitigate any potential construction/operations-related vibration and noise impacts to a less-than-significant level. Examples of mitigation that may be proposed include setbacks of sensitive land uses from vibration sources. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the vibration impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures.

Policies included as part of the Proposed Project that would minimize this impact are summarized below. However, even with implementation of the below mentioned policies, this impact is considered *potentially significant*.

Land Use Policies	
LU-3.7 "Neighborhood Noise Abatement" LU-3.8 "Incompatible Uses" LU-3.9 "Planned Development" LU-4.9 "Buffer Commercial Land Uses" LU-6.9 Buffer Incompatible Uses"	LU-8.6 "Village Roadways" LU-8.11 "Open Space"
Traffic and Circulation Policies	
TC-2.23 "Traffic Noise" TC-2.29 "Environmental Impacts of Roadway Design"	
Noise Policies from Resolution No. 3432, Adopted August 2, 1988.	
<p>Policy 3.3.1. Areas within the City of Tulare shall be designated as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 60 dB Ldn (or CNEL) for major noise sources.</p> <p>Policy 3.3.2. New development of residential or other noise-sensitive land uses may not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less. Where it is not possible to reduce exterior noise levels within outdoor activity areas to 60 dB Ldn (or CNEL) or less after the practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB Ldn (or CNEL) will be allowed.</p> <p>Policy 3.3.3. New development of industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) may not be permitted if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas containing or planned and zoned for residential or other noise sensitive land uses.</p>	<p>Policy 4.2. Prior to the approval of a proposed development of residential or other noise-sensitive land uses in a noise-impacted area, or the development of an industrial, commercial or other noise-generating land use in or near an area containing planned and zoned for residential or other noise-sensitive land uses, an acoustical analysis may be waived provided that all of the following exist:</p> <ol style="list-style-type: none"> The proposed development is not subject to the provisions of California Administrative Code Title 24. The existing or projected future noise exposure at the exterior of buildings which will contain noise-sensitive uses or within the proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) does not exceed 65 dB Ldn (or CNEL) The existing or projected area is flat, and the noise source and receiving land use are at the same grade. Effective noise mitigation, as determined by the reviewing agency, is incorporated into the project design to reduce noise exposure to the levels specified by the policies of the Noise Element.

<p>Policy 3.3.4. Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with the recommendations of the California office of noise control.</p> <p>Policy 3.3.5. Tulare County and its incorporated cities shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels or motels. UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multifamily dwellings comply with minimum standards concerning the transmission of airborne sound and structure-borne impact noise. Title 24 requires that conformance with the above-described standards be documented by the submission of an acoustical analysis whenever new multi-family dwellings, condominiums, hotels or motels are proposed for areas within the 60 dB Ldn (or CNEL) contour of a major noise source as determined by the local jurisdiction.</p> <p>Policy 3.3.6. New equipment and vehicles purchased by the City of Tulare shall comply with noise level performance standards consistent with the best available noise reduction technology</p> <p>Policy 4.1. Tulare County and its incorporated cities shall review all relevant development plans, programs, and proposals, including those initiated by both the public and private sectors, to ascertain and ensure their conformance with the policy framework outline in this Noise Element.</p>	<p>Such measures may include the use of building setbacks, building orientation and noise barriers. If a noise barrier is required for mitigation of exterior noise levels, it should be constructed of tight-fitting, massive materials (1" thick wood, stucco, masonry, etc.) and should be of sufficient height to interrupt line-of-sight between the source and receiver. Line-of-sight should be determined by drawing a straight line between the effective heights of the noise source and the receiver. For traffic noise, and in instances where the number of heavy trucks exceeds five (5) percent of the Average Daily Traffic (ADT), an effective source height of at least eight (8) feet above the crown of the roadway should be used. For railroad noise, an effective height of ten (10) feet above the rails should be used for locomotive and car noise, and an effective height of fifteen (15) feet above the rails should be used for horn noise. For industrial, commercial or other stationary noise sources or for aircraft noise, a detailed evaluation of noise source spectra and effective height(s) should be conducted. Receiver height should be assumed to be five (5) feet above project grade for outdoor activity areas such as backyards. The receiver height for small patios or upper floor decks should be assumed to be four (4) feet above the finished floor elevation. Interior noise levels may be assumed to be in compliance with the 45 dB Ldn (or CNEL) standards as long as the building construction complies with today's more stringent thermal insulation requirements and windows and doors may remain closed. This will require the installation of air conditioning or mechanical ventilation.</p> <p>When the above-described conditions do not exist and an acoustical analysis is required by the City of Tulare, it should:</p> <ol style="list-style-type: none"> a. Be the responsibility of the applicant. b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics. c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. d. Include estimated noise levels in terms of Ldn (or CNEL) existing and projected future (10-20 years hence) conditions, with a comparison made to the adopted policies of the Noise Element. e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element. <p>Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.</p>
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Required Mitigation Measures

The City will implement the following mitigation measure:

Mitigation Measure N-2. Adopt Policies to Address Groundborne Vibration and Groundborne Noise Impacts Associated with the Proposed Project. To mitigate these vibration and noise impacts resulting from implementation of the Proposed Project, the City shall amend the General Plan to include the following new policies:

- **Sound Attenuation Features.** The City shall require sound attenuation features such as walls, berming, heavy landscaping, and setbacks between commercial, industrial, and residential uses to reduce noise and vibration impacts. *[New Policy – Draft EIR Analysis]*.
- **Noise Buffering.** The City shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks. *[New Policy - Draft EIR Analysis]*.
- **Coordinate with Caltrans.** The City shall work with Caltrans to mitigate noise impacts on sensitive receptors near state roadways, by requiring noise and vibration buffering or insulation in new construction. *[New Policy - Draft EIR Analysis]*.
- **Construction Vibration.** The City shall seek to limit the potential vibration impacts of construction activities on surrounding land uses. *[New Policy - Draft EIR Analysis]*.
- **Limiting Construction Activities.** The City shall limit construction activities to the hours of 7am to 7pm, Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the City. *[New Policy – Draft EIR Analysis]*.

Significance after Implementation of Mitigation for Impact N-2

As stated above, the City will implement a variety of policies designed to address noise and vibration issues. The City will also continue to discourage the siting of industrial uses near sensitive land uses. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential vibration impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the vibration impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. Given the uncertainty as to whether future vibration impacts could be adequately mitigated for all the individual projects that will be implemented as part of the Proposed Project, this impact remains *significant and unavoidable*. No additional feasible mitigation is currently available.

Impact N-3: The Proposed Project will be located within an airport land use plan area or within the vicinity of a private airstrip and could expose people residing or working within the project area to excessive noise levels.

Impact Summary

Level of Significance Before Mitigation: <i>Potentially Significant</i>
Required Mitigation Measures: <i>“Development Surrounding Airport”, “Update Airport Master Plan”, “Airport Related Land Uses, and “Consistency with Airport Land Use Commission Policies”</i>
Level of Significance After Mitigation: <i>Significant and Unavoidable</i>

Impact Analysis

Implementation of the Proposed Project would result in additional City-wide residential and non-residential land use developments. Although the exact location of this new development is not currently known at this time and would be planned over the next twenty years, these land use developments could result in new urban development, including new urban land uses in the vicinity of the Mefford Field airport. New development near Mefford Field could be exposed to excessive airport-related noise levels.

The Airport Land Use Commission (ALUC) was established to ensure that there are no direct conflicts with land uses, noise, or other issues that would impact the functionality and safety of airport operations. One of the key functions of the ALUC is to require that cities’ and counties’ general plans and zoning ordinances are consistent with Airport Environs Land Use Plans (AELUP’s), which contain noise contours, restrictions for types of construction and building heights in navigable air space, as well as requirements impacting the establishment or construction of sensitive uses within close proximity to airports.

Overall, the intent of the proposed General Plan is to ensure that existing and future land uses function without imposing a nuisance, hazard, or unhealthy condition upon adjacent uses. Policies included as part of the Proposed Project that would minimize conflicts with local airports are summarized below. However, even with implementation of the below mentioned policies, this impact is considered *potentially significant*.

Land Use Policies	
LU-3.7 “Neighborhood Noise Abatement” LU-3.8 “Incompatible Uses” LU-3-9 “Planned Development” LU-4.9 “Buffer Commercial Land Uses” LU-6.9 Buffer Incompatible Uses	LU-8.6 “Village Roadways” LU-8.11 “Open Space”
Noise Policies from Resolution No. 3432, Adopted August 2, 1988.	
<p>Policy 3.3.1. Areas within the City of Tulare shall be designated as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings which exceed 60 dB Ldn (or CNEL) for major noise sources.</p> <p>Policy 3.3.2. New development of residential or other noise-sensitive land uses may not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to</p>	<p>Policy 4.2. Prior to the approval of a proposed development of residential or other noise-sensitive land uses in a noise-impacted area, or the development of an industrial, commercial or other noise-generating land use in or near an area containing planned and zoned for residential or other noise-sensitive land uses, an acoustical analysis may be waived provided that all of the following exist:</p> <p>a. The proposed development is not subject to the provisions of California Administrative Code Title</p>

<p>reduce noise levels to 60 dB Ldn (or CNEL) or less within outdoor activity areas and 45 dB Ldn (or CNEL) or less. Where it is not possible to reduce exterior noise levels within outdoor activity areas to 60 dB Ldn (or CNEL) or less after the practical application of the best available noise reduction technology, an exterior noise level of up to 65 dB Ldn (or CNEL) will be allowed.</p> <p>Policy 3.3.3. New development of industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) may not be permitted if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas containing or planned and zoned for residential or other noise sensitive land uses.</p> <p>Policy 3.3.4. Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with the recommendations of the California office of noise control.</p> <p>Policy 3.3.5. Tulare County and its incorporated cities shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels or motels. UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multifamily dwellings comply with minimum standards concerning the transmission of airborne sound and structure-borne impact noise. Title 24 requires that conformance with the above-described standards be documented by the submission of an acoustical analysis whenever new multi-family dwellings, condominiums, hotels or motels are proposed for areas within the 60 dB Ldn (or CNEL) contour of a major noise source as determined by the local jurisdiction.</p> <p>Policy 3.3.6. New equipment and vehicles purchased by the City of Tulare shall comply with noise level performance standards consistent with the best available noise reduction technology</p> <p>Policy 4.1. Tulare County and its incorporated cities shall review all relevant development plans, programs, and proposals, including those initiated by both the public and private sectors, to ascertain and ensure their conformance with the policy framework outline in this Noise Element.</p>	<p>24.</p> <ul style="list-style-type: none"> b. The existing or projected future noise exposure at the exterior of buildings which will contain noise-sensitive uses or within the proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) does not exceed 65 dB Ldn (or CNEL) c. The existing or projected area is flat, and the noise source and receiving land use are at the same grade. d. Effective noise mitigation, as determined by the reviewing agency, is incorporated into the project design to reduce noise exposure to the levels specified by the policies of the Noise Element. Such measures may include the use of building setbacks, building orientation and noise barriers. If a noise barrier is required for mitigation of exterior noise levels, it should be constructed of tight-fitting, massive materials (1" thick wood, stucco, masonry, etc.) and should be of sufficient height to interrupt line-of-sight between the source and receiver. Line-of-sight should be determined by drawing a straight line between the effective heights of the noise source and the receiver. For traffic noise, and in instances where the number of heavy trucks exceeds five (5) percent of the Average Daily Traffic (ADT), an effective source height of at least eight (8) feet above the crown of the roadway should be used. For railroad noise, an effective height of ten (10) feet above the rails should be used for locomotive and car noise, and an effective height of fifteen (15) feet above the rails should be used for horn noise. For industrial, commercial or other stationary noise sources or for aircraft noise, a detailed evaluation of noise source spectra and effective height(s) should be conducted. Receiver height should be assumed to be five (5) feet above project grade for outdoor activity areas such as backyards. The receiver height for small patios or upper floor decks should be assumed to be four (4) feet above the finished floor elevation. Interior noise levels may be assumed to be in compliance with the 45 dB Ldn (or CNEL) standards as long as the building construction complies with today's more stringent thermal insulation requirements and windows and doors may remain closed. This will require the installation of air conditioning or mechanical ventilation. <p>When the above-described conditions do not exist and an acoustical analysis is required by the City of Tulare, it should:</p> <ul style="list-style-type: none"> a. Be the responsibility of the applicant. b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics. c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. d. Include estimated noise levels in terms of Ldn (or CNEL) existing and projected future (10-20 years hence) conditions, with a comparison made to the adopted policies of the Noise Element. e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
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	<p>Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.</p>
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Required Mitigation Measures

The City will implement the following mitigation measure:

Mitigation Measure N-3. Adopt Policies to Address Noise Impacts Associated Airports. To mitigate these noise impacts resulting from implementation of the Proposed Project, the City shall amend the General Plan to include the following new policies:

- **Development Surrounding Airport.** The City shall require that development around the Mefford Field Airport be consistent with the noise standards contained in the approved Airport Land Use Plan. *[New Policy – Draft EIR Analysis]*.
- **Update Airport Master Plan.** The City shall coordinate with Tulare County Association of Governments (TCAG) in updating the Airport Master Plan noise contours consistent with the anticipated use of the airport by larger aircraft. *[New Policy – Draft EIR Analysis]*.
- **Airport Related Land Uses.** The City shall encourage commercial and industrial developments requiring air service to locate near the airport vicinity. *[New Policy – Draft EIR Analysis]*.
- **Consistency with Airport Land Use Commission Policies.** The City shall ensure that all development within two miles of the Airport be consistent with the policies adopted by the TCAG (except where pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the ALUC, the Council’s proposed action is consistent with the purposes of providing for the orderly development of the Airport and the areas surrounding the airport while protecting the public health, safety, and welfare by minimizing the public’s exposure to excessive and safety hazards). *[New Policy – Draft EIR Analysis]*.

Significance after Implementation of Mitigation for Impact N-3

As stated above, the City will implement a variety of policies designed to address airport noise and land use compatibility issues. In addition, the City will ensure that future CEQA documentation be prepared for individual projects (with project-specific data) that will (if technically possible) mitigate any potential airport-related noise impacts to a less-than-significant level. However, it should be noted, the ability to mitigate this potential impact is contingent upon a variety of factors including the severity of the noise impact, existing land use conditions and the technical feasibility of being able to implement any proposed mitigation measures. Given the uncertainty as to whether future airport noise-related impacts could be adequately mitigated for all the individual projects that will be implemented as part of the updated General Plan, this impact remains **significant and unavoidable**. No additional feasible mitigation is currently available.