

## 4.8 NOISE

This section addresses the impact of the noise generated by the proposed project on nearby noise-sensitive land uses, as well as the effect of current and pending future noise levels on the proposed project. This section is based on a Noise Impact Study conducted by Padre Associates, Inc. April 2007, and a Noise Barrier Analysis conducted by Rincon Consultants, Inc. (2008). These studies are included in Appendix G.

### 4.8.1 Setting

**a. Overview of Sound Measurement.** Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics - the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dB to actual nighttime (10 PM to 7 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dB penalty for noise occurring during the evening (7 PM to 10 PM).

**b. Sensitive Receptors.** Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, and libraries 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. The plan area is abutted by single family residential on the south, west, and across Telegraph Road to the north. Other sensitive receptors in the vicinity include a senior assisted living complex north of the plan area adjacent the northern boundary of Telegraph Road at Wells Road, and a private school across Wells Road to the east of the plan area.

**c. Noise Sources.** Noise sources are those that emit noise which can be heard from nearby properties. Noise sources often include roadways, construction sites, industrial uses, etc. Noise sources in the vicinity of the plan area are primarily generated by cars on adjacent roadways including the SR 126, Telegraph Road, and Wells Road. Existing noise levels in the vicinity of the plan area were measured for the Noise Impact Study and are shown in Table 4.8-1.

**Table 4.8-1  
Existing Noise Levels in the Vicinity of the Plan Area**

Location	Time Period	Noise Level dBA (Leq)
Near Bonaventure Senior Housing at Telegraph Road	3:35 to 3:50	67.0
Near Las Clinicas Medical Building at Wells Road	3:55 to 4:15	76.1
Near Country Estates Mobile Home Park at Blackburn Road	4:23 to 4:43	74.2

*Source: Padre Associates, Inc., Noise Impact Study, April 2007.*

**d. Regulatory Setting.** Guidelines for noise compatible land use, based upon the California Office of Planning and Research (OPR) Noise Element Guidelines, are shown on Figure 4.8-2. The objective of noise compatibility guidelines is to provide the community with a means of judging the noise environment that it deems to be generally acceptable.

Denotation of a land use as “clearly acceptable” implies that the highest noise level in that band is the maximum desirable for existing or conventional construction that does not incorporate any special acoustical treatment. In general, evaluation of land use that fall into the “normally acceptable,” “conditionally acceptable,” or “normally unacceptable” noise environments should analyze other potential factors that would affect the noise environment. These include consideration of the type of noise source, the sensitivity of the noise receptor, the noise reduction likely to be provided by structures, and the degree to which the noise source may interfere with speech, sleep, or to other activities characteristic of the land use.

Ventura Noise Ordinance. The City of Ventura Noise Ordinance (Municipal Code § 10.650) prohibits unnecessary, excessive, or annoying noise in the City. The Ordinance does not

control traffic noise, but applies to all noise sources located on private property including traffic noise. As part of this ordinance, properties within the City are assigned a noise zone based on their corresponding land use. “Noise-sensitive” properties are designated as Noise Zone I; residential properties are designated Noise Zone II; commercial properties are included in Noise Zone III, and industrial/agricultural districts are designated as Noise Zone IV. The Ordinance also limits the amount of noise generated by uses during normal operation that may affect the surrounding areas. Table 4.10-1 shows the allowable noise levels and corresponding times of day for each of the identified noise zones.

**Table 4.8-2  
Exterior Noise Levels**

<b>Time Period</b>	<b>ZONE I</b>	<b>ZONE II</b>	<b>ZONE III</b>	<b>ZONE IV</b>
7 A.M. to 10 P.M.	50 dBA	50 dBA	60 dBA	70 dBA
10 P.M. to 7 A.M.	45 dBA	45 dBA	55 dBA	70 dBA

*Source: City of Ventura Municipal Code § 10.650.130B.*

The noise standards shown in Table 4.10-1 apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels that last less than 30 minutes, the following standards apply: maximum noise levels equal to the value of the noise standard plus 5 dBA for a cumulative period of no more than 15 minutes in any hour, 10 dBA for a cumulative period of no more than 5 minutes in any hour, 15 dBA for a cumulative period of no more than 1 minute in any hour, or 20 dBA for any period of time. If the ambient sound level exceeds the allowable exterior standard, the ambient levels become the standard.

The following noise standards for interior noise levels apply for all multifamily residential units within Zones I or II. Daytime (7 a.m.–10 p.m.) noise levels shall not exceed 45 dBA and nighttime (10pm-7am) shall not exceed 40 dBA (Section 10.650.130 C.1).

Section 10.650.150 of the Ordinance exempts construction activities from the above standards, provided that they are conducted between 7 A.M. and 8 P.M. Construction activity is permitted between the hours of 8 pm and 7 am, provided that the noise levels do not exceed the standards specified in Table 4.10-1.

City of Ventura General Plan. The City of Ventura 2005 General Plan sets the interior noise standard for habitable rooms of new residences at 45 dBA CNEL (Policy 7E, Action 7.32). The exterior level for usable outdoor recreation space (patios, gardens, etc.) of both new single and multi-family residential structures is 65 dBA CNEL (Policy 7E, Action 7.32).

Action 7.32 also requires an acoustical analysis and mitigation prior to development of any residential development within the 60 dBA CNEL contour and incorporation of appropriate mitigation to reduce noise in residential exterior usable space to 65 dBA CNEL or lower and reduce interior noise levels at residences to 45 dBA CNEL or lower. Additionally, Action 7.33

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE						
	Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							
RESIDENTIAL - MULTI-FAMILY							
TRANSIENT LODGING - MOTELS, HOTELS							
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE							

 **NORMALLY ACCEPTABLE**  
 Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 **NORMALLY UNACCEPTABLE**  
 New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

 **CONDITIONALLY ACCEPTABLE**  
 New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

 **CLEARLY UNACCEPTABLE**  
 New construction or development should generally not be undertaken.

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 1998.

Noise Compatibility Matrix

Figure 4.8-1  
 City of Ventura



calls for the construction of sound walls along SR 126 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL.

#### 4.8.2 Impact Analysis

**a. Methodology and Thresholds of Significance.** The analysis of noise impacts focuses upon the project's impact to surrounding noise-sensitive land uses and the impact of existing noise sources upon residents of the plan area.

Roadway noise impacts were calculated based on project traffic volumes from the traffic report that was prepared for the project in addition to cumulative traffic growth with buildout of the 2005 General Plan at 2025 (roadway noise data sheets included in Appendix G). Noise measurements were taken in the field to calibrate modeled noise levels in the vicinity of the plan area. Traffic was modeled using the Federal Highway Administration Traffic Noise Model® (TNM, ver 2.5) based on data provided by Associated Transportation Engineers (ATE) in the approved traffic report for the project and freeway data provided by Caltrans. Peak hour traffic estimates for the segment of SR 126 near the project site, Wells Road, and Blackburn Road, including the proposed project generated traffic combined with the existing traffic and future traffic generated by cumulative development in the area were used for the TNM® modeling. The future modeled year is 2025.

The TNM® uses algorithms based on speed to calculate the average sound level produced by the three vehicle types of concern (autos, medium-duty trucks, and heavy-duty trucks). The analysis used average speeds of 70 mph for cars 65 mph for medium trucks and 60 mph for heavy trucks on the freeway, 45 to 50 mph for vehicles on the on-and off-ramps, 40 mph for vehicles on Wells Road, and 35 mph for vehicles on Blackburn.

The location of road lanes, existing barriers, and houses were digitized into the TNM® from the AUTOCAD site plans (DTR Engineering, July 2008). Topographical elevations were also taken from the site plans. The results of the noise model and the basic input data files required are attached. The noise model was checked for calibration based on the field noise measurements conducted at the site. The field measurements yielded values that varied from the TNM® calculated level for peak hour by approximately 3.1 to 3.3 dBA. The difference in the measured sound levels and the modeled sound levels can be attributed to the variability of traffic volumes. It is noted that a difference of 3 dBA is just audible, whereas increases of less than 3dBA are not audible to the human ear.

For the purpose of this analysis, a significant impact would occur if growth accommodated under the 2005 General Plan would result in any of the following conditions:

- *Exposure of persons to or generation of noise levels in excess of standards established in the General plan or noise ordinance*
- *Exposure of persons to or generation of excessive ground-borne noise levels*
- *A substantial permanent increase in ambient noise levels above levels existing without the project*
- *A substantial temporary or periodic increase in ambient noise levels above levels existing without the project*

For purposes of defining a “substantial” increase in traffic noise, the Federal Interagency Committee on Noise (FICON) recommendations were used. These are shown in Table 4.8-3.

**Table 4.8-3  
Significance of Changes in  
Operational Roadway Noise Exposure**

Noise Level with Project (CNEL)	Significant Impact
< 60 dB	+ 5.0 dB or more
60 – 65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

Temporary or periodic noise increases associated with specific plan implementation would primarily result from future construction activity. A temporary increase in noise is considered “substantial” if it would be in conflict with the City Noise Ordinance, which allows noise-generating construction activity between the hours of 7 AM and 8 PM.

**b. Project Impacts and Mitigation Measures.**

**Impact N-1 Construction activity associated with development of the specific plan would temporarily generate noise within and adjacent to the plan area. However, given that construction activity would be limited to between the hours of 7:00 AM and 8:00 PM, no violation of the City’s Noise Ordinance is anticipated. Therefore, construction impacts are considered Class III, less than significant.**

Construction activity generates temporary noise levels increases due to the use of heavy construction equipment. Construction typically occurs in several distinct phases, each of which has its own unique noise characteristics. Typical noise levels at a distance of 50 feet from the noise source for each of the major phases of construction are shown in Table 4.8-3.

The noisiest activities associated with construction typically occur during the site preparation (excavation and foundation development) stage. This phase of project construction tends to create the highest construction noise levels because of the use of heavy-duty construction equipment, including trucks, bulldozers, graders, and scrapers. A discussion of impacts associated with construction-related activities follows.

As noted in Table 4.8-4, noise levels associated with heavy equipment used during construction typically ranges from 78 to 88 dBA at 50 feet from the source. Such noise levels can be disturbing, particularly to noise-sensitive uses such as residences, schools, and hospitals. The nearest sensitive receptors are the residential units of the Country Estates Mobile Home Park.



These residences would be within 50 feet of proposed residential development that would occur along the southwestern project boundary. At that distance, maximum noise levels during construction would range from 78 to 88 dBA or slightly higher. Such levels exceed daytime ambient levels in the vicinity of the existing residences and noise associated with construction activity would be audible during grading and construction adjacent to these areas. However, such noise would occur only sporadically and maximum noise levels would occur during only a fraction of the grading period. Section 10.650.150 of the Ventura Noise Ordinance exempts construction activities from the standards, provided that they are conducted between 7 AM and 8 PM. Thus assuming compliance with Noise Ordinance timing restrictions, noise associated with construction activities would not be significant.

**Table 4.8-4  
 Typical Noise Level Ranges at Construction Sites**

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

**Mitigation Measures.** All construction within the plan area would be subject to the City Noise Ordinance, which limits noise-generating construction activity to between the hours of 7:00 AM and 8:00 PM. No mitigation required.

**Significance After Mitigation.** Compliance with Noise Ordinance timing restrictions would ensure noise impacts would remain less than significant. No mitigation required.

**Impact N-2 Traffic generated by plan area development would increase noise levels along roadways in the vicinity of the project site. However, project-related traffic noise impacts along these roadways would be Class III, less than significant.**

Development facilitated by the proposed specific plan would generate additional traffic in the vicinity of the plan area, which would increase traffic-related noise on area roadways. Roadway noise was modeled pursuant to the TNM analysis (Appendix G) of traffic-related noise impacts that would occur from implementation of the proposed specific plan. The study indicated that project-generated traffic would increase noise levels within the vicinity of existing roadways by 0.2 to 0.4 dBA (see Table 4.8-5).



**Table 4.8-5  
 Projected Noise Levels Along Most Affected Roadways**

Road Segment	Noise Level Along Roadways (dBA Ldn)				Noise Level Change (dBA)		Significant Project Impact?
	Existing (1)	Existing + Project (2)	Existing+ Year 2025 (3)	Existing + Project + Year 2025 (4)	Change due to Project (2-1)	Cumulative Change (3-1)	
<b>Blackburn Road</b> <sup>a</sup> between Wells Road and Saticoy Avenue.	69.2	69.4	70.7	70.8	+0.2	+1.6 <sup>b</sup>	No
<b>Wells Road</b> between Telegraph and SR 126	66.3	66.6	67.1	67.3	+0.3	+0.8	No
<b>Telegraph Road</b> between Wells Road and Saticoy Avenue	67.1	67.5	66.9	67.3	+0.4	+0.2	No

*Modeled using FHWA TNM ver2.5 Look-Up Tables for a receptor 50 ft from centerline See Appendix G.*

<sup>a</sup> Noise level increases along Blackburn Road also reflect cumulative noise generated along SR 126 because these two roadways are adjacent to each other and the combination of these roadways contributes to the noise environment of affected receptors between Wells Road and Saticoy Avenue.

<sup>b</sup> Indicates a significant impact. This significant cumulative impact is discussed at the end of the section under subsection c. *Cumulative Impacts.*

Because the 0.2 to 0.4 dBA project generated increase is less than the 1.5 dBA threshold, the project’s effect would be less than significant. It is noted that cumulative development, including the proposed project would result in a 1.6 dBA increase along Blackburn Road and SR 126, which exceeds the 1.5 dBA threshold. These cumulative impacts are discussed at the end of the section under subsection c. *Cumulative Impacts.*

**Mitigation Measures.** None of the study area roadways would experience a significant noise impact due to project generated traffic-related noise. No mitigation required.

**Significance After Mitigation.** Project-specific impacts would be less than significant for the proposed specific plan without mitigation.

**Impact N-3** Both existing onsite noise levels and projected noise levels adjacent to SR 126 within the plan area exceed the City’s “normally acceptable” community noise exposure standards. Since development facilitated by the proposed specific plan would place residential uses in an area where noise levels exceed the City’s “normally acceptable” community noise exposure standards, impacts would be Class II, *significant but mitigable.*



Implementation of the proposed specific plan would facilitate placement of residential units adjacent Blackburn Road and approximately 150 feet from the SR 126 centerline. Noise levels adjacent Blackburn Road in this area are documented as ranging from 70-74 dBA (see tables 4.8-1 and 4.8-5). Single and multi-family residential development is “conditionally acceptable” when ambient noise levels range from 60 to 70 dBA (“conditionally acceptable” means that the development type is generally acceptable if standard noise control techniques are implemented). The majority of the plan area falls within this category; however, residences proposed adjacent the southern plan area boundary and SR 126 could be exposed to ambient noise levels in excess of 70 dBA, which is categorized as “normally unacceptable.” Within this noise level range, new construction should proceed only after a detailed analysis of noise reduction requirements and inclusion of noise attenuation features in project design.

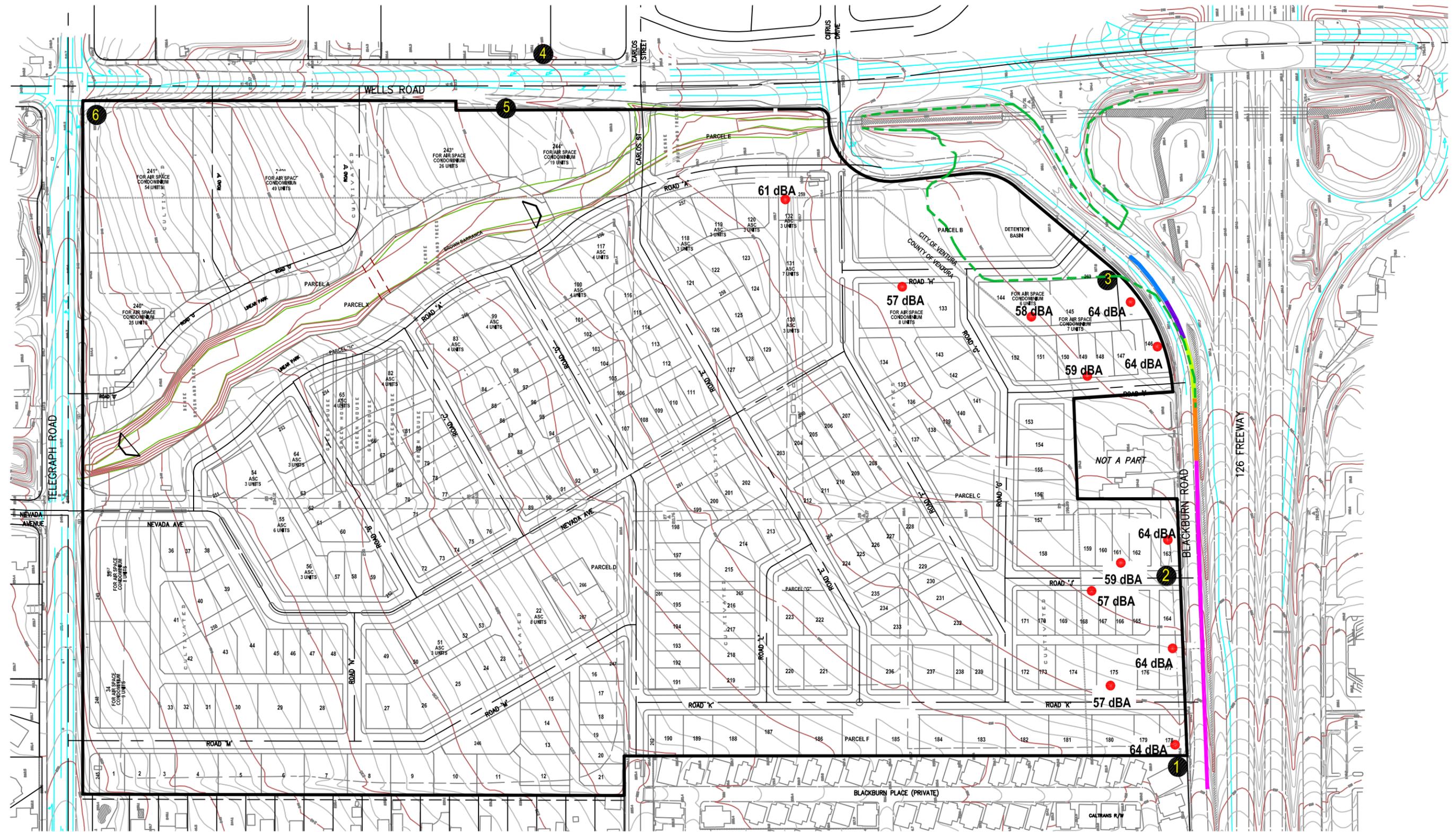
Action 7.32 of the City’s General Plan requires an acoustical analysis and mitigation prior to development of any residential development within the 60 dBA CNEL contour and incorporation of appropriate mitigation to reduce noise in residential exterior usable space to 65 dBA CNEL or lower and reduce interior noise levels at residences to 45 dBA CNEL or lower. Action 7.28 directs to construct sound wall along SR 126 as funding becomes available. Development of the Parklands Specific Plan would have a potentially significant impact with respect to exposure of residences to noise in excess of normally acceptable levels. Mitigation would be required to address both exterior and interior noise.

**Mitigation Measures.** Several variations of the sound wall were modeled (see Barrier Analysis in Appendix G) and three different designs were created that would reduce noise levels within exterior usable spaces to below 65 dBA. Construction of a sound wall adjacent to SR 126 is shown on Figure 4.8-2. This figure shows the variable height sound wall, which would need to be 14 -21 feet tall along the southern edge of Blackburn Road. This wall would transition from 14 feet tall opposite the southern boundary of lot 263 (triangle shaped pocket park), to 18 feet tall at the western boundary of Road “I” (see Figure 4.8-2). The wall would continue from the western boundary of Lot “I” at 19 feet tall, transitioning to 21 feet tall and continue to about 75 feet past the western boundary of the plan area (see Figure 4.8-2). It is noted that other wall scenarios, such as a garden wall or a combination garden wall and sound wall would result in a shorter wall adjacent SR 126 (see figures 1 and 2 in the Barrier Analysis contained in Appendix G). However, these other combination walls would also separate the residences from Blackburn Road, creating a walled-in community. Moreover, the only option offering full protection for the existing residence at the southern edge of the plan area is a sound wall that would be constructed along the southern edge of Blackburn Road.

With construction of this 14-21 foot sound wall along the northern edge of the freeway, noise levels in the exterior usable spaces of residential lots in the southern portion of the plan area within 200 feet of Blackburn Road would range from 57-64 dBA CNEL, which is within the City’s 65 dBA standard. However, noise levels in interior spaces of second story habitable spaces would exceed the 45 dBA allowable interior standard. Additional attenuation would be required. The following mitigation measures are required to fully reduce the potential for adverse effects to residential receptors to a less than significant level.

- N-3(a) Sound Wall.** Prior to grading permit issuance, the applicant shall incorporate a sound wall along the southeastern boundary of the plan area as indicated on Figure 4.8-2 (Figure 3 of the Barrier Analysis, Rincon Consultants, 2008), or some combination of walls as also indicated on Figures 1 and 2 of the Barrier Analysis (see Appendix G). Construction material, height, and location shall be sufficient, at a minimum, to intercept the freight truck line of sight on SR 126. Adequate wall height and placement shall be determined by the Planning Manager in consideration of the following parameters: (1) CMU wall height, material, and location consistent with Caltrans sound walls within the City; (2) proposed building pad elevations in relation to SR 126; and (3) vertical distance between CMU wall height and lowest roof eave and window.
- N-3(b) Lot 132.** The residence and garage at this location shall be linked with a solid block wall and oriented, such that the exterior usable space is buffered from noise generated along Wells Road.
- N-3(c) Interior Noise Attenuation.** Plans submitted to the Inspection Services Division for purposes of obtaining building permits shall illustrate that residences fronting Telegraph Road, Wells Road, and Blackburn Road/SR 126 shall ultimately be constructed to include the following:
- a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 40;
  - b) Windows facing the street on multiple-family structures shall be minimized and non-opening.
  - c) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 50;
  - d) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and
  - e) All exterior doors and windows shall be installed with proper weather stripping.
  - f) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of 1/2-inch thick gypsum board separating the attic from living areas;
  - g) Northernmost homes shall not have courtyard access doors facing Telegraph Road.
- N-3(d) Noise Measurements.** Prior to final building permit inspection of residences facing Telegraph Road, Wells Road and Blackburn Road/SR 126, the applicant shall submit a 24-hour CNEL internal noise measurement for those bedrooms closest to Telegraph Road, Wells

Noise Barrier Analysis



**LEGEND**

PROPOSED SOUND WALLS	21 FOOT HEIGHT
14 FOOT HEIGHT	PROPOSED 100 YEAR FLOOD ZONE
16 FOOT HEIGHT	● dBA NOISE LEVEL AT RECEPTOR
18 FOOT HEIGHT	⬮ NOISE MEASUREMENT LOCATION
19 FOOT HEIGHT	



2025 Modeled Noise Levels  
Variable Height Soundwall

Basemap Source: Padre Associates, Inc., April 2007.

Figure 4.8-2  
City of Ventura

Road and Blackburn Road/SR 126 to be reviewed and approved by the Planning Manager. Future noise levels shall be projected based upon measured existing levels.

In the event that the noise measurement and/or projection identifies noise levels that exceed 45 dBA CNEL, the applicant shall develop a contingency plan for additional measures to reduce noise to 45 dBA CNEL or lower. The contingency plan may include, without limitation, the modification of constructed residences with materials/methods that reduce interior noise to 45 dBA CNEL. Prior to occupancy of affected units, the applicant shall obtain approval of the contingency plan from the Planning Manager.

**Significance After Mitigation.** As indicated in Table 4.8-1, existing noise levels in much of the plan area currently exceed the 65 dBA exterior noise standard for sensitive receptors. Thus, impacts are considered potentially significant. The Noise Impact Study and Barrier Analysis (Appendix G) considered development in accordance with buildout of the General Plan and forecasted traffic levels for the year 2025. With implementation of the above mitigation measures, all exterior usable spaces and interior spaces would be exposed to ambient noise levels that are lower than established noise standards. Therefore, noise impacts would be less than significant. Table 4.8-6 shows the noise levels for each of the studied receptors with and without proposed sound walls.

**Table 4.8-6  
 Mitigated Exterior Noise Levels  
 Year 2025 + Project Conditions**

Lot Number	Existing Noise Level (dBA CNEL)	Year 2025 with Project & Proposed Sound Wall (dBA CNEL)
178	70	64
175	65	57
177	72	64
168	65	57
161	67	59
163	72	64
149	66	59
146	70	64
145	69	64
144	62	58
133	58	57
132	60	61

Source: Appendix G. Barrier Analysis, Rincon Consultants, Inc. 2008



Potential aesthetic impacts associated with construction of a sound wall along the SR 126 frontage are discussed in Section 4.1, *Aesthetics* (under Impact AES-1).

**c. Cumulative Impacts.** As discussed in Section 3.0, *Environmental Setting*, planned cumulative development associated with buildout of the 2005 General Plan in the City of Ventura would add up to about 8,000 dwelling units, 1.2 million square feet of retail development, 1.2 million square feet of office development, 2.2 million square feet of industrial development, and more than 500,000 square feet of hotel development. Cumulative development in and around Ventura would continue to increase traffic and traffic-related noise along area roadways. As indicated in Table 4.8-5, cumulative traffic on Blackburn Road in combination with SR 126 would result in noise increases of 1.6 dBA, which is greater than the 1.5 dBA threshold for roadways with ambient levels in excess of 65 dBA. The proposed project would contribute traffic and would result in an increase of 0.2 dBA, but would not by itself result in a significant cumulative impact.

In the vicinity of the plan area, sensitive receptors that would be exposed to the noise level increases include an existing residence between the southeastern boundary of the plan area and Blackburn Road, in addition to mobile homes located adjacent the western boundary of the plan area. The mobile homes have an existing block wall that helps to attenuate noise.

Project generated in the southern portion of the plan area is traffic is mostly anticipated to exit onto Wells Road from the Citrus Drive extension (see Figure 6A and 7A of the Traffic and Circulation Study in Appendix H). There are five intersections that will be constructed to connect the southern half of the plan area to the existing roadway network (Roads H, I, J, and K that will intersect with Blackburn Road in addition to the Citrus Drive extension that would intersect with Wells Road). Figure 6A in the Traffic and Circulation Study (appendix H) indicates that of the 140 trips during the A.M. Peak hour utilizing those five intersections, 100 of them will utilize the intersection of Citrus Drive at Wells Road (71%), while 40 of them will utilize the other four Blackburn Road intersections combined (29%). Along Blackburn Road, 14 vehicles will travel westbound past the mobile home during the A.M. peak hour, while four vehicles will travel eastbound past the mobile home park to enter the plan area.

With respect to project additions to SR 126, future traffic volumes are estimated at about 53,000 average daily trips (ADT) at General Plan buildout, while baseline traffic volumes were estimated at 37,000 ADT (General Plan Circulation Element Traffic Study, 2005). The proposed project would contribute 33% of the total project-generated ADT to westbound SR 126 (about 1,800 ADT), which represents about 3% of the future total ADT along SR 126 at General Plan Buildout. The combined project generated traffic increases would cause an increase of 0.2 dBA (see Table 4.8-5). Therefore, though a cumulatively significant noise increase would occur due to traffic along SR 126, the project's contribution is not significant.

Moreover, with construction of a sound wall adjacent the southeastern boundary of Blackburn Road [Mitigation Measure N-3(a)], noise from SR 126 and the interchange would be attenuated at the existing residence. Noise levels after construction of a sound wall, such as that shown on Figure 4.8-2 would be about the same as those that were modeled for either side of the existing residence (see Figure 4.8-2). That property is labeled "NOT A PART" and modeled noise levels on either side are 64 dBA adjacent Blackburn Road, and 59 dBA about 100 feet north of

Blackburn Road within the plan area. Therefore, cumulative impacts would be less than significant after mitigation.

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