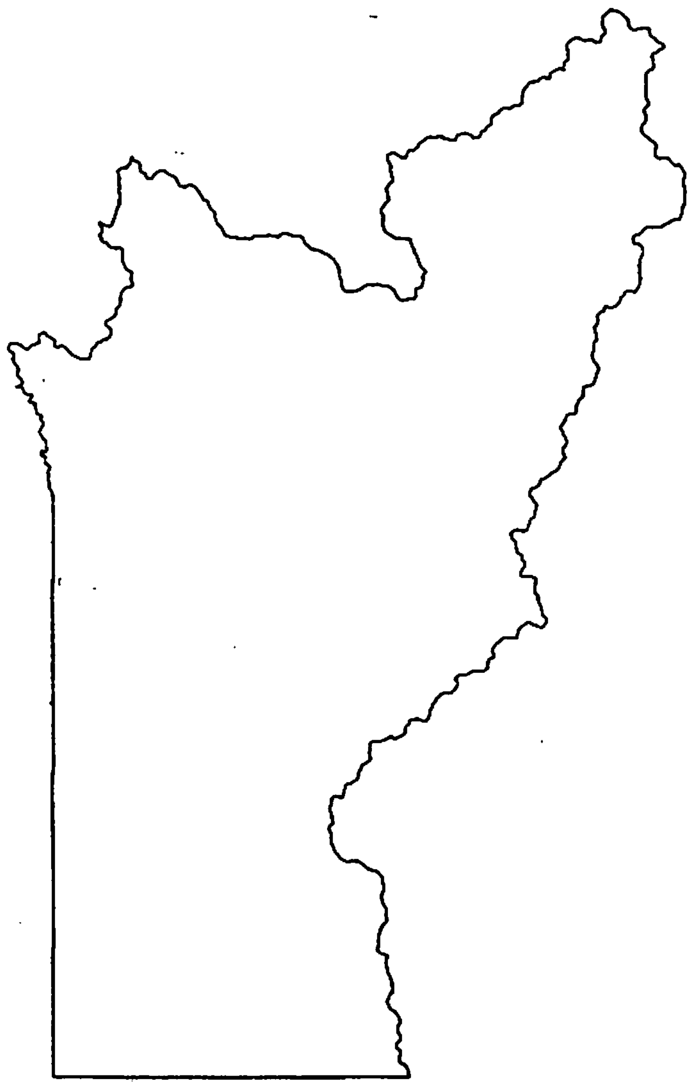
Trinity County General Plan
Noise Element



October 2003

NOISE ELEMENT OF THE GENERAL PLAN

TRINITY COUNTY, CALIFORNIA

PREPARED FOR

TRINITY COUNTY PLANNING DEPARTMENT
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CHAPTER ONE

INTRODUCTION

1.1 Purpose and Scope

The Noise Element of the General Plan is a planning document which provides a policy framework for addressing potential noise impacts encountered in the planning process.

The content of a Noise Element and the methods used in its preparation have been determined by the requirements of Section 65302 (f) of the California Government Code and by the State of California General Plan Guidelines published by the California Office of Planning and Research in 1990. The Guidelines require that major noise sources and areas containing noise-sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected conditions.

According to the Government Code requirements, noise exposure information should be included in a Noise Element for the following major noise sources:

1. Highways and freeways
2. Primary arterials and major local streets
3. Railroad operations
4. Aircraft and airport operations
5. Local industrial facilities
6. Other stationary sources

Noise-sensitive uses identified by the Government Code and by Trinity County include the following:

1. Residential development
2. Schools
3. Hospitals, nursing homes
4. Churches
5. Libraries

The purpose of a Noise Element is to minimize future noise conflicts. A Noise Ordinance, on the other hand, is used to resolve existing noise conflicts. A Noise Ordinance addresses noise levels generated by existing industrial and residential uses, which are not regulated by federal or state noise level standards. The regulation of noise sources such as traffic on public roadways, railroad line operations and aircraft in flight is preempted by federal and/or state regulations, meaning that such sources generally may not be addressed by a local government noise ordinance. The Noise Element addresses the *prevention* of noise conflicts from all of these sources.

1.2 Relationship to Other Elements of the General Plan

The Noise Element is related to the Land Use, Housing, Circulation and Open Space Elements of the General Plan. Recognition of the interrelationship of noise and these four mandated elements is necessary to prepare an integrated general plan and to initiate changes which will reduce noise exposure to acceptable levels in areas where noise may presently exceed the levels set forth by the adopted policies of the Noise Element. The relationship between these elements is briefly discussed below:

1. Land Use: An objective of the Noise Element is to provide noise exposure information for use in the Land Use Element. When integrated with the Noise Element, the Land Use Element will show acceptable land uses in relation to existing and projected noise levels.

2. Housing: The Housing Element considers the provision of adequate sites for new housing and standards for housing stock. Since residential land uses are noise-sensitive, the noise exposure information of the Noise Element must be considered when planning the locations of new housing.

3. Circulation: The circulation system, which is a major source of noise, must be correlated with the Land Use Element. This is especially true for roadways which carry significant numbers of trucks. Noise Exposure will thus be a decisive factor in the location and design of new transportation facilities, and in the mitigation of noise produced by existing facilities upon existing and planned land uses.

4. Open Space: Excessive noise adversely affects the enjoyment of recreational pursuits in designated open space, particularly in areas where quiet is a valued part of the recreational experience. Thus, noise exposure should be considered in planning for this kind of open space use. Conversely, open space can be used to buffer noise-sensitive uses from noise sources by providing setbacks and visual screening.

1.3 Noise and Its Effects on People

Appendix A provides a discussion of the fundamentals of noise assessment, the effects of noise on people and criteria for acceptable noise exposure, and is a reference for use by Trinity County during the review of documents or proposals which refer to the measurement and effects of noise.

1.4 Definitions

1. A-Weighted Sound Level (dBA): Except as specified, all sound levels referred to in this policy document are in A-weighted decibels. A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

2. Community Noise Equivalent Level (CNEL): The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. As a practical matter, there is usually little difference between the CNEL and the Day/Night Average sound level (see below). For most purposes, they can be used interchangeably.

3. Day/Night Average Sound Level L_{dn}: The average equivalent sound level during a 24-hour day, obtained after addition of ten *A-weighted* decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m. (See discussion of CNEL and L_{dn} above).

4. Equivalent Sound Level L_{eq}: The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over a 1-hour sample period.

5. Maximum Sound level L_{max}: The maximum sound level recorded during a noise event.

6. New Development: Projects requiring land use approval or building permits, but excluding remodeling or additions to existing structures.

7. Noise-Sensitive Land Use: Residential land uses, transient lodging, schools, libraries, museums, day-care centers, churches, hospitals and nursing homes.

8. Outdoor Activity Areas: Patios, decks, balconies, outdoor eating areas, swimming pool areas, yards of dwellings and other areas which have been designated for outdoor activities and recreation.

9. Stationary Noise Source: Any fixed or mobile source not preempted from local control by existing federal or state regulations. Examples of such sources include industrial and commercial facilities, and vehicle movements on private property.

10. Transportation Noise Source: Traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by existing federal or state regulations. However, the effects of noise from transportation sources may be controlled by regulating the location and design of adjacent land uses.

CHAPTER TWO

EXISTING AND FUTURE NOISE ENVIRONMENT

2.1 Overview of Sources

Based on discussions with County staff, the requirements of the Government Code and field studies conducted during the preparation of this document, it was determined that the following noise sources should be addressed in the Noise Element:

- Traffic on State Highways and Major Local Roads
- Aircraft Operations at County Airports
- Industrial and Commercial Activities

2.2 Methods Used to Develop Noise Exposure Information

According to the Government Code and General Plan Guidelines, noise exposure contours should be developed in terms of the Day/Night Average Level (L_{dn}) or Community Noise Equivalent Level (CNEL). Both of these descriptors represent the weighted energy noise level for a 24-hour day after including a 10 dB penalty for noise levels occurring at night between the hours of 10:00 p.m. and 7:00 a.m.) The CNEL descriptor additionally includes a penalty of about 5 dB for noise levels occurring during the evening hours of 7:00 p.m. and 10:00 p.m. The CNEL descriptor was developed to quantify aircraft noise, and its use is required when preparing noise exposure maps for airports within the State of California. The CNEL and L_{dn} descriptors are generally considered to be equivalent to each other for most community noise environments within ±1.0 dB. The L_{dn} descriptor has been used in this Noise Element to quantify noise from the above-described major noise sources.

To supplement the L_{dn} noise descriptor, the hourly L_{eq} and L_{max} descriptors have been used to characterize noise levels from stationary noise sources that are addressed in this Noise Element. Because many stationary noise sources operate sporadically, the hourly L_{eq} and L_{max} are more useful for predicting noise conflicts from such sources than is the L_{dn}. The L_{dn}, by definition, is a modified average noise exposure over 24 hours. If a noise source operates only a few hours a day, averaging the noise over 24 hours may under estimate its nuisance potential. Since the L_{dn} descriptor is required by the Government Code for Noise Elements, noise exposure from stationary noise sources also has been described using this descriptor.

Analytical noise modeling techniques were used to develop generalized noise contours for existing and future conditions. Analytical noise modeling techniques generally use source-specific data, including descriptions of noise-generating equipment or activities, hours of operation, seasonal fluctuations, and average levels of noise from source operations. Analytical methods have been developed for many environmental noise sources, including roadways, railroad line operations, railroad yard operations, industrial plants and aircraft/airport operations. Such methods will produce reliable results as long as data inputs and assumptions are valid for the sources being studied.

The noise exposure information developed during the preparation of the Noise Element does not include all conceivable sources of industrial or commercial noise within Trinity County, but rather focuses on the existing sources of noise which have been identified by the County possibly as being significant. As the policies of this Noise Element are applied in the future, it is likely that other potentially significant sources may be identified.

2.3 Roadways

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to develop L_{dn} contours for roadways in Trinity County. The FHWA Model is the analytical method currently favored by most state and local agencies, including Caltrans, for highway traffic noise prediction. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within $\pm$ 1.5 dB. The model assumes a clear view of traffic with no shielding at the receiver location. To predict L_{eq} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The Calveno traffic noise emission curves were used as recommended by Caltrans to more accurately calculate noise levels generated by California traffic.

Existing (1999) and future (2020) traffic volumes used to calculate traffic noise levels were based on the Trinity County 2001 Regional Transportation Plan, prepared by LSC Transportation Consultants, Inc.[1] and other technical studies [2],[3]. Only road segments having an Average Daily Traffic (ADT) of more than 2000 were analyzed. Noise impacts are usually insignificant where the ADT is less than 2000. Truck volumes were provided by Caltrans. The Day/Night distribution of traffic was based on assumptions used by BBA for comparable streets, since these data were unavailable from any other source. Vehicle speeds assumed during the traffic noise modeling process were the observed vehicle speeds.

One source of truck noise that is not addressed by the FHWA model is the distinctive staccato sound produced by "Jake Brakes." The term originated from the exhaust, driveline and engine brakes

[1] LSC Transportation Consultant, Inc. *Trinity County 2001 Regional Transportation Plan*, July 24, 2001.

[2] Technical memorandum for Trinity County East Connector Roadway Project Weaverville, Ca. Draft Environmental Impact Report, November 22, 2002 by Fehr & Peers Associates, Inc.

[3] Weaverville West Connector Roadway Design, Technical Memorandum for Traffic Forecasts and Operations, October 31, 2002 by Omni Means.

manufactured by Jacobs Vehicle Systems™. These systems are used extensively on heavy-duty trucks having an engine displacement over 10 liters. Jake Brakes slow large trucks by converting the diesel engine into a power-absorbing retarding mechanism. They are commonly used on steep down-grades to reduce wear and possible failure of the standard service brakes. Since Jake Brakes are a legal component, their use cannot be prohibited by local ordinances. However, it should be noted that excessively noisy Jake Brakes are often caused by modified or defective truck exhaust systems. The California Vehicle Code requires exhaust systems in all vehicles to be in proper working order and prohibits modifications that will increase noise. The County Sheriff's office and the California Highway Patrol should be encouraged to enforce this provision of the Vehicle Code to curtail excessively noisy trucks (see Noise Element Policy 4.2.8).

Table I lists the distances of the existing and future 60 and 65 dB L_{dn} contours from roadway centers, along with input data used in the FHWA Model. Appendix C and D show the approximate location of the 60 dB L_{dn} contour for 1999 and 2020 traffic conditions. Note that contour distances less than 50 feet are not shown on the maps. It should be noted that the alignments for the East Connector and West Connector that are shown in Appendix D are approximate. Hence, the position of the 60 dB L_{dn} contours around these proposed roads also is approximate. The environmental documents for these proposed roads should be consulted for the exact locations of the roads and the predicted locations of the 60 dB L_{dn} contours based on site specific noise studies for the proposed roadways.

TABLE I
DISTANCE TO L_{dn} CONTOURS AND TRAFFIC DATA
TRINITY COUNTY

							DISTANCE TO L_{dn} Contours (Ft.)[1]			
	ADT						1999		2020	
Roadway	1999	2020	% D/N[2]	% MT[3]	% HT[4]	Speed (MPH)	65 dB	60 dB	65 dB	60 dB
State Route 3										
Hayfork to Douglas City	2,150	2,800	85/15	2.0	7.4	45	39	83	46	199
Jct. SR 299 to Rush Creek Rd.	4,250	5,200	85/15	0.4	8.0	45	61	132	70	150
State Route 299										
Salyer to Del Loma	3,450	4,900	85/15	1.5	19.1	55	95	205	120	259
Del Loma to Weaverville, W. Limit	2,800	4,800	85/15	1.5	19.1	55	83	179	119	256
Weaverville, W. Limit to Washington St.	11,600	13,700	85/15	0.2	3.1	35	63	136	70	152
Washington St. to Jct SR3	7,300	10,100	85/15	0.6	5.4	50	87	188	108	234
Jct SR3 to New Lewiston Rd.	3,800	6,500	85/15	3.0	12.7	55	87	187	124	268
Washington Street	2,700	---	85/15	0.5	3.0	30	20	42	--	--
Oregon Street	2,678	4,000	85/15	0.5	0.1	25	9	19	11	24
Glen Road	---	3,400	85/15	0.5	0.1	30	---	---	14	30
East Connector	---	4,250	85/15	0.4	8.0	45	---	---	61	132
West Connector										
Industrial Park to Mill Street	---	3,500	85/15	0.6	5.4	45	---	---	47	101
Mill Street to Oregon Street	---	3,400	85/15	0.6	5.4	45	---	---	46	99
Oregon Street to SR 299	---	3,300	85/15	0.6	5.4	45	---	---	45	97

[1]Distances from roadways centers
[2]Day/Night traffic split (day = 10:00 a.m.-7:00 p.m.; night = 10:00 p.m.-7:00 a.m.)
[3]Medium Trucks
[4]Heavy Trucks

Sources: Reference 1, Caltrans and Brown-Buntin Associates, Inc.

2.4 Major Stationary Noise Sources

The production of noise is an inherent part of many industrial, commercial and agricultural processes, even when the best available noise control technology is applied. Noise production within industrial or commercial facilities is controlled indirectly by Federal and State employee health and safety regulations (OHSA and Cal-OSHA), but exterior noise emissions from such operations have the potential to exceed locally acceptable standards at nearby noise-sensitive land uses.

Noise exposure information for the major stationary noise sources selected for study by the County was developed from operational data obtained from source operators (when available), noise level measurements conducted at reference locations around the noise source, and BBA file information. Only existing noise levels are described since there are too many variables and unknown conditions to predict future noise exposure.

The following discussions provide generalized information concerning the relative noise impacts of each source, and identify specific noise sources which should be considered in the review of development proposals where potential noise conflicts could result. Not all industrial noise sources in the County are discussed. Unidentified industries or other major noise sources may exist, which could generate significant noise levels and result in noise-related land use conflicts. Generalized 45 and 55 dBA hourly L_{eq} noise contours were prepared for major stationary noise sources where it was determined that such contours would be located off the property occupied by the source. These contours are included in the County base maps. The generalized contours should be used as a screening device to determine when potential noise-related land use conflicts may occur, and when site-specific studies may be required to properly evaluate noise at a given noise-sensitive receiver location.

Weaverville Landfill/Transfer Station:

This facility is located west of the Weaverville Airport about 1.5 miles north of the junction of State Routes 3 and 299 in Weaverville. The nearest residences appear to be at least ½ mile from the landfill. According to the County General Services Director, the only material that is currently landfilled at the facility is inert construction debris, which is covered once per year before the rainy season. Heavy equipment used to cover construction debris are a scraper and D-9 Caterpillar. Noise levels generated by the D-9 Cat and scraper at 50 feet are 75 and 80 dBA, respectively.

The remainder of the waste directed to this site is transferred to the City of Anderson, which is located in Shasta County, 6 days/week. Equipment used are one front end loader, one backhoe and two compactor trucks. Reference noise levels from this equipment at 50 feet are 84, 80 and 81 dBA, respectively.

Due to the facility's location away from residences and the amount of noise-producing activity at the site, it does not appear that noise levels in excess of an hourly L_{eq} of 55 or 45 dBA or the 60 dB L_{dn} contour would occur outside of the facility.

Trinity River Lumber Mill:

This facility is located in Weaverville on the east side of State Route 299 between Washington Street to the north and Martin Road to the south. Table II summarizes sound levels measured from the lumber mill.

TABLE II

NOISE LEVELS FROM TRINTY RIVER LUMBER MILL

Location	Date	Time	Sound Level, dBA	
			L_{eq}	L_{max}
S.W. Corner Plant	4/11/02	3:30 p.m.	62	65
	4/12/02	7:15 a.m.	67	68
Near N.E. Corner	4/11/02	3:45 p.m.	50	52
	4/12/02	7:30 a.m.	56	58
Near 240 Martin Rd.	4/11/02	4:00 p.m.	52	55
	4/12/02	7:40 a.m.	49	51

Table I shows some variation in noise levels at the same locations based on time of measurement. Assuming plant operations are fairly constant, the variation is probably due to variations in atmospheric conditions (especially winds). The approximate distances to the 55 to 45 hourly L_{eq} contours would be 830 and 2600 feet, respectively. Assume a typical 24-hour operation at the mill, the distance to the 60 dB L_{dn} contour would be approximately 930 feet.

Concrete/Aggregate Plants Off Industrial Park Way:

These facilities were not in operation during several visits on April 11 and 12, 2002. However, based on observation of many concrete batch plants and aggregate plants, these types of operations can produce significant noise levels. Typical noise levels from concrete batch plants range from 82-88 dBA at 25 feet, and from aggregate plants 85-95 dBA at 25 feet. The approximate distances to the 45 and 55 dBA L_{eq} contours for both the concrete and aggregate plants operating together would be about 3,000 and 1,500 feet, respectively. Assuming typical operation from 5 a.m. to 5 p.m., the distance to the 60 dB L_{dn} contour would be approximately 670 feet.

Eagle Rock Batch Plant:

This facility is located south of Route 299 about 4 miles east of Junction City. At a distance of approximately 800 feet, the L_{eq} was 52 dBA. The approximate distances to the 45 and 55 dBA L_{eq} contours would be 1800 and 600 feet, respectively. Assume typical operation from 5:00 a.m. to 5:00 p.m., the distance to the 60 dB L_{dn} contour would be approximately 270 feet.

Talrocca Industries:

This facility is located south of Route 3 east of Hayfork. No activity was noted at the facility on April 11, 2002. However, front end loaders and other equipment were observed. Noise levels generated by the facility would be very minor. The 45 and 55 dBA L_{eq} and 60 dB L_{dn} contours would not extend beyond their property lines.

Bear Machine & Welding and Other Light Industries, Lewiston:

No activity was noted at these locations during visits on April 11 and 12, 2002. No obvious noise producing equipment was observed. It is possible that noise produced by banging and clanging and small motors could trigger noise complaints from nearby residences, especially if they occurred in the nighttime hours.

Light Industrial Users, Douglas City:

No activity was noted at this location on April 11 and 12, 2002. There does not seem to be much potential for noise impacts from these businesses.

2.5 Airports

Public-use airports in Trinity County include Weaverville, Ruth, Hyampom, Hayfork and Trinity Center. Generalized noise exposure contours for county airports were prepared using the CNEL metric as required by the State of California for land use compatibility planning purposes. The 60 and 65 dB CNEL contours have been shown. The California airport noise compatibility criterion for residential uses is 65 dB CNEL. The Trinity County noise compatibility criterion for residential and other noise-sensitive land uses exposed to a transportation noise source is 60 dB CNEL. Noise exposure contours depicting a Sound Exposure Level (SEL) of 90 dBA for individual departures by a typical single engine propeller aircraft have also been shown for informational purposes. There are no federal, state or local standards for single event aircraft noise exposure.

The Federal Aviation Administration (FAA) Integrated Noise Model (INM) was used to prepare CNEL and SEL contours. Airport runway descriptions, the number and type of based aircraft and the annual number of airport operations were obtained from FAA Airport Master Records. The location of typical arrival and departure flight tracks, the temporal distribution (time of day) of flights, the utilization of airport runways and the operational aircraft fleet mix were estimated based upon discussions with Trinity County airport staff.

The INM is the aircraft noise prediction model required by the FAA for use in preparing noise exposure analyses for FAR Part 150 noise compatibility planning studies and for the evaluation of airport improvement projects such as the construction of proposed runway extensions or the implementation of revised operating procedures. The INM includes aircraft performance and noise level databases for most civilian aircraft in use at U. S. airports. The INM accounts for the local airport elevation and average temperature, but does not account for localized acoustical shielding due to nearby buildings or topographic features. Consistent with the requirements of the State of California and FAA, CNEL contours are calculated based upon annual average conditions. This means that the CNEL on any given day is likely to be either higher or lower than the annual average due to daily variations in runway use or levels of airport activity.

Following are brief descriptions of the operational assumptions used to prepare generalized CNEL contours for the above-referenced county airports. The level of aircraft activity and aircraft fleet mix used for noise modeling represent near-term future conditions (approximately 10 years or less), assuming no substantial changes to existing airfield facilities or navaids. Except for the Weaverville Airport, the day/evening/night distribution of flights was estimated to be 80% during the day (7:00 a.m. to 7:00 p.m.), 15% during the evening (7:00 p.m. to 10:00 p.m.) and 5% during the night (10:00 p.m. to 7:00 a.m.).

Weaverville Airport

The existing Weaverville (Lonnie Pool) Airport was constructed in the early 1950's. The prior airport was a gravel strip where the Trinity Alps Golf Course is presently located.

The current airport is conveniently situated on the north end of Weaverville, but is constrained by terrain and surrounding land uses. The mountainous terrain and tall trees to the west, east and especially the north rises steeply into the navigable airspace. Aircraft cannot take off toward, or land from the north. The only approach and departure corridor lies south of the runway, directly over central Weaverville. State Route 3 crosses the south end of the runway and vehicles traveling on the highway create an obstruction to aircraft approaching or departing the airport. Winds are also generally from the south creating a "following" wind situation (tail wind) that affects aircraft handling when landing. Due to the obstructions and one-way configuration, the airport is closed to public night operations. In addition, the population of Weaverville has slowly moved closer to the airport. There are residential neighborhoods, apartment complexes, public works yards with fuel facilities, schools, hospitals, etc. that now surround and are located within the influence area of the airport. These uses have resulted in constraints that affect both the airport and the surrounding land uses.

The constraints were formally recognized and as a result a Weaverville Airport Relocation Committee was formed in 1995. The county retained Reinard W. Brandley, a consulting engineer, for the relocation project. Out of the various relocation sites, three sites were selected including Poker Bar, Tucker Hill and Musser Hill. Of the three sites, Musser Hill was selected as the preferred alternative.

Aircraft operational assumptions for current Weaverville Airport were based upon analyses of airport activity provided by Reinard W. Brandley, as documented by his letter of May 10, 1999. These assumptions are summarized by Tables III and IV. All transient operations were assumed to be single-engine aircraft.

TABLE III

WEAVERVILLE AIRPORT
OPERATIONS BREAKDOWN
EXISTING AIRPORT REMAINS

Year	Annual Operations						
	Total	Local	Transient	Single	Small Twin	Large Twin	GA jet
1995	14,000	7,000	7,000	11,500	2,240	40	20
2000	17,900	9,000	8,900	15,010	2,800	60	30
2010	20,000	10,000	10,000	16,680	3,200	80	40
2020	22,000	11,000	11,000	18,350	3,500	100	50

TABLE IV

WEAVERVILLE AIRPORT
OPERATIONS BREAKDOWN
NEW AIRPORT

Year	Annual Operations						
	Total	Local	Transient	Single	Small Twin	Large Twin	GA jet
1995	14,000	7,000	7,000	11,500	2,440	40	20
2000	24,000	10,000	14,000	20,000	3,500	300	100
2010	28,000	12,000	16,000	23,000	4,300	500	200
2020	34,000	14,000	20,000	28,000	4,800	800	400

At the existing airport, the distribution of aircraft operations to the runways was assumed to be 100% in on Runway 36, and 100% out on Runway 18. At the alternative airports, the distribution of aircraft operations to the runways was assumed to be 80% generally to the south on Runways 19, 23 and 20, and 20% to the opposite direction. The distribution of aircraft operations by time of day was derived from data available for other general aviation airports, and is shown by Table V.

TABLE V

TIME OF DAY ASSUMPTIONS
WEAVERVILLE AIRPORT

Aircraft	Percent		
	Day	Evening	Night
Singles	87	10	3
Small Twin	72	19	9
Large Twin	50	34	16
GA jet	76	10	14

Descriptions of aircraft flight tracks were developed by Reinard W. Brandley, and Brown-Buntin Associates, Inc. Based upon these data, generalized arrival and departure flight tracks were prepared for use in the noise modeling process to describe areas with a concentration of aircraft overflights.

General flight tracks were developed that were used for the noise modeling process for the existing and alternative airports. It is recognized that variations in flight paths will occur at any airport, and that the tracks shown are general representations of those flight patterns.

<u>Ruth Airport</u>

The Ruth Airport consists of a single runway 3,500 feet long and 50 feet wide. The airport is located at an elevation of 2,781 feet MSL. The runway designation is 13-31, meaning that the runway is generally oriented in a southeast to northwest direction. Based upon discussions with Trinity County airport staff, arrivals and departures are estimated to occur to the northwest on Runway 31 about 60% of the time on an annual average basis. The operational aircraft fleet mix consists almost entirely of single engine propeller aircraft. The FAA Master Airport Record reports that there were 7,000 annual operations at Ruth Airport during the 12 months ending with December 31, 1999. The number of annual aircraft operations at the airport is not expected to change significantly in the near-term future.

<u>Hyampom Airport</u>

The Hyampom Airport consists of a single runway 2,980 feet long and 60 feet wide. The airport is located at an elevation of 1,250 feet MSL. The runway designation is 14-32, meaning that the runway is generally oriented in a southeast to northwest direction. There is a 700-foot displaced landing threshold on Runway 32. Based upon discussions with Trinity County airport staff, arrivals are estimated to occur to the southeast on Runway 14 about 60% of the time on an annual average basis. Departures are estimated to occur to the northwest on Runway 32 about 75% of the time. The operational aircraft fleet mix consists of 96% single engine propeller aircraft, one percent twin engine propeller aircraft and 3% helicopters. The FAA Master Airport Record reports that there were 2,000 annual operations at Hyampom Airport during the 12 months ending with December 31, 1999. The number of annual aircraft operations at the airport is expected to increase to 3,000 in the near-term future.

<u>Hayfork Airport</u>

The Hayfork Airport consists of a single runway 4,115 feet long and 60 feet wide. The airport is located at an elevation of 2,321 feet MSL. The runway designation is 7-25, meaning that the runway is generally oriented in an east to west direction. Based upon discussions with Trinity County airport staff, arrivals and departures are estimated to occur to the west on Runway 25 about 75% of the time on an annual average basis. The operational aircraft fleet mix consists of 94% single engine propeller aircraft, 3% twin engine propeller aircraft and 3% helicopters. The FAA Master Airport Record reports that there were 17,000 annual operations at the Hayfork Airport during the 12 months ending with October 31, 1997. The number of annual aircraft operations at the airport is not expected to change significantly in the near-term future.

Trinity Center Airport

The Trinity Center Airport consists of a single runway 3,215 feet long and 50 feet wide. The airport is located at an elevation of 2,390 feet MSL. The runway designation is 14-32, meaning that the runway is generally oriented in a southeast to northwest direction. There are 200-foot displaced landing thresholds at both ends of the runway. Based upon discussions with Trinity County airport staff, arrivals are estimated to occur to the southeast on Runway 14 about 60% of the time on an annual average basis. Departures are estimated to occur to the northwest on Runway 32 about 60% of the time. The operational aircraft fleet mix consists of 93% single engine propeller aircraft, 6% twin engine propeller aircraft and one percent small corporate jet (Cessna Citation) aircraft . The FAA Master Airport Record reports that there were 17,000 annual operations at the Trinity Center Airport during the 12 months ending with June 30, 1997. The number of annual aircraft operations at the airport is not expected to change significantly in the near-term future.

CHAPTER THREE

COMMUNITY NOISE SURVEY

3.1 Community Noise Survey

As recommended by the Government Code and ONC Guidelines, a community noise survey was conducted to document noise exposure in representative areas of the county containing noise-sensitive land uses. The following noise-sensitive land uses have been identified for the purpose of this survey.

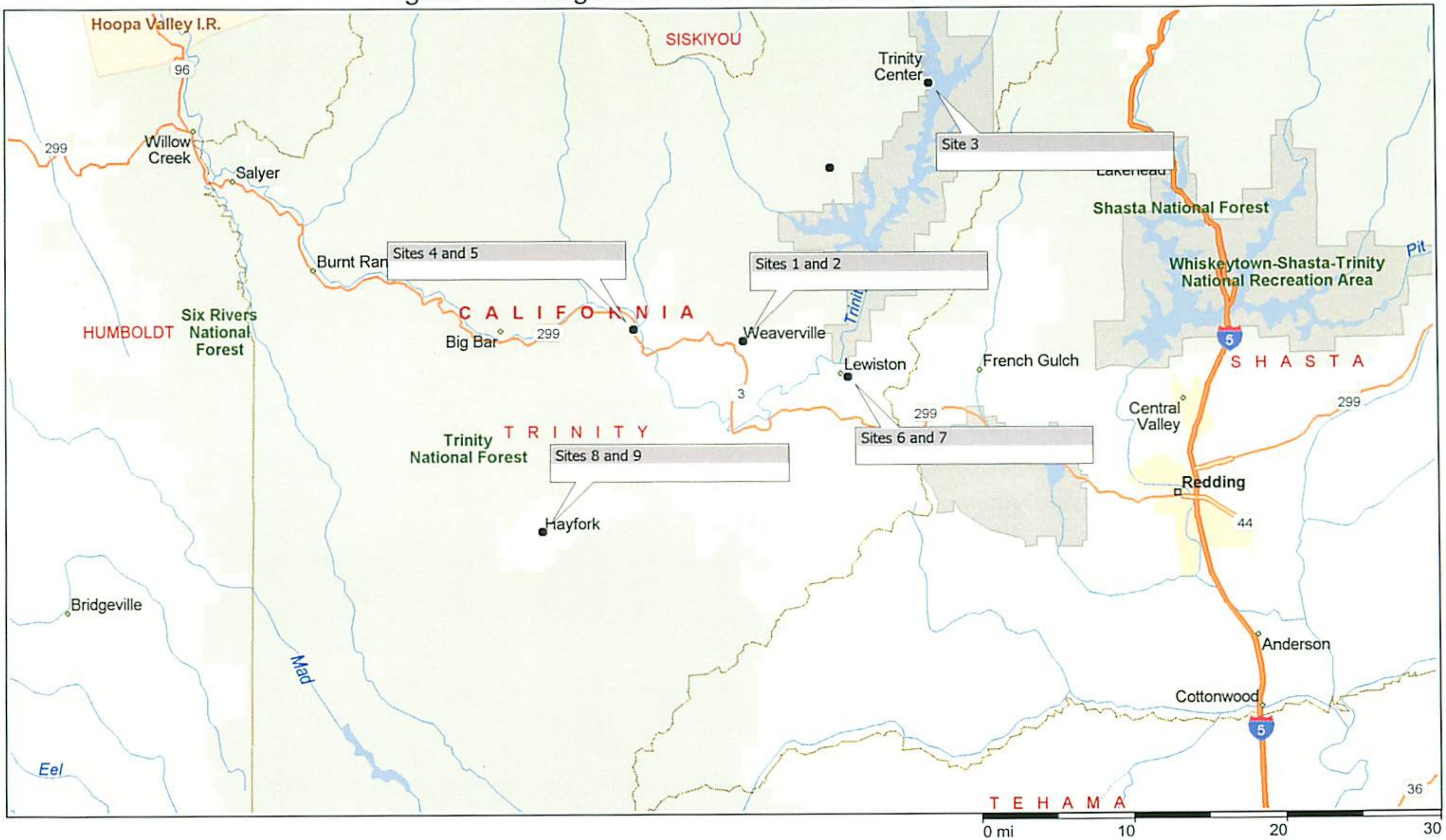
1. All residential uses
2. Schools
3. Long-term care medical facilities, such as hospitals, nursing homes, etc.
4. Churches
5. Libraries

Noise monitoring sites were selected to be representative of typical conditions where such uses are located. A total of nine monitoring sites were selected as shown in Figure 1. Continuous noise monitoring was employed to document existing noise levels at these locations during October 2001 and April 2002.

Noise level data collected during continuous monitoring including the average (L_{eq}), maximum (L_{max}) and minimum (L_{min}) noise levels. Noise level data collected during the community noise survey are summarized in Figures 1 through 10. Hourly L_{eq} values shown in these figures are representative of energy average sound levels, and are very sensitive to single events such as vehicle passbys. L_{max} and L_{min} values represent the maximum and minimum values measured each hour.

The community noise survey results indicate that typical noise levels in noise-sensitive areas range from approximately 44-52 dB L_{dn} at eight of the nine locations. These are low noise levels and are representative of small communities and rural areas. At the ninth location (Junction City Elementary School), the L_{dn} was about 60 dB L_{dn}. The background noise level was heavily influenced by a nearby water well motor. Without this motor, background noise levels would be very similar to the other locations.

Figure 1 - Background Noise Measurement Locations



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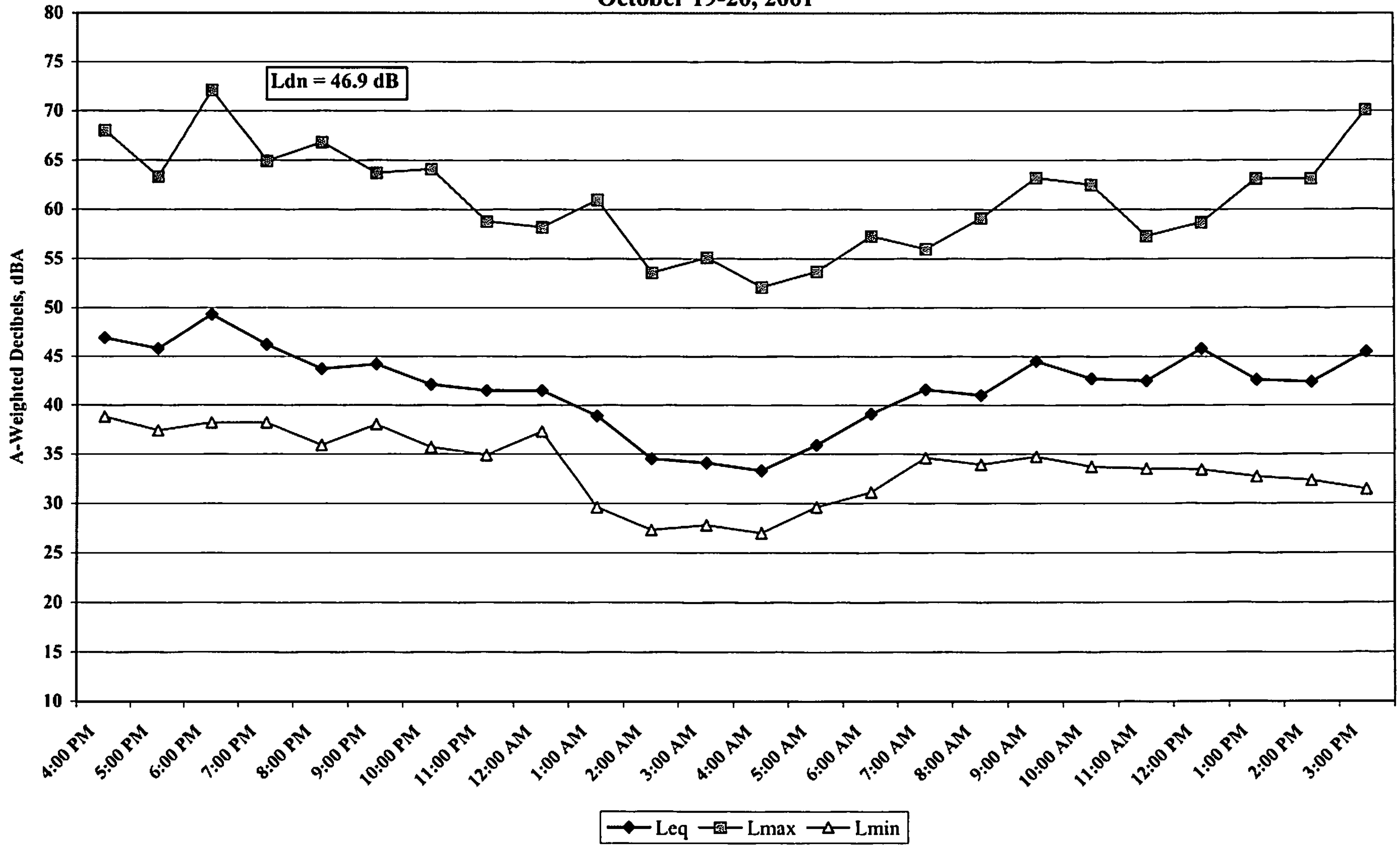
BBA
BROWN • BUNTIN ASSOCIATES, INC

Figure 2-Site #1
Background Noise Levels
201 Glen Road, Weaverville
October 19-20, 2001



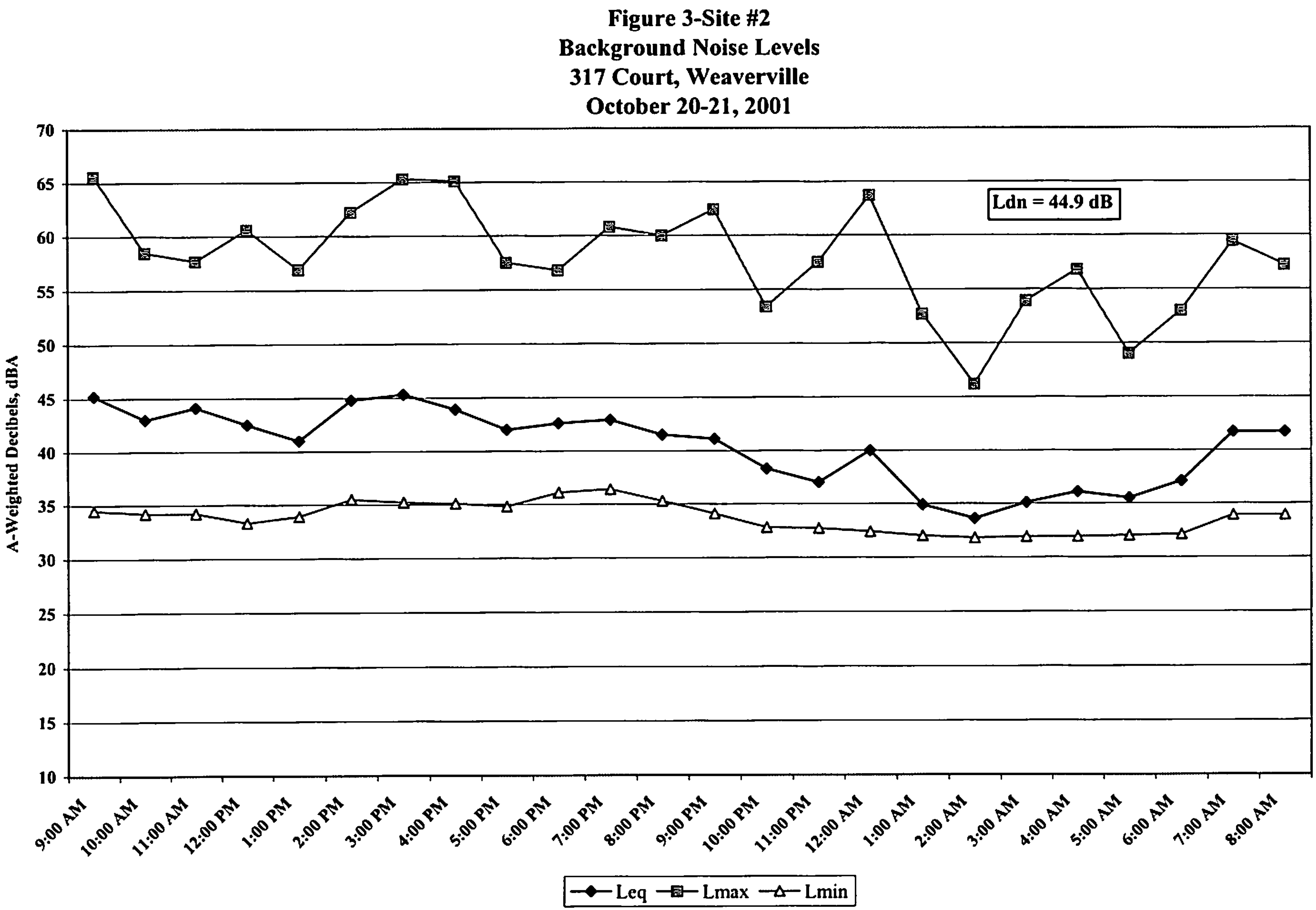


Figure 3-Site #2
Background Noise Levels
317 Court, Weaverville
October 20-21, 2001
Ldn = 44.9 dB
A-Weighted Decibels, dBA
70
65
60
55
50
45
40
35
30
25
20
15
10
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
Leq
Lmax
Lmin

Figure 4-Site #3
Background Noise Levels
32 Axalea, Trinity Center
April 11-12, 2002

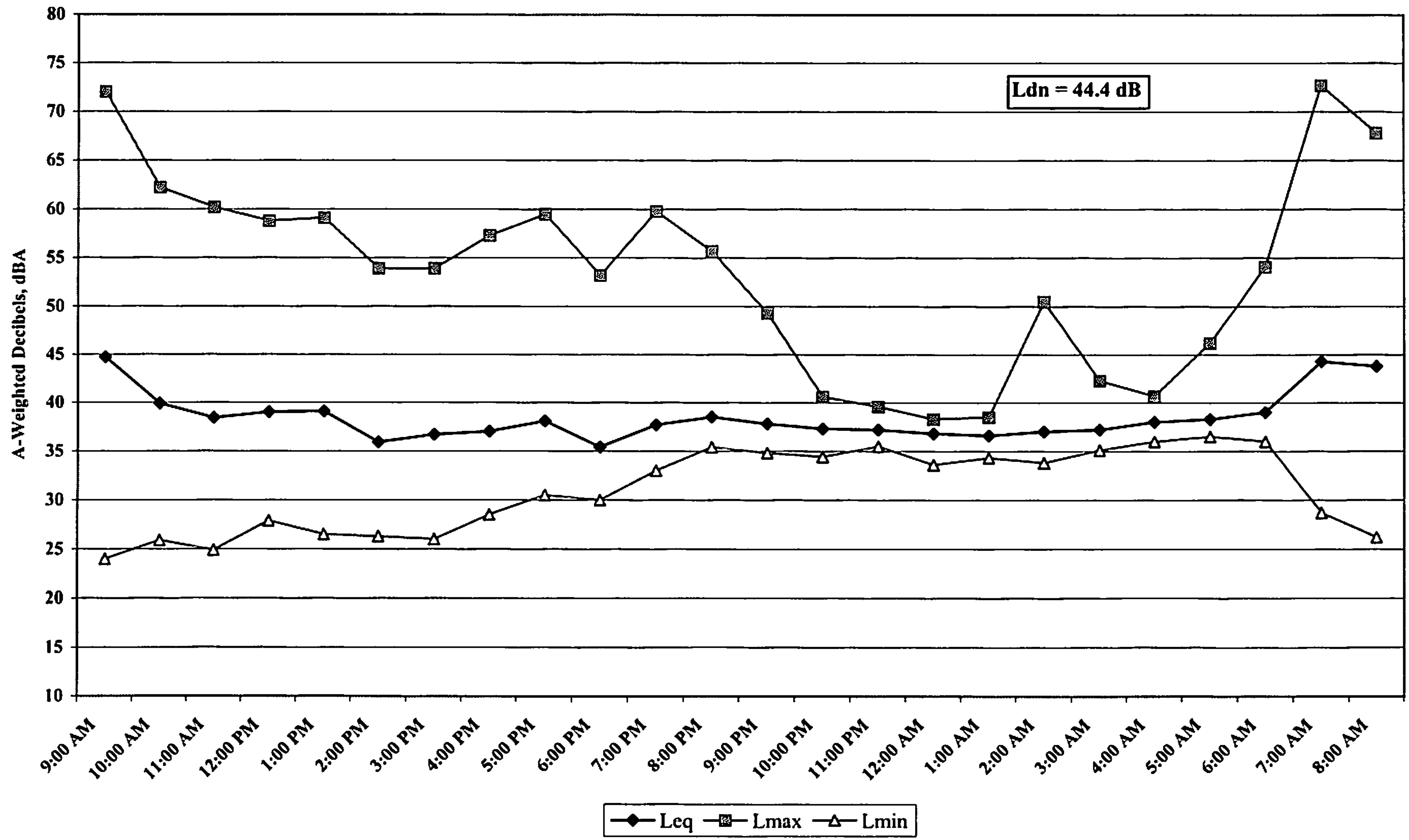


Figure 5-Site #4
Background Noise Levels
Junction City School, Junction City
October 22-23, 2001

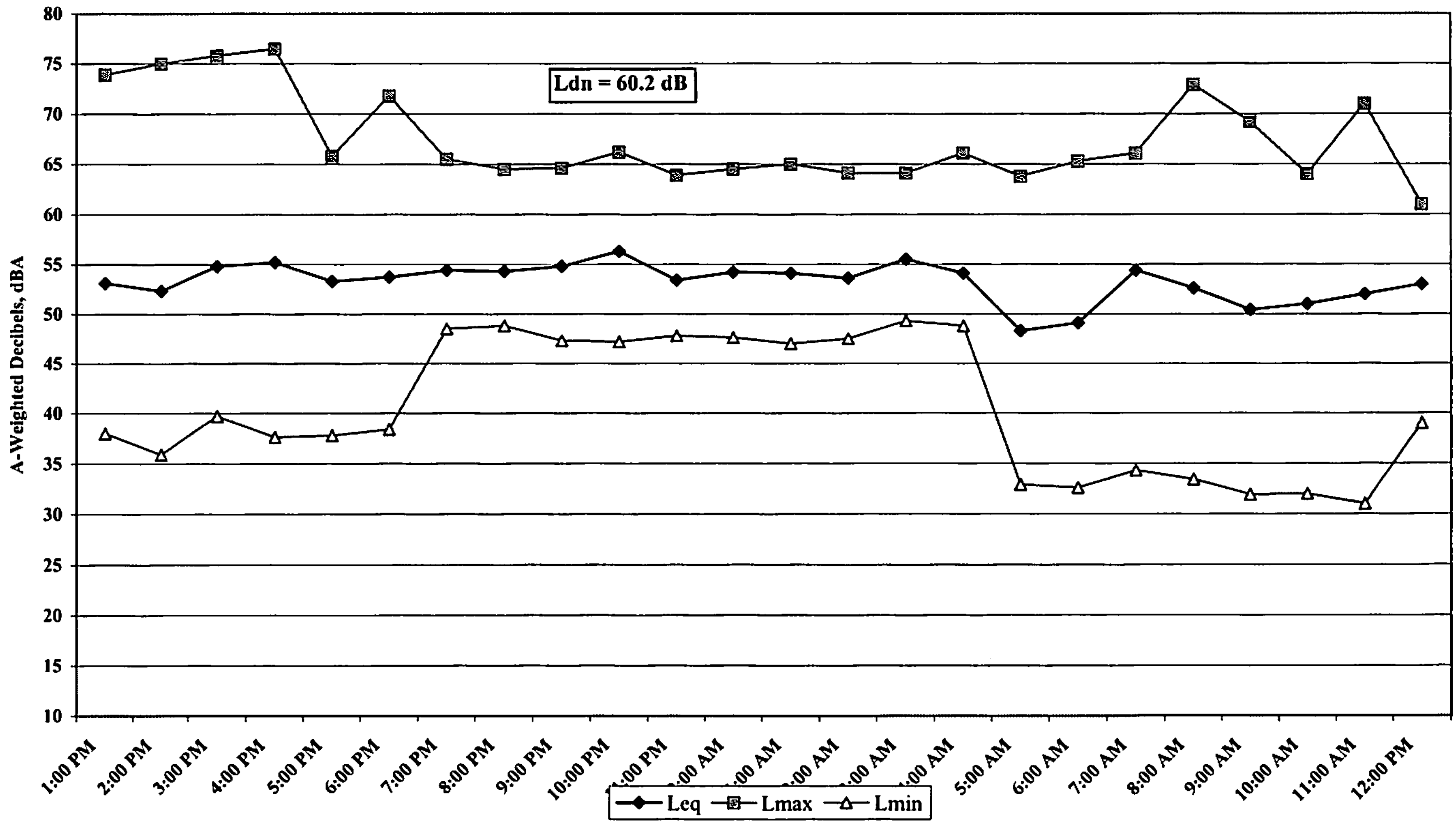


Figure 6-Site #5
Background Noise Levels
Wintu Pass Rd., Lot 25, Junction City
October 22-23, 2001

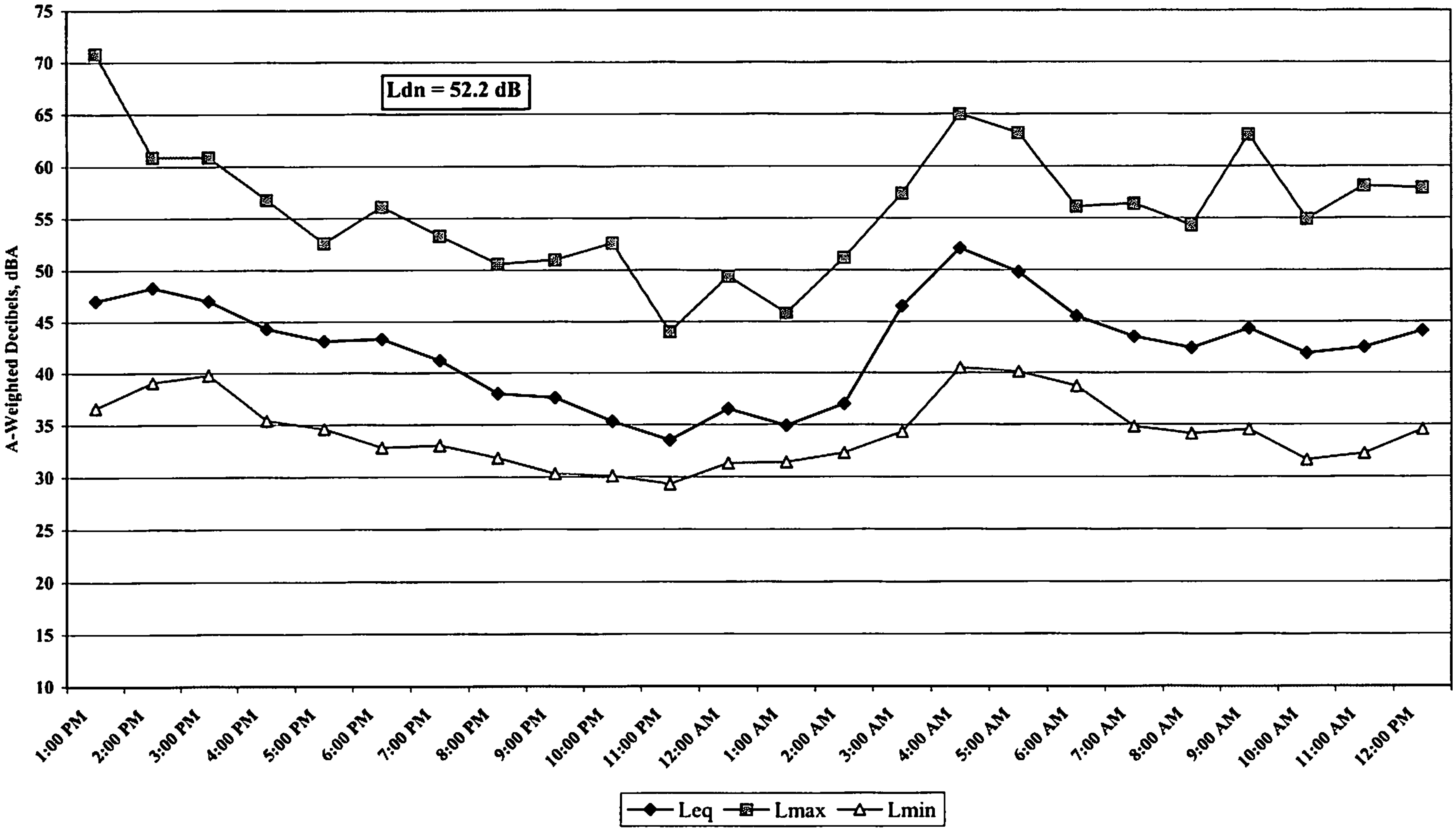


Figure 7-Site #6
Background Noise Levels
307 2nd Avenue, Lewiston
October 21-22, 2001

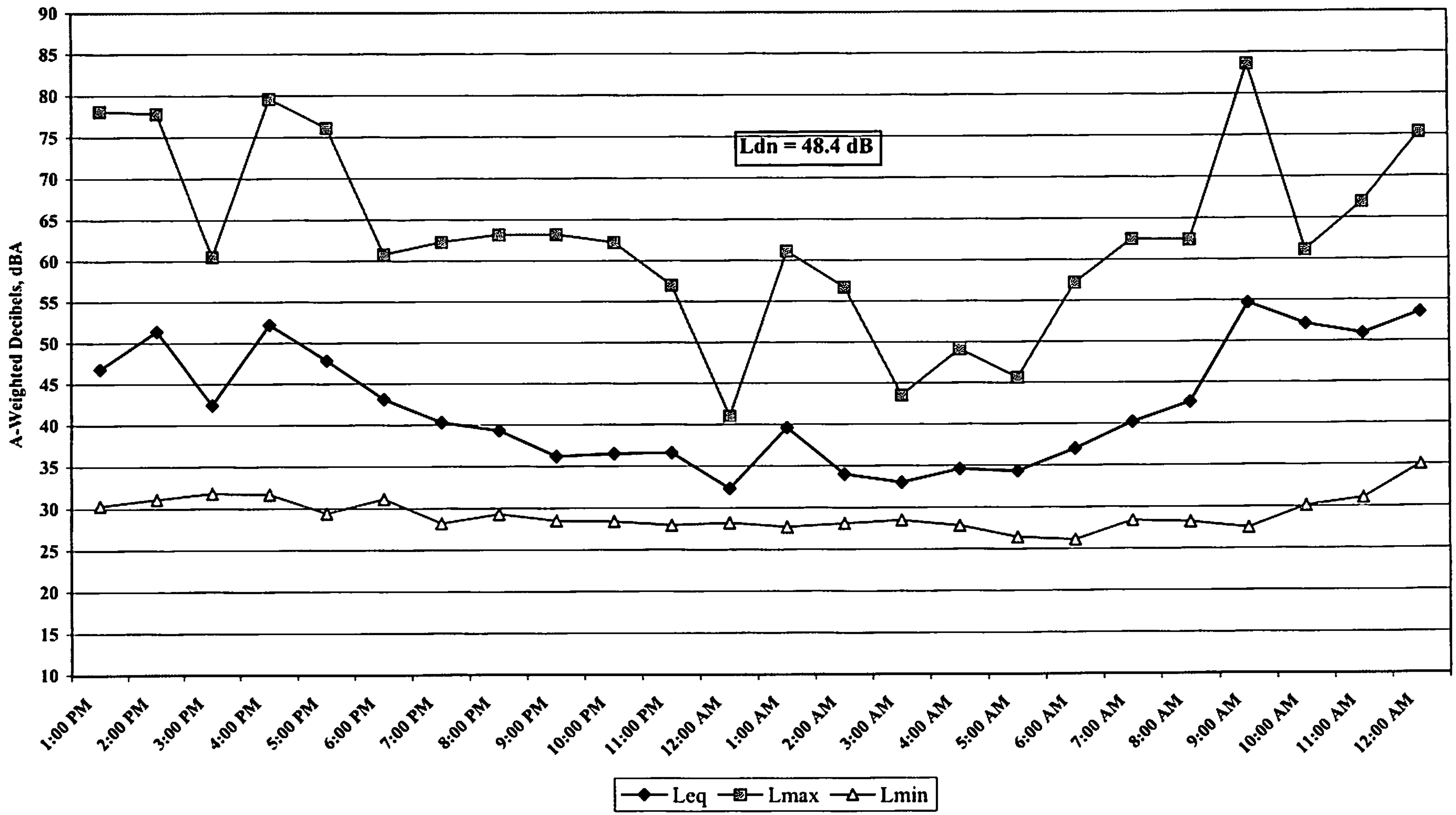


Figure 8-Site #7
Background Noise Levels
Lewiston Road, Lewiston
October 21-22, 2001

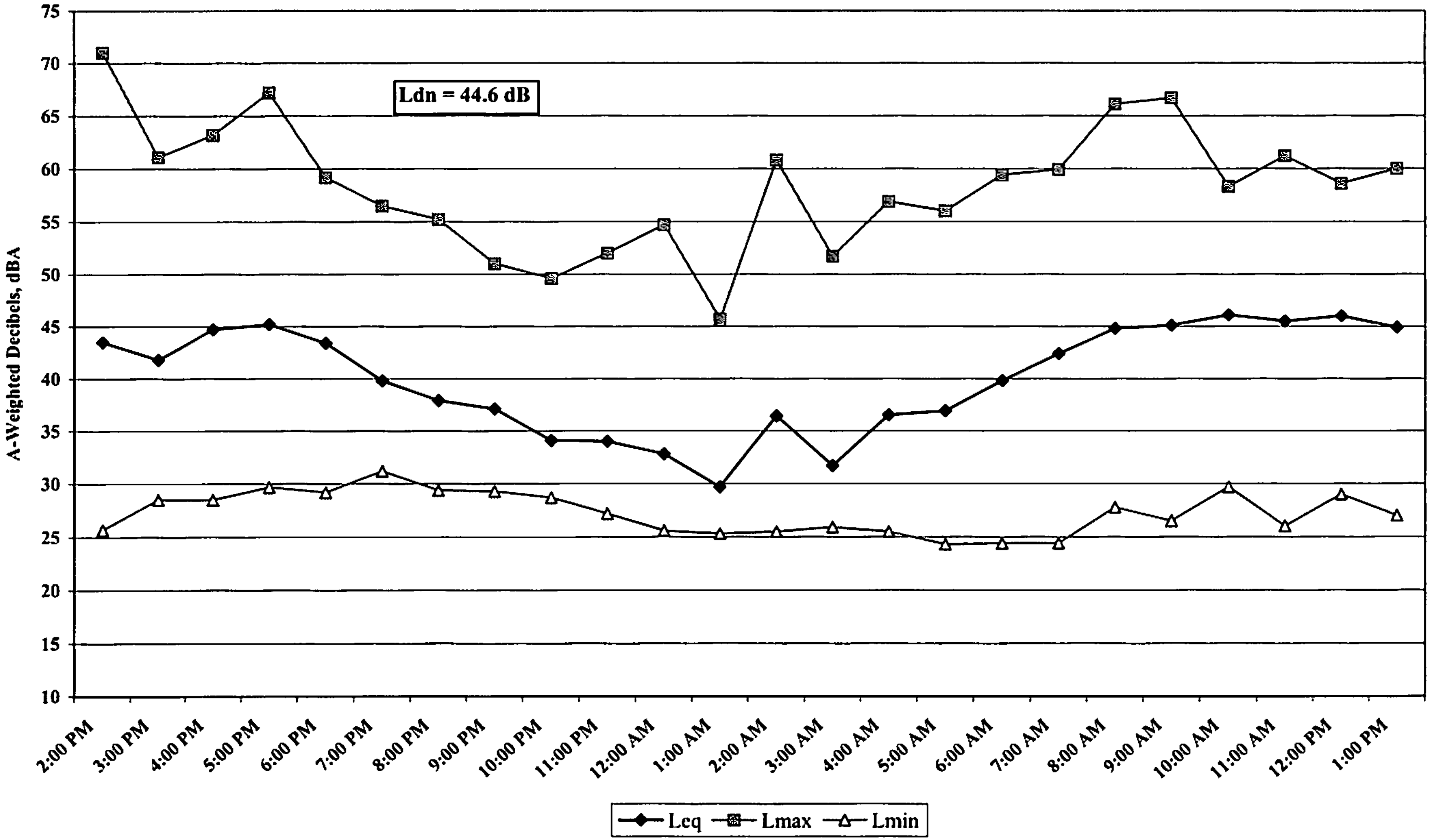


Figure 9-Site #8
Background Noise Levels
Manzanita and Humboldt Streets, Hayfork
October 23-24, 2002

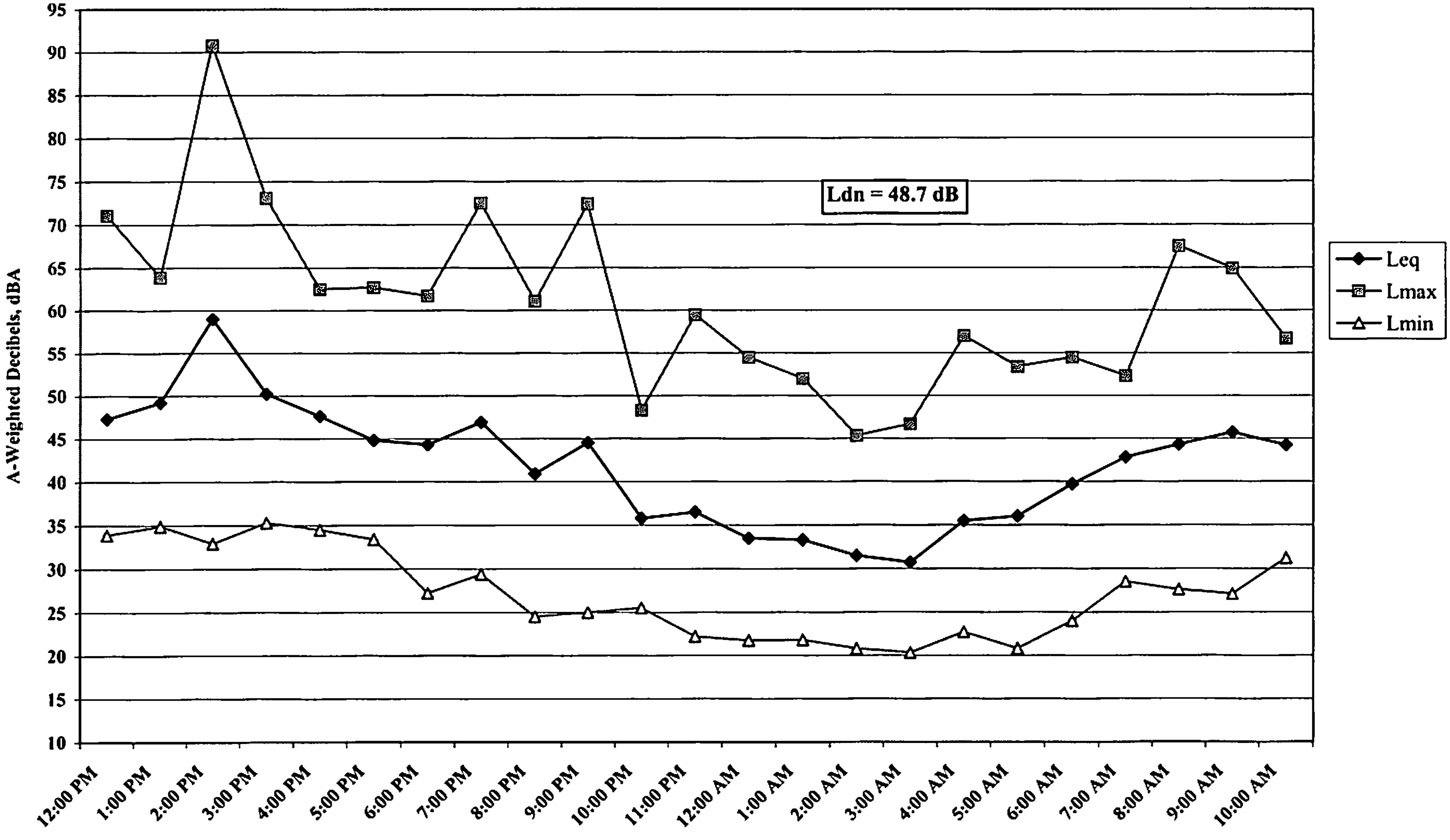
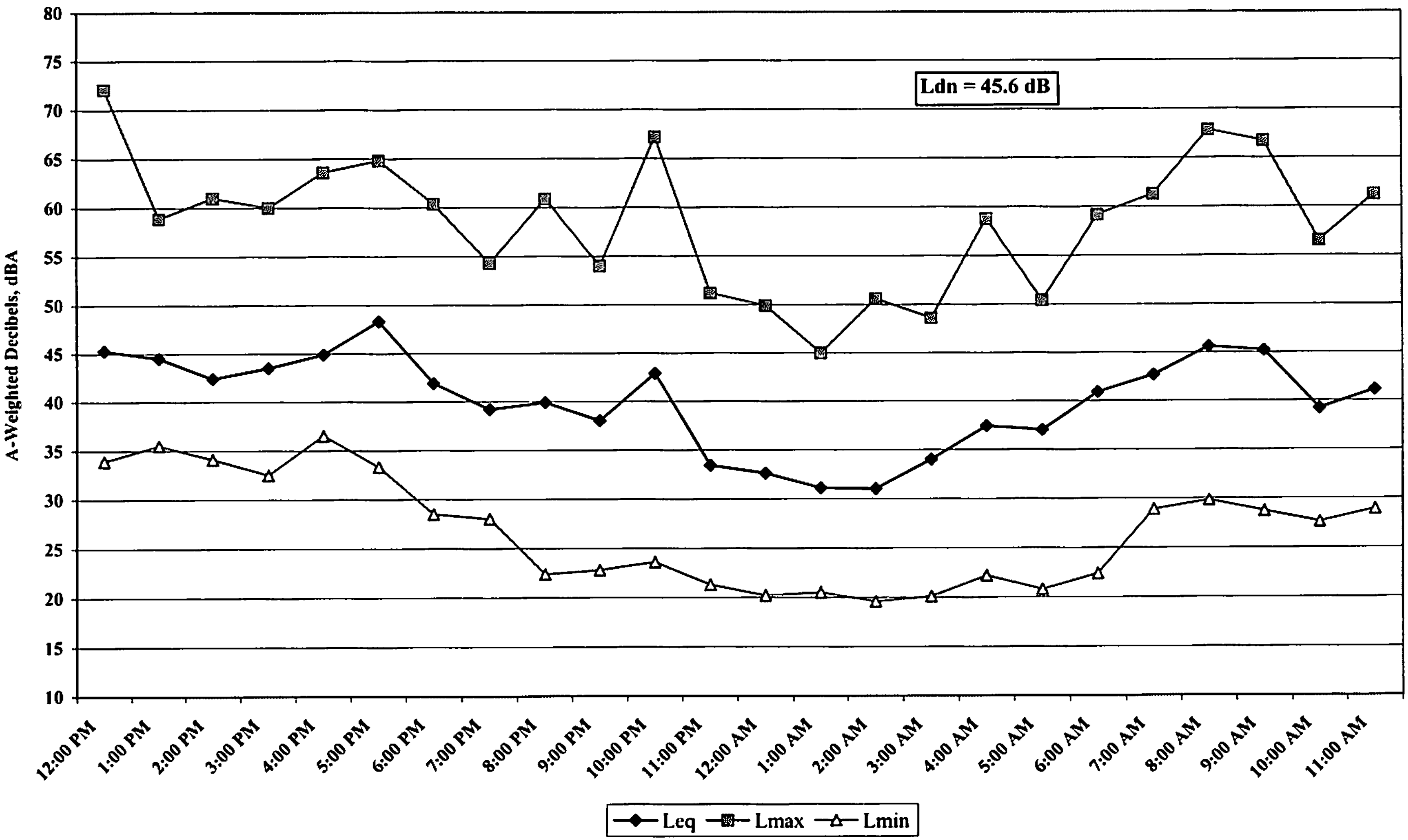


Figure 10-Site #9
Background Noise Levels
Donald Street, Hayfork
October 23-24, 2001



Maximum noise levels observed during the survey were generally caused by local automobile traffic or heavy trucks. Other sources of maximum noise levels included occasional aircraft overflights and construction activities. Background noise levels in the absence of the above-described sources were generally caused by distant traffic, wind, birds, or insects.

One factor that is difficult to quantify, but is often mentioned by persons who reside in small communities and rural areas, is the greater expectation for a quiet living environment by persons who have made the choice to live away from urbanized areas. This factor, coupled with the quiet existing background noise levels discussed above, greatly increases the likelihood that noise from a new noise-generating land use will be perceived by residents of these areas as a significant intrusion over existing conditions.

CHAPTER FOUR

GOALS AND POLICIES

4.1 Goals

The goals of the Trinity County Noise Element are:

To protect the citizens of the County from the harmful and annoying effects of exposure to excessive noise.

To protect the economic base of the County by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

To preserve the tranquility of residential areas by preventing noise-producing uses from encroaching upon existing or planned noise-sensitive uses.

To educate the citizens of the County concerning the effects of exposure to excessive noise and the methods available for minimizing such exposure.

4.2 Policies

The following specific policies have been adopted by Trinity County to accomplish the goals of the Noise Element:

Transportation Noise Sources:

Policy 4.2.1 New noise-sensitive land uses impacted by existing or projected future transportation noise sources shall include mitigation measures so that resulting noise levels do not exceed the standards shown in Table VI.

Policy 4.2.2 Noise created by new transportation noise sources shall be mitigated so that resulting noise levels do not exceed the standards shown in Table VI at noise-sensitive land uses.

TABLE VI MAXIMUM ALLOWABLE NOISE EXPOSURE TRANSPORTATION NOISE SOURCES			
Land Use	**Outdoor Activity Areas[1]** L_{dn}, **dB**	**Interior Spaces**	
		L_{dn}, **dB**	L_{eq}, **dB[2]**
Residential	60	45	---
Transient Lodging	60	45	---
Hospitals, Nursing Homes	60	45	---
Churches, Meeting Halls	60	---	45
Schools, Libraries, Museums, Day-care centers	---	---	45

[1]Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

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

Stationary Noise Sources:

Policy 4.2.3 New noise-sensitive land uses impacted by stationary noise sources shall include mitigation measures so that resulting noise levels do not exceed the standards shown in Table VII.

Policy 4.2.4 Noise created by new proposed stationary noise sources or existing stationary noise sources which undergo modifications that may increase noise levels shall be mitigated so as not to exceed the noise level standards of Table VII at noise-sensitive land uses.

TABLE VII MAXIMUM ALLOWABLE NOISE EXPOSURE-STATIONARY NOISE SOURCES[1,2,3,4]			
	Daytime (7 a.m. to 7 p.m.)	**Evening (7 p.m. to 10 p.m.)**	**Nighttime (10 p.m. to 7 a.m.)**
Hourly Equivalent Sound Level (L_{eq}), dB	55	50	45
Maximum Sound Level (L_{max}), dB	75	70	65

[1]As determined at outdoor activity areas. Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use.

[2]For recurring impulsive noise sources the allowable maximum (L_{max}) noise exposure shall be 70 dBA in the daytime, 65 dB in the evening, and 60 dBA in the nighttime using "Fast" sound level meter response.

[3]For noise sources primarily comprised of speech and/or music, the allowable noise exposure in Table VII shall be reduced by 5 dB.

[4]For noise sources that are found and declared by the Board of Supervisors to be from uses of such importance to the county for economic, environmental enhancement or movement of goods, services or people that the allowable noise exposure in Table VII shall be increased by 10 dB.

General:

Policy 4.2.5 The Planning Director on a case-by-case basis may designate land uses other than those shown in Table VI to be noise-sensitive, and may require appropriate noise mitigation measures.

Policy 4.2.6 Where full mitigation in accordance with the policies and standards of this Noise Element is not feasible, the Planning Commission may modify or waive such policies or standards to enable reasonable use of the property, provided that noise levels are mitigated to the maximum feasible extent.

Policy 4.2.7 Any noise ordinance adopted by Trinity County should be consistent with the goals, policies and noise exposure standards of the Noise Element. The ordinance may allow for the exemption of certain activities, and should provide a variance process, with findings to be made.

Policy 4.2.8 The Trinity County Sheriff's office should actively enforce requirements of the California Vehicle Code relating to properly maintained vehicle exhaust systems and modified exhaust systems. Trinity County shall also encourage the California Highway Patrol to enforce these requirements of the Vehicle Code.

CHAPTER FIVE

IMPLEMENTATION MEASURES

To achieve compliance with the policies of the Noise Element, Trinity County shall undertake the following implementation program. The implementation program focuses on the prevention of new noise-related land use conflicts by requiring that new development be reviewed to determine whether it complies with the goals and policies of the Noise Element.

Measure 5.1 The County shall review new public and private development proposals to determine conformance with the policies of this Noise Element.

Measure 5.2 The County shall require an acoustical analysis in those cases where a project potentially threatens to expose existing or proposed noise-sensitive land uses to excessive noise levels. The presumption of potentially excessive noise levels shall be based on the location of new noise-sensitive uses to known noise sources (see Table I and the noise contour maps on file with the County), or staff's professional judgment that a potential for adverse noise impacts exists. Acoustical analyses shall be required early in the review process so that noise mitigation may be included in the project design. For development not subject to environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of building permits. The requirements for the content of an acoustical analysis are given in Appendix B.

Measure 5.3 The County shall develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.

Measure 5.4 The County shall develop and employ procedures to monitor compliance with the policies of the Noise Element after completion of projects where noise mitigation measures have been required.

Measure 5.5 The County shall periodically review and update the Noise Element to ensure that noise exposure information and specific policies are consistent with changing conditions within the County and with noise control regulations or policies enacted after the adoption of this element.

Measure 5.6 A proposed noise ordinance shall be presented to the Board of Supervisors for adoption. The proposed ordinance shall include noise limits that are consistent with those of this Noise Element.

APPENDIX A

FUNDAMENTALS OF COMMUNITY NOISE

How Sound is Measured:

Noise is often described as unwanted sound, and thus is a subjective reaction to the physical phenomenon of sound. **Sound** is variations in air pressure that the ear can detect.

The ear responds to pressure changes over a range of 10^{14} to 1. This is roughly equivalent to the range of 1 second as compared to 3.2 million years, or 1 square yard compared to the entire surface area of the earth. To deal with the extreme range of pressures which the ear can detect, researchers express the amount of acoustical energy of a sound by comparing the measured sound pressure to a reference pressure, then taking the logarithm (base 10) of the square of that number. This original unit of sound measurement, named the **bel** after Alexander Graham Bell, corresponded well to human hearing characteristics if it was divided by a factor of 10. The resulting unit, one tenth of a bel, is called the **decibel**, and is abbreviated as **dB**.

The threshold of hearing is considered to be 0 dB and the range of sounds in normal human experience is 0 to 140 dB.

Because sound pressure levels are defined as logarithmic numbers, the values cannot be directly added or subtracted. For example, two sound sources, each producing 50 dB, will produce 53 dB when combined, not 100 dB. This is because two sources have two times the energy of one source, and 10 times the logarithm of 2 equals 3. Similarly, ten sources produce a 10 dB higher sound pressure level than one source, as ten times the logarithm of 10 equals 10.

The ear responds to pressure variations in the air from about 20 times per second to about 20,000 times per second. The frequency of the variations is described in terms of **hertz (Hz)**, formerly called cycles per second. The ear does not respond equally to all frequencies. For example, we do not hear very low frequency sounds as well as we hear higher frequency sounds, nor do we hear very high frequency sounds very well. This difference in perceived loudness varies with the sound pressure level of the sound. In general, the maximum sensitivity of the ear occurs at frequencies between about 500 and 8000 Hz.

To compensate for the fact that the ear is not as sensitive at some frequencies and sound pressure levels as at others, a number of frequency weighting scales have been developed. The **"A" weighting** scale is most commonly used for environmental noise assessment, as sound pressure levels measured using an A-weighting filter correlate well with community response to noise sources such as aircraft and traffic.

When an A-weighting filter is used to measure sound pressure levels, the results may be expressed as *sound levels*, in decibels (dB). It is sufficient to use the abbreviation "dB" if these terms are well defined, but many people prefer to use the expressions **dBA** or **dB(A)** for clarity. For convenience, many people use the term "noise level" interchangeably with "sound level." Table A-1 shows typical sound levels and relative loudness for various types of noise environments.

The **ambient noise level** is defined as the noise from all sources near and far. A similar term is **background noise level**. This term usually refers the ambient noise level that is present before a noise source being studied is introduced. A synonymous term is **pre-project noise level**.

Noise exposure contours or **noise contours** are lines drawn about a noise source representing constant levels of noise exposure. CNEL or L_{dn} (DNL) contours are frequently utilized to graphically portray community noise exposure. The terms CNEL and L_{dn} (DNL) are defined in the following section.

Environmental Noise Descriptors:

Most environmental noise sources produce varying amounts of noise over time, so the measured sound levels also vary. For example, noise produced during an aircraft overflight will vary from relatively quiet background levels before the overflight to a maximum value when the aircraft passes overhead, then returning down to background levels as the aircraft leaves the observer's vicinity. Similarly, noise from traffic varies with the number and types of vehicles, speed and proximity to the observer.

Variations in sound levels may be addressed by statistical methods. The simplest of these are the **maximum (L_{max})** and **minimum (L_{min})** noise levels, which are the highest and lowest levels observed. To describe less extreme variations in sound levels, other statistical descriptors may be used, such as the **L_{10}** and **L_{50}** and **L_{90}**. The L_{10} is the A-weighted sound level equaled or exceeded during 10 percent of a time period. Similarly, the L_{50} and L_{90} are the sound levels equaled or exceeded during 50 and 90 percent of a time period. The most common time period used with these statistical descriptors is 1 hour, although any time period could be used on long as it is stated.

Because statistical descriptors such as L_{10}, L_{50}, etc. are cumbersome to use, the **equivalent sound level (L_{eq})** or **energy average sound level** is often used to describe the "average" sound level during stated time period, usually 1 hour.

TABLE A-1

EXAMPLES OF A-WEIGHTED SOUND LEVELS AND RELATIVE LOUDNESS

Sound	Sound Level (dBA)	Relative Loudness (approximate)	Relative Sound Energy
Jet aircraft, 100 feet	130	128	10,000,000
Rock music with amplifier	120	64	1,000,000
Thunder, snowmobile (operator)	110	32	100,000
Boiler shop, power mower	100	16	10,000
Orchestral crescendo at 25 feet, noisy kitchen	90	8	1,000
Busy street	80	4	100
Interior of department store	70	2	10
Ordinary conversation, 3 feet away	60	1	1
Quiet automobile at low speed	50	1/2	.1
Average office	40	¼	.01
City residence	30	1/8	.001
Quiet country residence	20	1/16	.0001
Rustle of leaves	10	1/32	.00001
Threshold of hearing	0	1/64	.000001

Source: U.S. Department of Housing and Urban Development, "Aircraft Noise Impact -- Planning Guidelines for Local Agencies," 1972.

For noise sources consisting of more or less discrete single noise events, such as aircraft overflights or train passbys, the exposure received during a noise event is expressed as the **Sound Exposure Level (SEL)**. The SEL represents the total amount of acoustical energy measured during a noise event as though it occurred in a 1-second period. The SEL incorporates the concept of "How loud was it?" with "How long was it loud?". Figure A-1 shows the relationship of SEL and L_{max} as applied to an aircraft noise event. The SEL is higher than the L_{max} occurring during the event because the SEL compresses the acoustical energy of the event into a reference period of 1 second, although the assumed duration of the event is 30 seconds in this example.

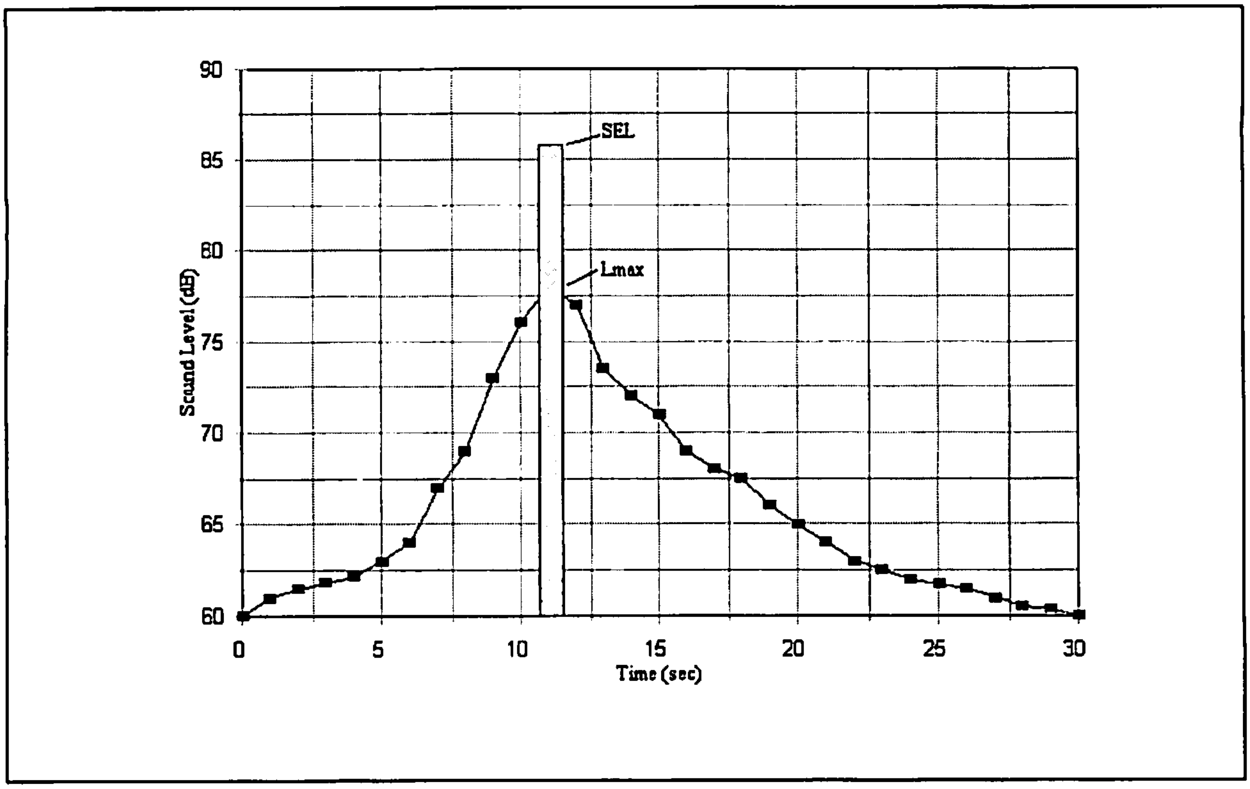


Figure A-1 Typical Aircraft Noise Event

Finally, because people react not only to their perception of individual noise events, but also to how many events there are, and what time of day or night they occur, composite noise metrics have been developed to describe potential public reaction to long-term exposure to noise events. The two such common descriptors in the United States today are the **Day-Night Average Sound Level (L_{dn} or DNL)**, and the **Community Noise Equivalent Level (CNEL)**. The L_{dn} and CNEL include the concepts of "How loud was it?", "How long was it loud?", and "When was it loud?". One formula for calculating the L_{dn} is:

$$L_{dn} = 10 \text{ Log } 1/24 \, [15\text{x}10^{(Ld/10)} + 9\text{x}10^{(Ln+10)/10}]$$

where,

L_d is the average L_{eq} for the 15 daytime hours (7 a.m.-10 p.m.), and L_n is the average L_{eq} for the 9 nighttime hours (10 p.m.-7 a.m.).

The CNEL may be calculated by the following formula:

$$\text{CNEL} = 10 \text{ Log } 1/24 \, [12\text{x}10^{(Ld/10)} + 3\text{x}10^{(Le+5)/10} + 9\text{x}10^{(Ln+10)/10}]$$

where,

L_e is the average L_{eq} for the 3 evening hours (7 p.m.-10 p.m.). It is apparent that the L_{dn} and CNEL are very similar, differing only because the CNEL penalizes noise occurring in the evening hours by adding 5 dB to these values. As a practical matter, the L_{dn} and CNEL are almost equivalent, usually differing by less than 1 dB.

Effects of Noise on People:

The most significant effects of noise on people are annoyance, sleep disturbance and long-term health impacts.

Annoyance

Public reaction to transportation noise was originally studied in 1978, and reexamined in 1992. The so-called Schultz curve was derived from those studies. The Schultz curve, as shown in Figure A-2, expresses the percentage of the population which is "highly annoyed" by exposure to increasing L_{dn} or CNEL values. The number of persons "highly annoyed" represents 25-30 percent of all persons who are annoyed to some degree by noise.

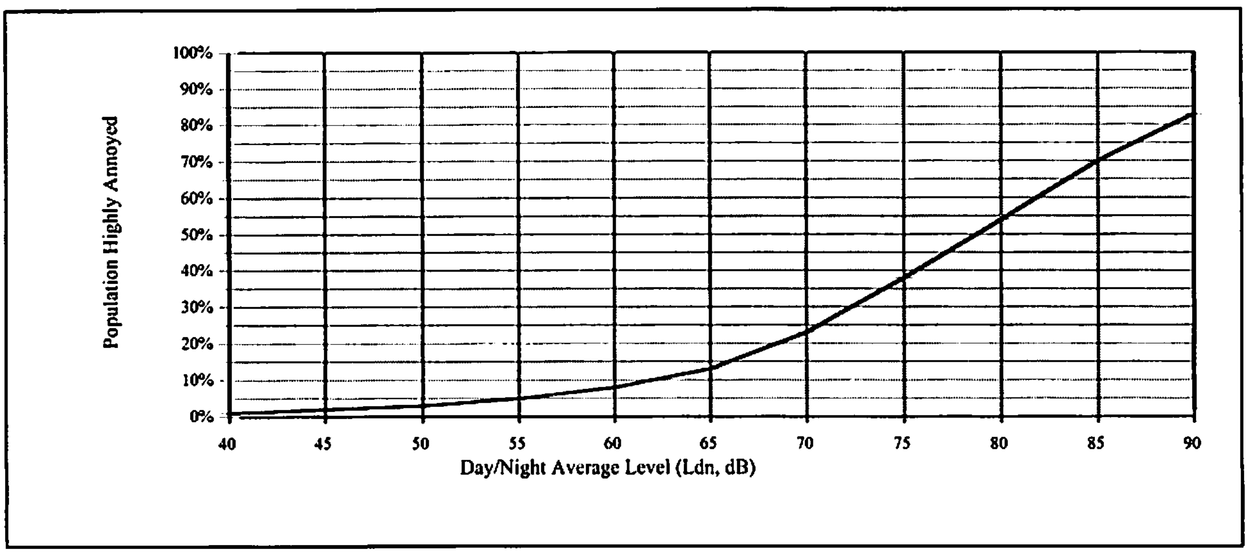


Figure A-2 Percentage of Population Highly Annoyed by Noise Exposure

Sleep Disturbance

Sleep disturbance is best correlated with single event noise descriptors such as the Sound Exposure Level (SEL). Cumulative descriptors of noise, such as the L_{dn} or CNEL, are useful for predicting annoyance in a community, but they do not adequately characterize the brief noise intrusions that usually disturb sleep. Finegold et al. in 1992 developed an interior dose-response to predict the percent of the exposed population expected to be awakened by single event noise exposure. The Finegold curve is shown in Figure A-3.

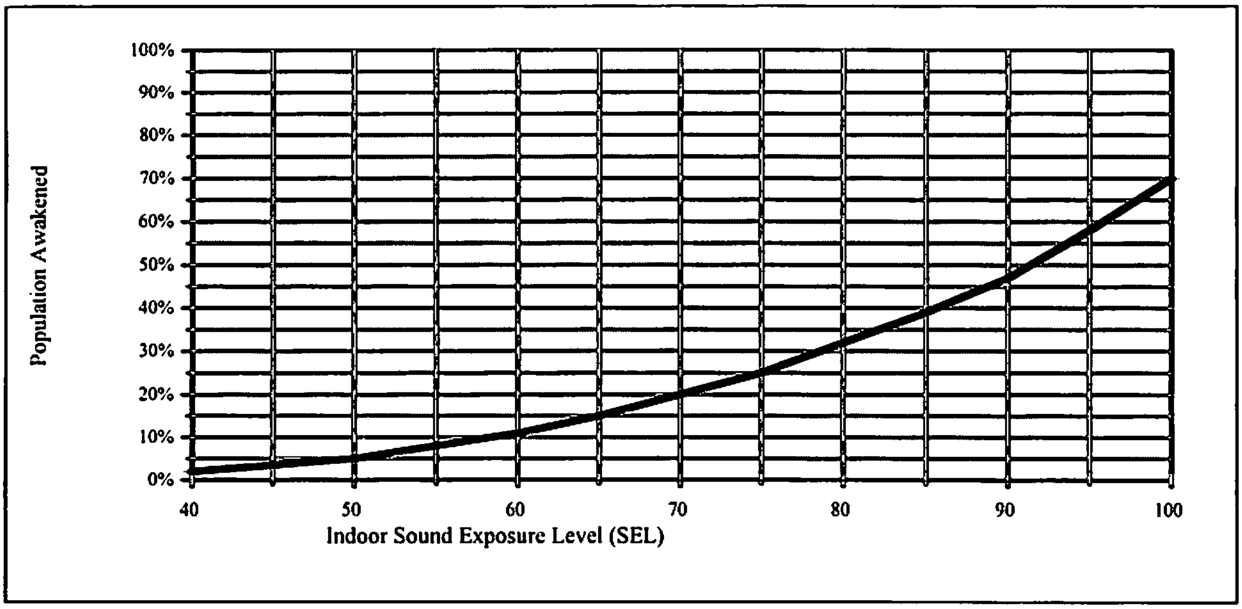


Figure A-3 Population Awakened by Indoor Sound Exposure Levels

Long-Term Health Impacts

The National Research Council on Hearing, Bioacoustics and Biomechanics (CHABA) prepared occupational noise exposure guidelines in 1968. Those guidelines indicate that a long-term average noise exposure of less than 75 dB L_{dn} would be required to protect hearing. The Federal Occupational Safety and Health Administration (OSHA) enforces an occupational noise exposure standard of 90 dBA over an 8-hour period, or an average of 85 dBA over a 24-hour period. The U.S. Environmental Protection Agency (EPA), to ensure that no measurable hearing loss would be expected over a 40-year working life, recommends an L_{dn} of 75 dB or less over a 24-hour period. The EPA's recommended level is also intended to protect against non-auditory health effects such as hypertension, cardiovascular disease and nervous disorders. It should be noted that the EPA does not consider this recommendation to be a standard since they do not take into account cost or technical feasibility, and they do include a 5 dB margin of safety.

APPENDIX B

REQUIREMENTS FOR AN ACOUSTICAL ANALYSIS

An acoustical analysis prepared pursuant to the Noise Element shall:

A. Be the financial responsibility of the applicant.

B. Be prepared by a qualified person experienced 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 and significant noise sources. Where actual field measurements cannot be conducted, all sources of information used for calculation purposes shall be fully described.

D. Estimate existing and projected (20 years) noise levels and compare those levels to the adopted policies of the Noise Element. Projected future noise levels shall take into account noise from planned streets, highways and road connections.

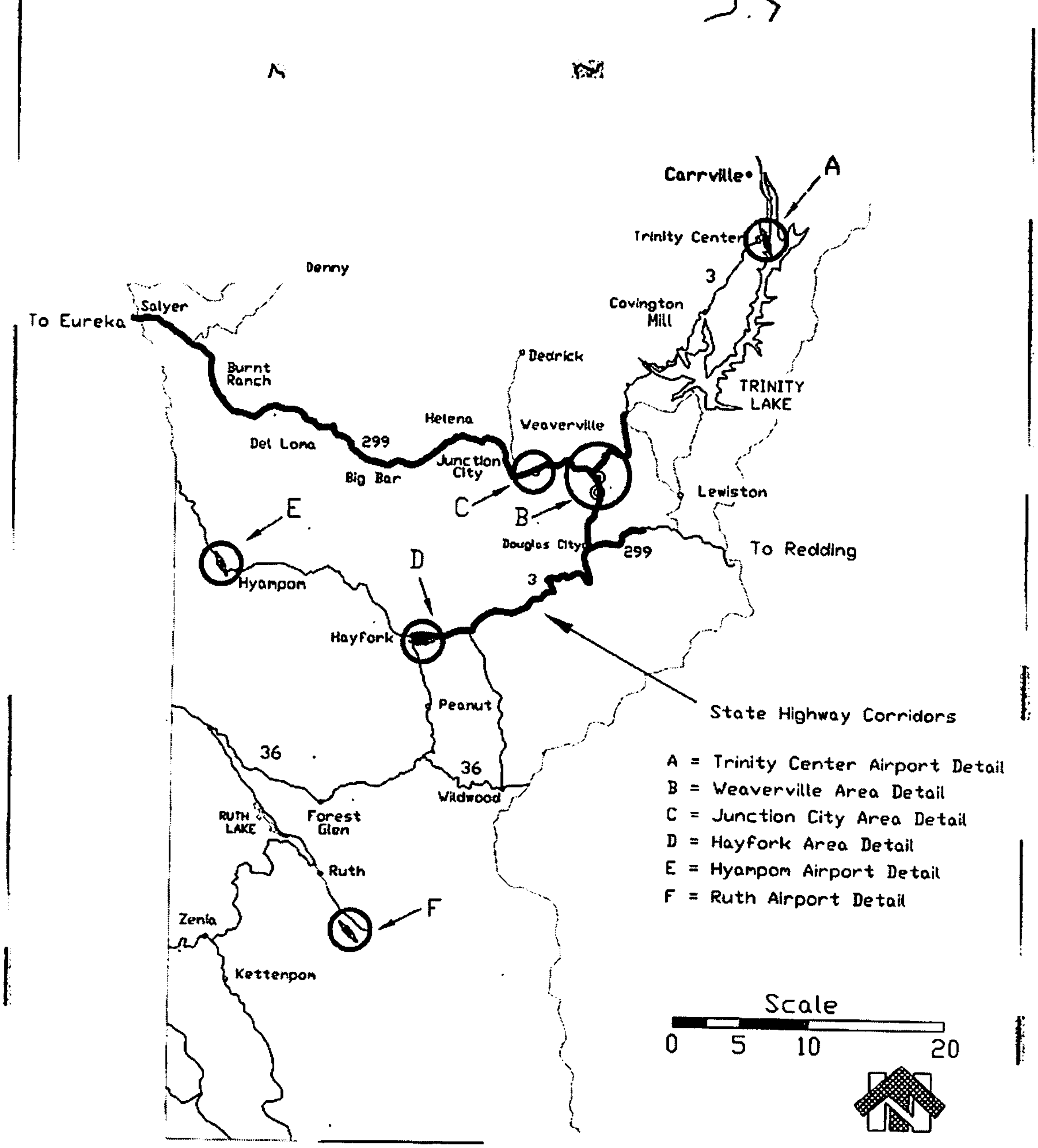
E. Recommend appropriate mitigation to achieve compliance with the adopted policies of the Noise Element, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses.

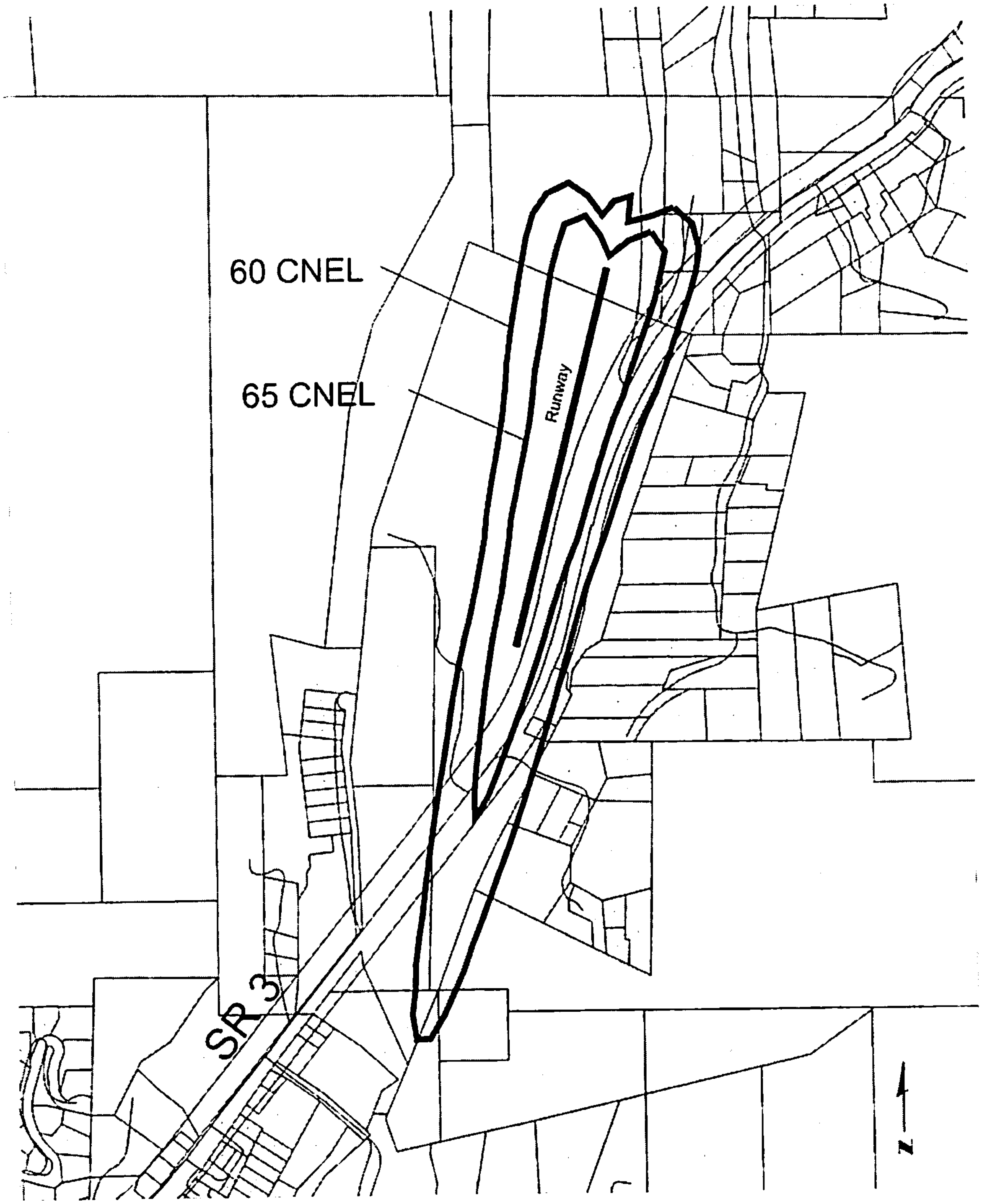
F. Estimate noise exposure after the prescribed mitigation measures have been implemented.

APPENDIX C

TRINTY COUNTY NOISE CONTOUR MAPS

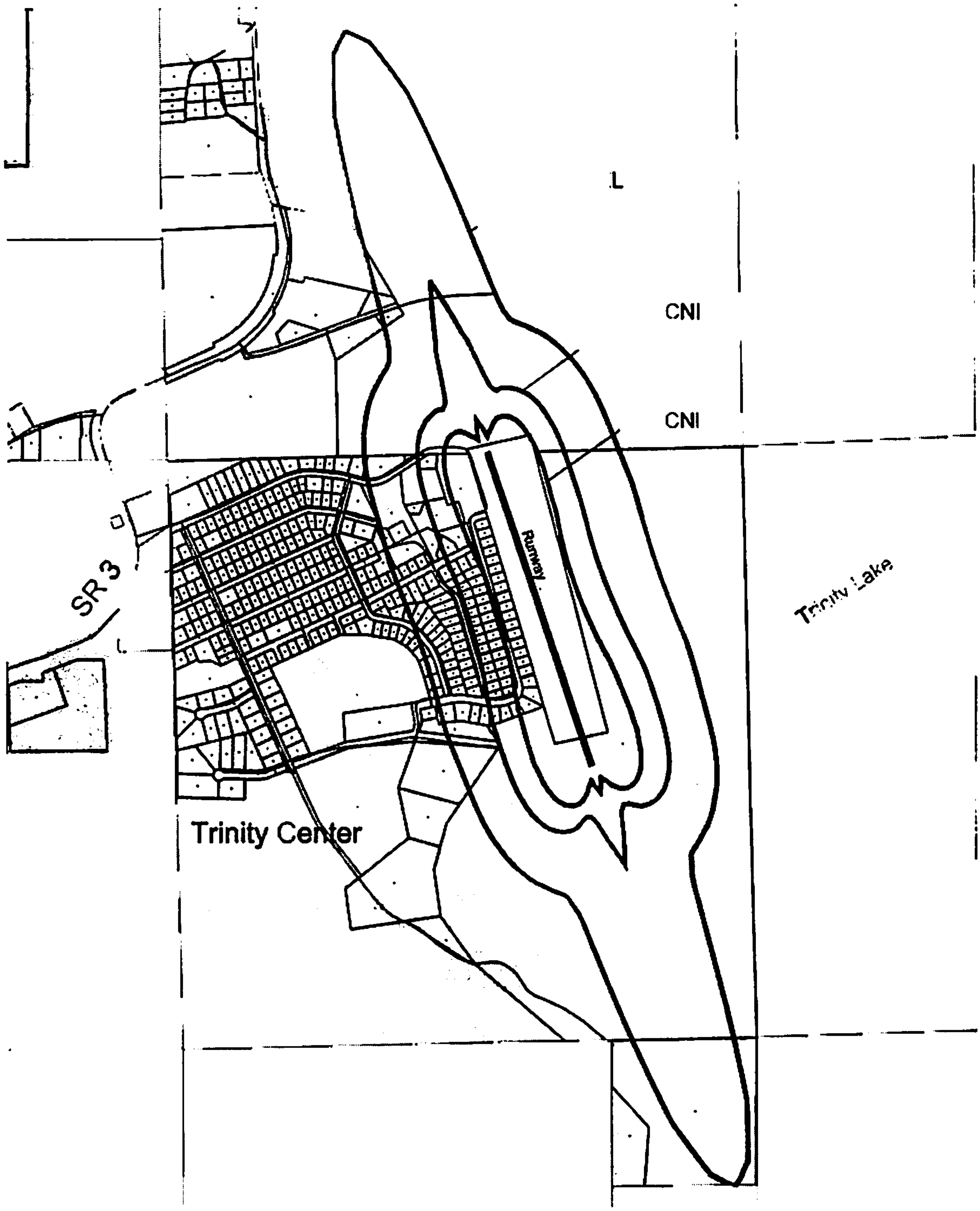
Trinity County Noise Contour Key Map



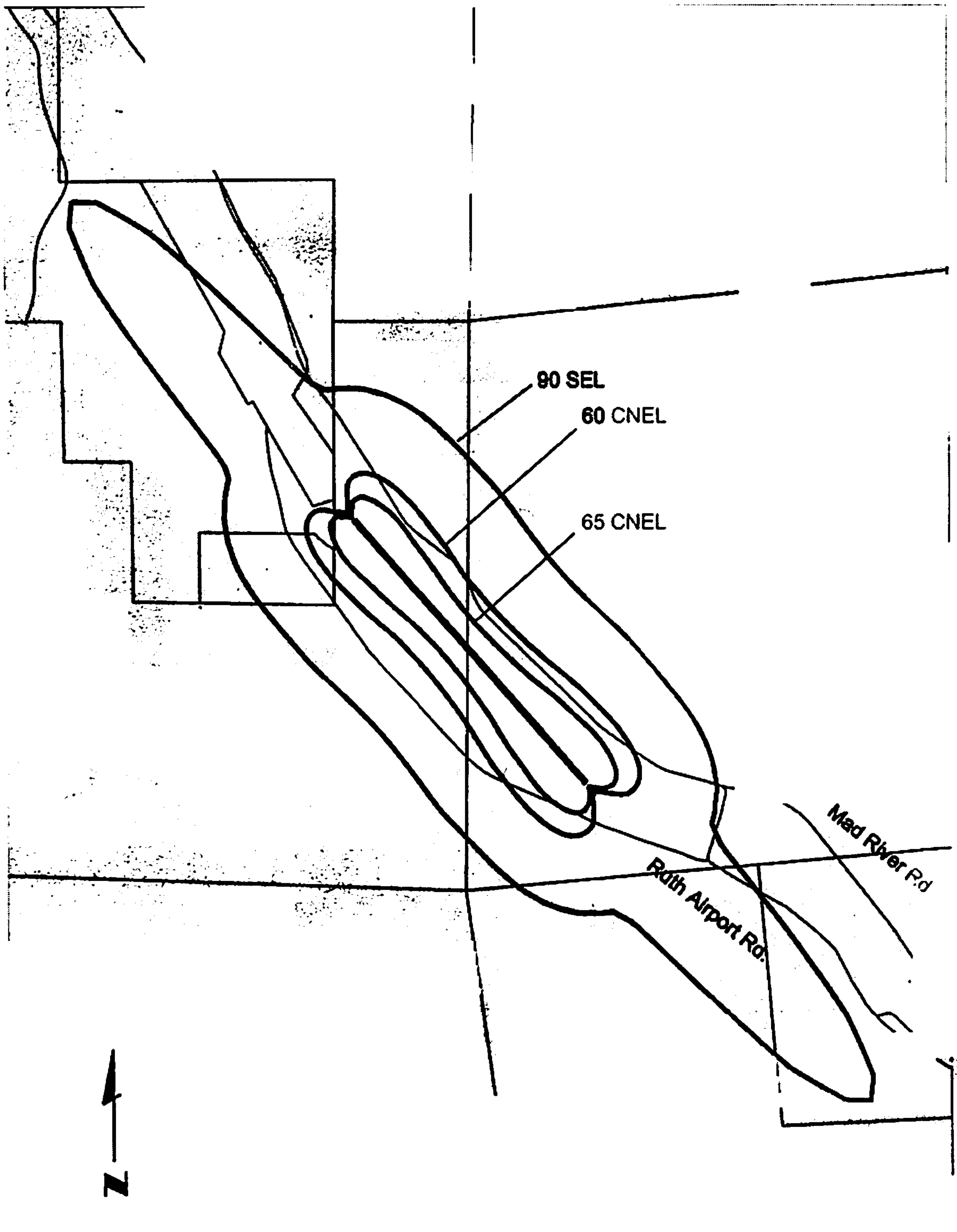


Weaverville Airport - Existing

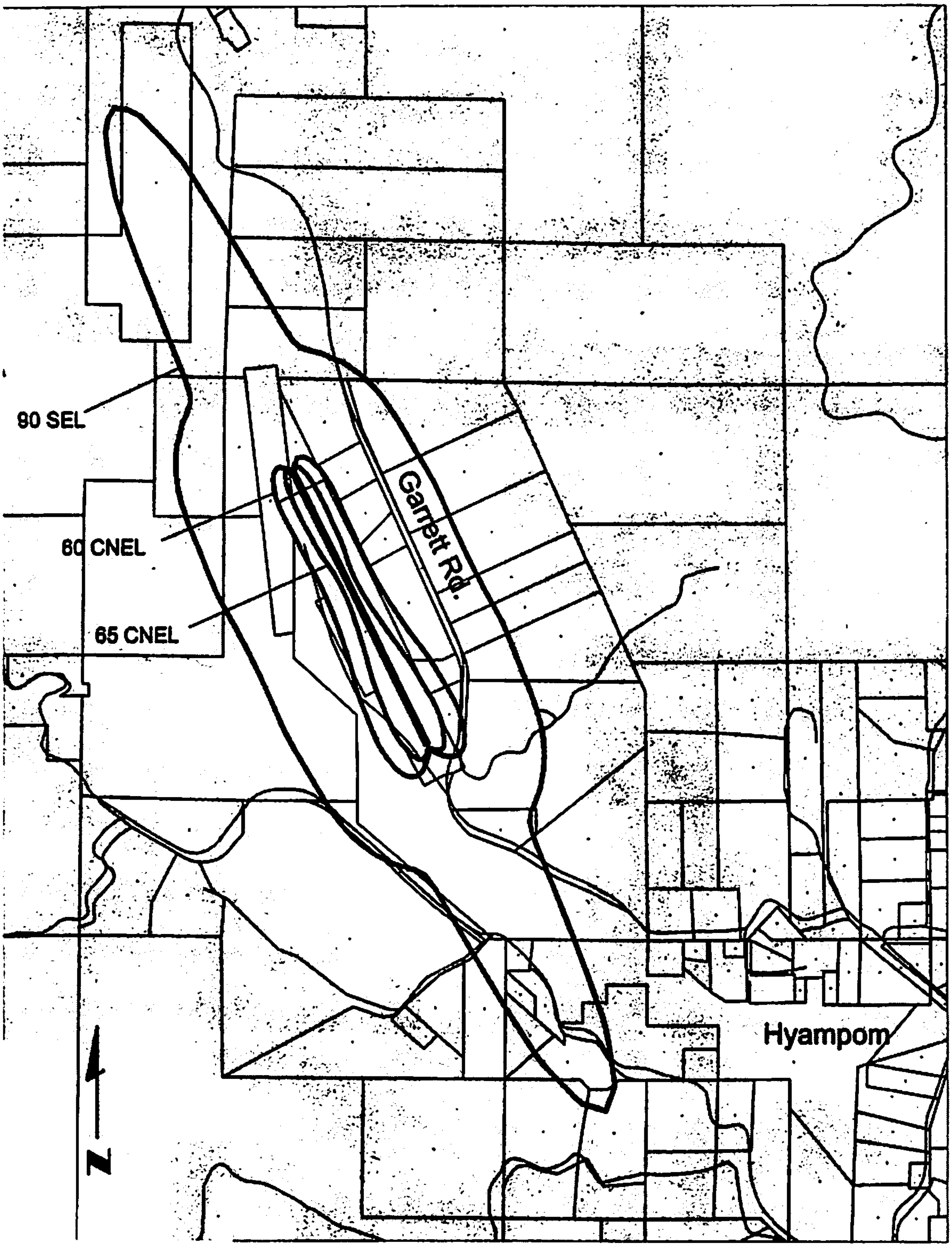
Scale 1" = 800'



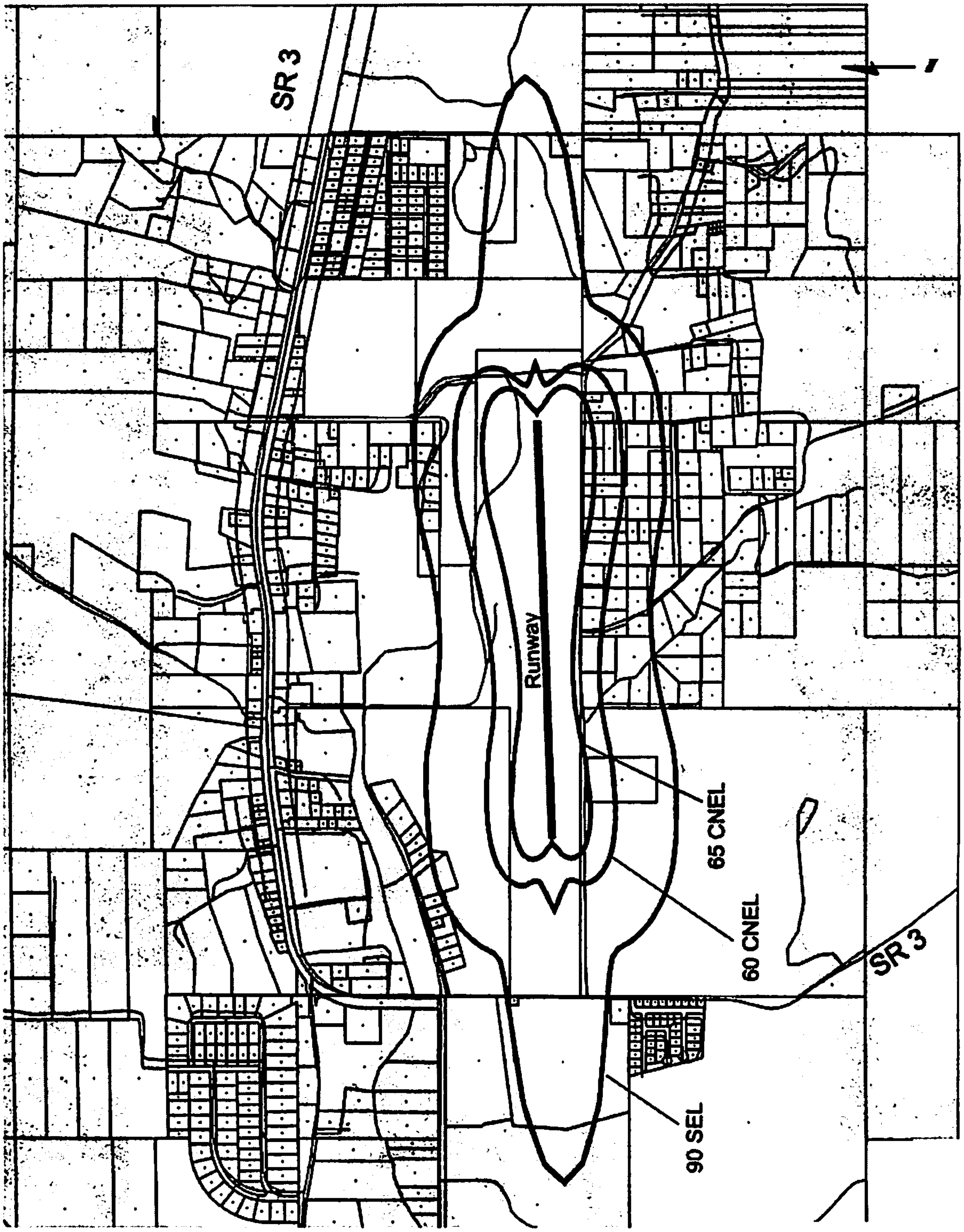
Trinity Center Existing
0



Ruth Airport Existing
Scale 1 1 250'

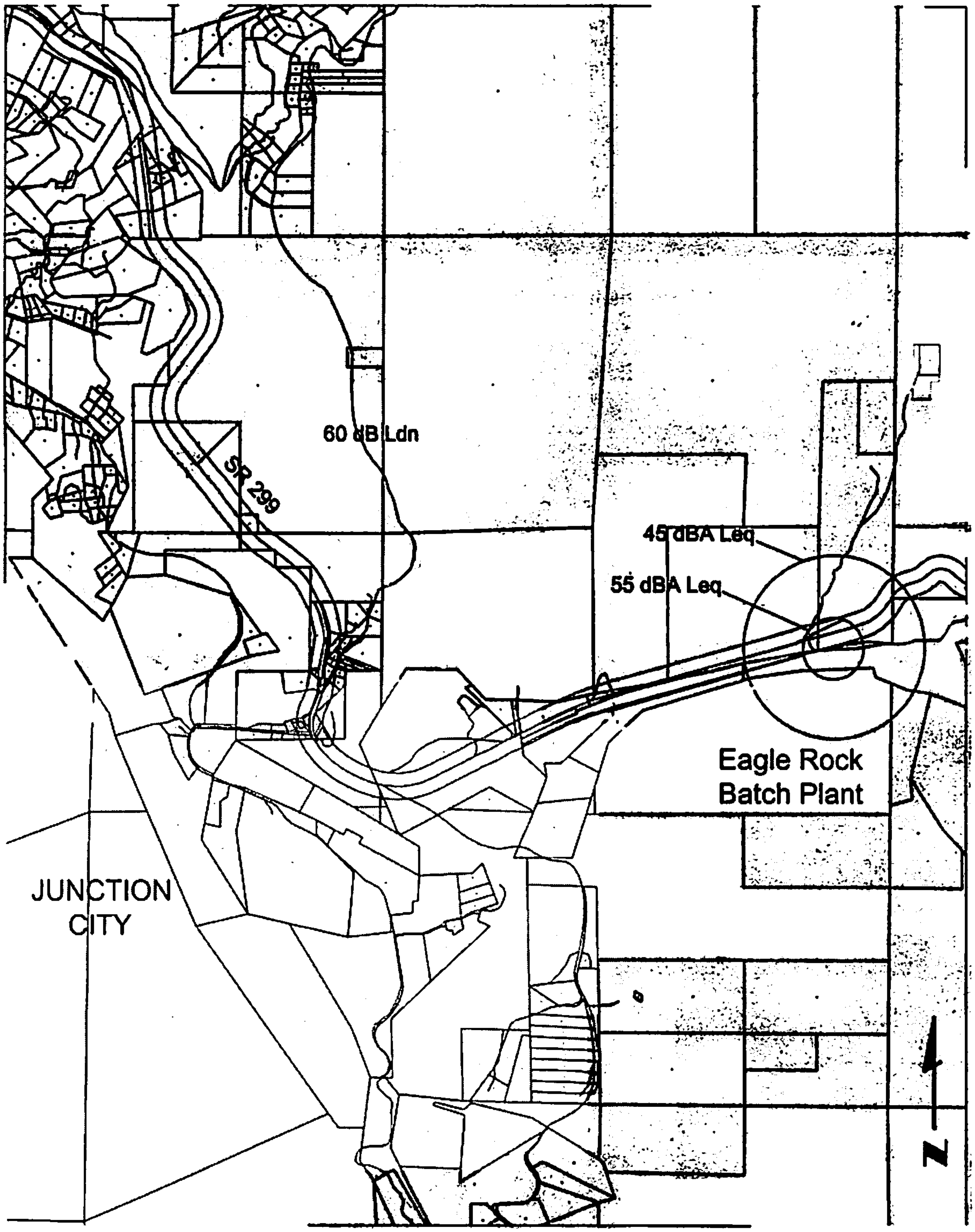


Hyampom Airport Existing
Scale 1" 250'



Hayfork Airport Existing

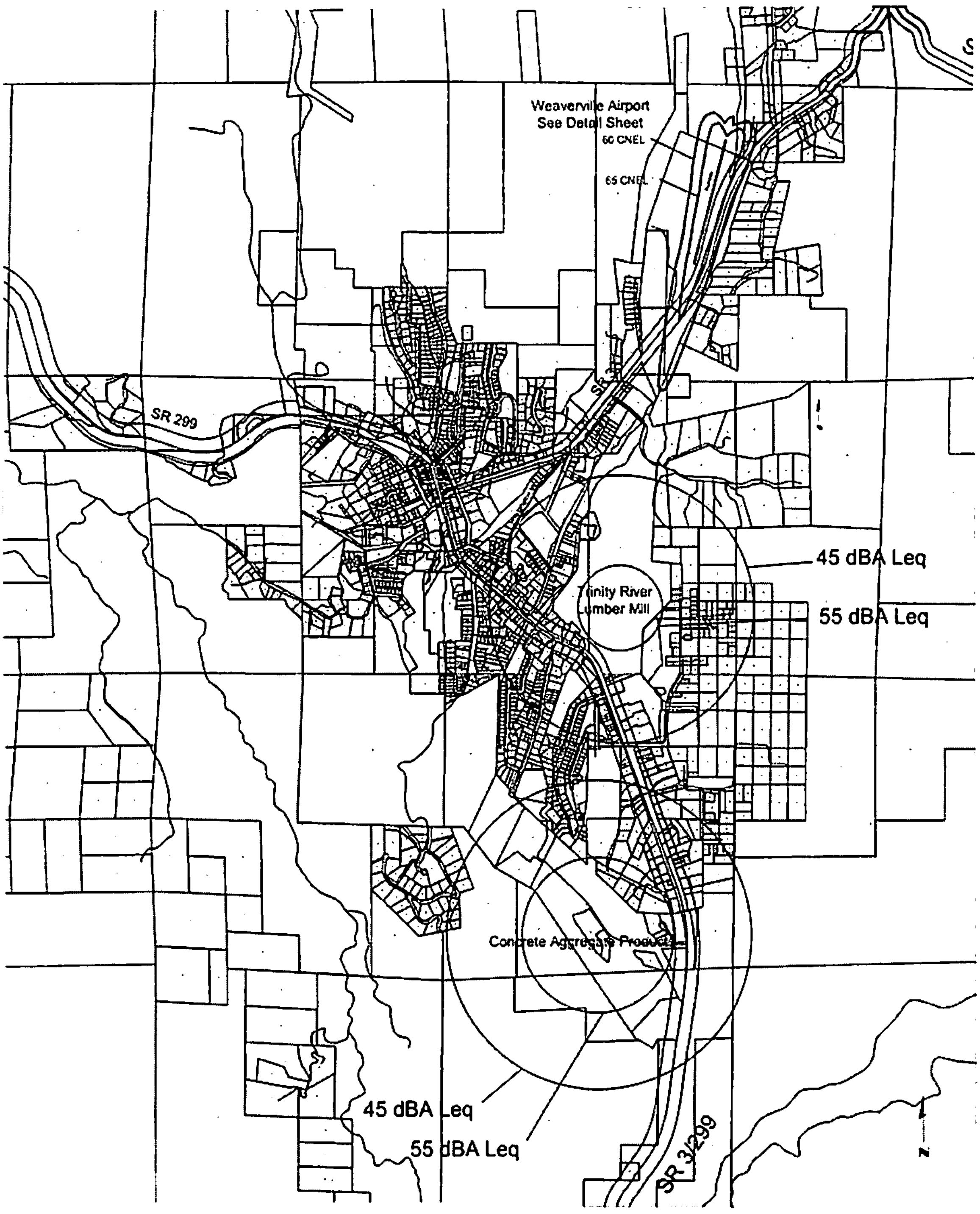
1 1



Junction City - Existing
Scale 1" = 2,500'

Trinity County Noise Element 6/03

C-8



Weaverville Vicinity - Existing

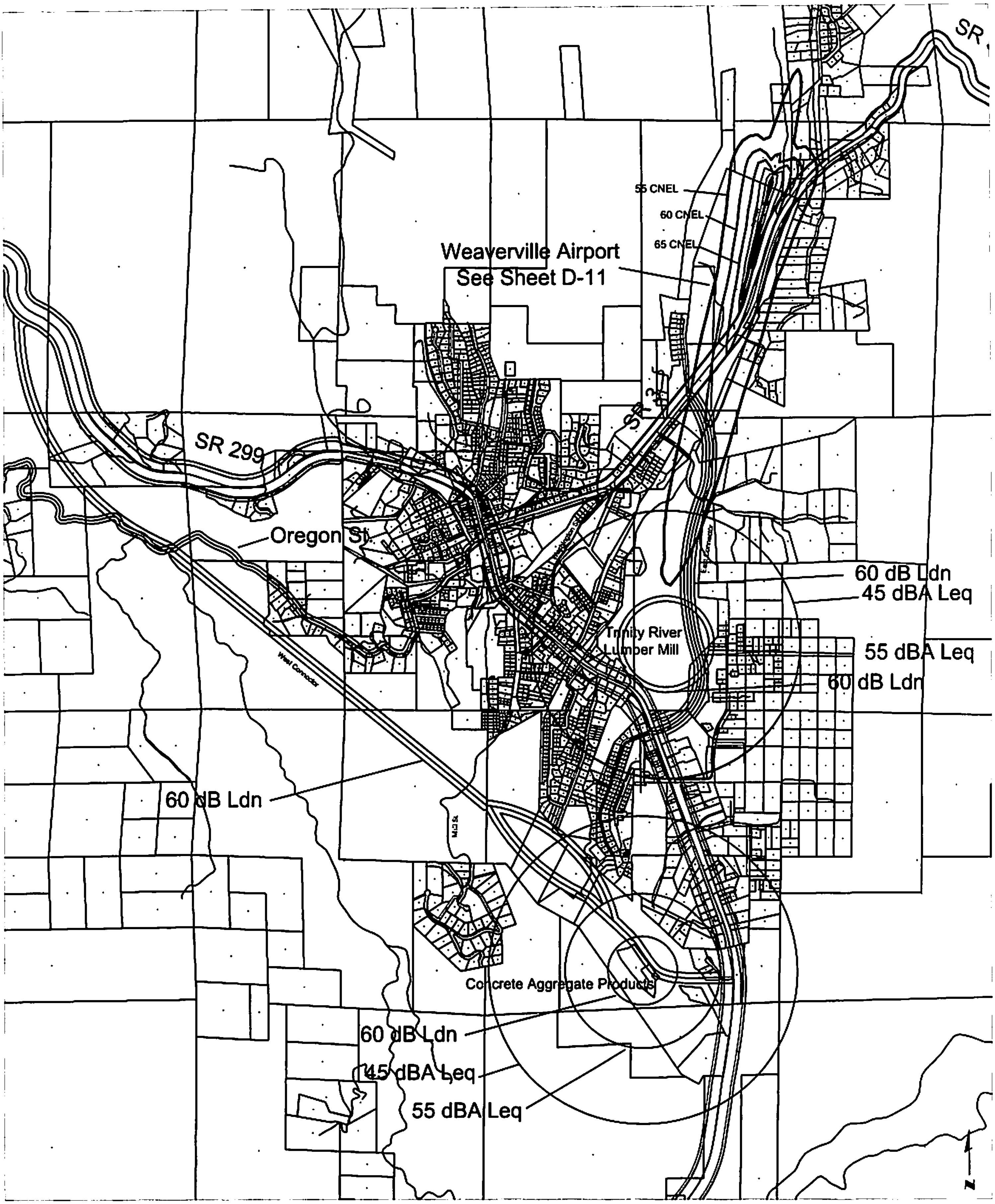
Scale 1" = 2,500'

County Noise Element 6/0

C-9

APPENDIX D

TRINITY COUNTY FUTURE NOISE CONTOUR MAPS



Weaverville Vicinity- Future

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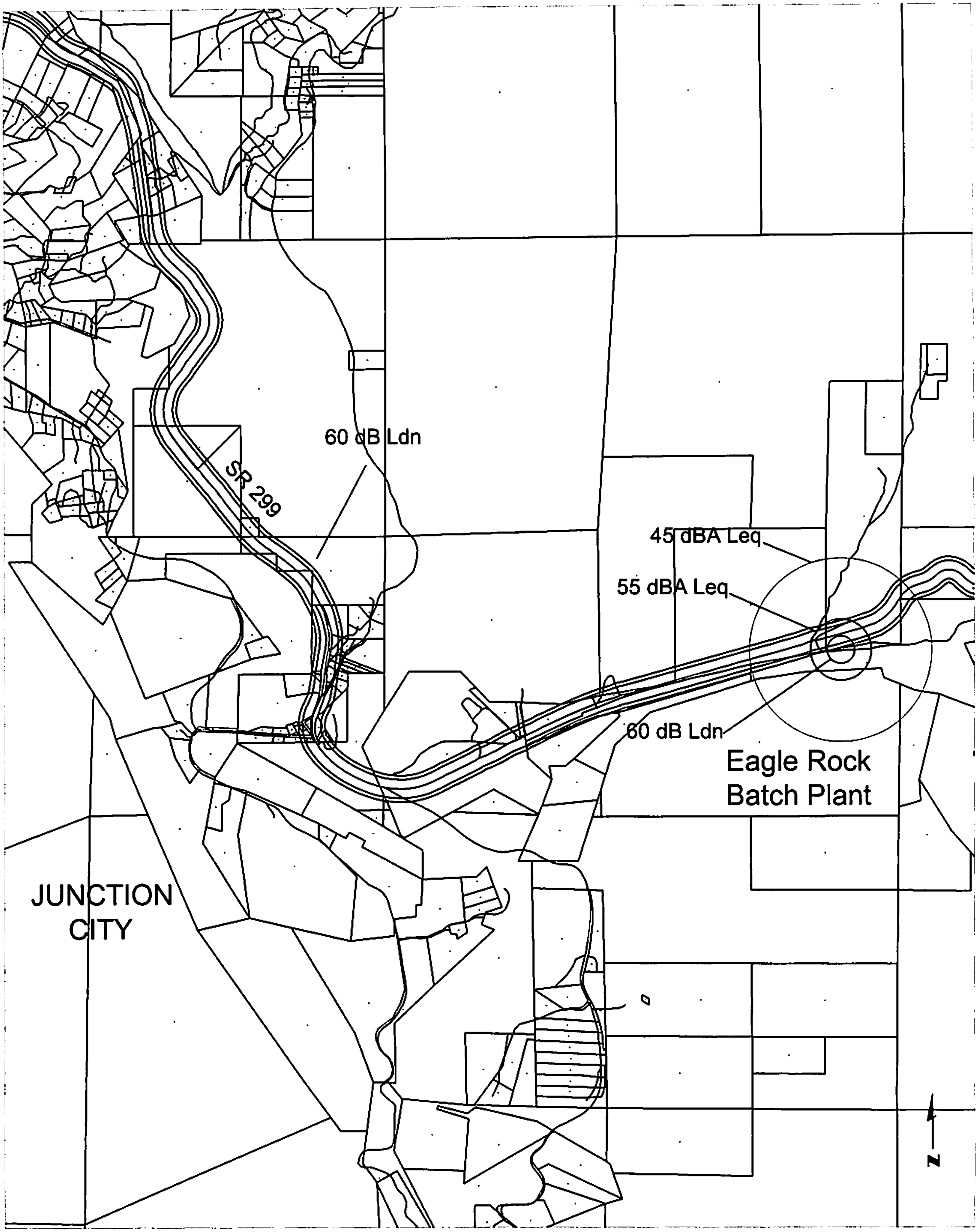
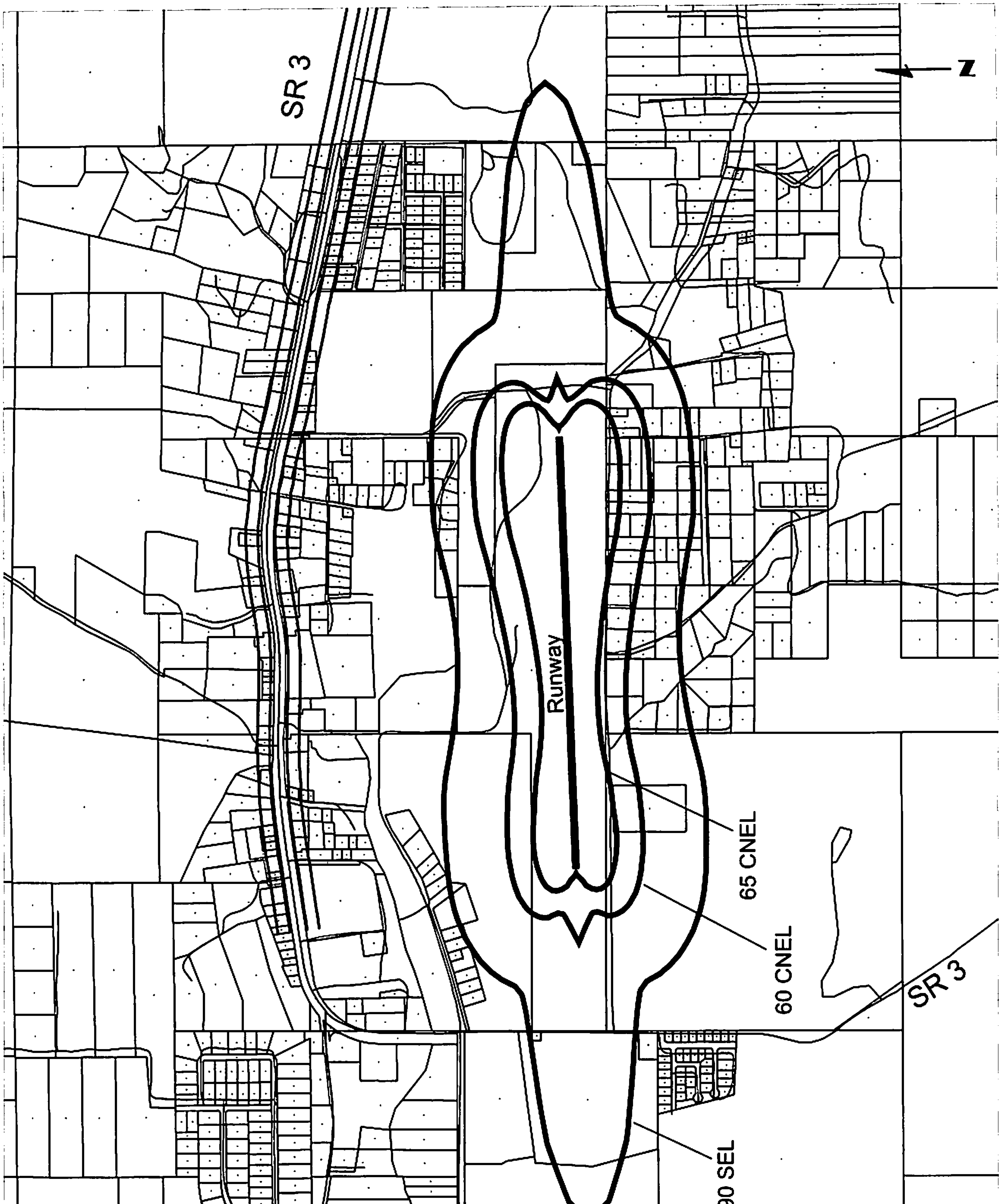
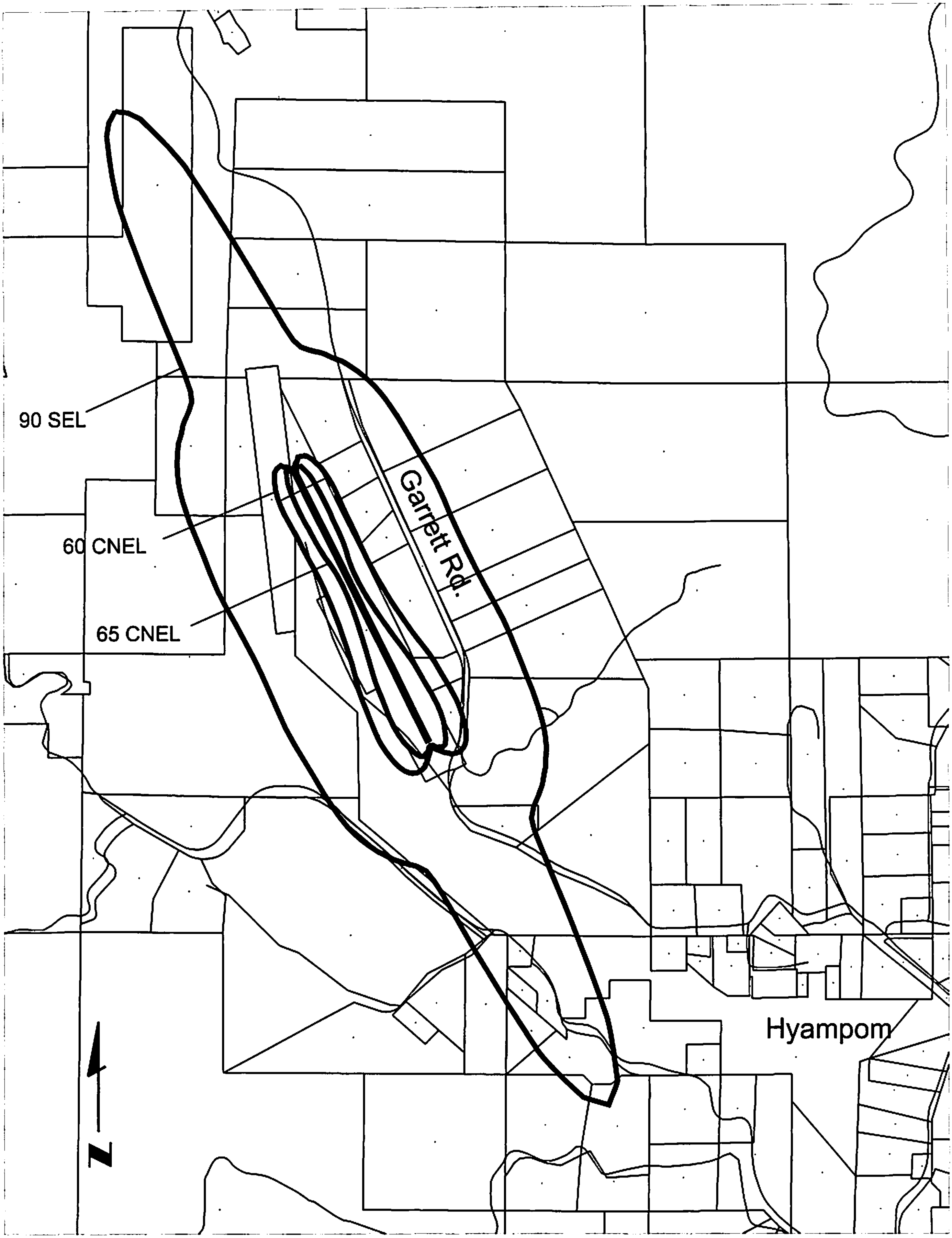


Junction City - Future
Scale 1" = 2,500'



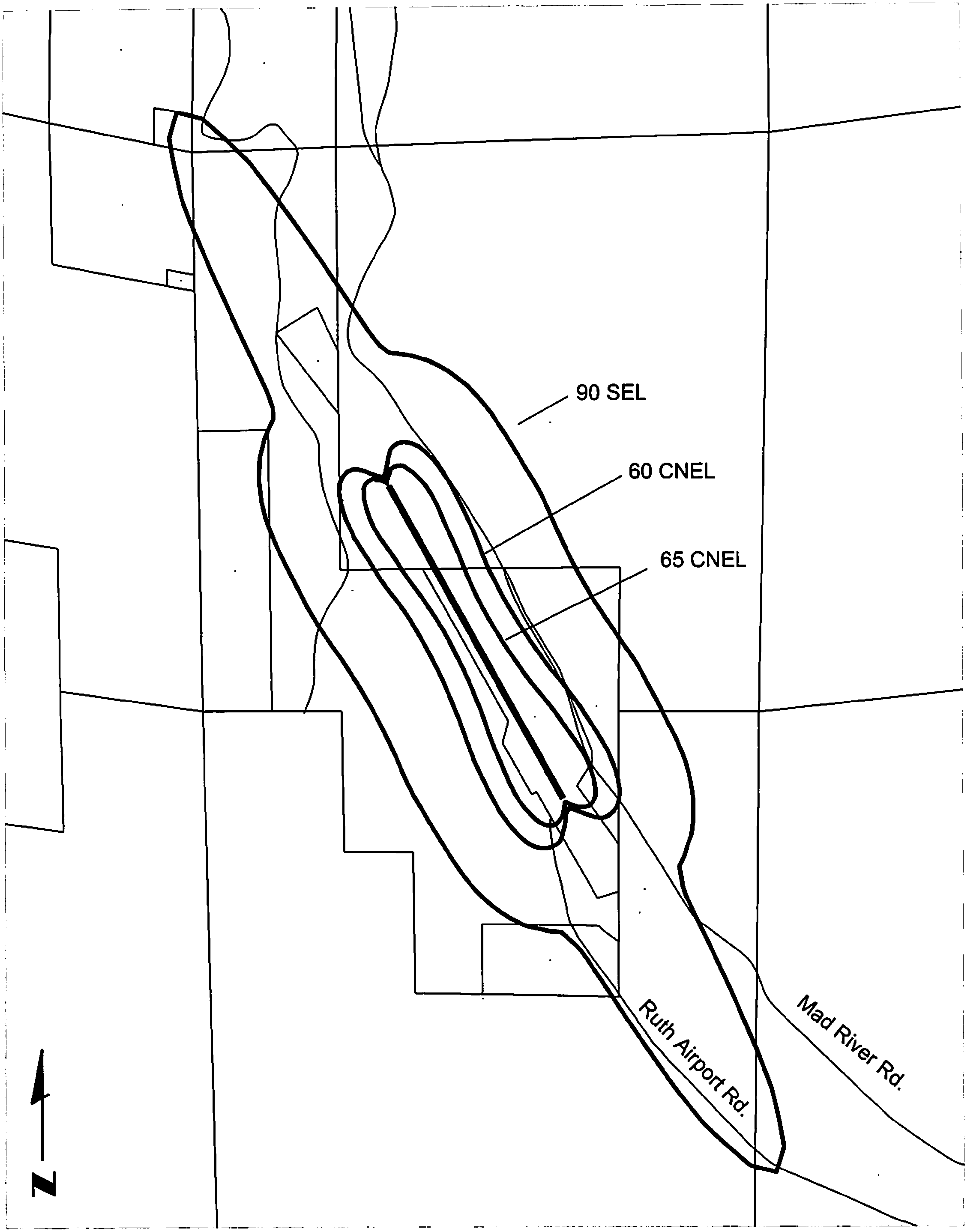
Hayfork Airport - Future

Scale 1" = 1,250'

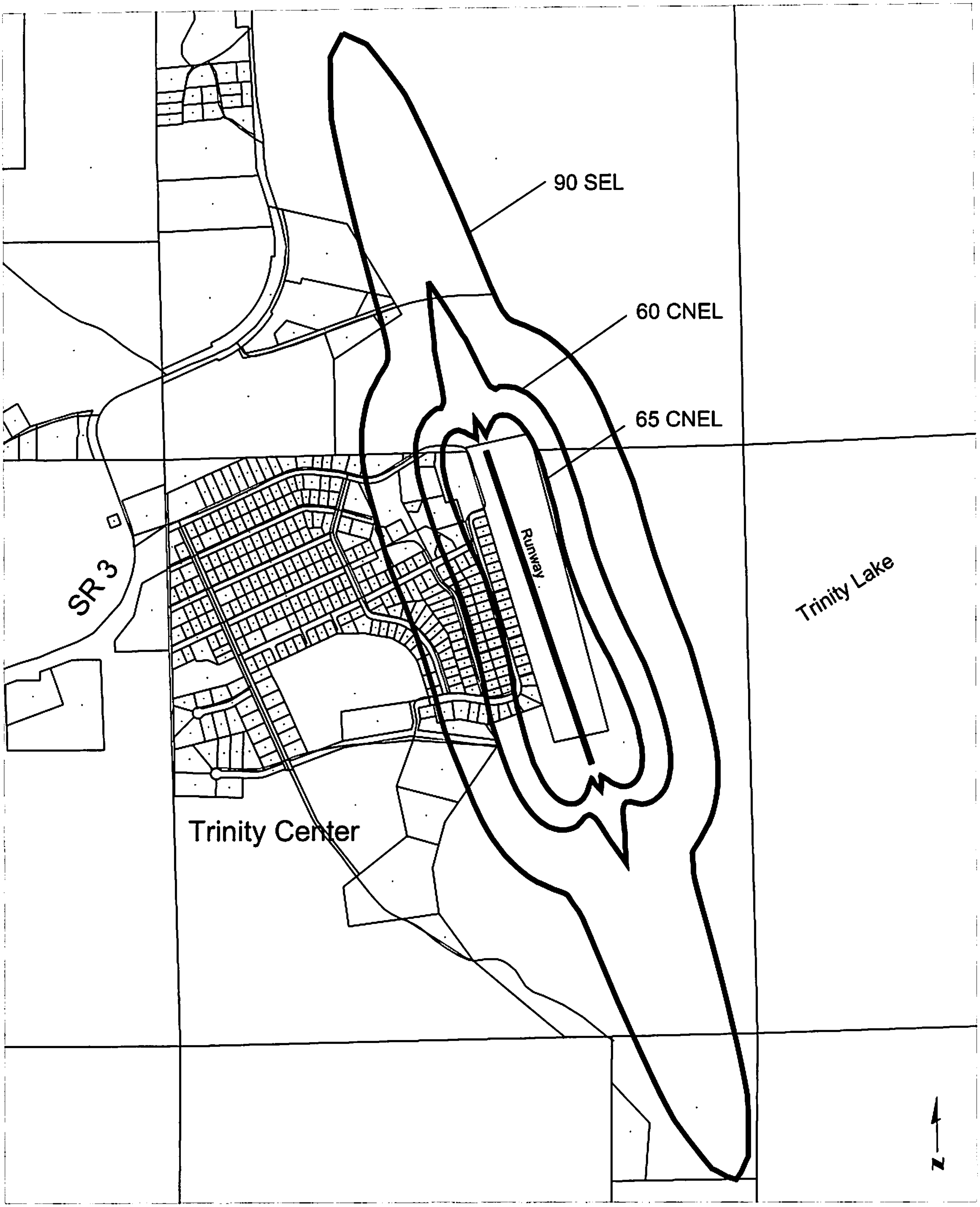


Hyampom Airport - Future

Scale 1" = 1,250'

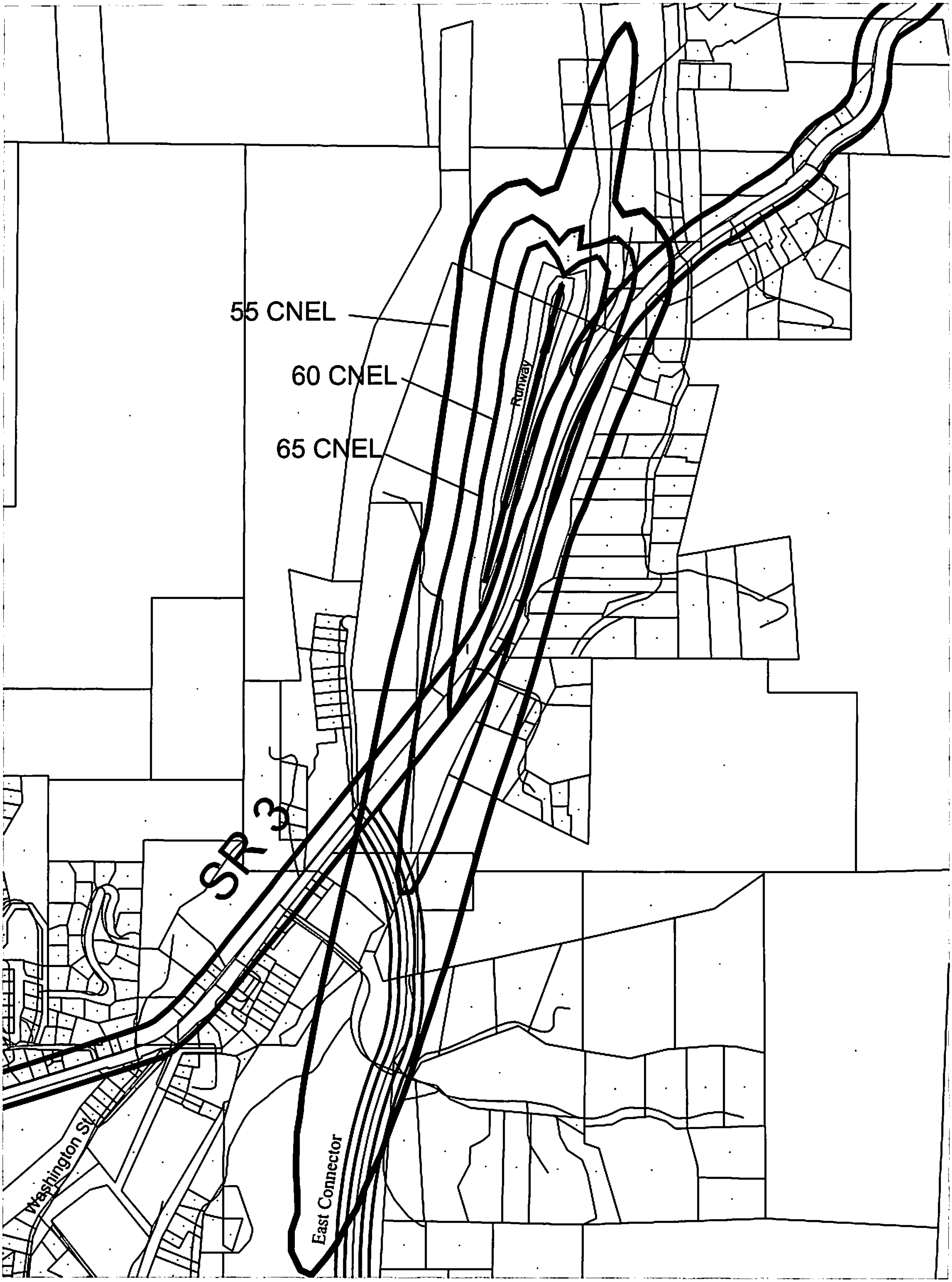


Ruth Airport - Future
Scale 1" = 1,250'



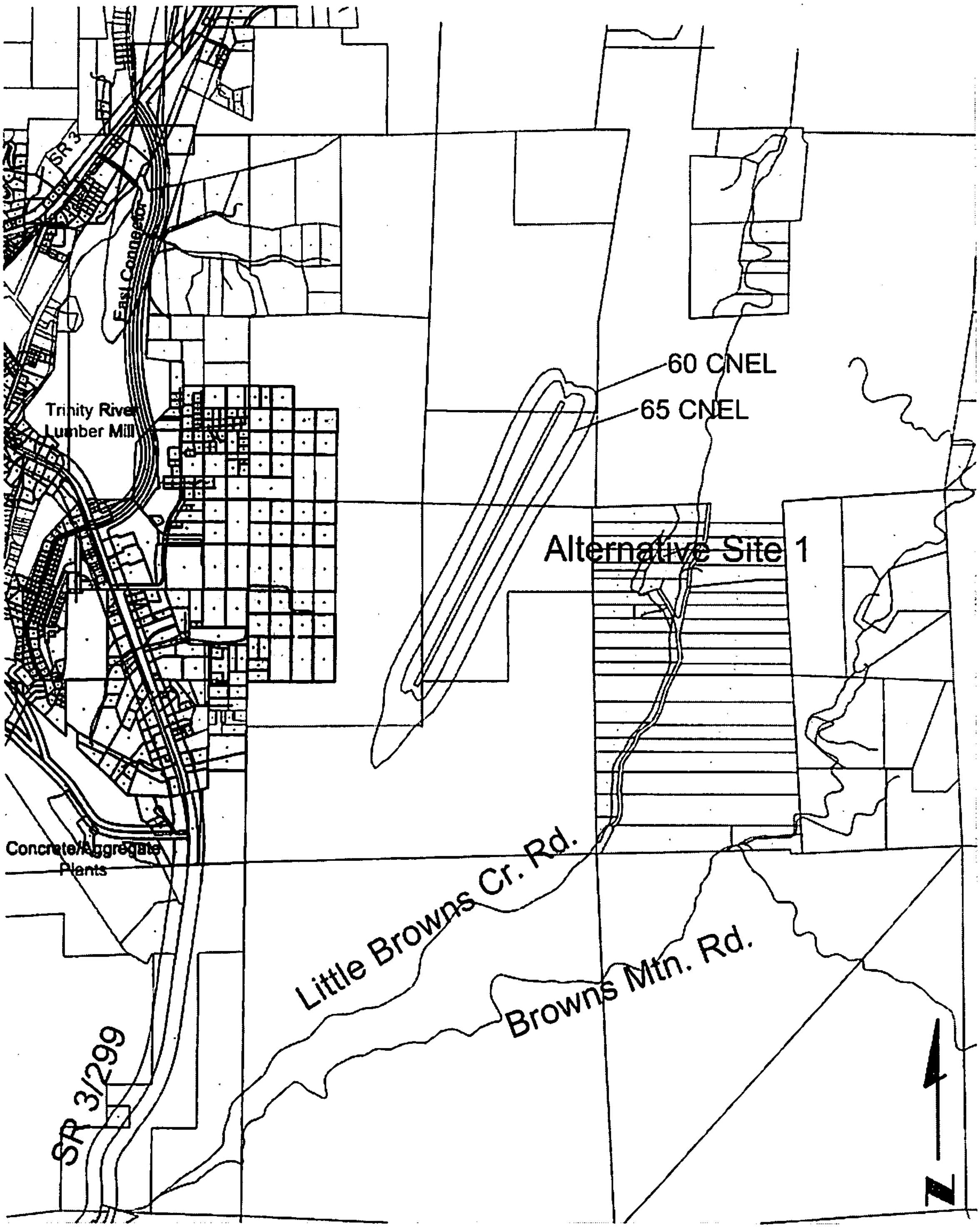
Trinity Center - Future

Scale 1" = 1,250'

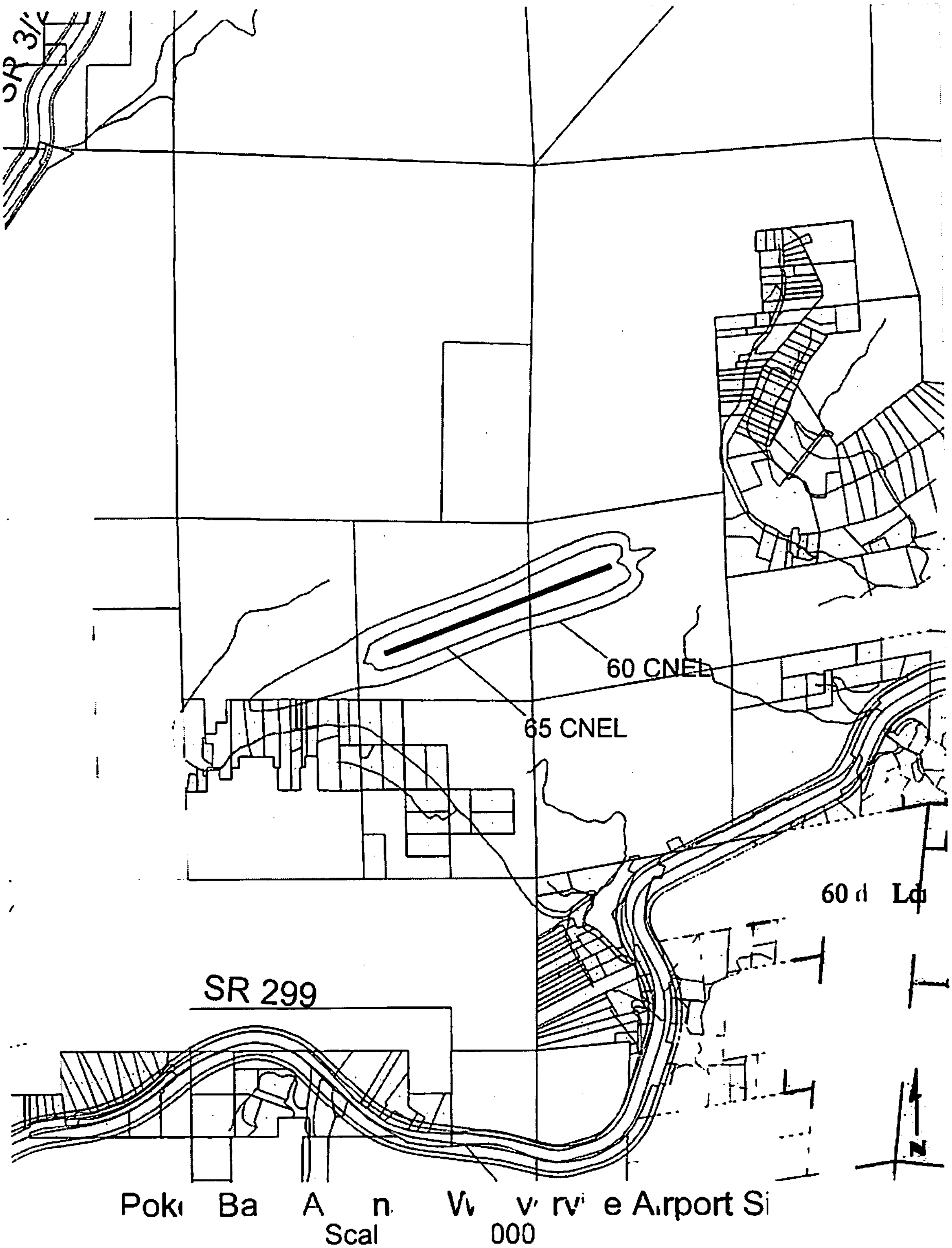


Weaverville Airport - Future

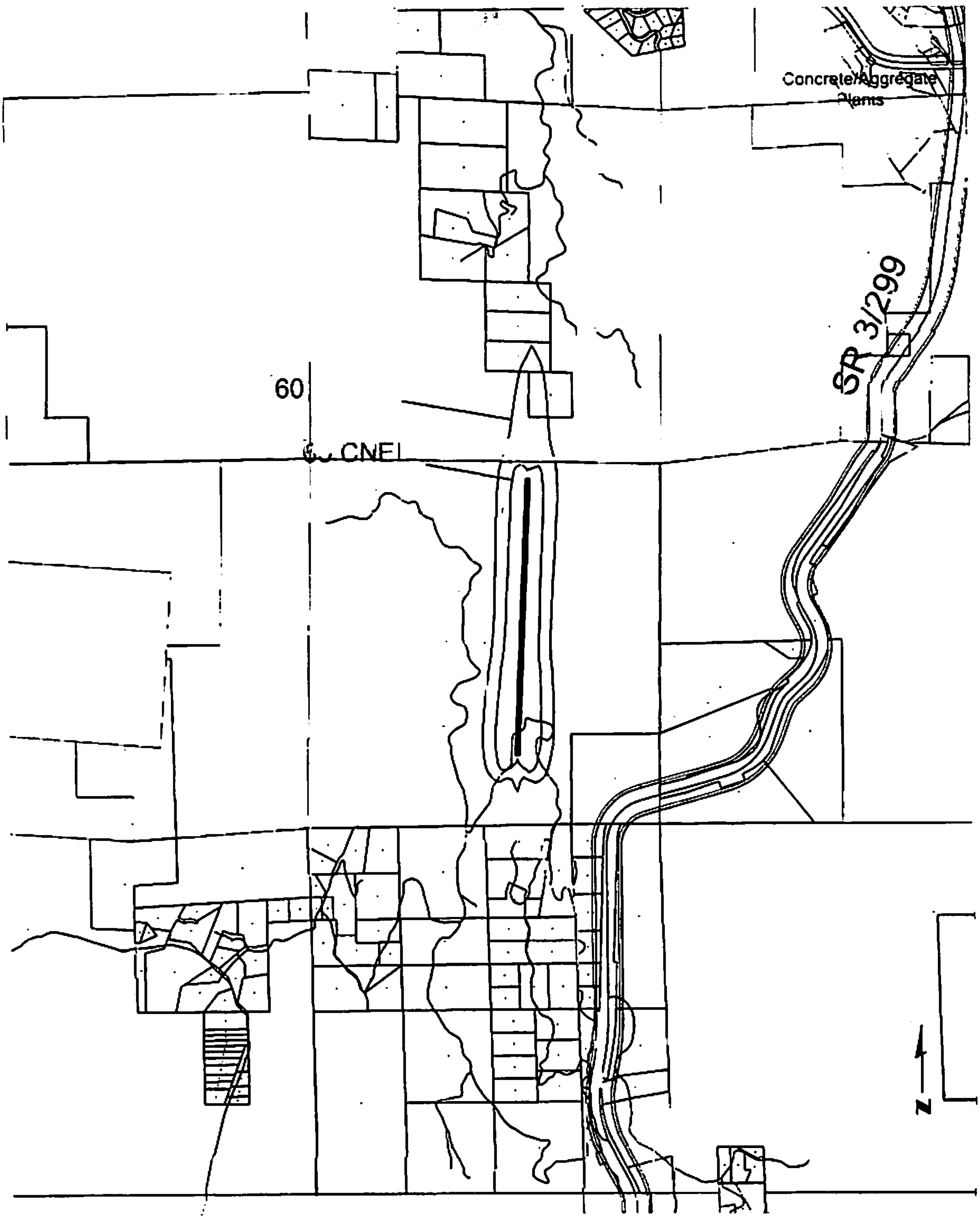
Scale 1" = 1,000'



Musser Hill - Alternate Weaverville Airport Site
Scale: 1" = 1,000'



POKER BAR - ALTERNATE WEAVERVILLE AIRPORT SITE



Tucker Hill - Alternate Weaverville Airport Site
Scale: 1" = 1,000'

Trinity County Noise Element 6/03

IN THE BOARD OF SUPERVISORS

COUNTY OF TRINITY, STATE OF CALIFORNIA

TWENTY-FIRST DAY OF OCTOBER, 2003

RESOLUTION NO. 2003-127

RESOLUTION ADOPTING THE NOISE ELEMENT OF THE TRINTIY COUNTY GENERAL PLAN

The following Resolution is now offered and read:

WHEREAS, following careful study and the holding of public hearings, the Trinity County Planning Commission recommended to the Board of Supervisors the adoption of a Noise Element of the General Plan for the County of Trinity; and

WHEREAS, this Board of Supervisors, after having carefully considered the Noise Element of the General Plan and noticed and held the required public hearings, finds that 2003 Noise Element provides a suitable and logical plan for the future development of Trinity County and is compatible with the other elements of the General Plan; and

WHEREAS, this Board of Supervisors, after reviewing the evaluation of Environmental Impact (Initial Study) that was prepared for this project pursuant to the California Environmental Quality Act (CEQA), concurs with the Planning Commission's determination of September 11, 2003 that this project will not have a significant adverse impact on the environment.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of Trinity, State of California, that said Board hereby find and does adopt the 2003 Noise Element, including the goals, objectives, and policies as part of the General Plan of the County of Trinity.

Upon motion of Supervisor Freeman, seconded by Supervisor Modine, and on the following vote, to-wit:

AYES: Supervisors Modine, Freeman, Reiss and Miller

NOES: None

ABSENT: None

ABSTAINING: None

The foregoing resolution is hereby adopted:

Billie A. Miller, Chairman of the Board of Supervisors,
County of Trinity, State of California

Resolution No.
Noise Element

ATTEST:

DERO B. FORSLUND
County Clerk/Recorder, Ex-Officio
Clerk of the Board of Supervisors,
County of Trinity, State of California

By: ______________________
Deputy Clerk

APPROVED AS TO FORM AND LEGAL EFFECT:

____
David Hammer, County Counsel,
County of Trinity, State of California

Dated: 9/1/03
Planning Dept./JB