



CITY OF CARSON

Legislation Text

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Report to Mayor and City Council

Tuesday, July 21, 2020

Discussion

SUBJECT:

CONSIDER AND PROVIDE DIRECTION ON COMPLAINTS FROM INCREASED AIRCRAFT NOISE FROM LONG BEACH AIRPORT (CITY COUNCIL)

I. SUMMARY

This item has been placed on the agenda at the request of Councilmember Hicks. Carson residents, with homes in a fairly large geographical area located generally between SR-91, I-710, I-405, and I-110, have been complaining about increased noise levels generated by flights from the Long Beach Airport, Exhibit 1. Councilman Hicks has requested staff to be directed to further investigate this issue to determine the cause, identify effective mitigation measures to lessen the noise impacts on Carson residents, and seek funding to measure aircraft noise and to implement the mitigation measures such as acoustic insulation of affected homes in Carson.

Noise issues related to airports are a very complex matter that are likely to involve the airlines, the airport, and the FAA. We need to get a better understanding of the cause of the additional noise, whether, for example, it is from new routes that have been approved or more flights by one or more carriers over their approved routes. As we delve deeper into the root cause, we anticipate needing the assistance of our City Attorney's Office and our legislative advocacy consultant to identify both legal and legislative options available to the City.

To support our efforts, we will work with our residents to have them document their complaints from aircraft noise by calling the noise hotline number (562-570-2665) every time they see or hear a plane flying over their homes. An airport noise specialist investigates every complaint and it will create a record to support our efforts. This hotline number will be published on the main page of City's website and will also be posted on social media.

We know from other cities that have engaged in similar efforts to protect their resident from airport noise impacts that there are no easy solutions and it is an uphill battle. Staff joins with City Councilmember Hicks in asking for direction from the City Council to dedicate time and resources to identify the cause of the increased aircraft noise from Long Beach

Airport and to identify mitigation measures to address our residents' concerns.

II. RECOMMENDATION

TAKE the following action:

PROVIDE DIRECTION to staff to research the cause of aircraft noise complaints from Carson residents, identify effective mitigation measures to lessen the noise impacts on Carson residents, including seeking funding to measure aircraft noise and implementing the mitigation measures such as acoustic insulation of the homes in Carson.

III. ALTERNATIVES

AKE any other action the City Council deems appropriate.

IV. BACKGROUND

Currently, two airlines, Southwest and JetBlue, fly from Long Beach Airport (LGB) to San Francisco, Seattle, Portland, Oakland, and Sacramento. American provides one flight a day. Jet Blue is ending its service starting in October as part of a move to consolidate its routes in the LA area. JetBlue currently holds 17 flight slots at LGB, and there will probably be strong interest in those slots when they become available later this year.

Aircraft noise issues exist around all airports. These noise issues naturally lead to citizen complaints. Cities are often left on their own to protect their citizens against aircraft noise. For example, the residents of City of Huntington Beach are experiencing increased flights and noise over their homes. The City of Huntington Beach is investing \$50,000 to install a noise monitoring system to determine whether noise levels are exceeding those established for the airport and will use that information to assist in its efforts to gain compliance by the airlines causing the problem.

Generally, the areas around airports should not be exposed to Community Noise Equivalent Level (CNEL) of 65 dBA or greater. The 65dBA level is consistent with the State guidelines. Noise from military aircraft is excluded from this standard. Airports are usually assigned baseline noise budgets that are established by actual monitored noise levels for each of 5 separate user groups defined in their noise budget including air carrier, charter, commuter, general aviation, and industrial. Noise reports and noise contours are prepared to determine whether user groups are operating within their individual noise budgets and whether residential and other sensitive land uses in areas impacted by greater than 65 dBA CNEL.

V. FISCAL IMPACT

Depending on the direction the City Council provides, there may be costs associated with conducting the necessary research to be able to report back to the City Council. These

costs currently cannot be quantified for staff and the City Attorney's office. However, there will be no additional cost associated with the City's legislative advocacy consultant as they are paid on a fixed monthly retainer.

VI. EXHIBITS

1. Noise Complaint Area Map (pg. 4)

1.

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