

PC 8-10-17
Item# 6



Debra Ercolini <debra.ercolini@edcgov.us>
(4 pages)

Fwd: Town Center Apts. Project opposition

1 message

Char Tim <charlene.tim@edcgov.us>
To: Debra Ercolini <debra.ercolini@edcgov.us>

Wed, Aug 2, 2017 at 10:46 AM

Please add this public comment to the Workshop item scheduled for the PC 8/10/17 meeting. Thank you

----- Forwarded message -----

From: **charlet burcin** <charlet331@gmail.com>
Date: Wed, Aug 2, 2017 at 10:40 AM
Subject: Town Center Apts. Project opposition
To: jvegna@edcgov.us, gary.miller@edcgov.us, jeff.hansen@edcgov.us, james.williams@edcgov.us, brian.shinault@edcgov.us, charlene.tim@edcgov.us

Dear Planning Commissioner,

I have attached an opposition paper to the Town Center Apt. project based upon incomplete information in the DEIR submitted by this developer. It concerns the lack of information of facts and the effect of the dBA noise resulting from residents of this building with motorcycles. This project has parking spaces for 22 motorcycles, 404 cars plus 5 guest spaces.

Not only will this cause traffic problems, require amendments to the general plan, but add painful environmental noise to the Town Center.

Thank you for your attention to this very important project.

Sincerely,
Charlet Nalbach Burcin

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Char Tim
Clerk of the Planning Commission

Assistant to Roger Trout, Director

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 **Town Center Apartment Project.odt**
30K

Environmental - Noise levels

This project is allocating 22 motorcycle parking spaces in addition to 404 auto parking spaces plus 5 for guests. Following is the argument based on environmental noise factors to this Town Center Apts. Project.

Here are statements taken from the developer's project DEIR (Section 4.6-3):

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 45 dBA, moderate in the 45–60 dBA range, and high above 60 dBA. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 decibels can cause hearing loss (NIDCD 2017). Examples of low daytime levels are isolated natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60– typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is clear that they do not take into consideration the noise effect of motorcycles.

RESEARCH OF FACTS AND THE EFFECTS OF MOTORCYCLE NOISE

The noise level permitted by federal and state standards to manufacturers of motorcycles after 1985 is **at 80 decibels** (dBA sound pressure levels emitted by motorcycle exhaust pipes when stationary). This is what one motorcycle would emit. According to the State of California and particularly Sacramento area standard noise and guidelines, an accelerating motorcycle is equal to a rock band at **deafening decibels between 120 and 110. At each stop sign or stoplight, a motorcycle will accelerate. Now imagine the Town Center with more motorcycles each day from the residents of the Town Center Apartments plus the noise and emission of ozone particles from the autos from the remaining residents (400+).**

Imagine the noise level of 5 or more motorcycles accelerating their way through the Town Center stopping at each crosswalk or idling at a future stoplight on Post Street. Since motorcycles cost less than autos, it is highly probable that all 22 motorcycles would be used by the residents. Resident autos in use simultaneously would create noise levels above any required environmental standards in the Town Center vicinity. Just 5 motorcycles at the same time would create a dBA level at rest/idling of 150dBA and while accelerating would be 550-600 decibels. And, this is just for 5!

According to the American-Speech-Language-Hearing Association, here are comparisons of dBA levels upon the human ear.

Painful

150 dBP = fireworks at 3 feet (impulse noise)

140 dBP = firearms (impulse noise)

140 dBA = jet engine

130 dBA = jackhammer

120 dBA = jet plane takeoff, siren

Extremely Loud

110 dBA = maximum output of some MP3 players, model airplane, chain saw

106 dBA = gas lawn mower, snow blower

100 dBA = hand drill, pneumatic drill

90 dBA = subway, passing motorcycle

Very Loud

80–90 dBA = blow-dryer, kitchen blender, food processor

National Institute for Occupational Safety and Health (NIOSH) recommends that workers in noisy environments 85 dBA or louder for an 8-hour workday limit their exposure at this loudness level.

How can I tell if I am listening to dangerous noise levels? Prolonged exposure to loud noise can injury your hearing—even a single loud sound blast or explosion, known as impulse or impact noise. These noises are measured in dB Peak Pressure, or dBP.

- You must raise your voice to be heard.
- You can't hear the person standing next to you.
- You have a hard time hearing even when the noise stops.
- Speech around you sounds muffled or dull after you leave the noisy area.
- You have pain or ringing, known as tinnitus, after the noise stops.
- Permanent hearing loss

This Association lumps motorcycle riding in with things that you do for fun which can also have damaging noise, like:

- Hunting and target shooting
- Riding personal water craft
- Snowmobiling
- Motorcycle riding
- Attending concerts
- Listening to music with earphones

One of their solutions is to wear ear plugs or ear muffs!

In May, 2016, the city of Del Mar tried to look for ways to reduce the excessive noise of motorcycles through their city street to no avail. " Richard Levak, city resident, said the excessive noise is at times unbearable, "especially when a gang of motor bikes comes through." "The whole house shakes," he said. "Car alarms go off. ... There is no reason for it."

"It's an unbelievably penetrating sound," added Lew Dominy, who suggested posting whimsical signs such as "This is where our families sleep ... Too much noise, can't count sheep" or "As you drive down our street, your courtesy can't be beat." "There are a lot of stop signs in the beach area," Delin said, 'adding that they create a lot of stopping and acceleration noise for every vehicle.'

Enforcement by officials has been null due to limited due to lack of technical knowledge of how to measure.

In conclusion, the Town Center Project will not be within the noise parameters regulations for the state of California and the greater region of Sacramento. Ca. and will not be enforceable. Therefore, this DEIR is incomplete and the project should not go

forward.

Charlet N. Burcin

EDH resident

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