

OVOV NOISE ELEMENT QUESTIONS

Submitted by: Bob Werner 2/17/09

1. Where is the Traffic Analysis that this element is based on?
2. How far from the roads were the noise measurements in Exhibit N-5a taken?
3. Exhibit N-5a legend states that 'Leq' is used, and the explanatory text says that 'Noise measurements were made of the short-term Leq values.' (page N-13) CNEL, which is the parameter used in this element (page N-9), is a '24-hour, time-weighted energy average noise level...'. CNEL is used in the Appendix starting on page N-36 for future planning. Please clarify the correlation between what appears to be a 'snapshot' measurement (Leq) used for current conditions, and future planning estimates, which are based on CNEL.
4. How did Newhall Ave. between Sierra Hwy and Valle del Oro go from 49,000 ADT (in the Masters College traffic analysis of 2008) in the interim year to 40,000 ADT in this noise analysis?
Notably, for Sierra Hwy between Newhall Ave and Dockweiler, the ADTs are 9,000 (Masters College traffic analysis) and 23,000 (OVOV).
Sierra Hwy between Dockweiler and Placerita Canyon is 26,000 (Masters College traffic analysis) and 39,000 (OVOV).
These numbers are very different, and need explanation, especially because the traffic volume on Sierra Highway is far higher in the OVOV, but far lower on Newhall Ave in the same OVOV.
5. How does Newhall Ave 'NW of Valle del Oro' have 33,000 ADT (OVOV) when Newhall Ave from Sierra Hwy to Valle del Oro has 40,000 ADT?
Under current conditions, there is more traffic west of VDO on Newhall Ave (50,000 ADT vs. 45,000 according to the Masters College traffic analysis of 2008).
There will certainly not be a decrease of traffic on Newhall Ave. west of VDO, because some of the traffic diverted off Sierra Hwy onto Dockweiler will go down VDO and back to Newhall Ave.
6. How are you going to fit 23,000 ADTs on Newhall Ave between Market and Lyons?
7. The 'current general plan freeway noise contour distances for freeways' has 316,000 ADTs on SR-14 between I-5 and Placerita Canyon.
The 'proposed general plan freeway noise contour distances for freeways' has 230,000 ADTs for the same stretch of road.
Where did 86,000 ADTs go?
8. Dockweiler Drive has 2 segments in all the lists:

Current GP OVOV

Dockweiler from Sierra Hwy to mid-section	25,000	24,000
Dockweiler from mid-section to mid-section	22,000	18,000

Where is this 'mid-section' and what happens to the 6,000 ADTs that just disappear?

9. On page N26, the proposed policy for residential development in the I-5 corridor 'prohibits residential buildings within 150 feet from the I-5 CENTERLINE' (emphasis added).

The California Air Resources Board has recommended that residences be located 500 feet from the EDGE OF THE FREEWAY (emphasis added).

Estimating the width of I-5 at 200 feet in the Santa Clarita valley, the OVOV policy would permit residential development only 50 feet from the edge of the roadway, instead of the 500 feet recommended.

How can this difference be justified?