

# EXHIBIT 9

## 4.4 Sources of Environmental Noise

The main source of noise in Glendale is motor vehicle traffic. Other sources of noise in the City that can be of concern include railroad, industrial, commercial, loud car stereos, loud car mufflers, individual buses, lawnmowers and leaf blowers, loud parties, and automotive facilities.

Noise problems were grouped into four broad categories: (1) transportation noise control, (2) noise and land use planning integration, 3) noise control for non-transportation noise sources, and (4) miscellaneous noise concerns. Within each of the categories several issues are presented and discussed.

### 4.4.1 Transportation Noise Control

The City of Glendale is served by four major freeways and many arterial roadways and local streets (shown on Exhibit 7). Freeways include the Glendale Freeway (SR-2), Golden State Freeway (I-5), Ventura Freeway (SR-134), and Foothill Freeway (I-210). Major roadways in the City include Foothill Boulevard, Canada Boulevard, Verdugo Road, Glendale Avenue, Glenoaks Boulevard, San Fernando Road, Broadway, Colorado Street, Chevy Chase Drive, Brand Boulevard, Central Avenue, and Los Feliz Road.

A Union Pacific Railroad line runs along the west side of the City, generally paralleling San Fernando Road. This line is a very active Metrolink route with over 50 trains per day. Amtrak and freight operations also use this railroad.

The City of Glendale contains 6 operational helipads throughout the city (shown on Exhibit 7) with many emergency helistops in the Verdugo Mountains and San Rafael Hills for firefighting purposes.

The transportation noise sources are the major contributors of noise in Glendale. Cost effective strategies to reduce their influence on the community noise environment are part of a Noise Element. However, the City of Glendale is limited in controlling certain noise sources due to preemption by Federal and State law. The California Motor Vehicle Code establishes noise limits for motor vehicles in several sections of the code. Included in the Motor Vehicle Code (MVC) are the following sections that govern vehicle noise limits: Sections 27200 (new vehicle sales), 27204 (vehicle noise limits), 27150 (adequate muffler), 27151 (muffler modification), 27150.3 (no whistle-tip muffler), 27202 (motorcycle limits), 27150.2 (exhaust systems), and 27007 (sound amplification devices). In other words, the City cannot impose their own limits on the noise emitted by motor vehicles, nor can they directly limit the amount of vehicles that drive on the roadways.

***Effectiveness of Soundwalls.*** The California Department of Transportation (Caltrans), in coordination with the City of Glendale, has constructed soundwalls along most of the freeways adjacent to residential areas within the City. Monitoring sites 2, 8, 11 and 15 were used to test the effectiveness of these soundwalls or to check for the need of a soundwall in these locations. Soundwalls were present at Sites 2 and 8, which are along the Foothill Freeway and Glendale Freeway, respectively (see Exhibit 5). The noise levels at these sites were below the Caltrans standard of 67 dBA (Leq), and indicate that the soundwalls installed are providing adequate

mitigation of the noise. Site 11 represents an apartment site west of Paula Avenue near the Golden State and Ventura Freeways, and although soundwalls are provided for nearby residential areas, no soundwall is provided for the apartment complex. Noise levels at the apartment site were monitored at 70 dBA (Leq), which is above the Caltrans standard and is generally considered unacceptable. Similarly, measurements were made at an apartment complex at 630 Isabel along the Ventura Freeway. The freeway is depressed in elevation with respect to the surrounding community, and no soundwalls are provided. Noise levels of 74 dBA (Leq) were measured in this area, and represent an unacceptable noise level for the community.

The California Department of Transportation has essentially two procedures whereby soundwalls are added along an existing freeway. The most common approach is that when a freeway is widened or significantly modified, Caltrans will construct soundwalls for all areas exceeding their noise standards if the soundwall is feasible and cost effective. The second approach is part of the Community Noise Abatement Program, more commonly referred to as the retrofit program. Essentially sites are added to a Caltrans list and prioritized based on need. Usually the City must take the initiative to show that an area is worthy of being placed on the retrofit list. Funding is a major obstacle for these retrofit wall projects, and many areas may be on the list for a decade and more before being funded. Currently Glendale has two areas that are on the Phase II list. Both of these areas are small. One site is along both sides of the 210 Freeway between Honolulu Avenue and Boston Avenue (0.3 miles) and the second is along eastbound side of the Ventura Freeway and is listed as near San Rafael Avenue (0.1 mile). Program 1.1 (programs are presented in Chapter 3) has been developed to pursue adding additional areas to the retrofit wall program and to actively pursue with Caltrans possible additional funding mechanisms.

**Residential Along Major Roadways.** Residential areas along major roadways are represented by monitoring Sites 9 and 18. These sites were located in residential areas adjacent to major roadways; specifically, Glenoaks Boulevard and Broadway. Noise levels along these roadways were in the upper 60 dBA (Leq) range and the CNEL noise levels would be about 70 dBA. Existing homes in these areas may experience unacceptable indoor noise levels. Older homes, even with windows closed, have an outside to inside noise reduction of 20 to 25 dBA. This means that the indoor noise levels with windows closed would be in the 45 to 50 CNEL. New home construction is required by State building codes to be designed to meet a 45 CNEL noise standard.

The zoning on Glenoaks Boulevard and Broadway, and several other major streets, allows commercial and mixed used development. Any residential use constructed would be a multi-family development. Interior noise levels can be mitigated to meet Building Code requirements simply by adhering to the Building Code. Programs 3.1 and 3.2 are proposed to address the potential problems associated with siting residential development in areas subject to elevated noise levels. Noise studies required by Program 3.1 will ensure that new residents will not be subjected to excessive noise levels.

**Soundwall Along Railroad.** The Union Pacific Railroad line borders and passes through portions of the west side of Glendale. Generally the railroad parallels San Fernando Road. Metrolink is the primary user of the line, but Amtrak and freight trains also use the line. The

concern was raised at the public meeting that perhaps a soundwall could be constructed along the railroad to protect nearby residential areas to the east. Measurements and noise projections indicate that traffic on San Fernando Road is a greater source of noise than is the train traffic. Little benefit would be achieved by constructing a soundwall adjacent to the railroad, and therefore no action is recommended.

#### 4.4.2 Noise and Land Use Planning Integration

Information relative to the existing and forecast noise environment within Glendale should be integrated into future land use planning decisions. This Element presents the noise environment in order that the City may include noise impact considerations in development programs. Land use conflicts related to noise can often be avoided by proper planning and standards.

The City of Glendale has industrial uses in the southwest corner of the City, in a small area in the southern portion of the City along the east side of San Fernando Road, and in a small portion of Montrose. These uses do not appear to create major noise problems in the City. Neither the on-site activities nor the trucks associated with this type of land use were mentioned at the public meeting. Noise measurements near these areas confirmed that the industrial uses present are not generating loud levels of noise. Noise generated by the industrial uses within their property boundaries is subject to the limitations in the Glendale Noise Ordinance.

Noise generated by parking areas, delivery trucks, and music from bars and restaurants are common sources of noise complaints. In discussions with staff and again in public meetings, noise from banquet halls was identified as the most significant commercial noise impacting residential areas. The banquet halls are in many areas of the City. Other commercial sources of noise that were identified include the public address (PA) systems at auto dealerships. Additionally, future plans for the downtown area integrate commercial uses with residential uses (i.e., mixed use development). Residences may be located above or within close proximity to dance clubs in this zone. These sources of noise are discussed in more detail below.

***Downtown Residential Interface.*** As part of the revitalization of the downtown area many mixed-use projects may be constructed. Such projects hold the promise of reducing traffic congestion by housing people closer to jobs and entertainment. They also improve the economic viability of downtown by providing a more stable customer base. Aside from these hoped-for benefits, the increasing number of downtown residential projects are simply a response to market demand. One of the tradeoffs of living downtown, however, is exposure to elevated noise levels. The combination of traffic, the mix of residential and commercial land uses, and the close proximity of uses makes for a unique problem. Just as residents in agricultural areas must accept the odors associated with agricultural operations, downtown residents must accept a certain amount of elevated noise levels. Clubs, late-night restaurants, and banquet facilities are some examples of commercial uses that could locate in the downtown area and generate noise into nighttime hours. The proximity to such entertainment is certainly one of the attractions for at least some downtown residents. Programs 3.1 and 3.2 provide the City with the tools to ensure that excessive noise will be avoided or mitigated.

**Active Park and Residential Interfaces.** One question that arises in land use planning is whether an active park or playfields conflict with adjacent residential land uses. The noise measurement at Site 1 was taken at the interface between Dunsmore Park and the adjacent residential area. This site is in the Montrose area of the City. This site was selected to check on the compatibility of an active park area with residential uses. While the measurements were conducted, the ball field, soccer field and tennis courts were all active. There is a parking lot between the homes and the active fields which acts as a buffer zone. The noise levels measured at the residences ranged from 42 to 64 dBA with the average noise level (Leq) being just under 50 dBA. Most of the noise measured was due to the playfields, however, the loudest sound recorded came from a neighborhood dog that barked. The daytime Leq is often indicative of the CNEL noise level. The CNEL in this area would be expected to be around 50 dBA. Thus this area represents a quiet residential area and shows that residential and active park uses can be compatible when in close proximity if properly planned. No program was proposed since with the proper planning active parks adjacent to residential do not appear to be a noise conflict.

**Noise Standards for Various Park Uses.** The park uses in Glendale can be divided into three types: urban parks, active parks, and quiet parks. The Glendale Central Park located along Colorado Street is an example of an urban park. Noise levels at this park (i.e., Monitoring Site 17) range up to 68 dBA (Leq). However, the park appeared to be busy and people did not appear to be bothered by the noise levels. Active parks, such as Dunsmore Park, are usually generators of noise and are not very sensitive to noise from outside sources. Brand Park (Site 4) is an example of a quiet park. The noise level at Brand Park was 45 dBA (Leq). In this type of park, peace and quiet are expected and high noise levels would ruin the park experience. Noise standards, including standard for “quiet parks,” are being proposed as part of Program 3.1. More background and discussion is provided in the following item in regards to City noise standards.

**City Noise Standards.** Noise standards are designed to ensure that new sensitive land uses are designed and constructed so that the noise environment will be acceptable for that land use. For example, most cities have an outdoor noise standard for rear yards of single-family residential uses of 65 CNEL. This requires that when new residences are constructed that soundwalls, berms, setbacks or other features be used that will result in the rear yards meeting a 65 CNEL noise level now and for future traffic projections. Currently, the City does not have any noise standards, which are normally contained in the Noise Element of the General Plan. (Noise standards should not be confused with the Noise Ordinance, which is discussed in the Section 4.4.3.) The City enforces the State building code (Chapter 12, Section 1208A) which requires that “new hotels, motels, dormitories, apartment houses and dwellings other than detached single-family dwellings” be designed and constructed so as to achieve an indoor noise level of 45 CNEL or less when constructed and at least 10 years into the future. The standard protects these dwellings from exterior noise sources such as highways, county roads, city streets, railroads, rapid transit lines, airports and industrial areas. Cities are allowed to develop noise standards for other uses as they see fit.

In addition to protecting new construction from obtrusive noise levels, city noise standards also provide a criterion by which to evaluate the impact of new projects on existing residential areas

and other noise sensitive areas. For example, assume that the City adopts a 65 CNEL for residential land uses. If a new project is proposed which will generate significant traffic, it can be determined if the 65 CNEL level will or will not be exceeded at existing residential areas. If exceeded, then the project would be determined to have a significant impact without further mitigation.

Program 3.1 utilizes the standards in Table 2 for residential and quiet park uses. These standards ensure that new development will be adequately protected from noise, and provide a consistent criterion with which to assess impacts generated by new projects.

**San Fernando Corridor Development.** San Fernando Road represents one of the major noise corridors through the City. Noise levels monitored at Sites 16 and 20 show noise levels near and on this roadway to range from 60 to 72 dBA (Leq). High peak noise levels are also experienced along this roadway due to the large amount of trucks traveling the roadway and the nearby railroad. Mixed use is planned for some parts of the San Fernando Corridor. This type of use would be acceptable from a noise standpoint, as long as the residential units are properly soundproofed. Adoption of specific City noise standards as proposed in Program 3.1 would insure that new residences in this area are properly designed.

**Noise Compatibility Guidelines.** The City currently has a set of Noise Compatibility Guidelines (Table 1). The guidelines identify the general acceptability of noise exposures for various land use categories in the City. The guidelines are based on the State of California recommendations for Noise Elements made in 1976. The State in their “General Plan Guidelines,” has modified slightly the noise compatibility guidelines and Program 3.1 presents for adoption these updated guidelines. It should be noted that the compatibility guidelines are simply guidelines, and do not represent standards. The guidelines provide an initial evaluation of the compatibility between a land use and noise environment.

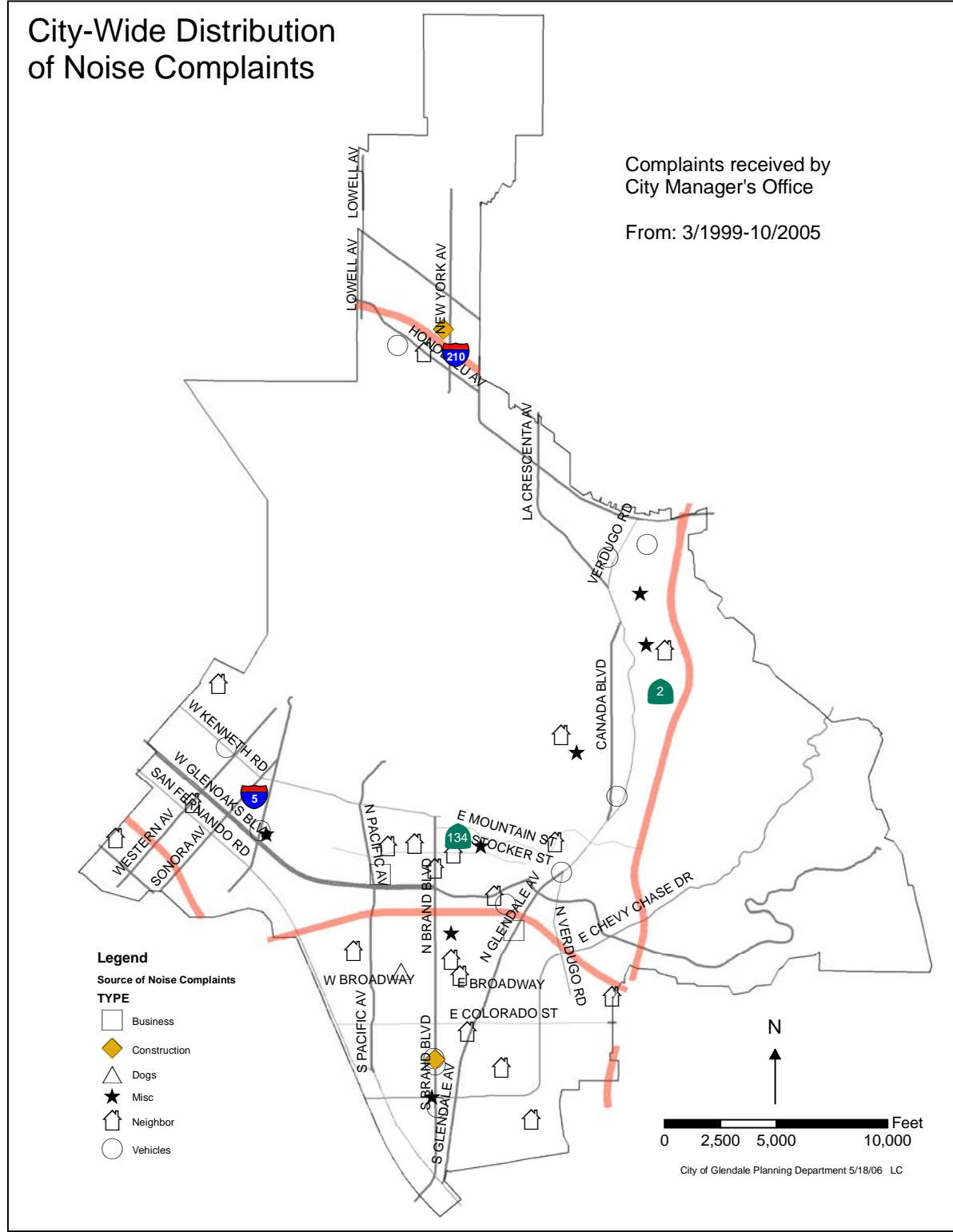
#### 4.4.3 Non-Transportation Noise Sources—The Noise Ordinance

Exhibit 8 illustrates the spatial locations of noise complaints filed through the City Managers Office from 3/4/99 to 10/11/05. The significance of the locations is that no specific area is impacted by localized sources.

Residential land uses and areas identified as noise sensitive must be protected from excessive noise from non-transportation sources including commercial activities, construction noise, late-night entertainment, spa and pool equipment and air-conditioner noise to name a few. These impacts are most effectively controlled through the enforcement of an effective City Noise Ordinance. A noise ordinance is designed to control noise generated on private property and impacting another parcel of property. A noise ordinance is not designed to control traffic on public streets, aircraft noise, train noise and other public transportation noise. The noise ordinance is part of the City code, and is not contained in the Noise Element of the General Plan. However, as part of a Noise Element update the noise ordinance is often reviewed and recommendations made for changes if needed. The key noise ordinance related issues are discussed below.

**Review of Noise Ordinance.** The Noise Ordinance is contained in the Glendale Municipal Code, Title 8, Chapter 36 – Noise Control. The ordinance was updated in 1991. To be enforceable the courts have ruled that a noise ordinance must have specific noise limits and protocols for noise measurements. The Glendale Noise Ordinance contains these requirements and the protocols for measurement of potentially offending noise sources are clear. In general, the City's Noise Ordinance is an excellent tool for controlling noise generated on private property throughout the City. Because of concerns expressed by residents about disturbing noise from construction activities on the weekends, the Element proposes to revise the allowable hours for construction. Currently construction is allowed from 7 a.m. to 7 p.m. Monday through Saturday with construction prohibited on Sundays. The proposed change is to restrict the hours of construction on Saturday to 9 a.m. to 5 p.m. with other days remaining unchanged. This change would not affect the authority of the Director of Public Works and the Building Official to authorize other hours.

Exhibit 8



***Automotive Interface with Residences.*** Automotive uses along Brand Boulevard about the residential neighborhood in many locations. Noise is generated by automotive repair, public address (PA) systems, parking of cars, and unloading new cars from transport trucks. This interface between automotive uses and residences has been a major point of conflict in other cities. Our measurements (e.g., Site 19) indicate that the noise generated by the automotive facilities is minimal. This finding was also supported by the fact that this was not brought up as an issue in the public meeting for the Noise Element Update. In some cases the City has limited hours of operations for some automotive activities, prohibited PA systems and imposed other restrictions on the automotive facilities. Additionally, the City has an enforceable Noise Ordinance that can and has been used to ensure that the residential areas are not unduly impacted. In summary, the automotive/residential interface does not appear to be generating impacts on a regular basis, and therefore, no actions items or changes to policy are recommended.

***Banquet Facilities Interface with Residences.*** Banquet facilities have several sources of noise. Generally, the parking lots associated with the facilities are the most significant source of noise. Cars driving into and out of the lots, groups of people talking and shouting, and inadvertent car alarms can all occur in the parking lot and can occur late at night when the banquet ends. Music is often played at the banquet facilities and has the potential for being a problem in the surrounding area when doors and windows are left open. The City does not allow banquet facilities within 200 feet of a residential zone. Limiting hours and requiring onsite parking away from residential areas are other planning restrictions that can be used. Banquet facilities that are currently operating can be controlled via the Noise Ordinance. The Noise Ordinance has very specific noise level limits that are measured at the nearby residential property line. The Noise Ordinance limitations apply to all noise generated at the banquet facilities including parking lot noise. The Noise Ordinance limitations are more stringent after 10 p.m., so nighttime noise is controlled to a greater extent than noise generated during the evening. Since the Noise Ordinance is in place and can be used to effectively control banquet facility noise, no action items or changes to policy are recommended.

***Construction Noise.*** Construction noise is addressed in the Noise Ordinance in Section 8.36.080. The noise ordinance exempts construction activities from compliance with the noise ordinance limits under certain circumstances. If construction occurs within 500 feet of a residential zone, then construction is prohibited from 7 p.m. to 7 a.m. every night and from 7 p.m. on Saturday to 7 a.m. on Monday (i.e., no Sunday construction). Construction on certain holidays is also prohibited. To respond to complaints about noise from construction on the weekend, Program 4.1 proposes to change the Noise Ordinance by restricting construction on Saturday to the hours of 9 a.m. to 5 p.m. This level of control is consistent with the approach used by most other jurisdictions, with the exception that other jurisdictions usually prohibit construction on Saturday as well as Sunday. Some jurisdictions do not have a distance limit in their ordinance and essentially prohibit construction anywhere in their city at night and on weekends and holidays.



#### 4.4.4 Miscellaneous Noise Issues

Several issues came up as part of the public input process. Not all of the issues raised are strictly issues that are normally dealt with in the Noise Element. But since they were of concern to the residents all issues were investigated and usually noise measurements were made to determine the significance of the issue.

**Loud Car Mufflers.** Several residents commented on the extensive use of loud mufflers on vehicles in the City. The type of mufflers and the legal noise levels for with cars is regulated by the State of California, and the City has no regulatory power in this area. The California Motor Vehicle Code establishes noise limits for motor vehicles in several sections of the code. Included in the Motor Vehicle Code (MVC) are the following sections that govern vehicle noise limits: Sections 27204 (vehicle noise limits), 27150 (adequate muffler), 27151 (muffler modification), 27150.3 (no whistle-tip muffler), and 27150.2 (exhaust systems).

Site 7 is along Mountain Road at Nibley Park. At the community meeting some residents complained about the exhaust noise from student vehicles during the evening hours. Because there are speed bumps on this road, travel speeds are generally low. This measurement was intended as a check on the situation. Measurements were initiated 8:17 p.m. It is impossible to positively identify student traffic as opposed to residents, but it was clear that a significant portion of the traffic was associated with the college. During the measurement period about 15 cars passed by whose noise level was between 65 and 70 dBA. Only one car exceeded 70 dBA, and that car was responsible for the maximum sound level measured during the period (i.e., 74.1 dBA). The exhaust on the car was the loudest source of noise. The exhaust on this car, while perhaps annoying to residents is not illegal, and is consistent with noise levels typically measured on other small streets throughout the City. The Leq noise level for the measurement was 56 dBA, which is representative of a quiet urban area. When no cars were present the area was very quiet, with the Lmin noise level measured at 44 dBA. Measurements at other locations throughout the City also did not see an abnormally high use of modified or very loud muffler systems. Program 1.9 supports efforts by the City to encourage enforcement and regulation of motor vehicle exhaust systems in order to keep this noise source under control.

**College Traffic on Mountain Road.** Site 7 was measured during the evening to determine if unacceptable noise levels were generated by traffic associated with college traffic. As indicated in the item above, it was impossible to positively determine what proportion of traffic on Mountain Road is due to the college. Clearly some traffic on this road is due to the college. The City has installed speed bumps on this roadway and this has acted to keep speeds low and the noise is also correspondingly low. The noise levels measured when college traffic was present was still typical for a quiet urban area. Therefore, the noise levels are acceptable for this area, and while it may be desirable to further reduce traffic on this roadway, it can not be justified from a noise standpoint.

**Beeline Bus Noise.** At the public meeting, one resident raised the concern about bus noise. He indicated that he thought the Beeline buses were too loud. His observation was, in fact, confirmed by our observations. Beeline buses accounted for a disproportionate share of the maximum sound levels at many of the measurement sites. In fact, a Beeline bus was the loudest

event monitored at Sites 9, 17, 18, and 22. While this study was not intended to quantify bus noise, it is estimated that the Beeline buses are 5 to 10 dBA louder than buses operating in other cities. It should be noted that the levels generated by the buses are not illegal, simply louder than the typical bus. The noise level emitted by a bus is largely dependent on the type and quality of muffler installed on the bus. Quieter mufflers can restrict the exhaust flow and cause a slight loss in power compared to louder mufflers. Program I.II has been recommended which would have the City investigate the use of quieter buses, and if appropriate, incorporate a noise standard into their buying program for new buses and/or replace existing mufflers with quieter mufflers.

**Sports Complex Related Traffic Noise.** The Glendale Sports Complex was constructed at the east end of Fern Lane. Residents continue to complain about the traffic noise associated with the Sports Complex. Site 6 is along Fern Lane; specifically measurements were made at 1981 Fern Lane. Three 15-minute measurements were made at this site. During the first two measurements, which lasted from 9:27 p.m. to 9:59 p.m. cars were regularly traveling in a westbound direction from the Sports Complex. From 10:00 p.m. to 10:15 p.m. only one car passed the measurement site. Two factors may have tainted our noise measurements. First, the police were present on the street and this may have caused people to drive slower than if the police had not been present. Second, one resident told us that about half of the playfields were not being used because it was not soccer season. We were unable to independently confirm this. The measurements during the first two periods averaged 56 and 55 dBA. The noise level during the third period was 50 dBA (Leq). The traffic on the distant freeway kept the noise levels in the 48 to 52 dBA range.

Based on our limited measurements, the Sports Complex traffic does appear to increase average noise levels by about 5 dBA during the 30-minute period when the cars are leaving the Sports Complex. (A similar increase might be expected when the cars are arriving at the complex.) This increase in noise would be noticeable to the local residents. However, the noise levels remain low during this time that the cars are leaving. With noise levels in the mid-50 dBA range, this neighborhood is very typical of many neighborhoods that were measured. The residents also have complained about the maximum sound levels due to cars passing by with loud exhausts. In the first measurement period, the loudest event was a pickup truck and the noise was generated by the vehicle's tires. In the second period, the loudest event was caused by the exhaust system on a pickup truck and reached a noise level of 66.6 dBA. Even though this level may be annoying to residents, it is at a legal level and is consistent with what was measured in other neighborhoods. The City has instituted measures to slow traffic on Fern Lane and this does appear to be working.

While the noise levels are significantly higher during the period that cars are arriving and departing the Sports Complex, the noise levels are still well below those experienced in many neighborhoods in Glendale. The curfew of 10 p.m. at the Sports Complex seems to be effective in eliminating car traffic after 10 p.m. From a noise standpoint, no further action is needed on Fern Lane since levels are not excessively loud.

**Truck Traffic on Norton Avenue.** At the community meeting, residents complained that trucks in the early morning cut through on Norton Avenue and cause unacceptable noise levels.

Noise measurements were made early in the morning at 854 Norton Avenue. We counted trucks while we conducted our noise measurements and did not see a single truck (including 2 axle delivery trucks). The site was visited a second time without measurements and again no trucks were observed. Noise levels were fairly low during the measurement with the Leq at 52 dBA. Therefore, no additional action is recommended at this time. Program 1.8 promotes review by the City of proposed truck routes, access and delivery times to manage this issue.

**Police Training and Enforcement.** The issue of police training and enforcement was brought up at the public meeting and in discussions with residents of Fern Lane. In general, the residents stated concerns that more police enforcement of loud mufflers and loud car radios is needed in the City. The Police Department trains its officers on the enforcement of the Noise Ordinance and the Vehicle Code as it relates to noise.

**Apartment/Single Family Homes Interface.** Residents raised the concern about noise generated at apartment sites impacting adjacent single-family homes. In general, they thought that higher noise levels are associated with apartments and single-family homes should not be located directly adjacent to single-family homes. This issue is both a land use planning issue and an enforcement issue. Many newer communities will in fact not plan apartments directly adjacent to single family homes. They feel that there is a higher level of noise associated with apartment buildings. There are more people and traffic within an apartment complex, and higher noise levels than in single-family areas would be expected. On the other hand, there are many apartment complexes that are located directly adjacent to single family homes where no conflict exists. For older communities, such as Glendale, there may be parts of the city where gradual replacement of single-family homes with condominiums or apartments is desirable. Factors that can mitigate the impact of apartment complexes on adjacent residences include keeping the density of the complex to the lower end of the range for apartment buildings. Keeping major traffic ingress and egress points, pool areas, and other outdoor gathering areas away from single family homes can also help. Providing reasonable setbacks between the apartment buildings and property line is also beneficial. Noise conflicts between single and multi-family residences were one of the issues that prompted a review of the single/multi-family interfaces throughout the city and which led to the rezoning of certain parts of the city under the Multi-Family Transition Zoning program.

When conflicts arise between existing single-family residents and apartment residents it is often an enforcement issue. Loud stereos, parties, and other intermittent events usually are handled by the police. Chronic problems, such as pool pump noise, regular crowd noise around the pool area, and other equipment noise problems, can be corrected via the Noise Ordinance process. The loud events can be measured and the apartment owner cited. Corrective action can also be ordered if the problem is severe.