

City of Rio Dell

Humboldt County

NOISE

Element

Rio Dell Area General Plan

August 21, 2001

Passed by the Rio Dell Planning Commission July 25, 2001 - PC Res. 01-02
Adopted by the Rio Dell City Council 8-21-2001 by Resolution Number 791

NOISE ELEMENT OF THE GENERAL PLAN
CITY OF RIO DELL
HUMBOLDT COUNTY, CALIFORNIA
AUGUST 2001

INTRODUCTION

In the early 1970's the Legislature of California enacted Article 65302(f) of the State of California Government Code to protect health and well being, and to establish and maintain a program on noise control. The text of paragraph 65302(f) is Attachment 1 to this Noise Element.

The City of Rio Dell established the initial Noise Element to its General Plan in July 1975. At that time, the level of noise within the downtown area of the City were high since the major north-south Humboldt County highway (US 101) then passed directly into and through the Rio Dell business district on surface streets, including the major city business street, Wildwood Avenue.

That first Noise Element emphasized the importance of understanding the nature and sources of noise and discriminating between harmful and harmless noises.

PURPOSE, GOALS AND OBJECTIVES OF NOISE ELEMENTS

- To define noise categories, what noise is, how noise is created, how it is measured, and to pinpoint what levels and types of noise are harmful.
- To measure, document and analyze the impact of noise levels at different locations at different times, within the city.
- To define city checks and controls to assure noise awareness, effective monitoring and control of noise amplitude to avoid harmful noise levels.
- To establish acceptable noise standards.
- To coordinate noise planning and enforcement efforts.

DEFINITIONS

"Ambient Noise" is the total level of the blending of all prevailing sound detectable by the human ear at a specific location and at a specific time.

"Single Event Noise" is distinct noise sound detectable by the human ear that is created by a single noise event at a specific time and location rather than by the prevailing noise at that location.

"Decibel Level" of sound is the level of sound above the human ear sound threshold

as measured by a sound meter in "decibels" (technically referenced to the "0.0002 ubar" sound standard) with consideration of sound wave form and distribution between its component sound frequencies.

"Community Noise Equivalent Level (CNEL)" is a noise rating level based upon a day-night average noise level (Ldn).

"Leq Energy Mean Noise Level" is the sound corresponding to a steady state sound level containing the same total energy as a time-varying signal over a given sample period.

"Ldn Day-Night Average sound Level" is similar to Leq but applies a weighting factor which places greater significance on noise events occurring at night (10 PM to 7 AM)

The "one decibel (dB)" concept is simplified for the layman as being very nearly the 'just perceptible' difference in detectable loudness between two sounds in the measurement of loudness of sound; Engineers use a logarithmic scale to measure sound loudness. Sound measured at 40 dB(A) requires ten times as much energy as sound measured at 30 dB(A). Thus, large sound level differences use small decibel number differences.

"Sound range levels" are sound measurement groupings for convenient sound meter use. Typical is the use of seven measurement ranges each spanning approximately 16 decibels between 50 dB (low) and 126 dB (high) as used by some commercial sound meters.

"Weightings" "A" or "C" are two sound meter measurement systems and two-meter adjustments in general use to reflect two different categories of sound. "Category A" system readings are measurements in the range of sounds within the range of the usual human ear frequency sensitivity of 500 Hertz (Hz) to 10,000 Hertz (Hz) with suppression of base response to better duplicate the response of the human ear to sound ranges. "Category C" readings in the overall sound level range of 32 Hertz (Hz) to 10,000 Hertz (Hz) reflect all components of the sound without the natural sound modifications built in the human ear.

"Ambient Sound Equivalent Level Contour Map" is a topographic-type map showing contour-type lines connecting on-the-ground points with identical levels of tested ambient sound at a specified time.

"Noise Level L-10" is a noise level evaluation system of the California Department of Transportation in which an assigned decibel dB(A) noise rating will not be exceeded more than ten per-cent of the time during peak vehicular traffic. Noise Level L-10 standard was utilized in design of freeway US 101 at Rio Dell.

TECHNICAL CONSIDERATIONS

When energy is expended in land, air, water or inanimate objects, it causes vibrations that are transmitted in the air and usually are perceived by the human ear as sound.

Undamaged human ears detect many, but not all, noise frequencies. The human ear does not respond equally to sounds of different pitches. Sounds in the middle range are more easily heard by humans, compared to sounds in the high and low ranges. Without this selectivity, some everyday sounds like the roaring of the wind would be unbearably loud. Many animals have the ability to effectively hear higher pitched sounds more acutely than do humans.

The intensity or loudness of sound is related to the amount of energy generating the vibrations that created that sound. Bombarding the ear with very loud sounds for extended periods of time causes damage to the delicate parts of the ear mechanism.

Combinations of high pitch and extreme loudness are the most damaging to the listener. It is possible to permanently damage hearing without experiencing pain.

Noise can produce stress in other parts of the body. Nearby truck noise at 80 dB(A) can produce a remarkable number of physical changes. Blood vessels in the brain dilate while blood vessels in other parts of the body constrict. Blood pressure rises while heart rhythm changes. The blood cholesterol level rises. Even the rate of acid secretion in the stomach increases. In an occasionally careless modern environment, these temporary changes sometimes become chronic.

Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). The average level of conversation ranges from 30 dB to 80 dB. Sound becomes discomforting at 120 dB and physically painful above 140 dB.

NOISE CRITERIA

- Basic details of what causes noise, how noise is measured and evaluated have been modified and improved during the intervening twenty-six years between the 1975 Noise Element and today.
- Noise levels within the City of Rio Dell have significantly lessened since 1975 because US Highway 101 is now a freeway structure skillfully routed away from the more densely populated areas of the city. Traffic-generated noise near the city is also minimized due to modern freeway design techniques used on the freeway as well as California Highway Patrol enforcement of automotive maintenance standards and by rigidly enforcing freeway traffic regulations.
- The threshold for problem highway sounds is an ambient 67 dB(A) sound level at the listening point. Significantly louder long-term ambient highway sounds may require the construction of permanent walls ("Sound Walls") between the freeway and a city

to permanently attenuate highway sounds. This added effort is rare in freeway construction. There are no Sound Walls on US Highway 101 north of Cloverdale.

- Sounds over 85 dB(A) are invariably disturbing to all persons (except to some deaf persons). Such sound levels can cause hearing loss if exposure is frequent.
- For persons within a building, street noise levels would be perceived at about 10 dB(A) less amplitude inside the building with windows open and about 20 dB(A) less amplitude with the windows closed.
- At fifty feet, steady streams of automobiles generate a noise level of about 70 dB(A). If vehicles with worn mufflers are included in the traffic mix, the noise level increases 5 dB(A) to 10 dB(A). Night traffic noises are approximately 10 dB(A) less than daytime levels. A 10 dB(A) increase in sound levels doubles the apparent loudness or annoyance to the listener.
- Noise Element 1975 predicted that opening the freeway would lower Wildwood Avenue surface noise by at least 10 dB(A). The document does not however define what Wildwood Avenue surface noise levels were before the new freeway 101 bypassed downtown Rio Dell.
- Current significant transportation noise sources in Rio Dell are:

Highway 101-corridor ambient and single event noises are only significant at three locations:

Riverside Drive north of Painter Street [78 dB(A)],
Ireland Street adjacent to the freeway [79 dB(A)] and
Bellevue Avenue near River Street [79 dB(A)].

These single event daytime traffic noise levels are occasionally in excess of noisy urban daytime design standards of 60 dB(A) even when modified upward ten (10) per-cent by California Department of Transportation standards.

US freeway 101 noise is effectively dampened to 55 dB(A) within the Meadowbridge subdivision adjacent to the freeway.

Noise levels at two Rio Dell highway interchanges are high: the freeway 101 on-ramp northward at Eeloa Avenue has a morning sound level of 81 dB(A) as commuting traffic accelerates up the ramp, and muffler noise is noticeable; southbound surface traffic on Wildwood Avenue at West Bridge Street has a 76 dB(A) sound level as vehicles accelerate on the bridge leaving Rio Dell for Scotia.

Surface road commercial traffic noise within the city is mainly on Wildwood Avenue, Monument Road, Pacific Avenue and Davis Street. When logging trucks and delivery trucks accelerate they cause single event levels up to 86 dB(A) on these commercial traffic streets.

Rare railroad sounds from the Northwest Railway line across the Eel River below the Scotia bluffs are of such low amplitude that they are barely measurable and are a novelty.

- Highway 101 traffic count at the Rio Dell Davis Street off ramp was 8,500 vehicles per day in 1975. The corresponding official traffic count in year 2001 is 9,400 vehicles per day, said to generate an ambient noise level of 70 dB(A) measured on the freeway.
- Motorcycles, large trucks, noisy vehicles and Highway Patrol sirens will briefly raise single event freeway noise levels at fifty feet on the edge of the city from 75 dB(A) to 80 dB(A).
- Freeway ambient noise levels are increased at off ramps and sometimes are lessened by the relative elevations of the freeway, ramp and adjacent land parcels. Differences in elevation generally attenuate and thus lessen apparent highway noise levels.
- At fifty feet a large truck can generate an 88 dB(A) noise level; at one hundred feet it can generate a noise level of 82 dB(A).
- Rio Dell single event noise sources:

Rio Dell Volunteer Fire Department station siren and fire truck sirens are mandatory single event public service sounds.

Rio Dell Police Department patrol sirens are mandatory public safety single event sounds.

Playground noise from the Rio Dell School, Firemen's Park and the municipal baseball diamond are moderate in amplitude since they reflect recreation.

Shift work sirens at Pacific Lumber Company in Scotia are a traditional single event sound of low amplitude in Rio Dell.

Automotive repair shop noise is single event and of low amplitude.

Local domestic activity can generate single event noise of 64 dB(A) to 86 dB(A) from chain saws, lawn mowers [ranging from 95 dB(A) at 3 feet to 70 dB(A) at 100 feet], neighborhood travel of logging and delivery trucks and motorcycles.

Barking dogs, crowing roosters, loud parties, loud music, construction activity and verbal disputes.

- Rio Dell utilizes this chart of Permissible Noise Exposures extracted from regulations of the U S Department of Labor:

<u>Sound Level DB(A) Slow Response</u>	<u>Maximum Daily Hours Duration</u>
90 dB(A)	8 hours
92 dB(A)	6 hours
95 dB(A)	4 hours
97 dB(A)	3 hours
100 dB(A)	2 hours
102 dB(A)	1-1/2 hours
105 dB(A)	1 hour

110 dB(A)

½ hour

115 dB(A)

½ hour or less

- the State of California Office of Noise control of the Department of Health Services no longer exist due to budget limitations.

REGULATIONS AND POLICIES

The Rio Dell Planning Commission shall review requirements and implications of State of California Administrative Code.

Rio Dell Planning Commission shall consider the noise impact upon nearby residential areas of commercial development.

Rio Dell shall maintain acceptable noise levels for its residents and business community.

Rio Dell shall support State of California and Federal Noise Standards.

Rio Dell shall seek to minimize intrusive noise where feasible.

If vehicular noise such as motorcycles and improperly muffled automobiles produce significant noise nuisance, the Traffic Enforcement Official shall be notified.

The city shall provide educational material to the Rio Dell School District emphasizing the effect that noise has on our community.

Rio Dell shall designate truck routes on existing streets.

Existing Rio Dell Ordinance No. 204 (8/21//90) "Parades, Assemblies and Loud Noises" provides the basis for city noise abatement.

California Highway Patrol action and Rio Dell zoning and business permit procedures have prevented or mitigated nuisance noise occurrence from freeway US 101.

The California Vehicle Code establishes maximum decibel sound levels for all vehicles based upon their year of manufacture. California Vehicle code section 27151 makes it unlawful to modify exhaust systems and operate any vehicle emitting noise levels greater than allowed at the time of its manufacture. This law is vigorously enforced by the California State Highway Patrol.

Article 4 of Title 25 of the California Administrative Code establishes minimum noise insulation standards for hotels, motels and multi-unit structures.

The Uniform Building Code adopted throughout the State of California also addresses minimum sound insulation standards.

The League of California cities and Pacific Gas and Electric Company have recommended desirable/acceptable dB(A) ambient noise levels for communities .

Attachment 1, California Administrative Code section 65302 Title 7 Division 1 "Local Planning and Zoning" provides noise mitigation objectives. At this time, only two (freeways and local streets) of the six listed noise sources defined in Attachment 1 exist in Rio Dell.

At present, State of California industrial noise enforcement is limited to industrial manufacturing noise in the dangerous noise range from 90 dB(A) to 115 dB(A).

Excepting Fire Department sirens, the highest recently recorded noise level in Rio Dell was 81 dB(A) from a single event morning freeway on ramp noise level.

There are no significant industrial plants within Rio Dell, and minor mechanical activity provides only low noise levels.

If non-vehicular noise becomes a problem, the City shall consider creating a Noise Abatement Ordinance. A noise meter should also be provided to the City Enforcement Official.

SUMMARY CONCLUSIONS

1. That present year 2001 noise levels within the City of Rio Dell have lessened significantly since 1975. The major factor in this noise level reduction was construction of the US Highway 101 freeway that was fortunately routed to avoid the more densely populated areas of the city. Traffic-generated noise is minimized by modern freeway design techniques as well as California Highway patrol enforcement of both automotive standards and traffic regulations.
2. That State of California and Federal enforcement of their noise regulations have, since 1975, lessened noise levels in Rio Dell.
3. That knowledge on what causes noise, how noise is measured, how noise is evaluated and how noise is lessened have been modified and improved during the intervening twenty-six years between 1975 and today.
4. That Rio Dell does not at present have a noise problem.
5. That if noise problems develop in the future, creation of a Noise Abatement Ordinance shall be considered, for noise control, within the City of Rio Dell.

THE CITY ACTION PLAN

1. To implement and maintain citywide understanding of what noise is, how noise is measured, how noise levels may be controlled and identification of noise levels that may be harmful.

2. To differentiate between noise levels that are harmless and noise levels that annoy, cause fatigue, lower human mental and motor efficiency, and noise levels that are significantly harmful and dangerous.
3. To take appropriate remedial action if dangerous or harmful noise levels appear within the City of Rio Dell. To promptly eliminate those noise levels which are so harmful or dangerous that they ultimately lead to physical harm or injury.
4. to continue to compare nearby freeway US 101 noise levels with these target maximum noise levels of State of California freeway design standards:

commercial areas:	62 dB(A)
noisy day time urban areas:	60 dB(A)
quiet day time urban areas:	50 dB(A)
quiet night time urban areas:	37 dB(A)
quiet suburban night time areas:	33 dB(A)
quiet rural night time areas:	23 dB(A)

5. To closely monitor five adjacent-to-freeway and freeway-access-ramp locations that produce single event noise dB(A) levels in the high 60 dB(A) and 70 dB(A) levels in the recent sound meter survey to assure that these noise levels do not become ambient noise levels nor increase in noise amplitude.
6. To continue to determine by random field sound meter testing and extrapolation whether the current relatively-low sound levels within the City of Rio Dell remain constant or fluctuate upward/downward within the potential measurement error range of plus or minus 3dB(A).
7. To stress early involvement of city staff, the Planning Commission and the City Council in the planning, future development and proposed construction that could impact city of Rio Dell noise levels.
8. To consistently implement the use of Attachment 3 "City of Rio Dell General Plan Element Compliance Checklist" including the "Noise Element Compliance" item in every city planning, developmental, Planning Commission, City Council and Building Permit action.

EPILOGUE

This updated Noise Element of the City of Rio Dell General Plan is a living document that will be implemented on a continuous basis by the city. Ambient noise levels in the city may change but shall not be allowed to reach annoying or dangerous sound levels. Single event noise occurrences will also be monitored to assure that they do not become excessive or dangerous.

This Noise Element of the General Plan will be viewed periodically and modified, when and as appropriate.

Three attachments to City of Rio Dell Noise Element 2001:

1. State of California Administrative Code Title 7, Division 1, paragraph 65302, "Planning and Zoning";
2. Data on Sound Level Meter and chart of average decibel sound levels of some common activities with notations of range limits of testing sound meter; and
3. City of Rio Dell "General Plan Element Compliance Checklist " including verification of Noise Element compliance.

Planning and Zoning Local Planning Division 1 paragraph 65302

“ Paragraph 65302(f) A Noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze the quantity, to the extent practicable, as determined by the legislative body, current and projected noise levels for all the following sources:

- (1) Highways and freeways
- (2) Primary arterials and major local streets
- (3) Passenger and freight on-line railroad operations and ground rapid transit systems.
- (4) Commercial, general aviation, heliport and military aircraft operations, aircraft overflights, jet engine test stands, and other ground facilities and maintenance functions related to airport operation.
- (5) Local industrial plants, including, but not limited to, railroad classification yards.
- (6) Other ground station noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent levels (CNEL) or daytime average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6) inclusive.

The noise contours shall be used as a guide for establishing a pattern in the land use element that minimizes the exposure of community residents to excessive noise.

The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards. “

Data on Field Testing Sound Meter

Tandy Corporation Sound Level Meter model 33.2050 was utilized in sound level testing within the City of Rio Dell leading to Noise Element Summary Conclusions.

Sound Level Meter specifications:

- . precision analog display
- . sound frequency range of 50 dB to 125 dB
- . meter impedance of 10k ohm
- . range settings: "60 dB" is range of 50 to 66 dB
 - "70 dB" is range of 60-76 dB
 - "80 dB" is range of 70-86 dB
 - "90 dB" is range of 80-96 dB
 - "100 dB" is range of 90-106 dB
 - "110 dB" is range of 100-116 dB
 - "120 dB" is range of 110-126 dB
- . accuracy: plus or minus 2 dB @ 114 dB
- . standard: 0 dB equals 0.0002 u bar
- . weightings: A and C
- . responses: fast and slow
- . signal output: 1.0 V peak
 - minimum into open circuit
 - full-scale meter deflection at 1 kHz
- . load impedance: 10k Ohm minimum
- . distortion: less than 2% at 1 kHz 0.5 V
- . microphone: electret condenser, omni-directional becoming slightly directional with increase in frequency.

Average DB(A) levels of some common activities and sound meter range

50 HP sirens:	139 dB
Pain threshold:	130 dB
Top of Sound Meter range:	126 dB
Airplane:	121 dB
Amplified rock music:	109 dB
Thunder:	108 dB
Riveter:	98 dB
Start of Unsafe Levels:	90 dB
Loud Orchestra:	80 dB
Average Factory:	75 dB
Conversation:	65 dB
Background Music:	60 dB

Page I of Attachment 2 to the City of Rio Dell Noise Element August 2001

Bottom Meter Range:	50 dB
Average Residence:	44 dB
Soft Music:	30 dB
Quiet Whisper:	20 dB
Anechoic Room:	9 dB
Hearing threshold :	0 dB

**City of Rio Dell
General Plan Element Compliance Checklist**

It is the policy of the City of Rio Dell to ensure that the Goals and Objectives of the General Plan are being met, to the greatest extent possible. Any person (staff or consultant) preparing a report to the City Planning Commission or City Council regarding a development or redevelopment project shall use this checklist as a guide to reviewing compliance with the various element of the General Plan. Please mark the yes or no box. If the project does not comply with the goals of a particular element explain why. Sign your name below.

Date: _____

Project Name: _____

Land Use Element: ☐ Yes ☐ No

Housing Element: ☐ Yes ☐ No

Open Space Element: ☐ Yes ☐ No

Circulation Element: ☐ Yes ☐ No

Conservation Element: ☐ Yes ☐ No

Public Safety Element: ☐ Yes ☐ No

Noise Element: ☐ Yes ☐ No

Scenic Highway Element: ☐ Yes ☐ No

Prepared By: _____

RESOLUTION NO. PC 01-02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF RIO DELL RECOMMENDING THAT THE CITY COUNCIL
CONSIDER ADOPTION OF THE UPDATED NOISE ELEMENT
DATED AUGUST 2001

WHEREAS, the Planning Commission for the City of Rio Dell has initiated updating the Noise Element of the City's General Plan; and

WHEREAS, the Planning Commission did, after giving notice as prescribed by Government Code Section 65350 et seq., hold a public hearing to consider the updated Noise Element of the City's General Plan, at which all persons desiring to be heard were heard; and

WHEREAS, it has been determined that this project is ministerial and exempt from the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the Noise Element as recommended is in conformance with the requirements of Sections 65302(f) of the Government Code relating to noise control;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Rio Dell is hereby approving and recommending that the Noise Element dated August 2001 be considered and adopted by the City Council of the City of Rio Dell.

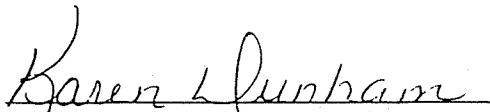
I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as adopted by the Planning Commission at its regular meeting of July 25, 2001, that said Resolution was adopted by the following votes:

AYES: Commissioner Withrow, Thompson and Lollich

NOES: None

ABSTAIN: None

ABSENT: Commissioner O'Donald and Plum



Karen Dunham
Secretary to the
Planning Commission

RESOLUTION NO. 791

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIO DELL
ADOPTING AN 'NOISE' ELEMENT OF THE CITY'S GENERAL PLAN,
RESCINDING AND SUPERSEDING THE NOISE ELEMENT
DATED JULY 1975

WHEREAS, the Planning Commission for the City of Rio Dell has initiated updating the Noise Element of the City's General Plan in conformance with Government Code Section 65560; and

WHEREAS, the Planning Commission has held a public hearing on the updated element and recommendation to the City Council; and

WHEREAS, the City Council did, after giving notice as prescribed by Government Code Section 65350 et seq., hold a public hearing to consider the updated Noise Element of the City's General Plan, at which all persons desiring to be heard were heard; and

WHEREAS, it has been determined that this project is ministerial and exempt from the requirements of the California Environmental Quality Act (CEQA);

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rio Dell is hereby adopting its Noise August 2001.

Passed and Adopted by the City Council of the City of Rio Dell on this 21st day of August 2001, by the following vote:

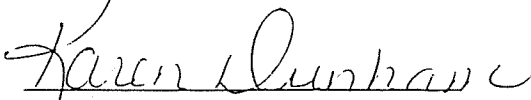
Ayes: Mayor Parrish, Councilmember Ghilarducci, Plum, Leonard and Woodall.

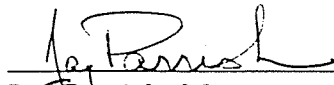
Noes: None

Abstain: None

Absent: None

Attest:


Karen Dunham, City Clerk


Jay Parrish, Mayor

RESOLUTION NO. PC 01-02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF RIO DELL RECOMMENDING THAT THE CITY COUNCIL
CONSIDER ADOPTION OF THE UPDATED NOISE ELEMENT
DATED AUGUST 2001

WHEREAS, the Planning Commission for the City of Rio Dell has initiated updating the Noise Element of the City's General Plan; and

WHEREAS, the Planning Commission did, after giving notice as prescribed by Government Code Section 65350 et seq., hold a public hearing to consider the updated Noise Element of the City's General Plan, at which all persons desiring to be heard were heard; and

WHEREAS, it has been determined that this project is ministerial and exempt from the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the Noise Element as recommended is in conformance with the requirements of Sections 65302(f) of the Government Code relating to noise control;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Rio Dell is hereby approving and recommending that the Noise Element dated August 2001 be considered and adopted by the City Council of the City of Rio Dell.

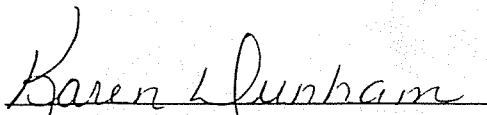
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AYES: Commissioner Withrow, Thompson and Lollich

NOES: None

ABSTAIN: None

ABSENT: Commissioner O'Donald and Plum


Karen Dunham
Secretary to the
Planning Commission

The Humboldt Beacon
180 S. Fortuna Blvd., P.O. Box 310
Fortuna, CA 95540
(707) 725-6166

City of Rio Dell
675 Wildwood Ave.
Rio Dell, CA 95562

PROOF OF PUBLICATION
(2015.5 C.C.P)

STATE OF CALIFORNIA } ss
County of Humboldt

I am a citizen of the United State and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer and publisher of The Humboldt Beacon, a newspaper of general circulation, printed and published weekly in the City of Fortuna, County of Humboldt, and which newspaper has been adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of Humboldt, State of California, under the date of July 11, 1952, Case Number 27011. That the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit;

7/12

all in the year

2001

I certify (or declare) under penalty or perjury that the foregoing is true and correct.

July 12, 2001

Dated at Fortuna, California,


Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication of
Public Notice

PUBLIC NOTICE
Planning Commission of the
City of Rio Dell

Notice is hereby given that the Planning Commission of the City of Rio Dell will hold a Public Hearing on Wednesday, July 25, 2001 at 6:30 p.m., in the Rio Dell City Hall Council Chambers, at 675 Wildwood Avenue, Rio Dell, California, to receive public input, discuss and consider updates to the Noise Element, of the General Plan. The public is encouraged to participate. If you are unable to attend comments may be submitted in writing to the City Clerk at City Hall. Copies of the Draft Noise Element and Staff Report are on file and available for review at City Hall.
1T: 7/12/01

PROOF OF PUBLICATION

Rio Dell's Noise Level Assessed

Two Rio Dell public meetings were scheduled for the month of July. The regular July meeting of the Rio Dell City Council was held on July 3. The Rio Dell Planning Commission will meet on July 25.

The July 3 City Council meeting was a long two-hour session addressing both major emphasis projects and routine council actions. The principal project of vital immediate importance to Rio Dell is providing a solution to its municipal water crisis after its city water wells failed.

The first stage is installing a temporary system pumping water directly from the Eel River to the city. The temporary water distribution piping network is in place. Delivery of special water pumps to connect to the system has been delayed because of the need to change pump design to adjust for the excessive turbidity of Eel River water. Delivery of the pumps was

BENEATH THE BLUFFS by John Lane

originally scheduled for late June, but redesign and special pump impeller machining delayed the delivery. The latest estimate for delivery of the special pumps is late July to early August.

After installation of the water pumps, system start up and testing will be top priority, with citizens and council alike hoping for a working interim water supply system by August.

The second stage of the overall water project is to be a new permanent water supply system to pump Eel River water to the city. It is hoped the permanent system can be in place within three to four years. Other major project matters dis-

“
At that time (1975) Rio Dell was a very noisy place since U.S. Highway 101 was routed directly through town.”

“
cussed by the City Council included the status of public nuisance abatement enforcement and obtaining a financial auditor for the review of several recent Rio Dell fiscal year books of financial records.

Rio Dell is updating the seven elements of its general plan. The open space element was revised and approved earlier this year. The last Rio Dell noise element

review was issued in 1975. At that time Rio Dell was a very noisy place since U.S. Highway 101 was routed directly through town on its principal business street, Wildwood Avenue. As will be reported in the new draft noise element, noise levels are substantially reduced since Highway 101 now bypasses Rio Dell.

The draft of the revised noise element of the general plan will be submitted to the planning commission at its July 25 meeting. The full draft public review copy of the proposed noise element will be available for public review prior to the meeting at City Hall. The public is invited to attend the meeting at 6:30 p.m. on July 25. Public input is encouraged at the meeting.

John Lane is a Rio Dell resident and former member of the Rio Dell City Council. His column, Beneath the Bluffs, will appear monthly in The Humboldt Beacon.

7-12-01

The Humboldt Beacon

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Events, Meetings, Weddings, Calendar News — Submit information two to three weeks before event. **Sports, Obituaries, Other News** — Submit information as soon as possible after event. The Beacon does not supply a copy service; make copies of documents before you submit them. Include a contact phone number on all submissions. Photos will not be returned unless accompanied by a stamped, addressed envelope. Other photos can be picked up at The Beacon office after publication. The Beacon goes to press on Wednesday mornings with a publication date of Thursday. Submissions will be published at the editor's discretion.

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