

# NOISE ELEMENT

## INTRODUCTION

Temecula residents have come to the community for the peaceful lifestyle, that is less affected by many of the loud nuisances of other southern California communities.

However, the City is not spared from all noisy activities, particularly those associated with automobile transportation. Traffic is projected to increase on I-15, Winchester Road, Highway 79 south, Pechanga Parkway and other City roads, and aircraft will continue to use French Valley Airport. Without City actions to protect residents, surrounding areas will become noisy, making it difficult to sleep, work, and learn, and gradually eroding the quality of our community. Noise also does not recognize property or zoning boundaries. Reducing noise impacts from one property on another or between adjacent land uses is necessary.

### PURPOSE OF THE NOISE ELEMENT

The City strives to reduce the impacts of noise through a combination of land use planning, site criteria, noise reduction and enforcement strategies. The policies and programs detailed in this Element focus on protecting the quality of life found within our residential neighborhoods, schools and other noise-sensitive uses from the persistent hazards of excessive noise.

### SCOPE AND CONTENT OF THE NOISE ELEMENT

The State recognizes the relationship between noise and noise sensitive uses and has adopted guidelines for Noise Elements. This Noise Element satisfies the requirements of State planning law and is a mandated component of the General Plan. Government Code Section 65302(f) establishes the required components of the Noise Element. The Element also complies with California Health and Safety Code Section 56050.1 guidelines for Noise Elements.

Potential noise sources are identified and programs established to avoid or mitigate noise impacts associated with community development. Future noise conditions associated with both short- and long-term growth are quantified and identified within noise exposure contours. The contours serve as the basis for: developing guidelines to identify compatible land uses; identifying the



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distribution of land uses on the General Plan Land Use Policy Map; and establishing development standards.

Concurrently, the Land Use Element contains policies to ensure that environmental conditions, including noise, are considered in all land use decisions. The Noise Element is also linked to the transportation policies in the Circulation Element. The projected noise contours identified in Figure N-2 within this Element directly correspond to the Circulation Plan and the projected traffic generated from proposed land uses. Both the Noise and Circulation Elements contain policies and programs to minimize the effects of transportation noise.

The Noise Element also relates to the Conservation/Open Space Element. Excessive noise can diminish enjoyment of parks and other designated open space. Because of this, noise levels are considered in the planning of new recreational and open space areas. Additionally, open space areas can be used to separate and buffer noise sensitive land uses from noise producers.

MEASURING NOISE

Noise generally is defined as unwanted or intrusive sound. Because noise consists of pitch, loudness, and duration, describing noise with a single unit of measure presents a challenge. The A-weighted decibel scale (dB(A)) has been developed to describe the loudness of a sound or sound environment based on the sensitivity of the human ear.

The dB(A) descriptor only reports noise from a single source or combination of sources at a point in time. To allow a more comprehensive description of the noise environment, Federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (Ldn). To account for increased human sensitivity at night, the CNEL level includes a 5-decibel penalty on noise during the 7:00 a.m. to 10:00 p.m. time period and a 10-decibel penalty on noise during the 10:00 p.m. to 7:00 a.m. time period. The Ldn level includes only the 10 decibel weighting for late-night noise. These values are nearly identical for all but unusual noise sources.



**RELATED PLANS  
AND PROGRAMS**

Several plans and programs enacted through federal, State and local legislation and administered by various agencies relate to Noise Element goals.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES**

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. Excessive noise is considered an environmental impact under CEQA. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the noise impacts associated with public and private development projects.

**CALIFORNIA NOISE INSULATION STANDARDS (TITLE 24)**

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 establishes an interior noise standard of 45 dB(A) for residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures that are to be located within noise contours of 60 dB(A) or greater from freeways, major streets, thoroughfares, rail lines, rapid transit lines or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dB(A) or lower.

**OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA)**

The Occupational Safety and Health Administration (OSHA) provides worker regulations for protection against the effects of noise exposure. The maximum exposure is provided according to health and psychological effects with a reasonable margin of safety. OSHA also identifies whether the threshold applies to activity interference, hearing loss consideration, or both effects.



# NOISE

## COUNTY OF RIVERSIDE GENERAL PLAN NOISE ELEMENT

The unincorporated portion of the Planning Area is subject to the Riverside County Noise Element, which establishes parameters for compatibility of noise and various land uses, and the location of new development. For new residential construction, exterior noise must be reduced to 65 dB or less, and interior noise must be reduced to 45 dB or less.

## CITY OF TEMECULA NOISE CONTROL ORDINANCE

The City has adopted the County of Riverside Noise Control Ordinance (No. 457.73), which establishes interior and exterior noise standards for residential areas. The ordinance provides controls for excessive and annoying noise from stationary sources such as industrial plants, pumps, compressors and refrigeration units. In addition, specific noise standards for daytime and nighttime hours are provided. Certain noise sources are prohibited and the ordinance establishes an enforcement process.

## RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN POLICY DOCUMENT – FRENCH VALLEY AIRPORT



French Valley Airport is a general aviation airport owned and operated by the County of Riverside. The airport occupies approximately 261 acres east of Winchester Road and is located five miles north of Temecula’s city center and one and one-quarter mile northwest of the City limits within the sphere of influence.

French Valley Airport is one of 16 airports in Riverside County governed by the Riverside County Airport Land Use Commission (ALUC). In November 2004, the ALUC adopted the Riverside County Airport Land Use Compatibility Plan (ALUCP) Policy Document, which establishes land use, noise and safety policies in the vicinity of airports throughout Riverside County, including compatibility criteria and maps for the influence areas of individual airports. The ALUCP also establishes procedural requirements for compatibility review of development proposals.

## NOISE PLAN

Temecula, like most developed suburban areas, experiences increased noise levels associated with transportation and other sources. As noise levels in various parts of the community rise, the City must seek ways to safeguard the population from excessive noise levels.



SEPARATING NOISE  
SOURCES FROM  
SENSITIVE  
RECEPTORS

Noise in the community is the cumulative effect of noise from transportation activities and stationary sources. Stationary noise typically refers to noise from commercial establishments, machinery, air conditioning systems, compressors, residential and recreational uses, and landscape maintenance equipment.

Regardless of the type of noise, levels are highest near the source and decrease with distance. Noise becomes a problem when sources and noise sensitive land uses are located in adjacent areas. Residential uses are generally the most sensitive to noise. Other noise-sensitive land uses include schools, libraries, offices, hospitals, churches, hotels, motels, and outdoor recreational areas. Most noise impacts can be avoided when noise sources, sensitive land uses, and information about the future noise environment are considered in planning and development decisions.

NOISE STANDARDS AND LAND USE COMPATIBILITY

To ensure that noise producers do not adversely affect sensitive receptors, the City uses land use compatibility standards when planning and making development decisions. Table N-1 summarizes City noise standards for each land use classification defined in the Land Use Element and expressed on the Land Use Policy Map. The standards represent the maximum acceptable exterior noise level, as measured at the property boundary, which is used to determine noise impacts.

PLANS IN ACTION

*Temecula uses the noise/land use compatibility guidelines in Tables N-1 and N-2, as well as interior noise standards in the State Health and Safety Code to determine the appropriate location and design of future land uses. This minimizes potential impacts of noisy businesses and industries on residential neighborhoods or other sensitive receptors.*

The City’s primary goal with regard to community noise is to minimize the exposure of residents to unhealthful or excessive noise levels to the extent possible. To this end, the Noise Element establishes noise/land use compatibility guidelines based on cumulative noise criteria for outdoor noise. Table N-2 outlines these criteria, which the City will use to review development proposals. In addition, new residential development will comply with Title 24 standards of the State Health and Safety Code. These standards establish maximum interior noise levels for new residential development, requiring that sufficient insulation be provided to reduce interior ambient noise levels to 45 CNEL. Higher exterior noise levels are permitted for multiple-family housing than for single-family houses, as multiple-family complexes are generally set back farther from property boundaries, and a more integrated mix of activity (residential and commercial) is often desired near such locations.



NOISE

**TABLE N-1  
TEMECULA LAND USE /NOISE STANDARDS**

Property Receiving Noise		Maximum Noise Level (Ldn or CNEL, dBA)			
Type of Use	Land Use Designation	Interior	Exterior		
Residential	Hillside Rural Very Low Low Low Medium	45	65		
	Medium			45	65 / 70 <sup>1</sup>
	High			45	70 <sup>1</sup>
Commercial and Office	Neighborhood Community Highway Tourist Service	-	70		
	Professional Office	50	70		
Light Industrial	Industrial Park	55	75		
Public/Institutional	Schools	50	65		
	All others	50	70		
Open Space	Vineyards/Agriculture	-	70		
	Open Space	-	70 /65 <sup>2</sup>		

<sup>1</sup> Maximum exterior noise levels up to 70 dB CNEL are allowed for Multiple-Family Housing.

<sup>2</sup> Where quiet is a basis required for the land use.



TABLE N-2  
NOISE/LAND USE COMPATIBILITY MATRIX

Land Use	Community Noise Exposure (Ldn or CNEL)					
	55	60	65	70	75	80
Residential <sup>1</sup>						
Transient Lodging - Motel, Hotel						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters <sup>2</sup>						
Sports Arena, Outdoor Spectator Sports <sup>2</sup>						
Playgrounds, Parks						
Golf Course, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial, and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Source: Modified from 1998 State of California General Plan Guidelines.

- Regarding aircraft-related noise, the maximum acceptable exposure for new residential development is 60dB CNEL.
- No normally acceptable condition is defined for these uses. Noise studies are required prior to approval.

**Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

**Conditionally Acceptable:** New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.

**Normally Unacceptable:** New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

**Clearly Unacceptable:** New construction or development clearly should not be undertaken.



# NOISE

In addition, properties within an influence area surrounding French Valley Airport are also subject to the more stringent noise/land use compatibility standards of the County Airport Land Use Compatibility Plan (ALUCP).

## NOISE CONTOURS AND IMPACT AREAS

The community noise environment can be described with contours derived from monitoring major sources of noise. Noise contours define areas of equal noise exposure. Future noise contours have been estimated with information about baseline and projected land use development with transportation activity. The contours assist in setting policies for distribution of land uses and establishment of development standards.



A study of baseline noise sources and levels was completed in April, 2002. Noise level measurements were collected during a typical weekday at twenty locations throughout Temecula. Criteria for site selection included geographical distribution, land uses suspected of noisy activities, proximity to transportation facilities and sensitive receptor locations. The primary purpose of noise monitoring was to establish a noise profile for the Planning Area that could be used to estimate the level of current and future noise impact.

Measurements represent motor vehicle noise emanating from Interstate 15, the local master planned roadway network and aircraft associated with the French Valley Airport. Sensitive receptor locations monitored include: single-family homes, schools, and parks. Noise levels were monitored during the peak traffic hour to represent maximum noise levels or during off-peak conditions and then modified to reflect peak traffic conditions.

Figure N-1 shows the CNEL contours for baseline year 2002, and identifies noise monitoring locations. As the Figure illustrates, major arterials, as well as the railroad and Interstate 15 represent the major sources of noise. A number of residential neighborhoods are exposed to traffic noise from arterials, such as Winchester Road, Margarita Road, Ynez Road, Rancho California Road and Pechanga Parkway.

The Land Use Element indicates that the Planning Area will accommodate substantial future growth, accompanied by an increase in citywide traffic volumes. Traffic volume increases represent the only anticipated measurable new noise source in the community over the long term.



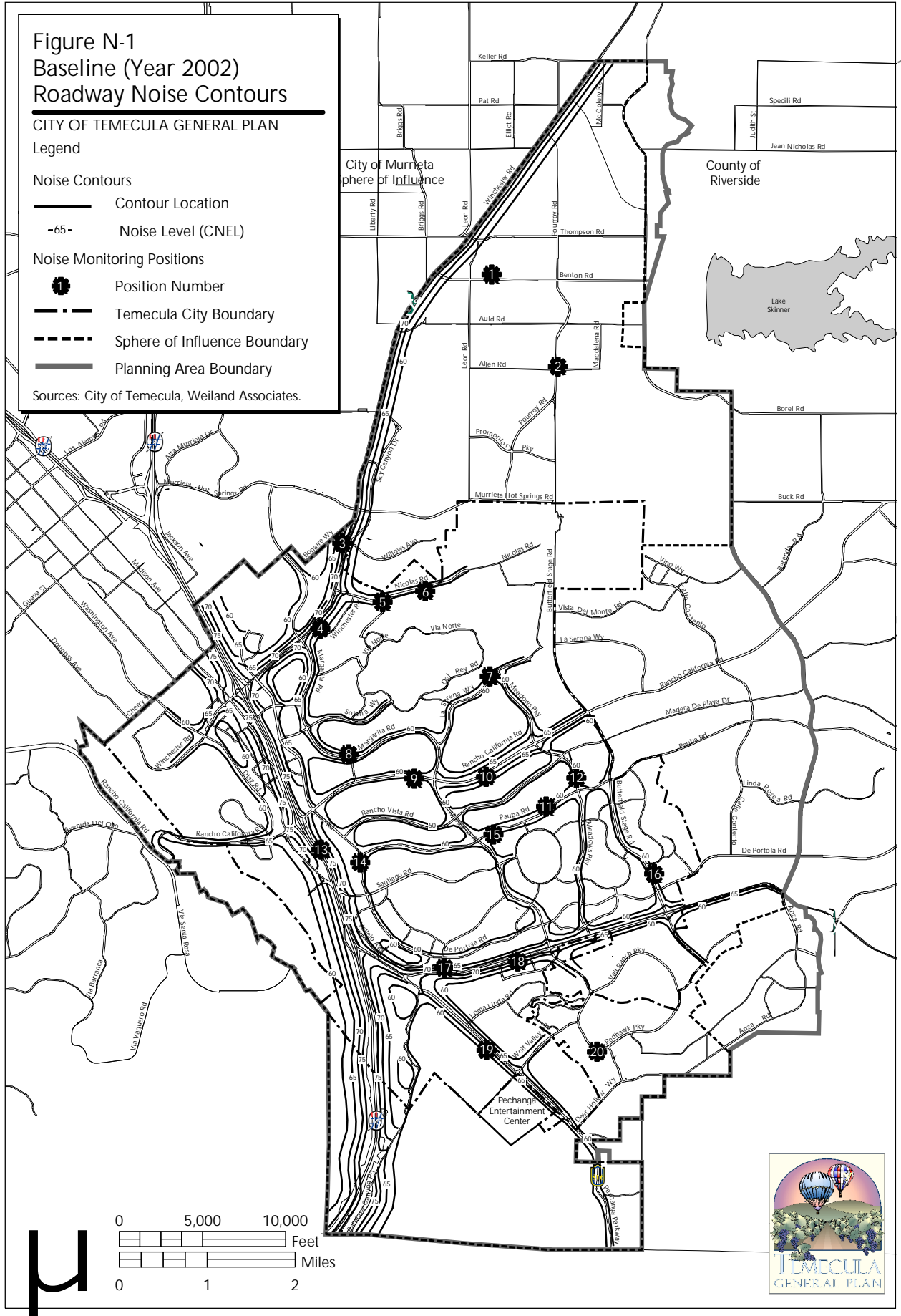
Figure N-1  
Baseline (Year 2002)  
Roadway Noise Contours

CITY OF TEMECULA GENERAL PLAN

Legend

- Noise Contours
- Contour Location
  - 65- Noise Level (CNEL)
- Noise Monitoring Positions
- Position Number
  - Temecula City Boundary
  - Sphere of Influence Boundary
  - Planning Area Boundary

Sources: City of Temecula, Weiland Associates.





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**PLANS IN ACTION**

*Noise contours describe locations surrounding major roadways, rail-roads and airports that are exposed to similar noise characteristics. The City uses the contours identified in Figures N-1, N-2, N-3, and N-4 along with the standards shown in Table N-2 to determine when noise mitigation measures are required.*

Potential future ambient noise levels can be estimated by modeling. Figure N-2 displays projected year 2025 noise contours based upon future traffic levels.

Figure N-3 identifies the estimated CNEL noise contours associated with current operations at the French Valley Airport. Figure N-4 identifies the projected future CNEL noise levels associated with Airport operations in 2013. These figures should be used in conjunction with the Airport Land Use Compatibility Plan to determine land use compatibility and potential noise mitigation requirements for projects that fall within a noise contour area associated with the Airport.

**CONSTRUCTION STANDARDS**

The provisions of the State Noise Insulation Standards (Title 24, Part 2, California Code of Regulations) are enforced in Temecula. Title 24 specifies that combined indoor noise for multi-family living spaces shall not exceed 45 CNEL. This standard must be implemented when the outdoor noise level exceeds 60 CNEL. Title 24 requires that the same standard be applied to all new hotels, motels, apartment houses, and multi-family projects. Furthermore, construction activity shall be limited during the early morning, late evening, weekends and holidays to prevent noise intrusion during these periods. Parameters for these limitations are provided in the City’s Noise Control Ordinance (Section 8.32 of the Temecula Municipal Code).

**NOISE TRANSFERS  
BETWEEN  
ADJACENT USES**

The City also has the opportunity to control noise and vibration transfers between adjacent land uses. Particular problems arise in cases where noise-producing uses are located immediately adjacent to sensitive uses, such as industrial areas near residences or schools. Mixed-use projects often present unique problems in this area, such as when restaurants with nighttime entertainment are located below residential units.

**NOISE AND LAND  
USE PLANNING**

Sensitive receptors must be protected from excessive noise generated by commercial and industrial centers, restaurants and bars, and civic centers. Other noise sources commonly referred to as nuisance noises also contribute to the overall noise environment. Noise generated by new development is most appropriately controlled through the site design review process, and compliance with CEQA, and noise standards contained in the Noise Element. During preliminary stages of the development process, potential noise impacts and mitigation measures must be identified.



NOISE

**Figure N-2  
2025 Noise Contours**

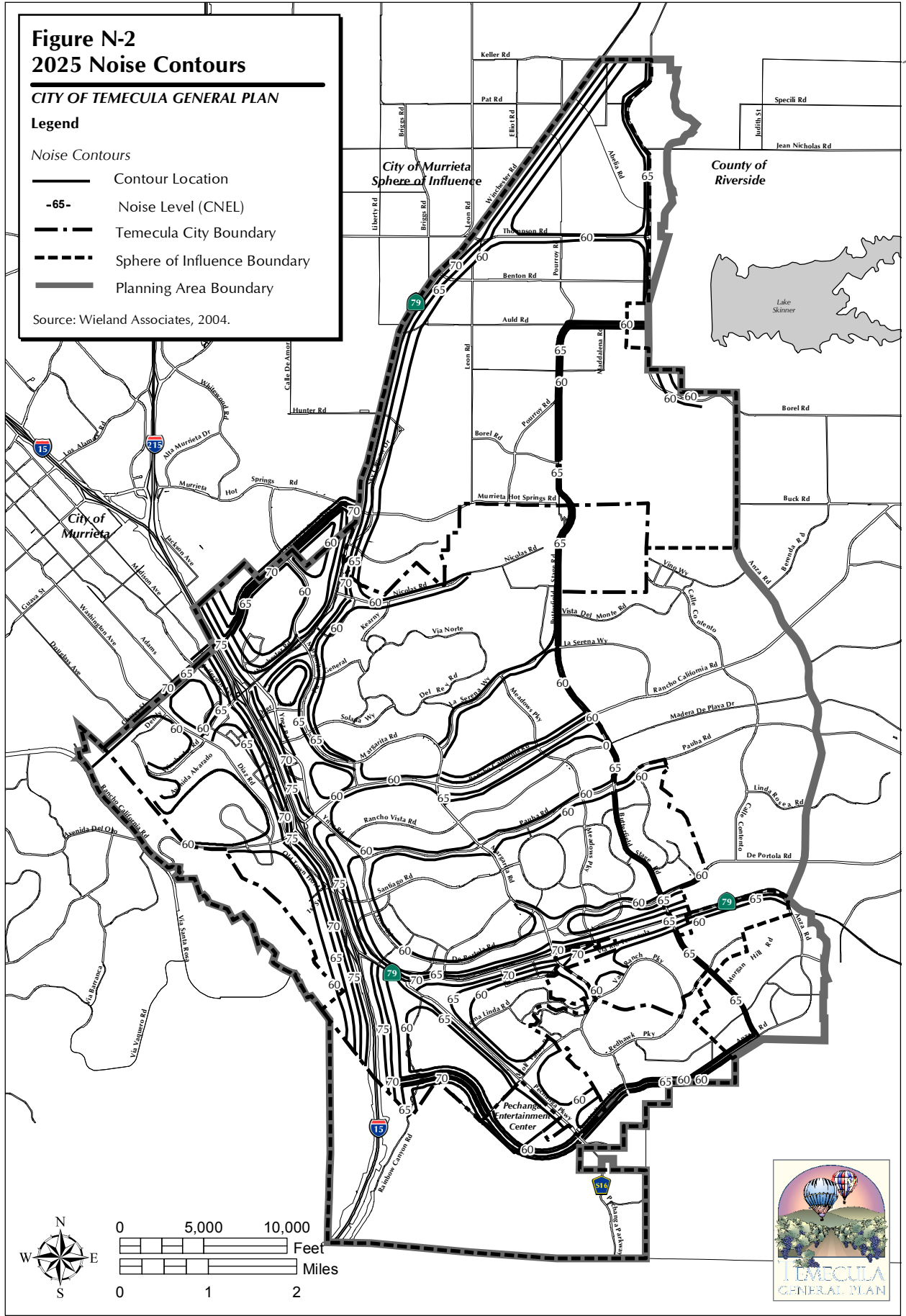
**CITY OF TEMECULA GENERAL PLAN**

**Legend**

*Noise Contours*

- Contour Location
- Noise Level (CNEL)
- Temecula City Boundary
- Sphere of Influence Boundary
- Planning Area Boundary

Source: Wieland Associates, 2004.









NOISE

PLANS IN ACTION

*The City requires preparation of acoustical analyses for projects that generate noise that may affect sensitive receptors. Mitigation measures are required when significant impacts are identified.*

**BUSINESS ACTIVITY NOISE**

When reviewing a proposed industrial, commercial or public project, noise generation and potential impacts to surrounding development are considered in accordance with CEQA. Common mitigation measures include acoustically treated and quiet-design furnaces, fans, motors, compressors, valves, and pumps. The City may also require limited delivery and operation hours in order to minimize impacts to adjacent residential users or other sensitive receptors.

In addition, all City departments must comply with State and federal Occupational Safety and Health Administration (OSHA) standards. Any new equipment or vehicle purchased by the City will comply with local, State and federal noise standards.

**NUISANCE NOISES**

Several noise sources can contribute to the overall noise environment in the community, including barking dogs, loud audio equipment, defective or modified auto and motorcycle mufflers and activities at parks and civic, community or religious institutions. These nuisance noises can be addressed through strict enforcement of City’s Noise Control Ordinance, while potential new noise impacts may be avoided or reduced through the site design review process, review of proposed developments per CEQA and mitigation of potential nuisance noise impacts.

**TRANSPORTATION-RELATED NOISE**

Motor vehicles are the dominant source of continuous noise. Interstate 15, SR-79, Rancho California Road, Jefferson Avenue/Front Street, Winchester Road, and Pechanga Parkway all carry appreciable volumes of commuter traffic. Neighborhoods bordering these roadways are thus subject to loud noise levels. Properties adjacent to freeways can experience decibels as high as 70 to 75 dB(A). Sound attenuation walls, landscaped buffers, and dirt mounds all help to reduce the sound intensity of the freeway.

The French Valley Airport is also a source of noise in Temecula. The aircraft mix at this airport includes mostly single-engine aircraft, although some multi-engine aircraft and a small number of business jets and helicopters also use the Airport. Larger aircraft represent a more intrusive noise source. Impacted future uses include office park areas and residential neighborhoods.



## NOISE CONTROL AT RECEPTION SITES

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, the City has limited direct control over noise produced by transportation sources because State noise regulations preempt local regulations. Because the City cannot control noise at the source, City noise programs focus on reducing the impact of transportation noise reception sites.

During the planning stages of the development process, potential impacts from transportation noise will be identified and mitigation measures required as needed to meet City noise standards. Site planning, landscaping, topography and the design and construction of noise barriers are the most common method of alleviating vehicular traffic noise impacts. Setbacks and buffers can also be used to reduce noise.

### PLANS IN ACTION

*Temecula supports efforts by Caltrans, RTA, and other agencies to provide acoustical protection for noise sensitive uses. Also, noise barriers should be constructed as part of future highway and roadway projects.*

Noise-attenuating barriers are commonly incorporated into projects and can be extremely effective in reducing noise levels. The effectiveness of barriers depends on: 1) the relative height and materials of the barrier; 2) the noise source; 3) the affected area; and 4) the horizontal distance between the barrier and the affected area. Noise barriers should also be included in the design of freeway/tollway, roadway and rail improvements.



Although noise barriers can be effective, the aesthetic effect of barriers on neighborhoods must be considered during the preliminary stages of the development process. Potentially significant visual impacts associated with noise barriers must be addressed and mitigated through landscaping or other project design measures in all new public and private projects.

## NOISE CONTROL AT THE SOURCE

### PLANS IN ACTION

*The City regulates traffic flow and coordinates with CHP to enforce speed limits and reduce traffic noise.*

The California Vehicle Code contains noise regulations pertaining to the operation of all vehicles on public roads. These standards for cars, trucks, and motorcycles are enforced through coordination with the California Highway Patrol (CHP) and the Riverside County Sheriff's Department.



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## GOALS AND POLICIES

Four major issues are addressed in the Noise Element: 1) ensuring the separation of significant noise generators and sensitive receptors including residential areas and schools, 2) noise and vibration transfers between adjacent land uses such as residences located upstairs from nighttime commercial uses in mixed use environments, 3) considering noise in the land use planning process, and 4) minimizing the impacts of transportation-related noise.

### SEPARATING NOISE SOURCES FROM SENSITIVE RECEPTORS

Separating noise generators from sensitive receptors will result in exterior environments that require minimal mitigation to meet acceptable noise levels. Land use planning will ensure that sensitive receptors are not impacted by noise hazards by locating these land uses distant from each other. Noise hazard areas will be considered to include locations within the 65 CNEL contour of master planned roadways, railroad corridors, aircraft flight paths, and industrial facilities.

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<b>Goal 1</b>	<b>Separate significant noise generators from sensitive receptors.</b>
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Policy 1.1	Discourage noise sensitive land uses in noisy exterior environments unless measures can be implemented to reduce exterior and interior noise to acceptable levels. Alternatively, encourage less sensitive uses in areas adjacent to major noise generators but require sound-appropriate interior working environments.
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Policy 1.2	Limit the hours of construction activity next to residential areas to reduce noise intrusion in the early morning, late evening, weekends and holidays.
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Policy 1.3	Use information from the noise contour map in the General Plan in the development review process to prevent the location of sensitive land uses near major stationary noise sources.
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### NOISE TRANSFERS BETWEEN ADJACENT LAND USES

Exterior and interior noise standards determine the design and location of various land uses. The City has the opportunity to control noise between land uses through use of the City Noise Control Ordinance or other means.



<b>Goal 2</b>	<b>Minimize transfer of noise impacts between adjacent land uses.</b>
Policy 2.1	Limit the maximum permitted noise levels crossing property lines and impacting adjacent land uses.
Policy 2.2	Establish criteria for placement and operation of stationary outdoor equipment.
Policy 2.3	Require that mixed use structures and areas be designed to prevent transfer of noise and vibration from commercial areas to residential areas.

**NOISE AND LAND  
USE PLANNING**

Noise issues should always be considered during the planning process so that needed measures are incorporated in design and location of land uses. In addition, the economic impacts of noise attenuation measures can then be incurred by the property developer and not by future owners who may not anticipate noise impacts.

<b>Goal 3</b>	<b>Minimize the impact of noise levels throughout the community through land use planning.</b>
Policy 3.1	Enforce and maintain acceptable noise limit standards.
Policy 3.2	Work with the County of Riverside and the City of Murrieta to minimize or avoid land use/noise conflicts prior to project approvals.
Policy 3.3	Encourage the creative use of site and building design techniques as a means to minimize noise impacts.
Policy 3.4	Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts as a condition of project approval.



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TRANSPORTATION-RELATED NOISE

Many transportation-related noise sources exist in Temecula, including freeways, major arterial and collector roadways, and aircraft overflights. The City recognizes the importance of the French Valley Airport to the region. Future land use patterns in the General Plan have been designed to accommodate the flight paths and noise contours of the airport as established by the Airport Land Use Commission.

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**Goal 4      Minimize impacts from transportation noise sources.**

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Policy 4.1      Minimize noise conflicts between land uses and the circulation network, and mitigate sound levels where necessary or feasible to ensure the peace and quiet of the community.

Policy 4.2      Ensure the effective enforcement of City, State and federal noise standards by all City Divisions.

Policy 4.3      Enforce the speed limit on arterials and local roads to reduce noise impacts from vehicles, particularly in residential areas.

Policy 4.4      Coordinate with Caltrans to ensure the inclusion of noise mitigation measures in the design of new highways or improvement projects in the Planning Area.

Policy 4.5      Participate in the planning and impact assessment activities of the County Airport Land Use Commission and other regional or State agencies relative to any proposed expansion of the airport or change in flight patterns.



## IMPLEMENTATION PROGRAMS

The following actions, procedures and techniques are designed to implement the goals and policies of the Noise Element.

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### N-1 NOISE/LAND USE COMPATIBILITY STANDARDS

Incorporate measures into all development projects to attenuate exterior and interior noise to acceptable levels. The City’s noise compatibility standards for each General Plan land use designation are provided in Table N-1. These standards shall be adhered to and implemented during review of all development projects.

Review development proposals to ensure that the noise standards and compatibility criteria are met. Require mitigation measures, where necessary, to reduce noise levels to meet the noise standards and compatibility criteria.

Agency/Department: Planning  
Related Policies: 1.1, 3.1, 3.4, 4.1  
*Required by General Plan EIR*

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### N-2 CITY AND STATE NOISE REGULATIONS

Minimize noise in Temecula through the following measures:

- Require all non-emergency construction activity to comply with the limits (maximum noise levels, hours and days of activity) established in State and City noise regulations (Title 24 California Code of Regulations, Temecula Development Code and Chapter 8.32 of the Municipal Code).
- Amend the City Noise Control Ordinance to establish criteria for acceptable placement and operation of stationary outdoor equipment.
- Require proposed industrial or commercial projects located near residential areas to demonstrate that the project, when constructed, will meet with City noise reduction requirements.
- Review the City Noise Control Ordinance for adequacy and amend as needed to address community needs and development patterns.

Agency/Department: Planning  
Related Policies: 1.2, 2.2, 4.2  
*Required by General Plan EIR*

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N-3  
USE OF NOISE  
CONTOURS IN  
DEVELOPMENT  
REVIEW

Ensure that current noise hazard areas in the City are identified, quantified, and mapped within the City’s Geographic Information System (GIS). Review discretionary development proposals for potential on- and off-site stationary and vehicular noise impacts per the California Environmental Quality Act (CEQA). Any proposed development located within a 60 dB or higher noise contour (per Figures N-2 and N-3) shall be reviewed for potential noise impacts and compliance with City noise and land use compatibility standards. The thresholds established in the Development Code, Noise Control Ordinance, the noise contour maps and Tables N-1 and N-2 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation measures (including those described in Program N-7) will be required to reduce the impact to a level less than significant. If the impact cannot be reduced to a level less than significant or avoided with accepted noise reduction methods, the proposed project will be determined “Clearly Unacceptable” and will not be approved.

Agency/Department: Planning  
Related Policies: 1.3, 3.3, 3.4, 4.1  
*Required by General Plan EIR*

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N-4  
NOISE AND  
VIBRATION  
TRANSFER  
STANDARDS

During review of development applications, consider the noise and vibration impacts of the proposed land use on the current or planned adjacent uses. Establish and enforce standards for noise transfer between non-residential and residential components of mixed use development projects.

Agency/Department: Planning  
Related Policies: 2.1, 2.3

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N-5  
ACOUSTICAL  
STUDIES

Implement the following measures for all discretionary development projects as a condition of development approval:

- Require proposed projects with potential to exceed established noise-land use compatibility thresholds to have an acoustical study prepared, including recommendations for special design measures if the project is to be located close to current or planned noise sensitive uses.



- Require proposed noise sensitive projects within noise impacted areas to have an acoustical study prepared, including special design measures to protect noise sensitive uses from ultimate projected noise levels.

Agency/Department: Planning  
 Related Policies: 1.3, 3.4  
*Required by General Plan EIR*

N-6  
 NOISE CONTROL  
 COORDINATION

Implement the following measures to ensure coordination of noise control efforts:

- Designate the Planning Director as the noise control coordinator for new development, charged with the responsibility to enforce City noise policy.
- Work with the noise control coordinators for the County of Riverside and City of Murrieta to ensure mitigation of potential land use / noise conflicts near the City’s edge.
- Work with Caltrans and Riverside Transit Agency (RTA) to ensure inclusion of acceptable mitigation measures in the design of new highways or other improvements within the Planning Area.

Agency/Department: Planning  
 Related Policies: 1.3, 3.4

N-7  
 MITIGATING NOISE  
 IMPACTS IN SITE  
 DESIGN

Consider site design techniques as the primary means to minimize noise impacts. Require developers to consider alternative site layouts and architectural features as a means of meeting City noise reduction requirements. Discourage projects that are incapable of successfully mitigating excessive noise. Site design and architectural features recommended to reduce noise include (but are not limited to) the following:

- Utilize building setbacks to increase the distance between the noise source and receiver.
- Promote the placement of noise tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
- Orient buildings to shield outdoor spaces from a noise source. Quiet outdoor spaces can be provided by creating a “U”-shaped development with faces away from the roadway, or by clustering land uses.



NOISE

- Place bedrooms on the side of the house, facing away from major roadways. Use noise tolerant rooms such as garages, bathrooms and kitchens to shield noise-sensitive areas.
- When bedrooms cannot be located on the side of a house away from a major roadway, require extra insulation and double-pane windows.
- Avoid balconies facing major travel routes. Development proposals including balconies in the design will need to be evaluated for potential noise impacts during the environmental review process.
- Where architectural design treatments fail to adequately reduce adverse noise levels or will significantly increase the costs of land development, require the combined use of noise barriers and landscaped berms.

Agency/Department: Planning  
 Related Policy: 3.3  
*Required by General Plan EIR*

N-8  
 REDUCE  
 VEHICULAR NOISE

Employ the following measures to mitigate transportation activity noise impacts to acceptable levels:

- Incorporate noise control measures, such as sound walls and berms, into roadway improvement projects to mitigate impacts to adjacent development. Measures will emphasize the establishment of buffers between roadways and adjacent noise sensitive areas.
- Request that Caltrans provide noise control for highway projects within the City, including interchange improvements along I-15, widening of SR-79 south, SR-79 north, and the proposed Date Street/I-15 interchange.
- Provide noise control for City streets within the Planning Area experiencing unique noise problems, such as Pechanga Parkway.
- For projects close to master planned roadways, use the ultimate roadway capacity at LOS C and the posted speed limit to estimate maximum future noise impacts.
- Coordinate with the Riverside County Sheriff's Department and the California Highway Patrol to enforce the California Vehicle Code noise standards for cars, trucks, and motorcycles.

Agency/Department: Planning  
 Related Policies: 4.1, 4.2, 4.3, 4.4  
*Required by General Plan EIR*



N-9  
FRENCH VALLEY  
AIRPORT

Upon any update of the French Valley Airport Master Plan, the County Airport Land Use Compatibility Plan, or the Caltrans Airport Planning Handbook, review and revise as necessary Figure N-3, and the goals, policies and noise plan within the General Plan Noise Element to correspond with the updated plans.

Agency/Department: Planning  
Related Policy: 4.5

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