

12. NOISE

This section is based upon and incorporates the noise analysis completed by Brown-Buntin, Inc., Noise Analysts: “Noise Analysis for the City of Manteca General Plan Update.”

12.1 EXISTING CONDITIONS

The principal noise sources in the City of Manteca are traffic on State Routes 99, 120 and on local roads; the Union Pacific rail line; and commercial/industrial facilities. The existing noise environment in the City of Manteca was determined by a combination of noise level measurements and noise modeling. Following is a discussion of the background noise level survey results in residential and industrial areas of the City, and a description of the studied noise sources in the City.

12.1.1 Background Noise Level Survey

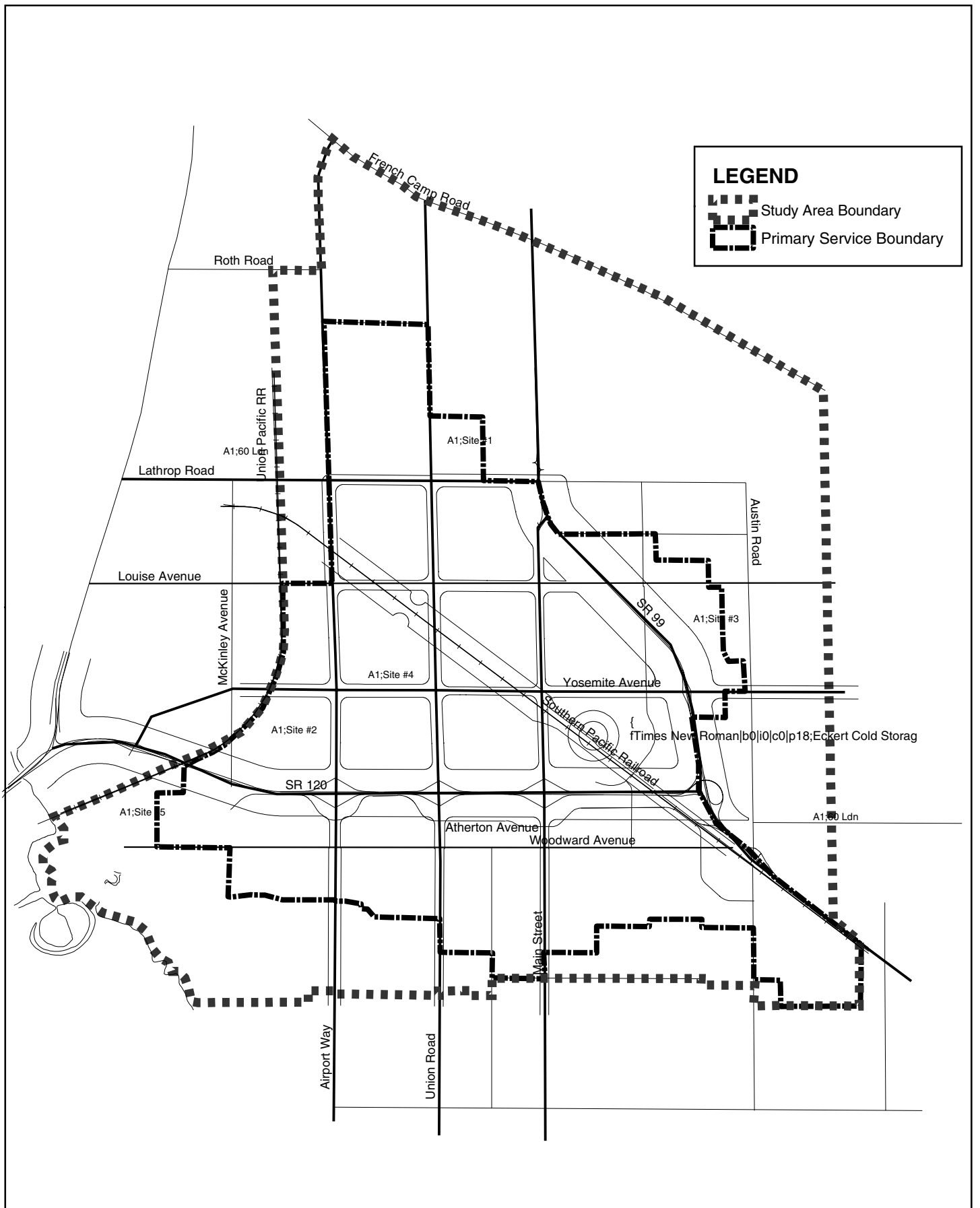
The purpose of the background noise level survey was to determine the baseline environment in the City at various locations. Three residences (Sites 1-3) were selected for the survey for continuous noise monitoring through a 24-hour period. Two other locations (Sites 4 & 5) were monitored intermittently. Their locations are shown in Figure 12-1. The results of the monitoring are shown in Figures 12-2 through 12-4 and in Table 12-1.

The background noise levels in terms of the Day/Night Average Level (L_{dn}) at the three residences that were measured for a 24-hour period ranged from about 55 to 59 dB. These noise levels are typical of residential areas in small communities that are located away from major noise sources, such as State Highways. In Table 12-1 background noise levels are summarized at a location off Airport Way (Site #4) in the Yosemite-Airport Specific Plan Area, and south of Route 120 (Site #5) in the Southwest Manteca Specific Plan Area.

Table 12-1
Intermittent Measurements of Background Noise Levels

Location	Date	Time	Sound Level, dBA			Source
			L_{eq}	L_{max}	L_{min}	
Site #4	5/20/03	10:20 a.m.-10:35 a.m.	56	72	43	Traffic on Airport Way
		11:30a.m.-11:45 a.m.	54	70	41	
		3:30 p.m.-3:45 p.m.	49	70	40	
Site #5	5/20/03	10:40 a.m.-10:55 a.m.	49	72	56	Traffic on SR 120
		1:30 p.m.-1:45 p.m.	53	75	58	
		4:00 p.m.-4:15 p.m.	52	70	55	

Source: Brown-Buntin



Manteca General Plan



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LOCATION OF BACKGROUND NOISE LEVEL SURVEYS AND EXISTING 60 dB Ldn NOISE CONTOURS

Figure 12-2
Background Noise Levels
655 Sierra, May 19-20, 2003

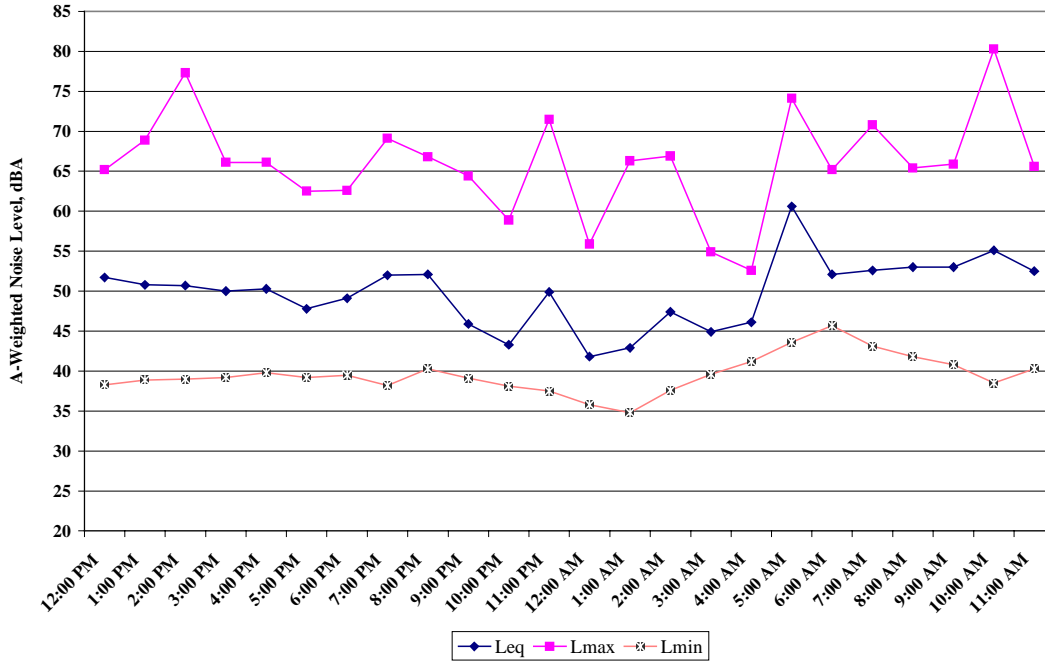
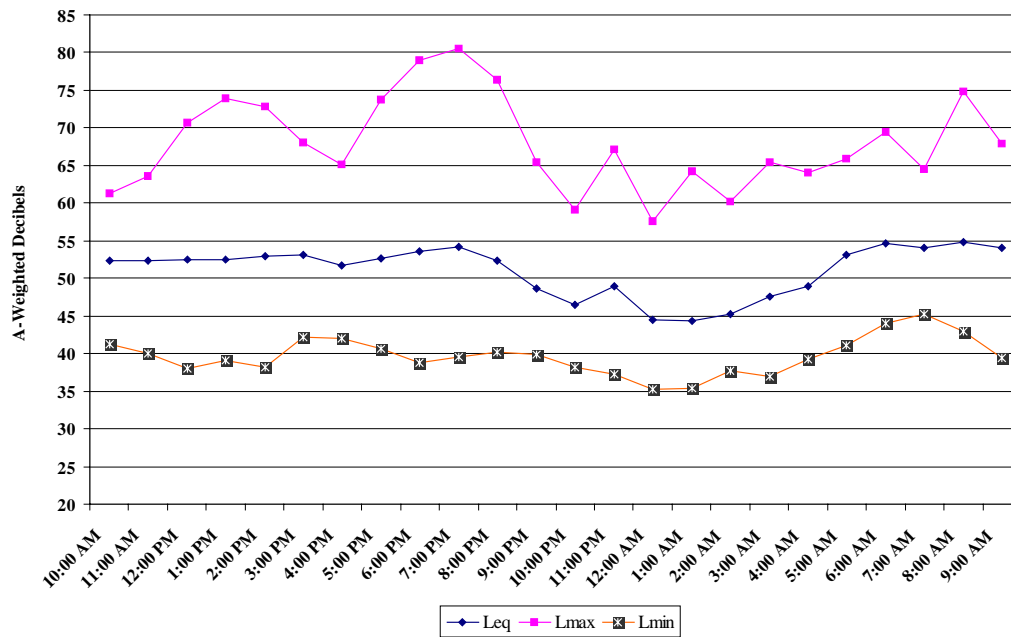
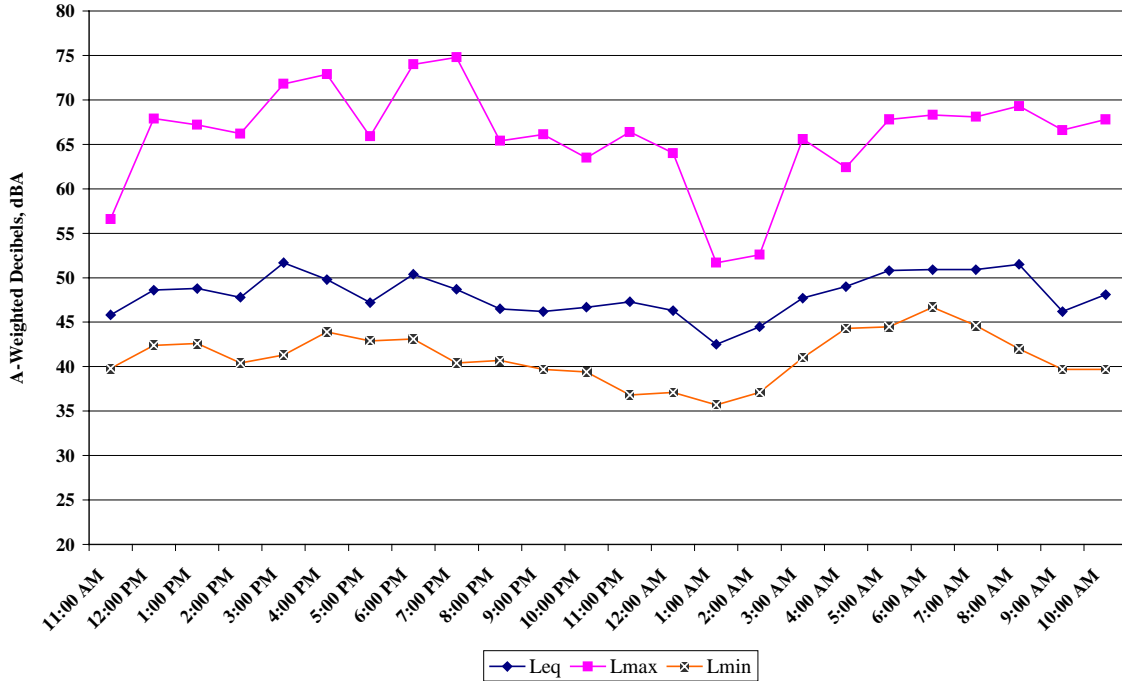


Figure 12-3
Background Noise Levels
1345 Keith Lane, May 19-20, 2003



**Figure 12-4
Background Noise Levels
1417 Sextant, May 19-20, 2003**



In Figures 12-2 through 12-4 the L_{max} represents the highest (maximum) instantaneous noise level occurring during an hour. The L_{min} is the minimum instantaneous noise level during an hour, and the L_{eq} is the energy equivalent or average noise level during the hour.

Major Stationary Noise Sources

The production of noise is an inherent part of many industrial, commercial and agricultural processes, even when the best available noise control technology applied. Noise production within industrial or commercial facilities is controlled indirectly by Federal and State employee health and safety regulations (OHSA and Cal-OSHA), but exterior noise emissions from such operations have the potential to exceed locally acceptable standards at nearby noise-sensitive land uses.

Noise exposure information for the major stationary noise sources selected for study by the City was developed from noise level measurements conducted at reference locations around the noise source, and BBA file information. Only existing noise levels are described since there are too many variables and unknown conditions to predict future noise exposure.

The following discussions provide generalized information concerning the relative noise impacts of each source, and identify specific noise sources which should be considered in the review of development proposals where potential noise conflicts could result. Not all industrial noise sources in the City are discussed. Unidentified industries or other major noise sources may exist, which could generate significant noise levels and result in noise-related land use conflicts. Generalized 50 and 55 dBA hourly L_{eq} noise contours were prepared for major stationary noise sources where it was determined that such contours would be located off the property occupied by the source. These contours are included in Figure 12-1 of this document. The generalized contours contained within Figure 12-1 should be used as a screening device to determine when potential noise-related land use conflicts may occur, and when site-specific studies may be required to properly evaluate noise at a given noise-sensitive receiver location.

Eckert Cold Storage:

This industrial facility is located at 757 Moffat Boulevard. The main sources of noise appear to be heat exchanger fans. At a distance of 100 feet, the energy average noise level was 72.1 dBA. The hourly 50 and 55 dBA L_{eq} are approximately 1270 and 720 feet from the industry. These contours are plotted on Figure 12-1.

Miscellaneous Stationary Noise Sources:

A wide variety of land uses is permitted in light industrial and commercial zones areas. Thus there is the potential for a wide variety of noise sources associated with those uses. However, the noise sources which could be present can be categorized as either fixed or mobile noise sources, and the typical sources of concern can be limited to relatively few. For example, the following list describes typical noise sources of concern in industrial and commercial uses.

Fixed Noise Sources

Fans and blowers	Car wash equipment
Impact-causing devices, such as:	Vacuums
hammers	Garage pickup
presses	Garage compactors
bottling equipment	Machine shop equipment
loading operations (lumber, pipes)	Barking dogs (kennels)
Saws, routers, grinders	Music (in studios)
Cardboard compactors	Music (in bars and restaurants)
Small engine repair and testing	Arcade games
Auto, motorcycle, boat repair and testing	Carnivals
	Heating and ventilation (HVAC) units

Mobile Noise Sources

Delivery trucks

Heavy truck loading and unloading

Forklifts

It is difficult to quantify noise levels produced by the noise sources listed above, as the levels depend upon such variables as the size of the equipment, the amount of noise control engineered into the equipment, the distance to the equipment or activity, and whether the receiver is shielded from the noise by a close structure, a barrier, or an intervening building. In general, however, each of the noise sources listed above has the potential to exceed the provisions of the City of Manteca noise standards.

12.1.2 TRANSPORTATION NOISE SOURCES**Traffic Noise**

Traffic noise exposure was calculated using the Federal Highway Administration Highway Traffic Noise Model (FHWA Model). The FHWA Model is the analytical method currently favored by most state and local agencies, including Caltrans, for highway traffic noise prediction. The Model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ± 1.5 dB. The Model assumes a clear view of traffic with no shielding at the receiver location. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The Calveno traffic noise emission curves were used as recommended by Caltrans to more accurately calculate noise levels generated by California traffic.

Traffic conditions for existing conditions that were used in the FHWA Model were provided by Fehr and Peers. Traffic volumes within some road segments were averaged by BBA where differences were minor. Appendix A shows the traffic data used in the Model. Appendix B shows existing traffic noise levels calculated at a reference distance of 100 feet, and Appendix C shows distance to noise contours. Figure 1 shows the distances to noise contours from roadway centers.

In general, existing traffic noise levels on major roadways through Manteca range from about 62-65 dB L_{dn} at a reference distance of 100 feet. Along Routes 120 and 99, existing noise levels are about 74-75 dB L_{dn} at the same distance. Traffic noise levels that are 60 dB L_{dn} or less usually are considered to be fully compatible with noise-sensitive uses, which include residences, schools, churches and hospitals. Levels between 60 and 70 dB L_{dn} are marginally acceptable, and levels over 70 dB L_{dn} usually are considered to be unacceptable.

Rail Noise

The Union Pacific (UP) mainline track runs through the center of Manteca diagonally in a southeast to northwest direction. According to the UP there are about 18-23 freight trains on the track during a typical 24-hour period. The mean Sound Exposure Level (SEL) for a UP freight train more than 1,000 feet from a grade crossing is 96.3 dB at 125 feet. At grade crossings where the warning horn is blown, the mean SEL is 101.3 at 125 feet. The distances to the 60 dB L_{dn} were calculated based on the mean SEL values and the operational characteristics of the trains. The 60 dB L_{dn} contour is shown in Figure 12-1.

A branch line of the UP forms the west boundary of the General Plan Study Area. Very few train operations occur on the branch line and the noise exposure is less than 60 dB L_{dn} outside the railroad right-of-way.

12.1.3 Sensitive Land Uses

Noise sensitive land uses refer to specific uses where a person would be adversely impacted by noise and where the person would have the expectation of a relatively quiet environment. Uses include residences of all types, nursing homes, day care centers, medical facilities, schools, parks, and open space near the City.

12.1.4 Mobile Noise Sources

The primary mobile noise sources in the Study Area are vehicular traffic along SR 99 and SR 120, and railroad operations. Noise from the railroad operations, including train traffic and train whistles, is generally buffered by distance from much of the community. The rail lines are separated from homes on the east and west sides of the tracks by a distance of approximately 250 feet.

Maximum allowable noise exposure from mobile sources is shown in Table 12-2.

Table 12-2
Maximum Allowable Noise Exposure – Mobile Noise Sources

Land Use	Outdoor Activity Areas	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB2
Residential	60	45	
Transient Lodging	60	45	
Hospitals, Nursing Homes	60	45	
Theaters, Auditoriums, Music Halls			35
Churches, Music Halls	60		40
Office Buildings	65		45
Schools, Libraries, Museums			45
Playgrounds, Neighborhood Parks	70		

Notes:

Outdoor activity areas for residential development are considered to be backyards, patios, areas, or decks of single family dwellings, and the patios, balconies, or common areas where people generally congregate for multi-family developments.

Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities.

Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

Determined for a typical worst-case hour during periods of use.

Where a proposed use is not specifically listed on the table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the City.

12.1.5 Stationary Noise Sources

Stationary noise sources include, but are not limited to, construction activities, operational, and equipment noise produced from commercial and industrial facilities. These noise sources are typically mitigated through enforcement of the City's Noise Ordinance. The Ordinance sets forth criteria for residential areas impacted by stationary noise sources.

Performance standards for stationary noise sources are shown in Table 12-2.

No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

Table 12-3
Performance Standards for Stationary Noise Sources or
Projects Affected by Stationary Noise Sources

Noise Level Descriptor	Daytime	Nighttime
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Hourly Leq, dB	60	45
Maximum Level, dB	60	45

Notes:

Each of the noise levels specified above should be lowered by five (5) dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and area a primary source of noise complaints.

12.2 REGULATORY SETTING

12.2.1 Federal Standards

The U.S. Department of Housing and Urban Development (HUD) has set an L_{dn} of 45 dB as its goal for interior noise in residential units built with HUD funding.

12.2.2 State of California Standards

The Office of Noise Control, California Department of Health Services (DHS), has established four categories for judging the severity of noise intrusion on specified land uses:

- normally acceptable - no undue burden on affected receptors and no mitigation needed
- conditionally acceptable - some mitigation of exposure, as established by an acoustic study, would be warranted
- normally unacceptable - noise intrusion is so severe that it would require extraordinary noise reduction measures to avoid disruption
- clearly unacceptable - noise so severe that it cannot be mitigated

Title 24 of the California Code of Regulations establishes standards governing interior noise levels that apply to all new multi-family residential units. The standards require that acoustical

studies be conducted prior to construction where the future Ldn exceeds 60 dbA. Mitigation measures are required that will limit maximum Ldn values to 45 dB in any inhabitable room.

12.2.3 Non-Regulatory Standards of Significance

Another means of assessing noise impact is to estimate public reaction to the change in noise level that results from a given project. Expected human reactions to changes in ambient noise levels have been quantified by metrics that define short-term exposure (e.g., hourly Leq, Lmax, and L_n) to noise. An increase of at least 3 dB is usually required before most people will perceive a change in noise levels, and an increase of 5 dB is required before the change will be clearly noticeable. Table 11-6 (GP) is used to show expected public reaction to changes in environmental noise levels. This table was developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broad-band noise and to changes in levels of a given noise source. It is probably most applicable to similar sounds in the range of 50 to 70 dBA.

12.2.4 City of Manteca Noise Standards

The City of Manteca Noise Ordinance establishes the noise standards shown in Table 12-3.

The City of Manteca uses the Uniform Building Code that establishes the following standard for interior living spaces.

“Interior community noise levels (CNEL) with windows closed, attributable to exterior sources, shall not exceed an annual CNEL or Ldn of 45 dB in any habitable room.”

This standard is to apply to all new hotels, motels, apartments, and dwellings other than single-family detached dwellings. State law also requires noise insulation of new multi-family dwellings constructed within the 60 dB CNEL noise exposure contours.

Table 12-4
Maximum Permissible Sound Pressure Levels, City of Manteca

Receiving Land Use Category	Time Period	Max Exterior Noise Level (dBA)
Single & Limited Multiple Family	10 pm – 7 am	50
	7 am – 10 pm	60
Multiple Family, Public Institutional, & Neighborhood Commercial	10 pm – 7 am	55
	7 am – 10 pm	60
Medium & Heavy Commercial	10 pm – 7 am	60
	7 am – 10 pm	65
Light Industrial	Anytime	70
Heavy Industrial	Anytime	75

Notes:

The following corrections are applicable (apply only one correction):

Daytime Operation Only (7 am – 7 pm) + 5 decibels

Noise Source Operates Less Than:

20% of any one-hour period + 5 decibels

5% of any one-hour period +10 decibels

1% of any one-hour period + 15 decibels

Noise of Impulsive Character - 5 decibels

(hammering, etc.)

Noise Rising or Falling in Pitch or - 5 decibels

Volume (hum, screech, etc.)

Source: City of Manteca. Title 17, Zoning Ordinance. Chapter 17.13, Section 17.13.040.

12.3 IMPACT EVALUATION CRITERIA

In accordance with CEQA Guidelines, Appendix G, any substantial increase in the ambient noise levels for adjoining areas would be significant if the project would result in:

1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

12.4 IMPACTS AND MITIGATION

POTENTIAL IMPACT N-1: Planned development in the General Plan 2023 could result in exposure of persons to noise levels in excess of established standards.

The existing city is a relatively quiet residential community with the notable exceptions of the railroad operations, traffic noise from SR 99 and SR 120, and commercial/industrial uses. These sources are endemic to the community and cannot be easily avoided. The General Plan 2023 seeks to avoid creating new noise generating conditions that would degrade the existing community environment, or to place a sensitive land use where it would be adversely affected by an existing noise source.

Level of Significance: Potentially Significant

Mitigation Measures:

N-1.1: The General Plan 2023 Noise Element (Section 9) ~~of the General Plan 2023~~ provides the following policies (P) to mitigate the effects of increased noise levels in excess of established standards:

N-P-2: New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to satisfy the performance standards in Table 9-1 (*Table 12-2 above*).

N-P-3 The City may permit the development of new noise-sensitive uses only where the noise level due to fixed (non-transportation) noise sources satisfies the noise level standards of Table 9-2 (*Table 12-3 above*). ~~Noise mitigation may be required to meet Table 9-2 performance standards.~~

N-P-4 The City shall require stationary noise sources proposed adjacent to noise sensitive uses to be mitigated so as to not exceed the noise level performance standards in Table 9-2 (*Table 12-3 above*).

- N-P-6 Where the development of residential or other noise-sensitive land use is proposed for a noise-impacted area, an acoustical analysis is required as part of the environmental review process so that noise mitigation may be considered in the project design. The acoustical analysis shall:
- Be the responsibility of the applicant.
 - Be prepared by a qualified acoustical consultant experienced in the fields of environmental noise assessment and architectural acoustics.
 - Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
 - Estimate existing and projected (20 years) noise levels in terms of the standards of Table 9-1 (*Table 12-2 above*) or Table 9-2 (*Table 12-3 above*), and compare those levels to the adopted policies of the Noise Element.
 - Recommend appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
 - Estimate noise exposure after the prescribed mitigation measures have been implemented.
 - Describe a post-project assessment program that could be used to monitor the effectiveness of the proposed mitigation measures.
- N-P-8 The City shall enforce the Sound Transmission Control Standards of the California Building Code concerning the construction of new multiple occupancy dwellings such as hotels, apartments, and condominiums.
- N-P-10 The Manteca Police Department shall actively enforce requirements of the California Vehicle Code relating to vehicle mufflers and modified exhaust systems.

Residual Level of Significance: Less Than Significant With Mitigation

The level of significance will be mitigated to less than significant if the above policies are implemented. These policies will reduce the exposure of people to noise levels in excess of established standards.

POTENTIAL IMPACT N-2: Implementation of the General Plan 2023 could expose people to the impacts of construction noise.

During the construction phases ~~resulting from implementation of the General Plan~~, noise from construction activities would dominate the noise environment in the immediate area of construction.

Activities involved in construction would generate noise levels ranging from 70 dB to 90 dB at a distance of 50 feet. Construction equipment operations can vary from intermittent to continuous, with multiple pieces of equipment operating concurrently. Assuming concurrent operation of multiple sources in the same area, such as a scraper, a bulldozer, a heavy truck, and a backhoe, the maximum noise level during a period of construction could be as high as 94 dBA at 50 feet from the working area. Assuming multiple sources as described above, and typical sound attenuation over distance, locations within about 800 feet of a construction site could experience noise exposures up to 70 dBA.

Construction activities would be temporary in nature, typically occurring during normal working hours. Construction noise impacts could be significant, as nighttime operations or use of unusually noisy equipment could result in annoyance or sleep disruption for nearby residences.

During construction, traffic noise in the general area would be reduced because of the reduction in speed required by working road crews. Conversely, noise levels due to vehicles leaving the construction area would be slightly higher than normal as a result of acceleration. The net effect of the accelerating and decelerating traffic upon noise would not be appreciable. The most important project-generated noise source would be truck traffic associated with the transport of heavy materials and equipment. This noise increase would be of short duration and limited primarily to daytime hours.

Level of Significance: Potentially Significant

Mitigation Measures:

N-2.1: The General Plan 2023 Noise Element ~~of the General Plan 2023~~ (Section 9) provides the following policy (P) to mitigate the levels of construction noise on ambient noise levels throughout the General Plan Study Area.

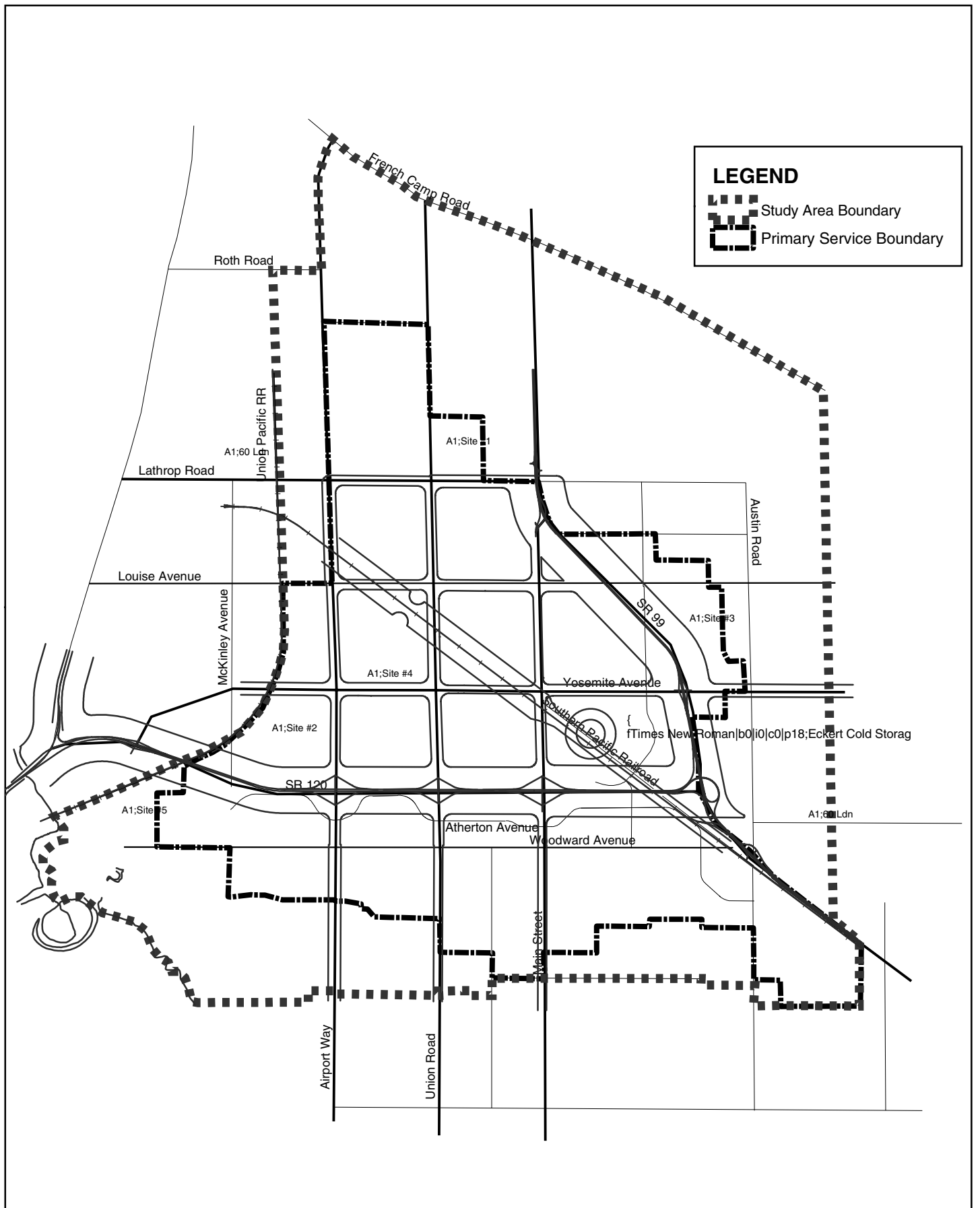
N-P-5 In accord with Table 9-2 standards the ~~The~~ City shall regulate construction-related noise ~~to reduce~~ impacts on adjacent uses.

Residual Level of Significance: Less Than Significant With Mitigation

The level of significance will be less than significant if the above policy is implemented. This policy will reduce the exposure of people to construction noise.

POTENTIAL IMPACT N-3: Implementation of the General Plan 2023 could expose residents to the impact of future roadway traffic noise.

Projected future traffic volumes on State Highways and local roads were used to predict future traffic noise impacts in Manteca. The FHWA methodology, as described in the Existing Noise Environment report, was used to make the calculations. On SR 99, SR 120 and I-5 traffic speeds less than current speed limits were assumed because the predicted level of service for these roads is D through F. Appendices A, B & C of the Noise Analysis Report (available for review at the City's Community Development Department) show input data into the model, predicted noise levels at a reference distance of 100 feet, and the distance to noise contours. Figure 12-5 shows the location of projected future 60 dB L_{dn} contours for roadways.



Manteca General Plan



LOCATION OF PROJECTED FUTURE 60 db Ldn CONTOURS FOR ROADWAYS

FIGURE 12-5

In general, future traffic noise levels on City roads will range from about 65-68 dB L_{dn} at a distance of 100 feet. Along SR 120 and SR99, future noise levels will range from about 75-77 dB at the same distance. Comparing these levels to existing traffic noise levels, it is apparent that traffic noise levels will increase in Manteca by about 3 dB. These changes may be smaller or greater along individual roadways.

Since the proposed noise compatibility standard is 60 dB L_{dn} in Manteca, it is apparent that traffic noise impacts could occur at many locations and that noise mitigation measures will have to be employed.

Level of Significance: **Potentially Significant**

Mitigation Measures:

- N-3.1** The General Plan 2023 Noise Element ~~of the General Plan 2023~~ (Section 9) provides the following policies (P) to mitigate the levels of roadway traffic noise levels throughout the General Plan Study Area:
- N-P-11 For ~~in~~ residential development subdivisions backing on to a freeway or railroad right-of-way, the developer shall be required to build a sound barrier wall, and provide for other appropriate mitigation measures, to satisfy the performance standards in Table 9-1 ~~in accordance with City development standards.~~
- N-P-12 The City shall require new roadways to be mitigated so as to not exceed the noise levels specified in Table 9-1 (*Table 12-2 above*). Widening or other improvement projects of existing roadways shall be mitigated to the most practical extent.

Residual Level of Significance: **Less Than Significant With Mitigation**

The level of significance will be less than significant if the above policies are implemented. These policies will reduce the exposure of people to future roadway traffic noise.

POTENTIAL IMPACT N-4: **Implementation of the General Plan 2023 could expose residents to the impact of railroad noise.**

The factors that overwhelmingly determine the extent of rail noise is the number of rail operations and the presence of grade crossings along the railroad tracks. For the most part, the sound produced by an individual locomotive does not change much and therefore is not a major

factor. Train operations, however, can change depending on business conditions. Unfortunately, changes in train operations are rarely predictable or are considered to be confidential by train companies.

Grade crossings have a major effect on railroad noise impacts because all trains are required to sound their horns as the approach grade crossings. To the extent that grade crossings are abandoned, or overpasses or under passes are constructed, overall railroad noise levels will decrease.

Level of Significance: Potentially Significant

Mitigation Measures:

N-4.1 The Noise Element of the General Plan 2023 (Section 9) provides the following implementation measure (I) to mitigate the levels of railroad noise within the Study Area:

N-I-8 Work in cooperation with Caltrans and the Union Pacific Railroad to maintain noise level standards for both new and existing projects in compliance with Table 9-1 (*Table 12-2 above*).

Residual Level of Significance: Less Than Significant With Mitigation

The level of significance will be mitigated to less than significant if the above implementation measure is implemented. Working with Caltrans and Union Pacific Railroad will help reduce the exposure of people to railroad noise.

Potential Impact N-5: Implementation of the General Plan 2023 could expose residents to the impacts of future industrial/commercial, emergency, and outdoor activity noise.

It is not possible to predict new industrial/commercial noise impacts since a general plan update does not specify actual industries or commercial uses that will be built; nor does a general plan update specify the actual sources of noise that are often associated with industrial/commercial uses. Please refer to the list of stationary noise sources listed in Section 12.2.1 of this EIR.

Although it is not possible to predict with certainty new sources of industrial/commercial noise, it is possible that noise impacts may occur where such adjoin or are close to proposed or existing noise-sensitive uses, such as residential developments.

Level of Significance: Potentially Significant

Mitigation Measures:

N-5.1 The Noise Element of the General Plan 2023 (Section 9) provides the following policies (P) and implementation measures (I) to mitigate the noise levels from industrial/commercial, emergency, and outdoor activities throughout the General Plan 2023 Study Area:

- N-P-2: New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to satisfy the performance standards in Table 9-1 (*Table 12-2 above*).
- N-P-4 The City shall require stationary noise sources proposed adjacent to noise sensitive uses to be mitigated so as to not exceed the noise level performance standards in Table 9-2 (*Table 12-3 above*).
- N-P-7 Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with noise performance levels of Table 9-1 and Table 9-2 ~~recommendations of the Guidelines for the Preparation and Content of Noise Element of the General Plan.~~
- N-P-13 The City shall carefully review and shall give potentially affected residents an opportunity to fully review any proposals for the establishment of helipads or heliports.
- N-I-1 New development in residential areas with an actual or projected exterior noise level of greater than 60 dB Ldn will be conditioned to use mitigation measures to reduce exterior noise levels to less than or equal to 60 dB Ldn.
- N-I-14 Control noise at the source through use of insulation, berms, building design and orientation, buffer space, staggered operating hours and other techniques. Use insulation, berms,

building design and orientation, buffer space, noise barriers, and other techniques to attenuate noise to acceptable levels.

Residual Level of Significance: Less Than Significant With Mitigation

The level of significance will be mitigated to less than significant if the above policies (P) and implementation measures (I) are implemented. Through enforcement of the noise standards and the use of noise attenuation measures, the exposure of people to industrial/commercial, emergency, and outdoor activity noise will be reduced or elimination.