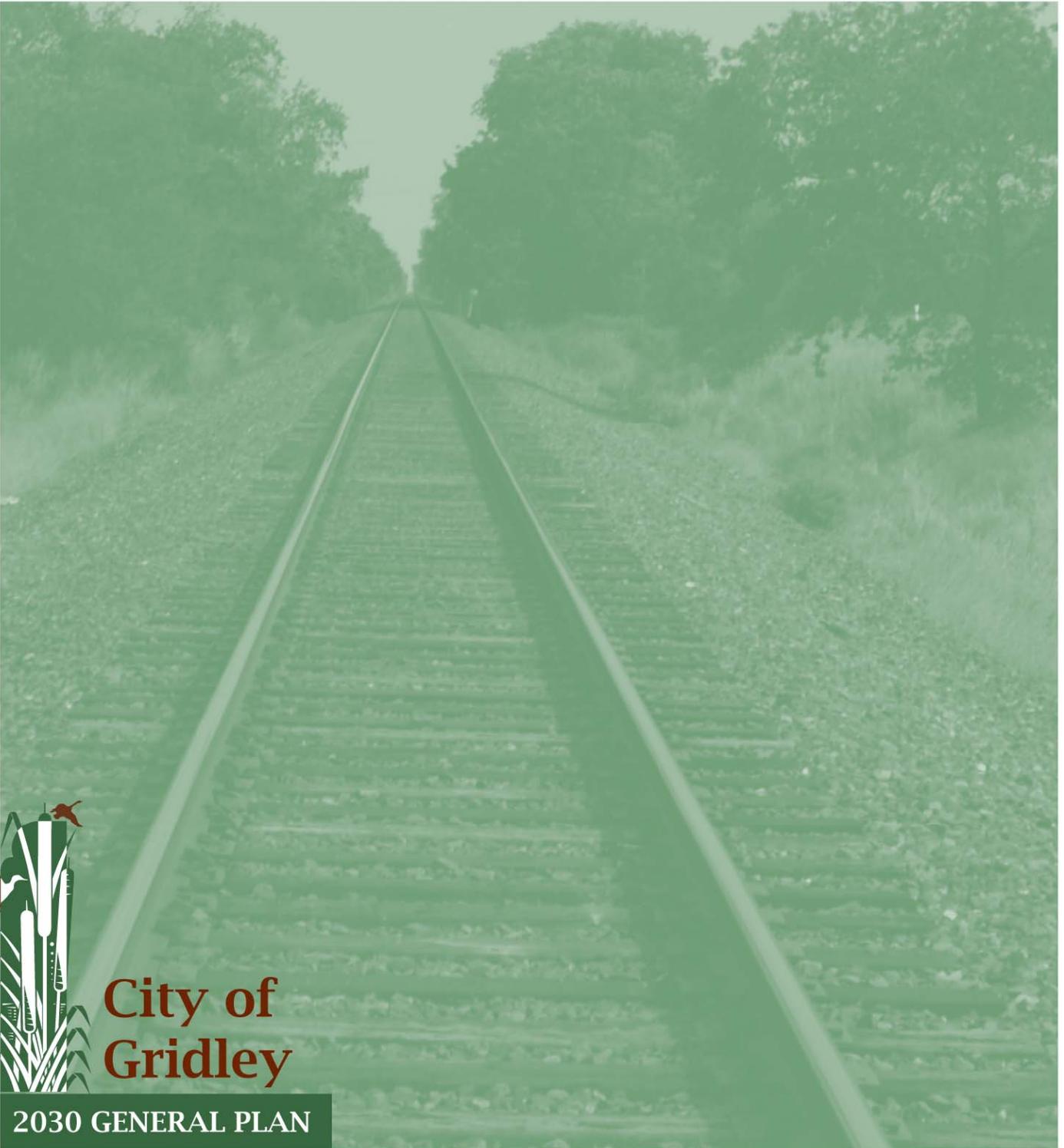


Noise



**City of
Gridley**

2030 GENERAL PLAN

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INTRODUCTION

The Noise Element provides comprehensive local policies to control and abate environmental noise and to protect the citizens of Gridley from excessive noise exposure. The Noise Element is intended to:

- ✓ Provide sufficient information so that noise may be effectively considered in the land use planning process,
- ✓ Suggest cost-effective strategies and measures to abate excessive noise,
- ✓ Ensure land use and noise compatibility is considered in land use and transportation planning,
- ✓ Provide the basis for City zoning and municipal code standards for noise,
- ✓ Protect noise-sensitive areas from excessive noise exposure,
- ✓ Protect existing noise-producing agricultural, commercial, and industrial uses from encroachment by noise-sensitive land uses, and
- ✓ Describe how the City will balance its noise goals with other environmental and economic goals.

State Noise Element requirements are specified in Government Code Section 65302(f) and in the Office of Noise Control's *Guidelines for the Preparation and Content of Noise Elements of the General Plan*. As described in these guidelines, the Noise Element must identify certain major noise sources and areas containing noise-sensitive land uses and include generalized noise exposure contours for current and projected levels of activity within the community. State law requires that the Noise Element consider the following major noise sources:

- ✓ Highways and freeways;
- ✓ Primary arterials and major local streets;
- ✓ Railroad operations;
- ✓ Aircraft and airport operations;
- ✓ Local industrial facilities; and,
- ✓ Other stationary sources.

Noise-sensitive areas to be considered in the Noise Element should include areas containing the following uses:

- ✓ Schools;
- ✓ Hospitals;

- ✓ Rest homes;
- ✓ Long-term medical or mental care facilities; and,
- ✓ Other uses deemed noise-sensitive by the local jurisdiction (such as residences).

RELATIONSHIP TO OTHER ELEMENTS

The Noise Element addresses the noise compatibility of proposed land uses, provides guidelines for determining appropriate uses within areas characterized by high noise levels, and is used as a basis for policies and proposals within other General Plan elements.

According to the Government Code requirements, “...noise exposure information shall become a guideline for use in the development of the Land Use Element to achieve noise compatible land uses.” As an example, since residential development is considered noise-sensitive, Noise Element policies will influence the location of new housing. The location of housing is also addressed in the Housing Element and Land Use Element.

The Noise Element also shares planning issues with the Conservation and Open Space Elements. Excessive noise can adversely affect the quality of wildlife habitat or outdoor recreational areas, and thus is considered when planning open spaces. Open space, building setbacks, and landscaped areas can also be effective tools to buffer sensitive land uses from noise sources.

Transportation corridors identified in the Circulation Element are major noise sources in Gridley. The Circulation Element (and Transportation section of the General Plan Environmental Impact Report) provides policy and information related to future noise levels along Gridley’s transportation corridors. One focus of the Circulation Element is providing connectivity by establishing a network of parallel routes that distribute traffic, and therefore distributes noise rather than concentrating it along any one route. Circulation Element policies will, in part, determine the need for setbacks, landscaped buffers, planted earthen berms, and other noise reduction measures.

COMMUNITY NOISE BASICS

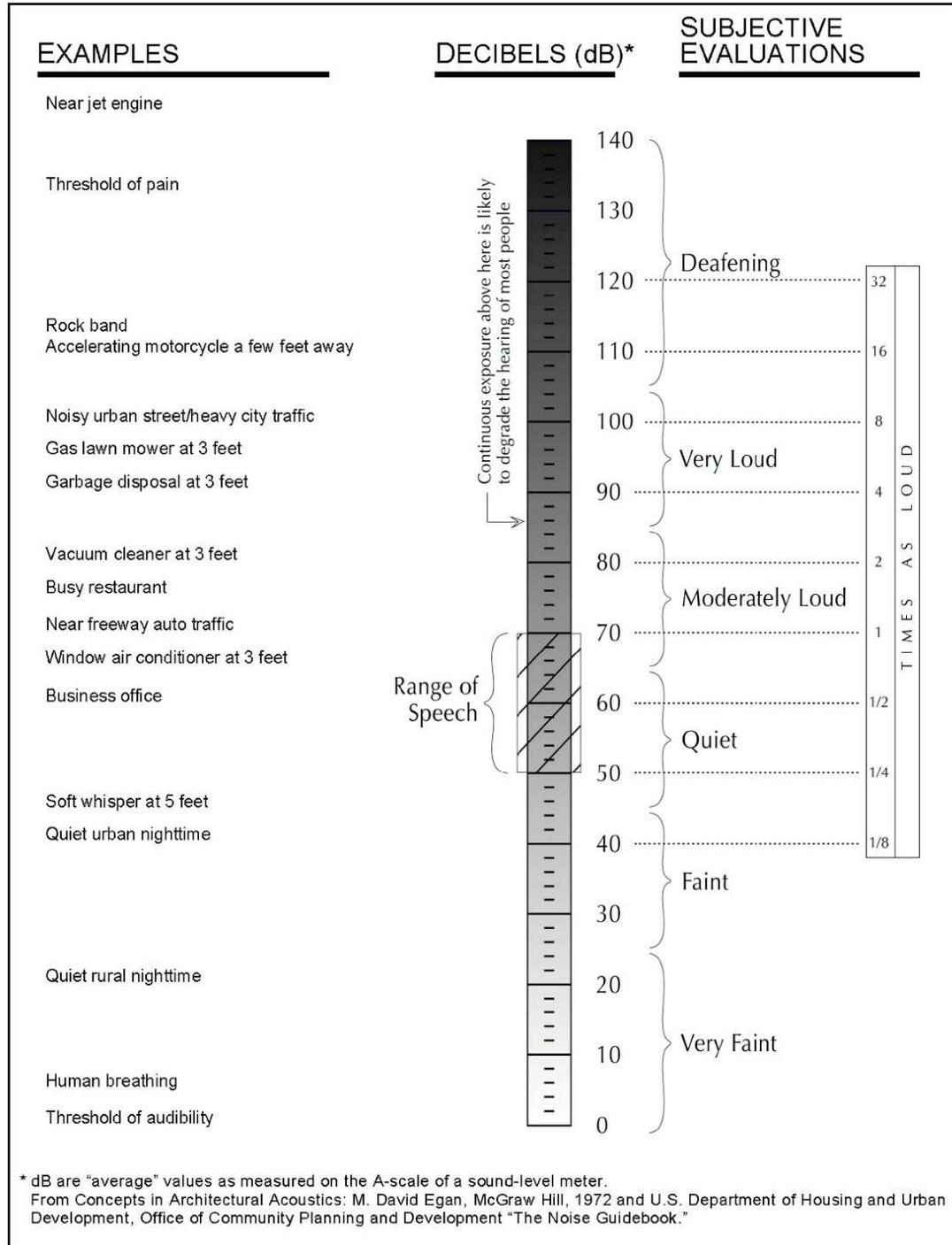
Noise is commonly defined as unwanted sound. Common effects of noise include interference with human activities such as sleep, conversation, recreation, and tasks demanding concentration or coordination.

Sound is a change in air pressure. Because of the ability of the human ear to detect a wide range of sound pressure changes, sound pressure levels are expressed in decibels (dB). In addition, because the human ear is not equally sensitive to all sound frequencies, the dBA scale is used to relate noise to human sensitivity. The dBA scale performs this compensation by approximating the sensitivity of the human ear. Most jurisdictions use the dBA scale to regulate environmental noise. Exhibit Noise-1 provides a description of noise levels associated with common activities, expressed according to the dBA scale.

Community noise is commonly described in terms of the "ambient", or all-encompassing noise level associated with a given noise environment. The Equivalent Noise Level (L_{eq}) and Community Noise Equivalent Level (CNEL) are common community noise descriptors.

- ✓ **L_{eq} (Equivalent Noise Level):** The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. In noise environments determined by major noise events, such as aircraft overflights, the L_{eq} value is heavily influenced by the magnitude and number of single events that produce the high noise levels.
- ✓ **CNEL** is an average of 24-hour L_{eq} with a 10 dBA 'penalty' for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is 'added' to noise events that occur in the nighttime hours, and this generates a higher reported noise level when determining compliance with noise standards. An additional 5 dBA 'penalty' is added to noise events that occur during the noise-sensitive hours between 7:00 p.m. to 10:00 p.m., which are typically reserved for relaxation, conversation, and reading. These "penalties" represent that noise during evening and nighttime hours is more disruptive than noise during the day.

The City of Gridley uses the CNEL measure for purposes of noise analysis and regulation. For a more detailed background on acoustics, please refer to the General Plan glossary and the Noise section of the General Plan Environmental Impact Report (under separate cover).



Source: EDAW 2006

Exhibit Noise-1. Typical Noise Levels

CONTEXT

The primary sources of noise in the Gridley Planning Area include SR 99 and other roadways, industrial operations, agricultural activities, and railroad operations. With the exception of City parks, most noise-producing land uses are located near the railroad in the City center or on SR 99 in the commercial area on the east side. The ambient noise environment in the immediate vicinity of these uses includes noise from other industries, local traffic, and the railroad. No airport is located in the immediate vicinity, although occasional commercial, military, and general aviation aircraft fly over Gridley at high altitudes.

Gridley's noise environment can be represented using noise contours, which show the average noise level from major noise sources. Contours are used, among other analytical techniques, to identify areas of high existing or potential noise which may affect noise sensitive land uses. State General Plan law requires the City to develop noise contours for both existing and future conditions.

Future conditions are displayed in this Noise Element (see Exhibits Noise-2 and Noise-3). The 60, 65, and 70 dB CNEL contour levels are illustrated on these maps for the Union Pacific railroad line and SR 99. In areas closer to the noise source, the noise level is higher than the contour. In areas further from the noise source, noise levels are expected to be lower than the contour. For railroad noise, the contours show higher levels of noise in areas where trains typically use a horn.

A community noise survey was conducted as a part of the research and analysis supporting the 2030 General Plan. The City selected noise monitoring sites representative of typical conditions near noise-sensitive uses. To quantify existing noise levels in the quieter parts of Gridley, the City monitored noise at 10 locations distant from major noise sources (Table Noise-1).

Much of Downtown Gridley is exposed to train noise. Although train operations produce noise, the loudest noises are associated with train horns. The Federal Railroad Administration requires the use of train horns near at-grade crossings unless an approved "quiet zone" is in effect. Cities around the nation have applied for quiet zone status, which prohibits the use of train horns and substantially reduces noise along the railroad tracks. Other safety devices are used in-lieu of the horn to ensure against accidents at the railroad crossings. Instead of the horn mounted atop the train, smaller roadside mounted speakers are used to emit a train horn sound, but directed only in the vicinity of the crossing and toward the roadway.

The following noise-sensitive uses have been identified within Gridley:

- ✓ **Residential areas.** Gridley’s residential areas are, for the most part, separated from substantial sources of noise. However, there are some residential areas near the core of the City that are affected by noise from the Union Pacific railroad line.
- ✓ **Schools.** Schools are located in and around Downtown Gridley and near the Butte County Fairgrounds, east of SR 99. Schools located Downtown (McKinley Elementary, Sycamore Middle, Wilson Elementary) are in areas with train noise.
- ✓ **Convalescent hospitals and care facilities.** The Biggs-Gridley Memorial Hospital is located along Spruce Street, with enough distance from SR 99 and the railroad to avoid substantial noise issues.
- ✓ **Parks and recreation areas.** Gridley’s parks are distributed around the Downtown area and newly developed residential areas. Downtown parks, including Daddow Plaza, Vierra Park, Quota Park, and Rotary Park are located very near the Union Pacific railroad. Other parks located within newly developed residential areas are not affected by major sources of noise.
- ✓ **Hotels and transient lodgings.** These types of businesses are located along SR 99 today, and therefore require building construction methods and materials to ensure acceptable interior noise levels.
- ✓ **Places of worship.** Churches are located throughout Gridley, including in and around the Downtown, in areas affected by noise from the railroad.
- ✓ **Libraries.** The County library in Gridley is located along Spruce Street, in an area without existing noise exposure issues.

GOALS, POLICIES, AND IMPLEMENTATION STRATEGIES

Existing sources of noise in Gridley include industrial uses and transportation facilities. The City seeks to avoid planning mistakes of the past, such as funneling vehicle trips within and between neighborhoods onto arterial roads that divide neighborhoods. As noted in the policies that follow, buffering and earthen berms will be used to attenuate transportation noise, where necessary, rather than sound walls. The City will ensure noisy industrial uses are separated from noise-sensitive uses.

Since federal and state regulations preempt local control over transportation noise *sources*. For this reason, the City’s policies for transportation noise relates less to sources, and more to land use and transportation planning to reduce noise generation and exposure. Following are Gridley’s noise goals, policies, and implementation strategies.

Exhibit Noise-2

Railroad Noise Contours

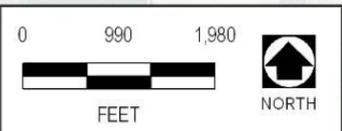
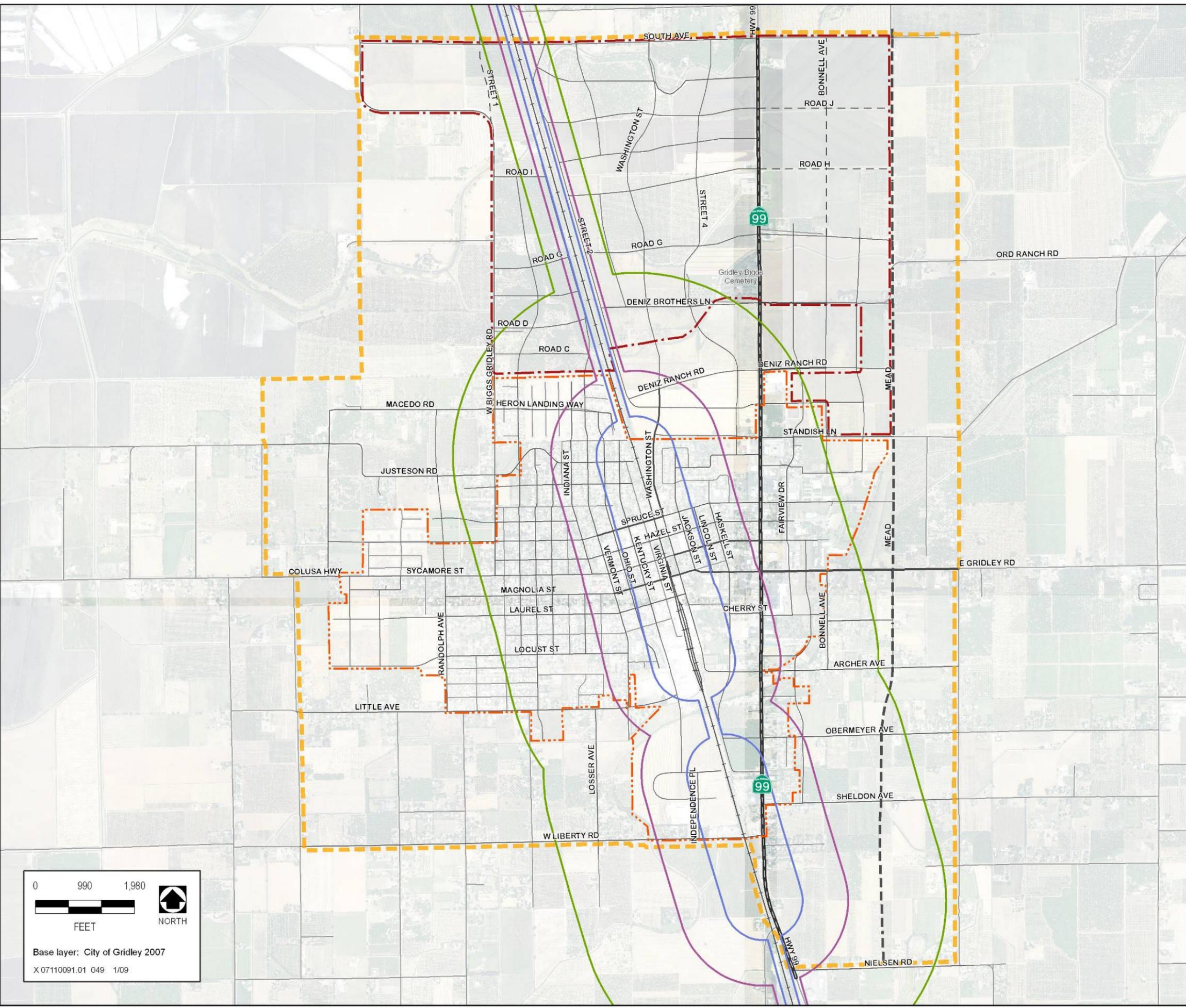
LEGEND

Community Noise Equivalent Level

- 70 dBA
- 65 dBA
- 60 dBA

Roads

- State Highway 99
- Arterial
- Major Collector
- Minor Collector
- Future Minor Collector
- Future Regional North-South Route
- Study Area
- Planned Growth Area
- City Boundary



Base layer: City of Gridley 2007
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Exhibit Noise-3 Roadway Noise Contours

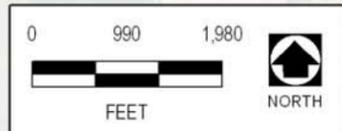
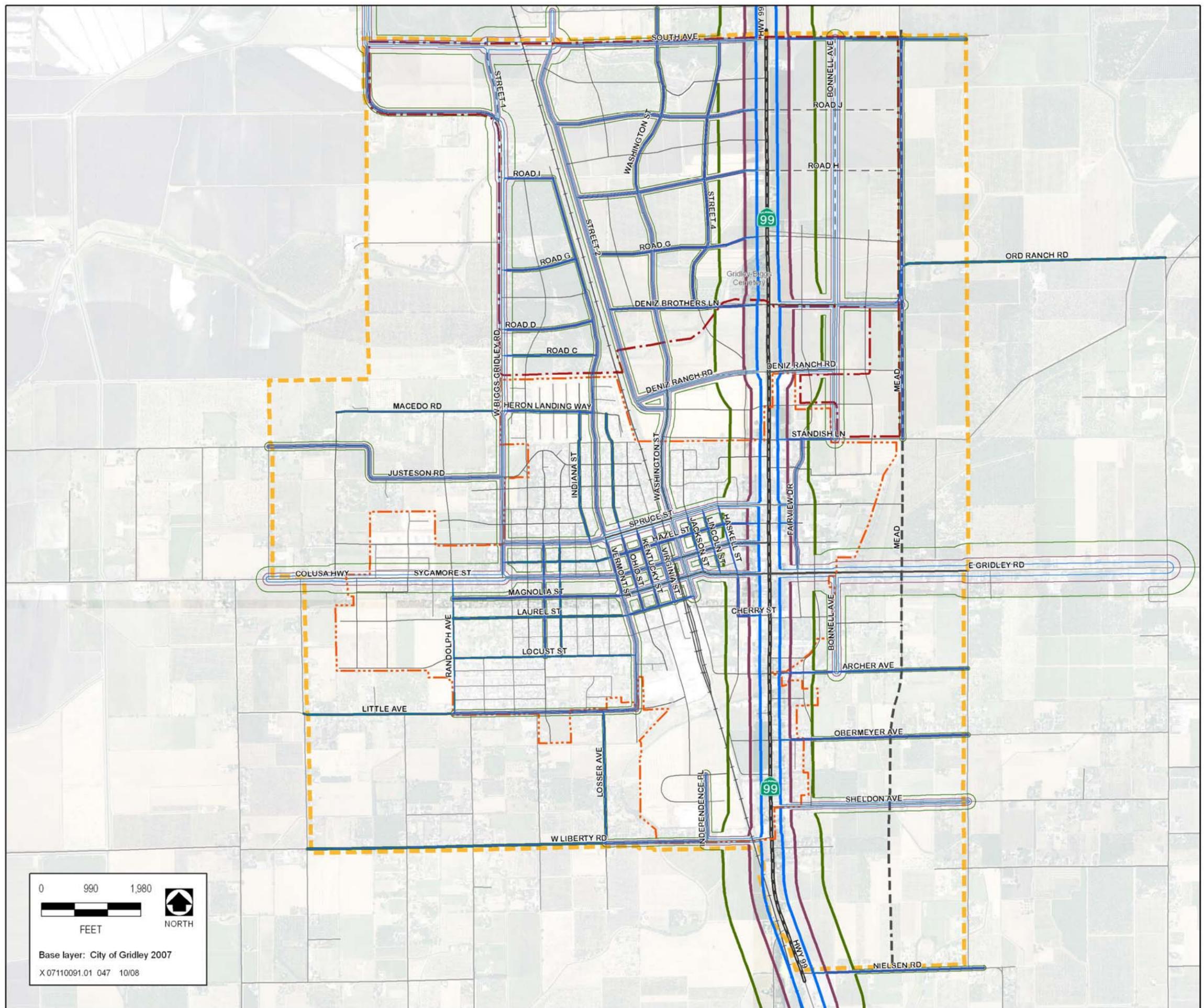
LEGEND

Community Noise Equivalent Level

- 65 dB
- 60 dB
- 55 dB

Roads

- State Highway 99
- Arterial
- Major Collector
- Minor Collector
- Future Minor Collector
- Future Regional North-South Route
- Railroad
- Study Area
- Planned Growth Area
- City Boundary



Base layer: City of Gridley 2007
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**Table Noise-1
Summary of Community Noise Survey Results and Estimates**

Site	Location	Dates ¹	Time Period	L _{eq}	L _{max}	L ₅₀	Estimated CNEL	Sources
1.	Corner of Georgia Street and Paradox Drive	5/20/08	Day	48.3	68.1	43.0	52.5 ¹	Vehicle pass-bys, kids playing, birds chirping, dogs barking. Strong wind during evening and night measurements.
		5/20/08	Evening	58.2	83.7	48.7		
		5/21/08	Night	47.4	65.4	45.8		
2.	Corner of Jay Drive and Jacob Street	5/20/08	Day	47.1	65.8	41.1	57.3 ¹	Vehicle pass-bys, kids playing, birds chirping, pedestrians, motor scooter. Strong wind during evening and night measurements.
		5/20/08	Evening	56.8	74.3	54.7		
		5/22/08	Night	55.8	64.6	55.5		
3.	Corner of Magnolia Street and Indiana Street	5/20/08	Day	54.8	77.1	51.1	55.4 ¹	Vehicle pass-bys, kids playing, birds chirping, pedestrians, skateboards. Strong wind during evening and night measurements.
		5/20/08	Evening	57.2	77.0	47.2		
		5/22/08	Night	50.5	54.8	43.0		
4.	Corner of Vermont Street and Pecan Street	5/20/08	Day	54.7	70.9	46.6	54.2 ²	Vehicle pass-bys, kids playing, birds chirping, pedestrians, air conditioning units. Strong wind during night measurement.
		5/20/08	Evening	46.6	65.4	39.9		
		5/22/08	Night	49.2	59.5	47.3		
5.	Corner of East Hazel Street and Fairview Drive	5/21/08	Day	63.5	83.9	56.7	56.7 ³	Vehicle pass-bys, kids playing, birds chirping, pedestrians, school buses, vehicles on SR 99. Strong wind during all measurements
		5/21/08	Evening	51.6	66.9	49.9		
		5/22/08	Night	49.1	55.3	48.4		
6.	Corner of Heron Landing Way and Cinnamon Teal Court	5/21/08	Day	52.7	69.6	47.6	51.4	Vehicle pass-bys, hammering, lawn mower, birds chirping, pedestrians, vehicles on Biggs-Gridley Road.
		5/21/08	Evening	44.8	60.6	41.1		
		5/22/08	Night	41.4	54.4	38.8		
7.	Corner of Pryde Avenue and 6th Street	5/21/08	Day	62.7	83.8	52.5	59.2 ³	Vehicle pass-bys, birds chirping, heavy trucks, distant train horn. Strong wind during all measurements
		5/21/08	Evening	63.2	76.5	62.8		
		5/22/08	Night	53.2	75.2	47.4		
A.	On the rail line off the end of Flyway Court	5/20/08	Day	73.8	94.6	50.5	76.8	Placed outside of community noise influence, captured mostly railroad operations without horn blasts.
		5/20/08	Evening	72.4	94.0	58.3		
		5/21/08	Night	76.3	95.7	59.7		
B.	Washington Street and Laurel Street at grade Railroad Crossing	5/20/08	Day	83.3	111.9	63.1	88.2	Placed in the City 60 feet from an at grade rail crossing. Captured mainly rail events and some traffic noise.
		5/20/08	Evening	88.8	118.7	56.4		
		5/21/08	Night	85.7	113.3	58.5		
C.	SR 99 between Obermeyer Avenue and Sheldon Avenue	5/21/08	Day	77.3	90.5	76.0	78.6	Located approximately 75 feet from centerline of SR 99 on the south end of the City. Captured mainly SR 99 traffic noise.
		5/21/08	Evening	74.8	87.7	72.4		
		5/22/08	Night	71.4	87.9	64.3		

Note:

- ¹ Measured L_{eq} levels for evening and night monitoring were reduced by 5 dB for CNEL calculations because of wind conditions exceeding 20 miles per hour.
- ² Measured L_{eq} levels for night monitoring were reduced by 5 dB for CNEL calculations because of wind conditions exceeding 20 miles per hour.
- ³ Measured L_{eq} levels for day, evening, and night monitoring were reduced by 5 dB for CNEL calculations because of wind conditions exceeding 20 miles per hour.

Source: EDAW 2008

NOISE GOAL 1	To create land use patterns and transportation networks that minimize noise problems.
NOISE POLICY 1.1	The City will not allow the construction of new large-volume, high-speed roadways, such as arterials, within or near residential neighborhoods, and will instead require a network of fully connected, smaller roadways, such as collectors and local streets, that disperse traffic and minimize stopping and accelerating of vehicles.
NOISE POLICY 1.2	New developments shall provide buffers or other effective measures to reduce noise exposure for proposed residential uses adjacent to ongoing agricultural uses.
NOISE POLICY 1.3	Parking and loading areas serving commercial and industrial uses should be designed to avoid adverse noise impacts to adjacent residential areas. Parking and loading areas should not be located adjacent to outdoor activity areas on residential properties (such as back yards). Commercial uses requiring large truck deliveries or other noisy outdoor operations located across from or adjacent to new or existing residential neighborhoods should site public entrances to face toward the residences, where feasible (see Exhibit Noise-4 below).

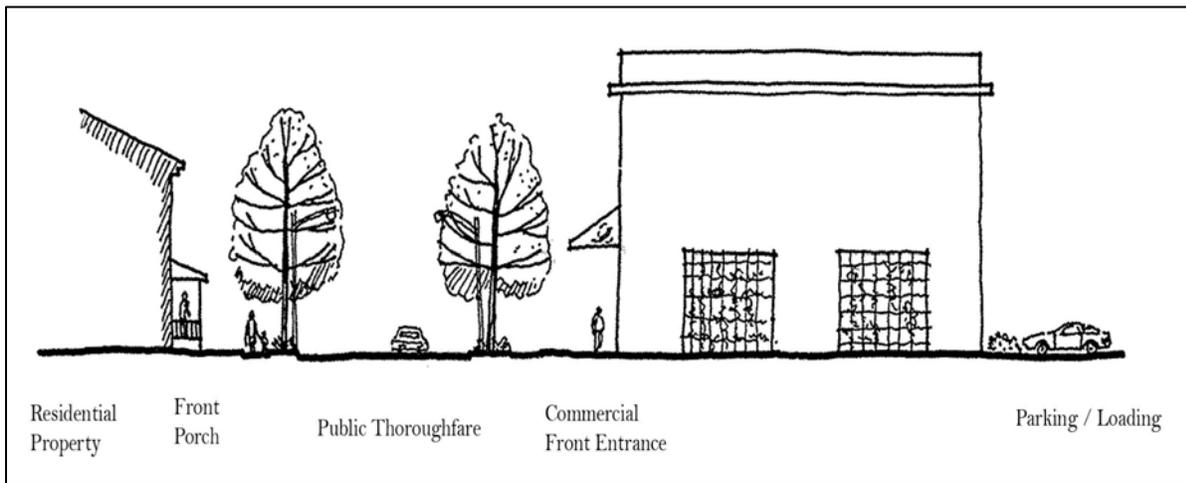


Exhibit Noise-4. Preferred Residential-Commercial Interface

NOISE POLICY 1.4	Since they create barriers to multi-modal travel, soundwalls are prohibited within neighborhoods as a method for reducing noise exposure and can only be used at the edges of neighborhoods for noise attenuation where buffering and planted earthen berms are not feasible.
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NOISE POLICY 1.5	New developments proposing noise-sensitive land uses in areas exposed to existing or projected noise levels from transportation, stationary sources, or agricultural operations shall require transportation planning, traffic calming, site planning, buffering, sound insulation, or other methods, where necessary, to reduce noise exposure in outdoor activity areas and interior spaces to acceptable levels, as specified in Tables NOISE-2, NOISE-3, and NOISE-4.
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NOISE POLICY 1.6	The City should coordinate with Union Pacific and the Public Utilities Commission to replace at-grade railroad crossings with Federal Railroad Administration-approved quiet zone rated crossing systems designed to reduce or eliminate the use of rail horn blasts within the City, as funding is available.
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Noise Implementation Strategy 1.1	The City will coordinate with Union Pacific Railroad to establish a Quiet Zone within the City limits of Gridley, as feasible. As funding is available, the City will improve crossings with appropriate technologies to implement the Quiet Zone. The City will coordinate with Union Pacific to reduce or eliminate the use of horns in noise-sensitive areas of the community with the installation of alternative crossing devices.
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NOISE GOAL 2	To minimize noise impacts from development projects and other land use changes.
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NOISE POLICY 2.1	The City will review and condition proposed projects to ensure an appropriate daytime and nighttime land use/noise environment, as measured at outdoor gathering spaces, according to the standards presented in Table NOISE-2 for transportation-related noise.
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NOISE POLICY 2.2	The City will review and condition proposals to ensure an appropriate daytime and nighttime indoor noise environment indoors for noise-sensitive land uses according to the standards presented in Table NOISE-3.
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NOISE POLICY 2.3

Development projects and roadway improvement projects that increase traffic noise levels shall employ noise reduction techniques to achieve acceptable levels at outdoor activity areas specified in Table NOISE-2 and within interior spaces of existing and planned noise-sensitive uses specified in Table NOISE-3. The following thresholds of significance shall be employed by the City for purposes of noise analysis conducted pursuant to the California Environmental Quality Act (CEQA):

- ✓ Where existing exterior noise levels are less than 60 dBA CNEL at outdoor activity areas of noise-sensitive uses, an increase of 5 dBA CNEL or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
- ✓ Where existing exterior noise levels are between 60 and 65 dBA CNEL at outdoor activity areas of noise-sensitive uses, an increase of 3 dBA CNEL or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
- ✓ Where existing exterior noise levels are greater than 65 dBA CNEL at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA CNEL or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
- ✓ Where it is not possible to reduce noise in outdoor activity areas of noise-sensitive land uses to 60 dBA CNEL or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA CNEL may be allowed, provided that available exterior noise level reduction measures have been implemented and interior noise levels comply with standards identified in Table NOISE-3.

NOISE POLICY 2.4

The City will review and condition development proposals to ensure an appropriate daytime and nighttime land use/noise environment according to the standards presented in Table NOISE-4 for non-transportation sources.

NOISE POLICY 2.5

Industrial and other noise-generating land uses shall be located away from noise-sensitive land uses or shall enclose any substantial noise sources completely within buildings or structures to achieve the standards presented in Table NOISE-4.

NOISE POLICY 2.6

In general, the last land use proposed within a sequence of phased development projects should be responsible for noise reduction measures. However, if a noise-generating use is proposed adjacent to lands designated for noise sensitive uses (i.e. residential neighborhoods), then the noise-generating use shall employ noise reduction techniques to comply with Table NOISE-4 standards at the property line of the generating use.

NOISE POLICY 2.7

Development projects that produce, or are affected by, non-transportation related noise shall employ noise reduction techniques to achieve acceptable levels specified in Table NOISE-4. The following thresholds of significance shall be employed by the City for purposes of noise analysis conducted pursuant to the California Environmental Quality Act (CEQA):

- ✓ Where existing exterior noise levels are between 60 and 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 3 dBA or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
- ✓ Where existing exterior noise levels are greater than 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
- ✓ Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed, provided that available exterior noise reduction measures have been implemented.

NOISE POLICY 2.8

The maximum noise level resulting from new sources and ambient noise shall not exceed the standards in Table NOISE-4, as measured at outdoor activity areas of any affected noise sensitive land use except:

- ✓ If the ambient noise level exceeds the standard in Table NOISE-4, the standard becomes the existing ambient level plus 5 dBA.
- ✓ If the applicable standards in Table NOISE-4 exceed the existing ambient level by 10 or more dBA, they shall be reduced by 5 decibels.

NOISE POLICY 2.9	New developments shall employ all feasible measures to reduce construction and other short-term noise and vibration impacts.
NOISE POLICY 2.10	Proposed projects that place sensitive receptors within 100 feet of a railroad or heavy industrial facility shall analyze and reduce potential vibration, to the greatest extent feasible.
NOISE POLICY 2.11	The City will exempt all school-related events, the Butte County Fair, activities related to Red Suspender’s Day, local parades, and other similar community events from noise standards outlined in this element.
Noise Implementation Strategy 2.1	The City will update implementing ordinances related to noise consistent with the policies of this element. These updates are anticipated to be relatively minor since the City recently updated the noise ordinance. The City will consider adding restrictions on construction activities for Saturdays (in addition to Sundays and holidays). The City will use numerical standards outlined in this element to make revisions, as necessary, to the Municipal Code. The City will adopt a noise permitting ordinance for special events not exempted by General Plan policy. Applicants for such permits must provide an outline of the event, including hours of operation, reasons why the additional noise is temporarily acceptable, and strategies that will be used to reduce noise to the lowest possible level, especially during noise-sensitive times of day (early morning, evening, nighttime).
Noise Implementation Strategy 2.2	The City will ensure that personnel charged with enforcing noise-related ordinances are properly trained and equipped for on-site measurement techniques and other necessary tasks. Enforcing personnel should use a properly calibrated Type-II or better sound level meter for situations that require numerical measurements. The measuring instrument shall be placed at 4.5 to 6 feet above the ground on the property boundary in question. The measurement shall be taken in A-weighted decibels and shall be measured for no less than 15 minutes.
Noise Implementation Strategy 2.3	The City will use policies in this Noise Element, including those standards described in Tables Noise-1, Noise-2, Noise-3, and Noise-4 in assessing environmental impacts under the California Environmental Quality Act.

**Table NOISE-2
Land Use Noise Compatibility Guidelines for Transportation Noise Sources**

Land Use Category	Community Noise Exposure Level (CNEL, dBA)			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential, schools, libraries, places of worship, nursing homes	<60	60–65	65–75	75+
Auditoriums, concert halls, amphitheaters		<70	70+	
Sports arena, outdoor spectator sports		<75	70+	
Playgrounds, parks	<70	67.5–75		75+
Golf courses, riding stables, water recreation, cemeteries	<70		70–80	80+
Retail, movie theaters, restaurants	<70	70–75	75–80	80+
Office building, business commercial, professional, lodging	<70	67.5–77.5	77.5+	
Industrial, manufacturing, utilities, agriculture	<75	70–80	80+	
Noise-sensitive manufacturing and communications	<55	55–70	70–80	80+

Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel

¹ Specified land use is satisfactory, based upon the assumption that any buildings involved are of conventional construction, without any special noise insulation requirements.

² New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is completed and needed noise insulation features are included in the design. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice.

³ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be completed and needed noise insulation features must be included in the design. Outdoor areas must be shielded.

⁴ New construction or development should generally not be undertaken.

Source: State of California Governor's Office of Planning and Research 2003, EDAW 2008.

**Table Noise-3
 Land Use Compatibility Standards for Interior Noise**

Land Use	Maximum Allowable Interior Noise dBA CNEL
Residential and mixed use with residential component	45
Commercial - hotel, motel, transient lodging	45
School classrooms, libraries, churches	45
Hospitals, convalescent homes	45

Note: CNEL = community noise equivalent level; dBA = A-weighted decibel.

The noise standards described in this table do not apply to bathrooms, toilets, closets, or corridors.

The acceptable interior noise level for other uses (offices, theaters, commercial, industrial) depends upon the specific nature of the indoor activity.

**Table Noise-4
 Noise Level Performance Standards for New Projects Affected by, or
 Including Non-Transportation Noise Sources**

Noise Level Descriptor	Daytime (Decibel) (7 a.m.–10 p.m.)	Nighttime (Decibel) (10 p.m.–7 a.m.)
Hourly average level (L_{eq})	60	45
Maximum equivalent levels (L_{max})	75	65

Notes:

Each of the noise levels specified shall be lowered by 5 decibels for simple tone noises, noises consisting primarily of speech, or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). The noise standard is to be applied at the property lines of the generating land use.

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