NOISE

GOALS / POLICIES / MEASURES

Authority

The Government Code (Section 65302(f)) (GC) requires the preparation and adoption of "a Noise Element which shall identify and appraise noise problems in the community.... The noise contours shall be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise."

Goal 1  Minimize the amount of noise to which the community is currently exposed.

Policy 1.1 The City shall require each land use to maintain noise levels at their property line in compliance with City standards.

Policy 1.2 The City shall place a priority upon control of noise at the noise source.

Policy 1.3 The City shall periodically update the Noise Ordinance to minimize noise exposure within the City. The Noise Ordinance update and acoustical studies shall use the Community Noise Equivalent Level (CNEL) methodology for quantification of noise exposure.

Policy 1.4 The City shall encourage Vandenberg AFB to utilize flight patterns which are the least disturbing to residential areas of the City.

Policy 1.5 The City shall coordinate with Federal, State, and local agencies to minimize noise exposure within the City.

Policy 1.6 The City shall use noise reduction as one criterion in equipment purchasing policies.

Goal 2  Minimize noise problems created by future development.

Policy 2.1 The City shall use the noise standards presented in table entitled "Interior and Exterior Noise Standards" in determining land use designations and maximum noise levels allowable for new
developments.

Interior and Exterior Noise Standards

<table>
<thead>
<tr>
<th>LAND USE CATEGORIES</th>
<th>USES</th>
<th>CNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>INTERIOR</td>
</tr>
<tr>
<td>Residential</td>
<td>Single Family, Duplex, Multiple</td>
<td>45'</td>
</tr>
<tr>
<td></td>
<td>Family, Mobile Home</td>
<td></td>
</tr>
<tr>
<td>Commercial &amp;</td>
<td>Retail, Restaurant</td>
<td>55</td>
</tr>
<tr>
<td>Industrial</td>
<td>Motel</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>Professional Offices, Movie</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>Theater, Auditorium</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Manufacturing, Utilities,</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>Warehousing, Agriculture</td>
<td></td>
</tr>
<tr>
<td>Community Facility</td>
<td>Hospital, School, Nursing Home,</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>Church, Library, Civic Offices,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parks</td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td>Passive Outdoor Recreation</td>
<td>--</td>
</tr>
</tbody>
</table>

Notes

1. Interior areas exclude bathrooms, closets, and corridors.
2. Exterior areas are limited to the following:
   - Private yards or patios of residential uses;
   - Restaurant patios;
   - Motel recreation areas;
   - Office, theater, or hospital patios or assembly areas;
   - School playgrounds;
   - Nursing home, library, or civic office assembly areas; and
   - Park picnic areas.
3. If achievement of the interior noise standards requires that windows and doors remain closed, air conditioning or mechanical ventilation is required.
4. In areas affected by aircraft noise, the standard is 65 CNEL with the stipulation that the noise level exclusive of the aircraft-generated noise cannot exceed 60 CNEL.

Application of Standards

In situations of overlapping Noise Standards, the quieter standard
shall apply unless it can be found that the circumstances of the project allow for a less conservative interpretation based on the specific type of use, the benefits of the project, and the ability to mitigate the noise impacts.

Noise levels may not exceed 75 CNEL at any noise sensitive land uses.
Policy 2.2  The City shall require acoustical studies for new development projects in areas where noise levels are anticipated by the City to be within five CNEL of the noise standard or greater than the noise standard for the proposed land use(s) under existing or future conditions. Noise attenuation features recommended by acoustical studies shall be incorporated into the project.

Policy 2.3  The City shall minimize noise exposure in the vicinity of the Lompoc Airport by maintaining consistency with the Santa Barbara County Airport Land Use Plan, as amended.

IMPLEMENTATION MEASURES

Measure 1  The City shall amend the Noise Ordinance to include the following provisions:

Establish noise limits which cannot be exceeded at the property line; [Policies 1.1 and 1.2]

Require an acoustical study to demonstrate compliance with Noise Standards prior to approval of: new commercial or industrial projects near existing residential areas and new residential developments within the 60 CNEL contour of existing stationary noise sources; [Policy 2.1]

Require development projects in areas having noise levels which exceed the Noise Standards for the proposed land use to add noise attenuation measures during the development review process to meet the Noise Standards. These attenuation measures may include: landscaped-sound buffers, berms, setbacks or open space, building design or orientation, prohibiting window openings, door openings, or bedrooms on the sides of residential units facing noise sources which exceed the Noise Standards, enhanced wall or roof insulation, placement of air conditioning units in locations which minimize noise exposure, or other measures; [Policy 2.2]

Require noise insulation of multi-family units constructed within the 60 dBA CNEL contour.; [Policy 2.2]

Add provisions which restrict noise from landscape maintenance devices, auto alarms, stationary sources, and the hours of operation of noise sources. Expand provisions restricting radios in
parks and other non-residential areas; and
[Policies 1.2 and 1.3]

Establish guidelines for conducting acoustical studies, monitoring noise sources, and providing noise attenuation. [Policy 2.3]

Measure 2 The City should investigate noise impacts from stationary sources in response to noise complaints and then enforce existing noise standards if City noise standards are being exceeded. [Policies 1.4 and 1.6]

Measure 3 The City shall amend the projected noise contours for the Lompoc Airport as more current information becomes available. [Policy 2.4]

Measure 4 The City shall amend the noise ordinance to include these measures:

For construction near sensitive receptors, require that noisy construction activities be scheduled for periods, such as between 8 a.m. and 6 p.m. on weekdays and 9 a.m. to 6 p.m. on Saturday, when loud noises would have the least impact on adjacent residents or other sensitive receptors; [Final EIR Noise Mitigation Measure 1a]

Develop a construction schedule that minimizes potential cumulative construction noise impacts and accommodates particularly noise-sensitive periods for nearby land uses (e.g., for schools, churches, etc); [Final EIR Noise Mitigation Measure 1b]

Where feasible, require use of caissons instead of driven piles to reduce the intensity level and duration of noise impacts; [Final EIR Noise Mitigation Measure 1c]

Where feasible, construct temporary, solid noise barriers between source and sensitive receptor(s) to reduce off-site propagation of construction noise. This measure could reduce construction noise by up to five decibels; and [Final EIR Noise Mitigation Measure 1d]

Require internal combustion engines used for construction purposes to be equipped with a properly operating muffler of a type recommended by the manufacturer. Also, require impact tools to be shielded per manufacturer's specifications. [Final
EIR Noise Mitigation Measure 1e]
Measure 5 The ultimate noise contours at the design capacity of existing and proposed roadways shall be used for preliminary planning purposes and refined when detailed site-specific acoustic reports are prepared for new developments. Until that time, the following table shall serve as a general planning guide to determine the potential "worst case" future noise levels and shall be used to determine required setback distances. [Final EIR Noise Mitigation Measure 2]

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>Lane Geometrics</th>
<th>Design Capacity</th>
<th>CNEL@ 100 feet</th>
<th>Distance to Contours (Ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>70dBA 65dBA 60dBA</td>
<td></td>
</tr>
<tr>
<td>Expressway</td>
<td>4D</td>
<td>30,000</td>
<td>67.0 66 134 .285</td>
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<tr>
<td>Major Arterial</td>
<td>4D</td>
<td>30,000</td>
<td>64.3 47 90 189</td>
<td></td>
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<tr>
<td>Minor Arterial</td>
<td>4U</td>
<td>20,000</td>
<td>62.5 R/W 69 146</td>
<td></td>
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<tr>
<td>Minor Arterial</td>
<td>2D</td>
<td>12,500</td>
<td>59.1 R/W 42 87</td>
<td></td>
</tr>
</tbody>
</table>
| Minor Arterial \
Collector                  | 2U             | 10,000         | 58.1 R/W 35 75   |

a. D=Divided U=Undivided.
b. The ultimate daily design capacity shown in terms of vehicles per day.
c. CNEL values are at 100 feet from all roadway centerlines (see Appendix F for assumptions).
d. All distances are measured from the centerline. R/W means that the CNEL contour falls within the right-of-way.

[Notes: The following policies are implemented through the current City Codes and procedures: Policies 1.4, 1.5, 1.7 and 2.3.]