

F. NOISE

Purpose: The purpose of this section is to identify and appraise noise problems affecting the Dry Creek West Placer Community Plan Area. Implementation measures shall include the selection and imposition of methods of noise attenuation for land uses in the vicinity of existing or planned noise producing levels. This element shall further describe the projected levels of noise throughout the Plan area with the buildout of the Community.

Goals and Policies

GOALS

1. TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF THE DRY CREEK -WEST PLACER AREA RESIDENTS BY PROVIDING A LIVABLE ENVIRONMENT FREE FROM EXCESSIVE NOISE.
2. LOCATE NOISE-SENSITIVE LAND USES WITHIN AREAS OF ACCEPTABLE COMMUNITY NOISE EQUIVALENT LEVELS (CNEL).
3. CORRELATE NOISE CONCERNS WITH COMMUNITY DESIGN, LAND USE, CIRCULATION AND OPEN SPACE.

Policies

1. Encourage the use of green belts or natural areas along roadways as a design feature of any development in order to mitigate noise impacts.
2. Continue a program of monitoring noise sources to assure conformance with noise standards adopted in the Placer County Noise Element.
3. Avoid the interface of noise-producing and noise-sensitive land uses.
4. Require implementation of noise abatement techniques within new projects where warranted.
5. Require traffic noise mitigation for Low Density Residential land uses located along major arterials.
6. Require project specific noise studies for most commercial, office, public, institutional and residential projects.

7. Limit construction activities to daytime hours (7 a.m. to 7 p.m. Monday through Friday).
8. Where noise levels have a potential to be in excess of normally acceptable CNEL levels, landscaped setbacks should be considered versus sound walls for noise mitigation.
9. Industrial projects shall require setbacks and other forms of mitigation upon any source of noise which has the potential to generate sound in excess of normally acceptable levels for adjacent land uses.
10. Industrial projects which abut residential properties shall not have noise levels at their property lines which exceed 60 dB.
11. Protect existing residential areas from excessive noise levels generated by the development of the Plan area.
12. The burden of noise mitigation measures shall be borne by project proponents whenever the temporary and permanent effects of land development should cause noise levels to be in excess of normally acceptable levels for surrounding uses.
13. The location and design of transportation facilities shall be developed in a manner which minimizes the effects of noise on adjacent land uses.

Noise Generating Areas

1. McClellan Air Force Base - The overflight pattern of the base has the potential of generating noise levels up to 60 dB south of Baseline Road and west of Watt Avenue.
2. Southern Pacific Rail Yard - Within 1,000 feet of the effective noise center of the yard, noise levels are expected to exceed 60 dB.
3. Major Roads - The following table depicts the setback, measured from the from centerline of major roadways, necessary to attain a noise level of 60 dB. These figures may serve as a guide for the setback necessary for residential development without the use of sound walls (Table 8).

TABLE 8
 NOISE CONTOUR DATA
 DISTANCE (FEET) FROM CENTER OF ROADWAY
 TO L_{dn} CONTOURS

<u>Description</u>	<u>Existing</u> 60 dB	<u>Future</u> 60 dB
PFE Road:		
West of Watt	73	98
East of Watt	73	128
West of Walerga	N/A	180
East of Walerga	N/A	204
West of Cook-Riolo	79	267
East of Cook-Riolo	79	323
Baseline Road:		
West of Watt	73	192
East of Watt	73	215
West of Walerga	104	236
East of Walerga	104	286
East of Cook-Riolo	N/A	296
Walerga Road:		
South of PFE	17	391
North of PFE	17	314
South of Baseline	24	236
Watt Avenue:		
South of PFE	77	192
North of PFE	77	142
South of Baseline	75	155
Cook-Riolo Road:		
South of PFE	51	332
North of PFE	51	286
South of Baseline	39	277

Implementation

In order to implement the policies of the noise element a number of measures will be considered and/or adopted.

The use of the Agricultural land use designation west of Watt Avenue should adequately address the potential impacts from excessive noise levels originating from McClellan air base flight operations. The use of industrial zoning shall provide a land use buffer between the Southern Pacific rail yard, the Roseville Sewage Treatment Plant and residential uses to the west. It is expected that as industrial development moves from east to west, the standard of construction and the type of uses permitted would be more compatible with residential land uses nearby. The developing industrial properties shall mitigate their individual noise impacts by sound attenuation techniques and/or setbacks so that their noise levels are consistent with permissible noise levels on adjacent properties. Where possible, construction hours shall be limited so that construction noise related to development is limited to daytime hours. Lastly, individual projects shall be evaluated for noise mitigation through the environmental review and entitlement process. Not least among these measures shall be setbacks along County roads which utilize distance from centerline, landscaping and berms as noise mitigation versus sound wall construction.