

NOISE ELEMENT



STATUTORY REQUIREMENTS

Government Code Section 65302(f) states the following:

The General Plan shall include a noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- 1) *Highways and freeways*
- 2) *Primary arterials and major local streets*
- 3) *Passenger and freight on-line railroad operations and ground rapid transit systems*
- 4) *Aviation and airport related operations*
- 5) *Local industrial plants*
- 6) *Other ground stationary noise sources contributing to community noise environment*

A local noise element should accurately reflect the noise environment, the stationary sources of noise, and the impacts of noise on local residents.

OPPORTUNITIES AND CONSTRAINTS (ISSUES)

1. Some residential, commercial, and institutional land uses in the City of American Canyon, particularly along Highway 29, are impacted by vehicular noise levels that exceed the Napa County noise standards currently used by the City.
2. Increased development within the City of American Canyon and Napa and Solano Counties will subsequently increase the number of vehicle trips along State Route 29 (SR 29). This will likely result in increased noise exposure to the properties along this major highway.
3. New development within American Canyon's Planning Area will increase traffic, and thus noise, along the existing road network.
4. Napa County Airport may be used for additional jet flight operations in the future. If residential development occurs within Airport Compatibility Zone E (see **Figure 11-1**) without noise attenuation requirements, proposed projects may be exposed to elevated noise levels.
5. Continued development in the region will likely lead to additional freight operations and possibly passenger rail service traveling through American Canyon. As a result of increased rail traffic, development along the two rail branches may be exposed to unacceptable noise levels.

Figure 11-1

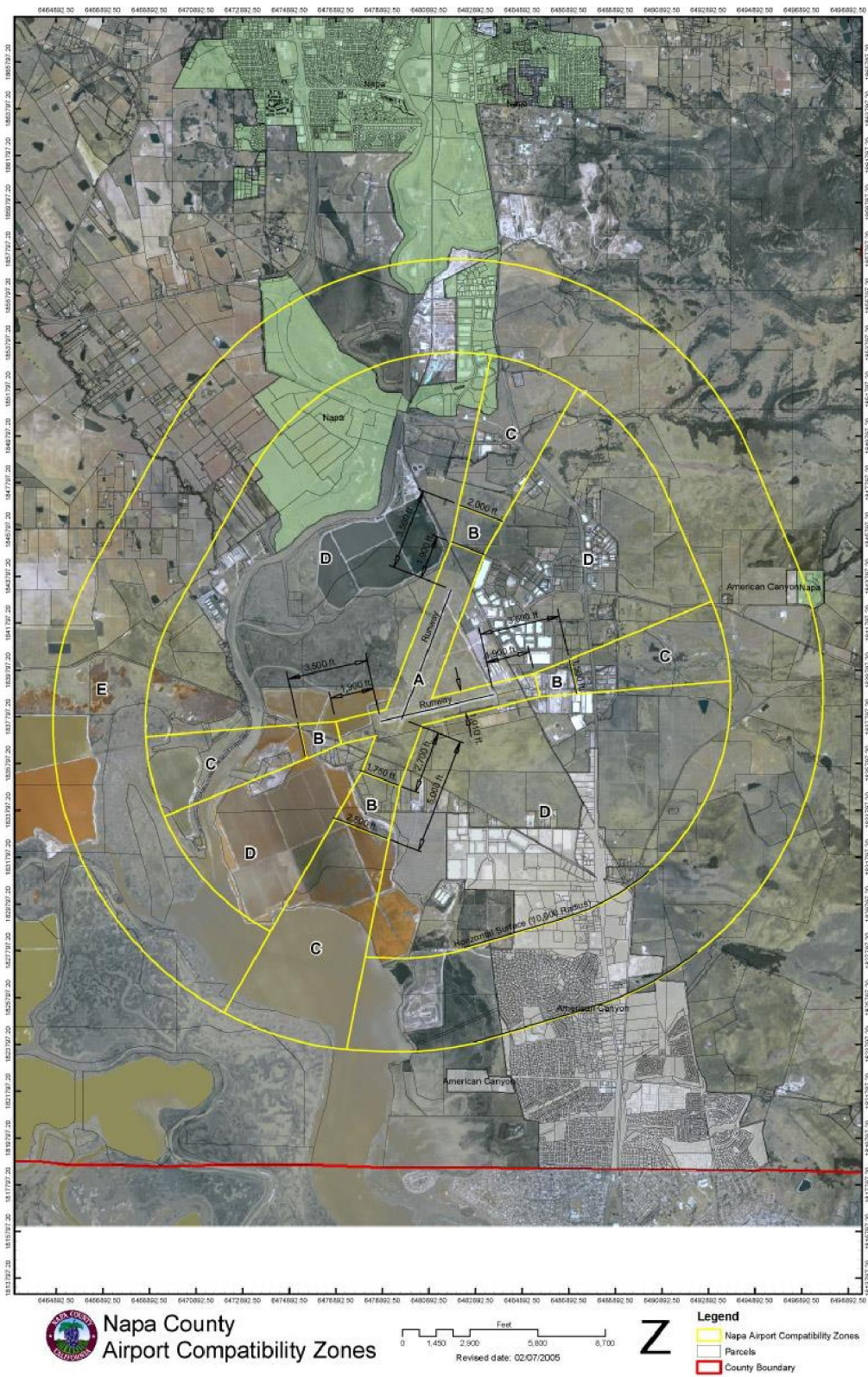


TABLE 11-1
Compatibility Zone Definitions

ZONE A	Runway Protection Zone: Dimensioned to encompass the current and future Runway Protection Zones for the runways of the Napa County Airport, as defined under FAA regulations and shown on Figure 3. The zones also include areas lateral to the runway. These areas are regularly overflowed by aircraft below 50 feet above the ground. For this reason, these areas are considered high risk with regard to accident potential and any structures, buildings, trees or obstacles may create a flight hazard. These areas are also affected by high noise levels.
ZONE B	Approach/Departure Zone: This zone is defined as the areas where aircraft will be below 100 feet above ground level as determined by the type of approach anticipated for that runway. Approach slopes are designated on the Airport Compatibility Zones map, Figure 1-3. These areas are affected by substantial risk of accident potential due to the frequency of overflights at low altitudes. Noise levels are generally high with frequent loud single-events.
ZONE C	Extended Approach/Departure Zone: This zone is defined as the area where aircraft will be below 300 feet above ground level as determined by the type of approach. The low altitude of aircraft in these areas indicates moderate to high risk of accident potential. Properties in this zone will be affected by substantial noise.
ZONE D	Common Traffic Pattern: This area is defined by the flight pattern for the Napa County Airport as illustrated on Figure 1-3. These areas are routinely overflowed by aircraft operating to and from the airport with frequent single-event noise intrusion. Overflights in these areas can range from near the traffic pattern altitude (about 1,000 feet above the ground) to as low as 300 above the ground. Accident risk varies from low to moderate. Areas where aircraft are near pattern altitude (e.g., downwind leg) have the lowest risk. In areas where aircraft are at lower altitudes (especially on circle-to-land instrument approaches) a moderate level of risk exists.
ZONE E	Other Airport Environs: An airport's influence area often extends beyond the typically defined compatibility zones during busy traffic hours and when larger aircraft are in the pattern. Aircraft overflights can occur anywhere in these areas when aircraft are departing or approaching an airport. Overflight annoyance is the primary impact element in these areas. The risk of accident is very low.

OVERVIEW OF NOISE POLICIES

The policies found within this element of American Canyon’s General Plan address the following topics:

1. Adopting and enforcing legally adequate noise regulations and guidelines.
2. Preventing and mitigating excessive noise exposure impacts on the community.
3. Minimizing noise impacts in mixed-use structures.
4. Minimizing construction noise on adjacent uses.
5. Ensuring that adverse noise impacts among differing uses or tenants are prevented.
6. Minimizing spillover noise impacts from entertainment and restaurant/bar establishments onto “noise-sensitive” uses.
7. Ensuring that the noise impacts of rail and air transport services on sensitive land uses are minimized.
8. Ensuring that a proper acoustical analysis of any potentially significant noise generator is conducted.

GOALS, OBJECTIVES AND POLICIES

The following section presents the goals, objectives, and policies related to both overall (ambient) and stationary (fixed-source) source noise conditions and impacts in the City of American Canyon. Implementing programs are referenced at the conclusion of each policy by an “T” and a number in parentheses and are described in the last subsection of the element.

Goal

- 11 Ensure that American Canyon’s existing and future residents, employees and employers, as well as visitors to the City, are protected from the adverse human health and environmental impacts of excessive noise levels created by stationary and ambient (intrusive) noise sources and conditions. Take all necessary and appropriate action to avoid or mitigate the detrimental affects of such excessive noise on the community.**

NOISE ORDINANCES, REGULATIONS, AND GUIDELINES

Objective

- 11.1 Control both ambient and stationary (intrusive) noise conditions and impacts that may occur in American Canyon. Maintain base line information regarding ambient and stationary noise sources within the community.

Policies

- 11.1.1 Promote noise compatible land use relationships by implementing the noise standards identified in **Figure 11-2**, to be utilized for design purposes in new development and for establishing a program to attenuate existing noise problems. (*I 11.14 and I 11.15*)
- 11.1.2 Monitor and update available data regarding the community’s ambient and stationary noise levels (see **Figures 11-3, 11-4, 11-4A and 11-5**). (*I 11.2*)
- 11.1.3 Modify and update all local noise ordinances, regulations and guidelines as required by new state standards and guidelines. (*I 11.1*)

AMBIENT NOISE IMPACTS ON THE COMMUNITY

Objective

- 11.2 Protect residents, employees, and visitors to the community from excessive noise exposure. If possible, mitigate the adverse impacts of existing or unavoidable excessive noise on these same groups.

Figure 11-2

ZONE	LOCATION	IMPACT ELEMENTS	MAXIMUM DENSITIES (8)		
			Residential (1)	Other Structures (people/acre) (2)	
				In Structures	Total in and out of Structures
A (9)	Runway Protection Zone and Primary Surface	<ul style="list-style-type: none"> •High risk •High Noise Levels •Low overflights below 50' AGL 	0	0	10
B	Inner Approach / Departure Zone	<ul style="list-style-type: none"> •Substantial risk •High Noise Levels •Low overflights below 100' AGL 	0	10	25
C	Approach / Departure Zone	<ul style="list-style-type: none"> •Moderate risk •Substantial Noise •Low overflights below 300' AGL 	0	50	75
D	Common Traffic Pattern	<ul style="list-style-type: none"> •Moderate risk •Frequent Noise Intrusion •Low overflights below 1,000' AGL 	0	100	150
E	Other Airport Environs	<ul style="list-style-type: none"> •Low risk •Overflight annoyance 	See Note 7		

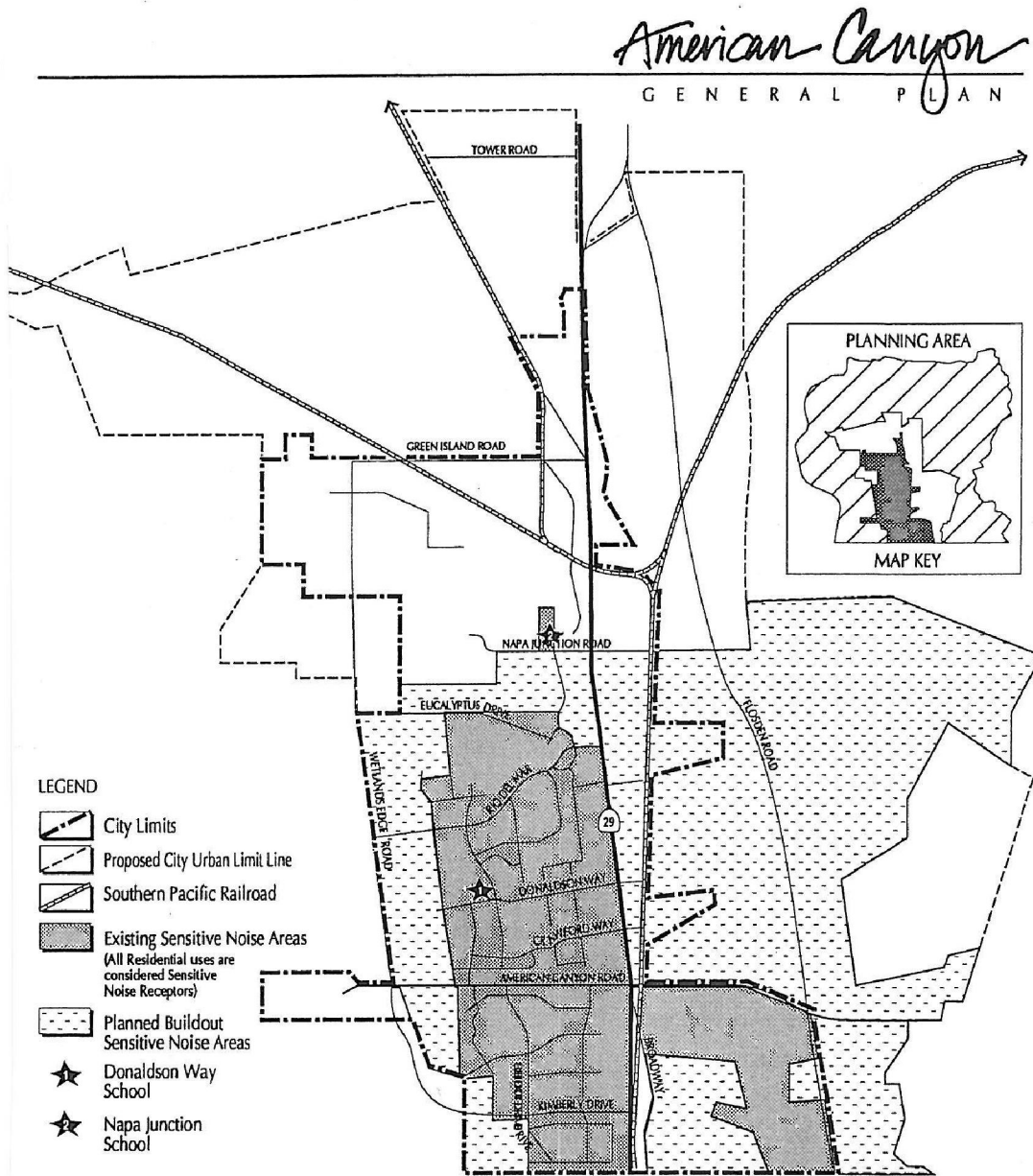
1. Residential land use and zoning designations are considered incompatible uses within the traffic pattern area (Zones A, B, C, and D) where aircraft overflights are frequent and at low altitude. The residential restrictions do not apply to residential uses allowable under agricultural land use and zoning designations.
2. The use should not attract more than the indicated number of persons per **net** acre. Net acreage is the total site area inclusive of parking areas and landscaping, less the area dedicated for streets. These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Clustering of development within the density parameters should be encouraged to protect and provide open land/safety areas. However, in Zones A, B, and C the density on any one acre of a parcel should not exceed twice the indicated number of people per acre.
3. Dedication of an avigation or overflight easement or deed notice is required as a condition for new development within all zones. Also, height limit restrictions are applicable to structures and trees in all zones in accordance with Federal Aviation Regulation Part 77 and local ordinances. Uses which may be hazardous to flight are prohibited in all zones.
4. These uses typically can be designed to meet the density requirements and other development conditions listed.
5. These uses typically do not meet the density requirements and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and if mitigation measures (i.e., noise attenuation) are incorporated that will minimize potential conflicts.

6. NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure. Noise level reduction measures may be required in areas with high single-event noise levels and where noise-sensitive uses (schools, libraries, etc.) are proposed. Refer to Appendix C for criteria and noise attenuation measures.
7. Maximum residential densities in accordance with local adopted General Plans and zoning designations. Consideration should be given to the proximity of flight patterns, frequency of overflight, terrain conditions, and type of aircraft in determining acceptable locations of residential uses. Referral to the ALUC for review of development plans prior to approval is recommended.
8. The purpose of these criteria is to provide a basis for determining those land uses which are compatible with airport activities. Specific land uses will be allowed only if they are also consistent with applicable General Plan policies and zoning ordinances.
9. All lands in Zone A are either within the Airport's boundaries or are designated for acquisition in the Airport Master Plan.
10. Includes objects that penetrate FAR Part 77 surfaces, uses that would attract large numbers of birds (e.g. landfills), and uses that would create smoke, glare, distracting lights, or electronic interference.
11. Avigation easements will be required in lieu of overflight easements or deed notices where there is an appropriate public agency to review them.

Figure 11-2 (cont.)

Zone	Prohibited Uses	Other Development Conditions³	Examples of Normally Acceptable Uses⁴	Examples of Uses not Normally Acceptable⁵
A	<ul style="list-style-type: none"> • All residential uses • Any assemblage of people • Any new structure which exceeds height limits • Noise-sensitive uses • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Avigation easement required 	<ul style="list-style-type: none"> • Pasture, open space • Aircraft tiedowns • Auto parking • Most agricultural uses 	<ul style="list-style-type: none"> • Heavy poles, signs, large trees, etc. • Ponds
B	<ul style="list-style-type: none"> • All residential uses • Any noise-sensitive uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Avigation easement required • Structures to be as far as possible from extended runway centerline • Clustering is encouraged to maximize open land areas • Minimum NLR of 25 dBA in office buildings⁶ • Building envelopes and approach surfaces required on all subdivision maps and development plans 	<ul style="list-style-type: none"> • All uses from Zone A • Parks with low-intensity uses, golf courses • Nurseries • Mini-storage 	<ul style="list-style-type: none"> • Retail uses • Office uses (except as accessory uses) • Hotels, motels, resorts • Theaters, assembly halls, and conference centers • Ponds
C	<ul style="list-style-type: none"> • All residential uses • Schools, libraries, hospitals, nursing homes, daycare centers • Uses hazardous to flight¹⁰ • Landfills 	<ul style="list-style-type: none"> • Avigation easement required • Structures to be set back as far as possible from extended centerline • Clustering is encouraged to maximize open land areas • Building envelopes and approach surfaces required on all subdivision maps • NLR measures may be required for noise-sensitive uses (offices)⁶ 	<ul style="list-style-type: none"> • All uses from Zone B • Warehousing and low-intensity light industrial • Small retail uses • Outdoor recreation uses; marina, ballpark • Office uses 	<ul style="list-style-type: none"> • Large retail buildings • Hotels, motels, resorts, health clubs • Restaurants, bars • Multi-story buildings • Theaters, assembly halls, and conference centers • Ponds
D	<ul style="list-style-type: none"> • All residential uses • Uses hazardous to flight¹⁰ 	<ul style="list-style-type: none"> • Overflight easement or deed notice required¹¹ • Building envelopes and approach surfaces required on all development plans within 100 feet of approach zones • Clustering is encouraged to maximize open land areas • NLR measures may be required for noise-sensitive uses⁶ 	<ul style="list-style-type: none"> • All uses from Zone C • Most nonresidential uses • Accessory daycare centers 	<ul style="list-style-type: none"> • Schools, libraries, hospitals, nursing homes • Large shopping malls • Amphitheaters • Ponds
E	<ul style="list-style-type: none"> • Noise-sensitive outdoor uses 	<ul style="list-style-type: none"> • Overflight easement or deed notice required¹¹ 	<ul style="list-style-type: none"> • Any permitted use 	<ul style="list-style-type: none"> • Amphitheaters • Landfills • Ponds

Figure 11-3



SOURCE: Envicom Corporation, 1993

Envicom Corporation Graphics

SENSITIVE
NOISE AREAS

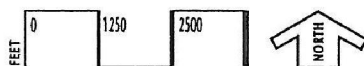
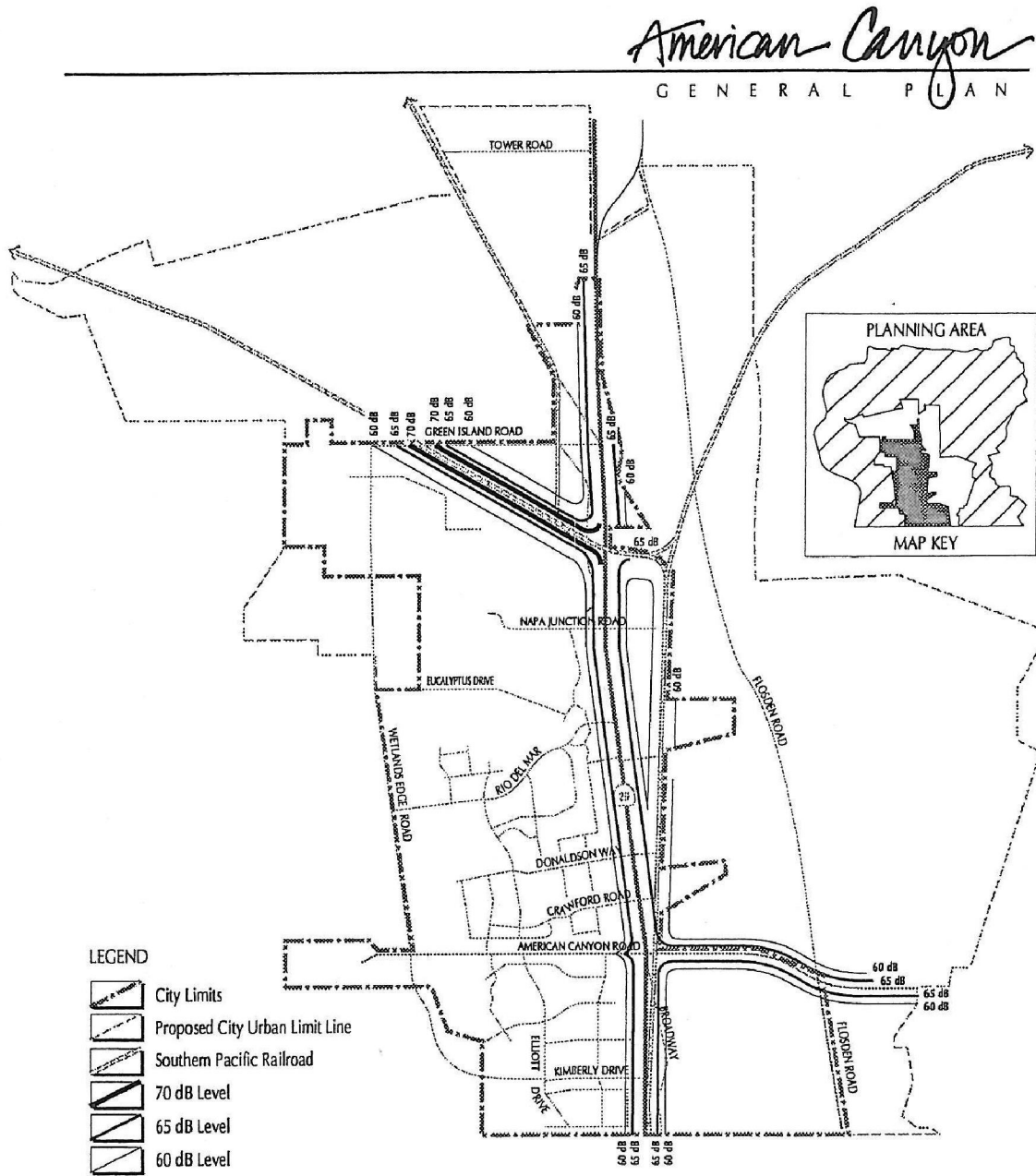


FIGURE 11-3

Figure 11-4



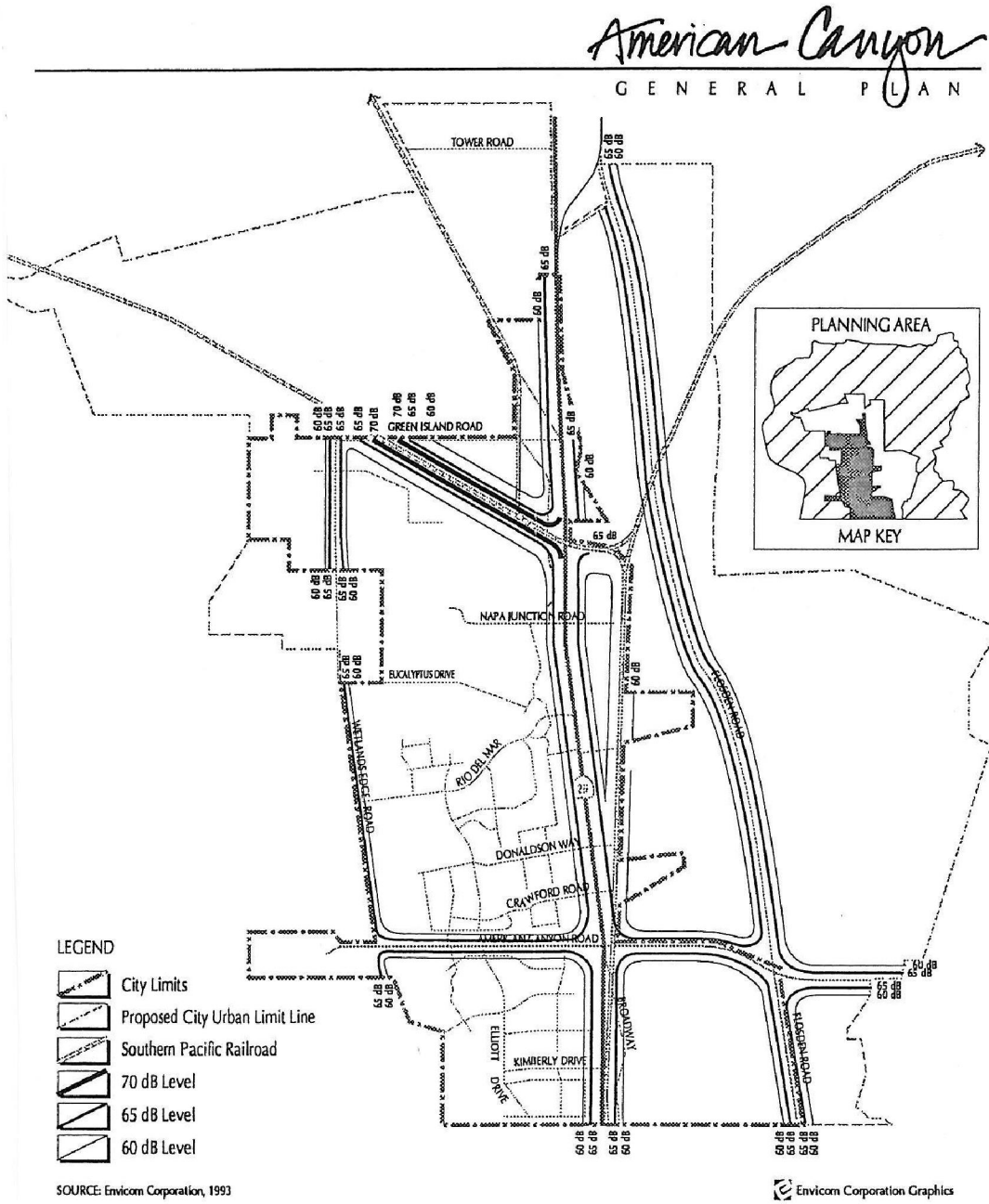
SOURCE: Envicom Corporation, 1993

Envicom Corporation Graphics

GENERALIZED EXISTING NOISE CONTOURS
(CITY OF AMERICAN CANYON)



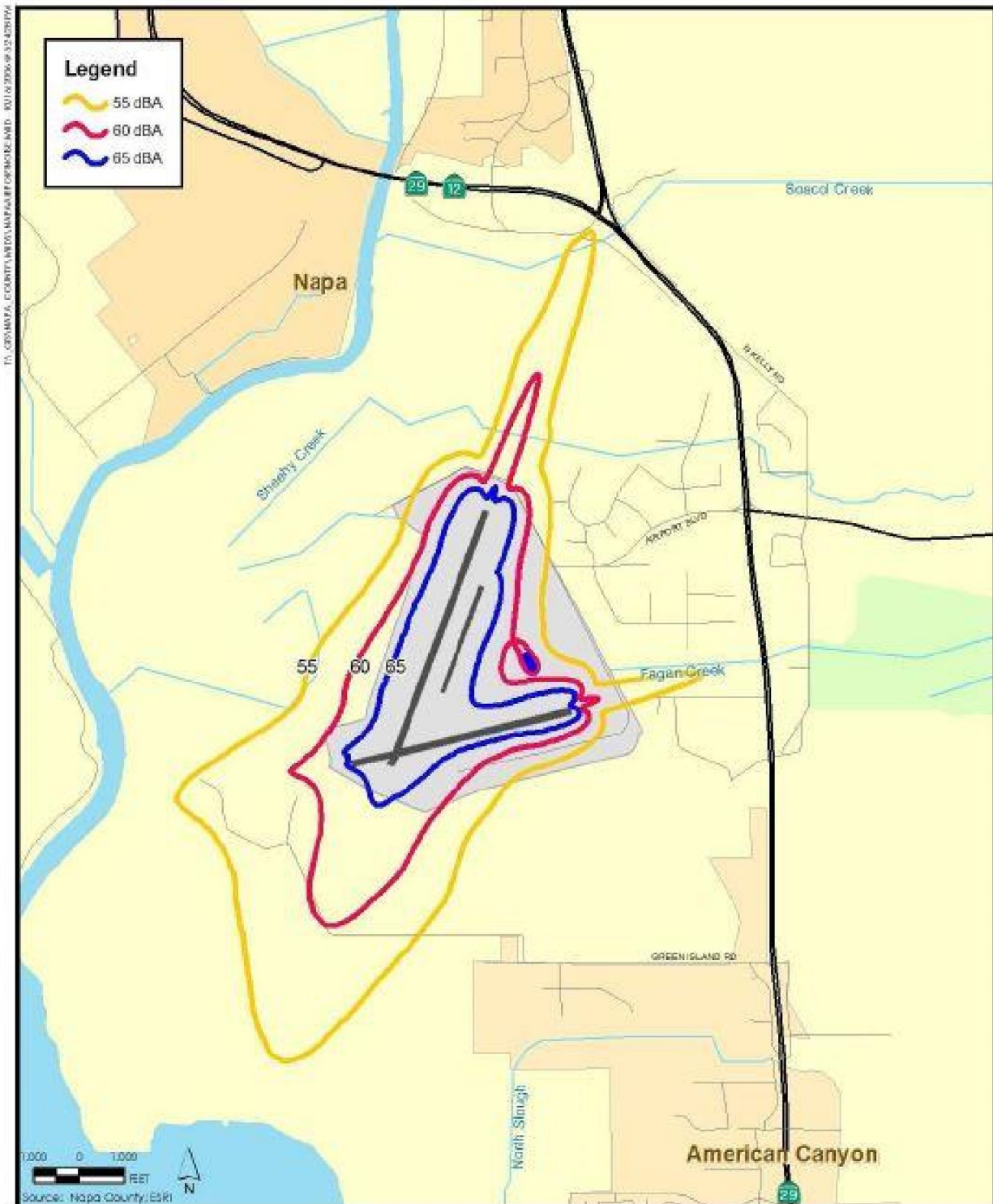
Figure 11-4A



GENERALIZED FUTURE NOISE CONTOURS
(CITY OF AMERICAN CANYON)



Figure 11-5



Source: Napa County, 2004

Note: American Canyon boundaries are shown as of that date (pre-2005)

Policies

- 11.2.1 Require that new development for locations in which the exterior or interior noise levels indicated in **Figure 11-2** are likely to be exceeded, submit a noise attenuation study prepared by a qualified acoustical engineer in order to determine appropriate mitigation measures. (*11.3, 11.14, and 11.15*)
- 11.2.2 Enforce the California Noise Insulation Standards (Title 25, California Administrative Code) that apply to new multiple family, hotel, motel, dormitory, and long-term care developments with a Ldn of 60 dB(A) noise contour adjacent to roads, transit lines, and manufacturing areas to ensure that the units have been designed to limit interior noise levels in habitable rooms to a Ldn of 45 dB(A) with doors and windows closed. (*11.3, 11.14, and 11.15*)
- 11.2.3 Require that air conditioning units and pool equipment within residential areas be designed and sited in a manner that does not intrude upon the peace and quiet of adjacent noise-sensitive uses. (*11.14 and 11.15*)
- 11.2.4 Require that new industrial, commercial and related land uses, or the expansion of these existing land uses, demonstrate that they would not directly cause ambient noise levels to exceed an exterior Ldn of 65 dB(A) in areas containing housing, schools, health care facilities, or other “noise-sensitive” land uses. Additionally, require that potentially significant noise generators, including uses such as night clubs that cause sporadic noise intensities, submit noise analyses prepared by an acoustical expert that include specific recommendations for mitigation when: a) the project is located in close proximity to noise-sensitive land uses or land that is planned for noise-sensitive land uses, or b) the proposed noise source could violate the noise provisions of the General Plan or City Noise ordinance. (*11.3, 11.4, 11.14, and 11.15*)
- 11.2.5 Require that new commercial structures located adjacent to existing residential areas shield their HVAC units so as to limit the units adverse noise impacts to the greatest extent possible. (*11.14 and 11.15*)
- 11.2.6 Require that parking lots associated with new commercial structures be designed so as to buffer adjacent residential uses from vehicular noise. (*11.14 and 11.15*)
- 11.2.7 Encourage “noise-sensitive” uses, including schools, libraries, health care facilities, and residential developments, to incorporate fences, walls, landscaping, and/or other noise buffers and barriers to mitigate noise impacts where appropriate and feasible. (*11.3 and 11.14*)
- 11.2.8 Consider alternate land uses or mitigation measures if large walls or other physical barriers are required to mitigate noise impacts that will affect or be caused by a proposed development project. (*11.4, 11.14, and 11.15*)

11.2.9 Require the utilization of site and architectural design features in conjunction with noise barriers to mitigate impacts on sensitive land uses. Design techniques capable of mitigating potential noise impacts include:

a. Site Design

- Using building setbacks and dedicating noise easements to increase the distance between the noise source and receiver;
- Locating uses and orienting buildings that are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise-sensitive areas and uses;
- Placing noise tolerant land uses, such as parking areas, between noise sources and receivers;
- Using noise tolerant structures, such as garages or carports, to shield noise-sensitive areas; and
- Clustering office, commercial, or multiple family residential structures to reduce interior open space noise levels.

b. Architectural Design

- Using dense building materials and tight fitting doors;
- Employing double glazed and double pane windows;
- Placing unopenable windows on the side of the structure facing a major roadway and entry doors on the side of the building facing away from the major roadway; and
- Avoiding balconies and patio areas facing major transportation routes. (*111.1, 111.16, and 111.17*)

TRAFFIC-RELATED NOISE IMPACTS

Objective

11.3 Minimize the adverse impacts of traffic-generated noise on residential and other “noise-sensitive” uses as depicted on **Figure 11-5**.

Policies

11.3.1 Minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design by employing the following strategies:

- a. Consider the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.
- b. Mitigate traffic volumes and vehicle speed through residential neighborhoods.

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- c. Work closely with the State of California Department of Transportation (Caltrans) in the early stages of highway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the City. (*I 11.4, I 11.15 and I 11.16*)
- 11.3.2 Require that all new nonresidential development design and configure onsite ingress and egress points to divert traffic (and its resultant noise) away from “noise-sensitive” land uses to the greatest degree practicable. (*I 11.16*)
 - 11.3.3 Actively enforce existing applicable sections of the California Vehicle Code related to vehicle or equipment mufflers and modified exhaust systems. (*I 11.22*)
 - 11.3.4 Require that any municipal vehicles or noise-generating mechanical equipment purchased or used by the City of American Canyon comply with noise performance standards consistent with the best available noise reduction technology. (*I 11.25*)
 - 11.3.5 Encourage local and regional public transit providers to ensure that the equipment they use and operate does not create excessive noise impacts on the community. (*I 11.19*)
 - 11.3.6 Encourage Caltrans to install and maintain mitigation and/or landscaping elements along highways under their jurisdiction that are adjacent to existing residential subdivisions or noise-sensitive uses in order to reduce their adverse noise impacts. (*I 11.18*)
 - 11.3.7 Provide for the development of alternate transportation modes, such as bicycle paths and pedestrian walkways, to minimize the number of noise generating automobile trips. (*I 11.5*)
 - 11.3.8 Reduce noise impacts of vehicular travel by implementing Transportation Management Policies 4.6.1 through 4.6.5. (*I 4.8, I 4.10, I 4.11, and I 4.13*)

AIRCRAFT-RELATED NOISE IMPACTS

Objective

- 11.4 Minimize the adverse impacts of aircraft generated noise on residential and other “noise-sensitive” uses.

Policies

- 11.4.1 Restrict the development of uses located within the 65 CNEL contour of Napa Airport to industrial, agricultural, or other open space uses (see **Figure 11-5**). (*I 11.23*)
- 11.4.2 Require that development in the vicinity of Napa Airport comply with the noise standards contained in the Airport Land Use Compatibility Plan (ALUP). (*I 11.24*)
- 11.4.3 Work closely with the Napa County Airport to ensure that the airport’s operations do not generate adverse noise conditions in the City of American Canyon. (*I 11.21*)

NOISE IMPACTS OF COMMERCIAL AND INDUSTRIAL LAND USES

Objective

- 11.5 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or “noise-sensitive” uses.

Policies

- 11.5.1 Require that automobile and truck access to commercial or industrial land uses abutting residential parcels be located at the maximum practical distance from the residential parcels. *(11.4)*
- 11.5.2 Prohibit the siting of loading and shipping facilities for commercial and industrial land uses adjacent to residential parcels, thereby minimizing the potential noise impacts upon those parcels to the greatest degree practicable. *(11.4)*
- 11.5.3 Require that parking areas for commercial and industrial land uses be set back from adjacent residential areas to the maximum extent feasible or be buffered and shielded by walls, fences, berms, and/or adequate landscaping. *(11.4)*
- 11.5.4 Require that parking structures serving commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles using these facilities both on site and on adjacent land uses or properties. The design measures may include: (a) the use of materials that mitigate sound transmission; and (b) the configuration of interior spaces to minimize sound amplification and transmission. *(11.4)*
- 11.5.5 Limit the hours of operation and/or the use of leaf blowers, parking lot sweepers, or other high noise-generating commercial/industrial equipment to reduce the potentially adverse noise impacts of such equipment upon adjacent residential areas. *(11.6)*
- 11.5.6 Require that the hours of truck deliveries to commercial or industrial land uses abutting residential uses be limited (within a reasonable period) unless there are no feasible alternatives or there are overriding transportation benefits by scheduling deliveries at other hours. *(11.6)*

NOISE IMPACTS OF MIXED-USE STRUCTURES

Objective

- 11.6 Minimize the potentially adverse noise impacts associated with the development of mixed-use structures in which residential units are located above ground floor commercial uses.

Policies

- 11.6.1 Require that the commercial component of a mixed-use project not generate excessive noise. *(11.9)*

- 11.6.2 Require that mixed-use structures incorporating both commercial and residential land uses minimize to the greatest degree practicable (through design and construction techniques) the transfer or transmission of noise and vibration from the commercial land use to the residential land use. (11.9)

CONSTRUCTION NOISE IMPACTS

Objective

- 11.7 Minimize the impacts of construction noise on adjacent uses.

Policies

- 11.7.1 Limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 6:30 AM and 8:00 PM. (11.7)
- 11.7.2 Require construction activities to employ practical techniques and practices that minimize the generation of adverse and/or excessive noise impacts on adjacent land uses. (11.7)

NOISE IMPACTS/ENCROACHMENT WITHIN MULTI-OCCUPANT STRUCTURES

Objective

- 11.8 Ensure that buildings are constructed soundly to prevent adverse noise transmission between differing uses or tenants located in the same commercial structure, and individual dwelling units in multi-family residential structures.

Policy

- 11.8.1 Rigorously enforce the applicable provisions of the Uniform Building Code and City of American Canyon Municipal Code, which prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures. (11.10)

NOISE IMPACTS OF ENTERTAINMENT AND RESTAURANT/BAR LAND USES

Objective

- 11.9 Minimize excessive noise generated by entertainment and restaurant/bar establishments and limit noise spillover from these uses into adjacent residential or other “noise-sensitive” land uses.

Policies

- 11.9.1 Require that entertainment and restaurant/bar uses take appropriate steps to control the activities of their patrons onsite, as well as within a reasonable and legally justified distance from the place of business, to minimize potential noise-related impacts on adjacent residential neighborhoods. (11.11)

- 11.9.2 Discourage the development of new nightclubs, discotheques, and other high noise-generating entertainment uses directly adjacent to any residential neighborhoods, residential dwelling units, schools, health care facilities, or other “noise-sensitive” land uses, unless it is demonstrated that adequate measures can be installed and employed by these establishments to adequately mitigate the potential impacts of onsite operations and/or offsite customer activities upon these areas. (I 11.8)
- 11.9.3 Prohibit the location of uses characterized by excessive noise, such as fast food restaurants with drive-through speakers, adjacent to residential neighborhoods. (I 11.6)

NOISE IMPACTS OF RAILROAD USES

Objective

- 11.10 Minimize the noise impacts created by railroad transit (freight and passenger) on residential uses and other “noise-sensitive” land uses.

Policy

- 11.10.1 Work with railroad operators using facilities that cross through the City of American Canyon to install noise mitigation features where operations impact existing adjacent residential or other “noise-sensitive” uses. (I 11.20)

ANALYSIS AND MITIGATION OF CITYWIDE STATIONARY (FIXED-SOURCE) NOISE IMPACTS

Objective

- 11.11 Ensure that the noise impacts of stationary sources are adequately mitigated.

Policies

- 11.11.1 Require the completion of detailed and independent acoustical analyses on any new or renovated land uses or structures determined by the City to be potential major stationary noise sources. Such studies will be completed and reviewed, with recommended mitigation measures successfully implemented and tested, prior to the issuance of a Certificate of Occupancy for said land use or structure. (I 11.12)
- 11.11.2 Encourage major stationary noise generating sources throughout the City of American Canyon to voluntarily install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable. (I 11.13)
- 11.11.3 Require the installation of noise buffering or reduction mechanisms within major stationary noise generating sources located throughout the City prior to the renewal of Conditional Use Permits or prior to the approval and/or issuance of new Conditional Use Permits for said facilities, in order to reduce their noise generation levels to the lowest extent practicable. (I 11.13)

IMPLEMENTATION PROGRAMS

The following programs implement the noise policies contained in the preceding subsection of the Plan. The capital “I” and number preceding each program are referenced by the policies that they implement.

NOISE ORDINANCES, REGULATIONS, AND GUIDELINES

I 11.1 Continue to enforce an appropriate and legally adequate local Noise Ordinance to comply with the State’s Noise Insulation Standards. Said ordinance shall contain policies and regulations addressing both overall (ambient) and stationary source (intrusive) noise impacts.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or penalty fees collected from code violations

Schedule: As necessary or as funding permits

I 11.2 Record changes that occur in the community’s noise environment by reviewing available technical and acoustical data and studies conducted for proposed projects. The existing local noise map shall be updated as new information about the community’s noise environment becomes available, to ensure accuracy in land use compatibility planning and the mitigation of noise impacts.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund, development application fees, and/or available funding sources approved by the City

Schedule: Document changes in the City’s noise environment as they occur and update the noise map annually or as funding permits

I 11.3 Include provisions within the American Canyon local Noise Ordinance which require that, prior to the issuance of Certificates of Occupancy and/or Certification of Completion, habitable areas in “noise-sensitive” uses exhibiting noise levels of 60 dB(A) Ldn or greater demonstrate that interior noise levels will not exceed a Ldn of 45 dB(A). Facilities failing to meet this requirement shall be required to install mitigation measures that reduce interior noise levels to within a 45 dB(A) Ldn level, prior to the issuance of any certificates.

Responsibility: City of American Canyon Planning Department

Funding Source: Administration: City of American Canyon General Fund and/or development application fees

Technical Report: Development applicant.

Schedule: As development projects are submitted or as funding permits

I 11.4 Modify the City’s industrial and commercial zoning development standards to require that proposed projects be designed in a sensitive manner to minimize potential noise impacts on adjacent residential and “noise-sensitive” uses. Zoning modifications should include:

- The requirement that vehicle access points be located and oriented away from residential and/or noise-sensitive parcels.
- The requirement that loading and shipping facilities be located and oriented away from adjacent noise-sensitive uses.
- The requirement that fences, walls, landscaping and other noise buffers and barriers be incorporated between incompatible uses.
- The requirement that structural building materials, which mitigate sound transmission, be incorporated into new commercial and industrial developments.
- The requirement that interior spaces be configured to minimize sound amplification and transmission.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or development application fees

Schedule: Within 18 months of the General Plan’s adoption in concert with the preparation of the revised zoning ordinance, or as funding permits

I 11.5 Implement policies and programs of the General Plan’s **Land Use and Circulation Elements** relating to the further development and use of alternative modes of travel, such as bicycles and walking, to reduce noise producing auto trips generated by new development projects in American Canyon.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or development application fees

Schedule: As development projects are submitted or as funding permits

I 11.6 Revise the City of American Canyon’s Noise Ordinance so that it contains provisions that specifically address and sufficiently regulate or limit:

- the use of leaf blowers, parking lot sweepers, and other high noise generating equipment.
- the hours of truck deliveries to commercial or industrial land uses abutting residential and other “noise-sensitive” uses.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or development application fees

Schedule: Within 18 months of the General Plan’s adoption in concert with the preparation of the revised zoning ordinance, or as funding permits

I 11.7 Revise the American Canyon Noise Ordinance so that it specifically addresses the following:

- the regulation and limitation of the hours of construction activities (particularly those occurring near residences).
- the requirement that construction contractors and their employees utilize operational techniques and practices that minimize the generation of adverse and/or excessive noise on adjacent land uses.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or development application fees

Schedule: Within 18 months of the General Plan’s adoption in concert with the preparation of the revised zoning ordinance, or as funding permits

I 11.8 Revise the American Canyon Noise Ordinance so that it contains provisions that specifically require all new and existing entertainment and restaurant/bar land uses to either go through a discretionary development approval process or a renewal of conditional use permit process. The ordinance will include measures that require said land uses to limit ambient noise levels emanating from the establishment at a distance of 50 feet, or within ten feet of any dwelling unit (whichever is more restrictive). Through these processes, locating such facilities adjacent to “noise-sensitive” land uses shall be discouraged or prohibited, unless it can be demonstrated that the potential noise-related impacts of the project can be mitigated to a level of insignificance.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or development application fees

Schedule: Within 18 months of the General Plan’s adoption in concert with the preparation of the revised zoning ordinance, or as funding permits

DEVELOPMENT REVIEW

I 11.9 Utilize the local planning, design and environmental review process to ensure that proposed commercial land uses are located below residential uses within mixed-use structures and are not overly noise-intensive. Additionally, require that the transfer of noise and vibration from the commercial uses to residential uses are minimized to the greatest extent practicable through innovative design and construction measures.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or development application fees

Schedule: As development projects are submitted or as funding permits

I 11.10 Utilize the local planning, design, and environmental review process as well as the existing local building inspection process to ensure that all applicable provisions of the Uniform Building Code and the American Canyon Municipal Code, which prevent and mitigate the transmission of excessive and unacceptable noise levels between tenants and businesses in commercial structures and between individual dwelling units within multi-family residential structures, are adequately enforced.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or development application fees

Schedule: As development projects are submitted

I 11.11 Utilize the discretionary review process through conditions of approval and police enforcement to require that all local entertainment and restaurant/bar land uses appropriately control and limit the activities and noise of patrons in and around their facilities to reduce potential noise-related impacts on surrounding local residences.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund development application fees and/or penalty fees collected from code violators

Schedule: As development projects are submitted

I 11.12 New and expanded projects that are determined to be a potential major stationary noise source (based on the results of the local initial study and environmental checklist) shall fund and complete a specific acoustical analysis to identify, determine, and analyze potential impacts and propose appropriate mitigation measures. Said mitigation measures must be installed and tested prior to the issuance of a Certificate of Occupancy for the structure (such an analysis shall be similar to the environmental review process to assure the independence and objectivity of the findings).

Responsibility: City of American Canyon Planning Department

Funding Source: Administration: City of American Canyon General Fund and/or development application fees

Technical Report: Development applicant funds

Schedule: As development projects are submitted or as funding permits

I 11.13 Utilize the local planning, design and environmental review process and existing building inspection process to encourage major stationary noise generators to install additional noise buffering or reduction techniques that reduce noise generation levels in and around their facilities. Installation of such measures shall be required prior to the renewal or issuance of a Conditional Use Permit.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund, development application

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- fees, and/or available funding sources approved by the City
- Schedule:** Ongoing, as funding permits
- I 11.14 Utilize the development and environmental review process to ensure that noise impacts are adequately addressed and sufficiently mitigated and that adverse conditions will not arise as a result of new development (in accordance with the California insulation standards of the State Building Code and the policies set forth in the Noise Element of the General Plan).
- Responsibility:** City of American Canyon Planning Department
Funding Source: City of American Canyon General Fund and/or development application fees
Schedule: As development projects are submitted or as funding permits
- I 11.15 Require a noise evaluation for all projects as part of the planning and environmental review process to determine if unacceptable noise levels will be created or experienced. Should noise abatement be necessary, a required technical report containing a detailed evaluation of existing and/or projected noise impacts and effective mitigation measures shall be submitted. This report shall also propose alternate land uses if it is determined that the mitigation measures required to address the project’s excessive noise levels necessarily entail the construction of unusually large physical barriers.
- Responsibility:** City of American Canyon Planning Department
Funding Source: Administration: City of American Canyon General Fund and/or development application fees.
 Technical Report: Development applicant
Schedule: As development projects are submitted or as funding permits
- I 11.16 Utilize the development review process to ensure that nonresidential developments design and configure their street grids and access points in such a way as to avoid impacting adjacent residential or “noise-sensitive” uses.
- Responsibility:** City of American Canyon Planning Department
Funding Source: Administration: City of American Canyon General Fund and/or development application fees.
 Technical Report: Development applicant funds
Schedule: As development projects are submitted or as funding permits
- I 11.17 Utilize the development review process to ensure that new projects in American Canyon incorporate site and architectural design features that mitigate noise impacts on sensitive land uses.
- Responsibility:** City of American Canyon Planning Department
Funding Source: City of American Canyon General Fund
Schedule: As necessary and as funding permits
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AGENCY COORDINATION

I 11.18 Coordinate meetings with the California Department of Transportation (Caltrans) to encourage the State agency to operate in a manner consistent with community noise standards and implement measures to reduce excessive noise impacts on the community.

Responsibility: City of American Canyon Public Works Department in coordination with Caltrans

Funding Source: City of American Canyon General Fund and/or any other funding sources approved by the City

Schedule: As necessary or as funding permits

I 11.19 Meet with representatives of the Napa County Transit District, the Napa County Airport Authority, and other local and regional transportation providers to discuss their vehicles' impacts on local noise conditions as well as feasible mitigation measures, which shall be implemented to reduce such impacts.

Responsibility: City of American Canyon Planning Department

Funding Source: City of American Canyon General Fund and/or any other funding sources approved by the City

Schedule: Meetings shall occur annually or more frequently if the need arises and funding permits

I 11.20 Review local railroad procedures and operations to determine their potential noise-related impacts on the community. As necessary, staff shall meet with railroad officials to discuss and/or suggest noise mitigation measures that could reduce railroad noise-related impacts on the community.

Responsibility: City of American Canyon Public Works Department

Funding Source: City of American Canyon General Fund and/or any other funding sources approved by the City

Schedule: Ongoing, as funding permits

I 11.21 Coordinate with the Napa County Airport to ensure that the routing of aircraft do not adversely affect residential areas of the City.

Responsibility: City of American Canyon Community Development Department in cooperation with the Napa County Airport

Funding Source: City of American Canyon General Fund and/or any other funding sources approved by the City

Schedule: Ongoing, as funding permits

CODE ENFORCEMENT

I 11.22 Enforce a City Noise Ordinance that supports applicable sections of the California Vehicle Code related to vehicle or equipment mufflers and modified exhaust systems and provides for the regulation and limitation of high noise-generating vehicles, equipment and construction activities to reduce their potential impacts on local “noise-sensitive” uses.

Responsibility: City of American Canyon Community Development Department

Funding Source: City of American Canyon General Fund and/or penalty fees collected from code violations

Schedule: As necessary and as funding permits

I 11.23 Enforce the City’s zoning codes that only allow industrial, agricultural, or other open space uses within the 65 CNEL contour of the Napa Airport.

Responsibility: City of American Canyon Community Development Department

Funding Source: City of American Canyon General Fund

Schedule: As necessary and as funding permits

I 11.24 Enforce the noise standards contained in the Airport Land Use Compatibility Plan (ALUP) for development located in the vicinity of Napa Airport.

Responsibility: City of American Canyon Community Development Department

Funding Source: City of American Canyon General Fund

Schedule: As necessary and as funding permits

CITY VEHICLE/EQUIPMENT NOISE PROGRAM

I 11.25 Purchase vehicles and other noise generating mechanical equipment that comply with and conform to the latest available noise standards and requirements. Existing City owned vehicles and noise generating equipment shall be upgraded/retrofitted to achieve the same goal.

Responsibility: City of American Canyon Public Works

Funding Source: City of American Canyon General Fund and/or any other funding sources approved by the City

Schedule: As budgetary and operational conditions permit