10 | NOISE

INTRODUCTION

The Noise Element of the General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use in achieving and maintaining land uses that are compatible with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing and implementing programs to ensure that Coachella residents will be protected from excessive noise intrusion.

Approximately 1,339 acres (27.7%) of Coachella's 4,924 acres of non-agricultural or vacant land are residential, and those are considered the most noise-sensitive. Other noise-sensitive land uses include schools, hospitals and other long-term care medical facilities, libraries and parks.

The predominant noise source in Coachella, as in most communities, is motor vehicles. The city includes a range of facilities including regional freeways, major highways and other arterials, and collector and local streets. The highest volume roadways in the city are SR111, which runs northwest to southeast through the community and is referred to as Indio Boulevard north of Harrison Street and Grapefruit Boulevard south of Harrison Street; the SR86S freeway, which parallels SR111 about one mile east on the other side of the Whitewater River; and Harrison Street, which runs north to south through the middle of Coachella from SR111 and beyond the southern city limits. Other major sources of noise in Coachella include the railway that runs through Coachella along the east side of SR111 and factories, processing and distribution facilities such as the Coronet Concrete plant located on the northwest corner of Grapefruit Boulevard and 1st Street. Other, less significant noise sources in Coachella include aircraft overflights, air conditioning units and other mechanical equipment on buildings, landscaping equipment and human speech. None of these sources significantly contribute to overall noise levels when compared to traffic noise. The airport closest to Coachella is Jacqueline Cochran Regional Airport, located approximately two miles south of central Coachella on the south side of Airport Boulevard. Additional details on the noise environment, measurement locations, and projected future noise contours can be found in Appendix A.

OUR COMMUNITY'S GOALS

As Coachella continues to grow, traffic levels and traffic-related noise is expected to increase. As demonstrated in this Noise Element, noise levels are forecast to exceed City standards in some areas if not properly attenuated. The goals and policies below reflect the City's fundamental responsibility and desire to protect and preserve the health, safety and welfare of the community from excessive noise, as defined in the City's Land Use/Noise Compatibility Matrix, shown in Figure 10-1: Coachella Land Use/Noise Compatibility Matrix.

Figure 10-1: Coachella Land Use/Noise Compatibility Matrix

Figure 10-1 shows which land uses are satisfactory within different noise environments. Green indicates an acceptable noise level within which a use could be located. Red indicates an unacceptable noise level within which a use could be located.

LAND USE CATEGORIES		CNEL						
CATEGORIES	USES	55	60	65	70	75	80	
RESIDENTIAL	Single Family, Duplex, Multiple Family							
RESIDENTIAL	Mobile Homes							
COMMERCIAL - Regional, District	Hotel, Motel, Transient Lodging							
COMMERCIAL - Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater							
COMMERCIAL INDUSTRIAL	Office Building, Research and Development, Professional Offices, City Office Building							
COMMERCIAL - Recreation INSTITUTIONAL - Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall							
COMMERCIAL - Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club							
COMMERCIAL - General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities							
INSTITUTIONAL - General	Hospital, Church, Library, School Classroom							
OPEN SPACE	Parks							
OPEN SPACE	Golf Couse, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat							
AGRICULTURE	Agriculture							

INTERPRETATION

ZONE A (GREEN) CLEARLY COMPATIBLE	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.
ZONE B (YELLOW) NORMALLY COMPATIBLE	New construction or development should be undertaken only after an analysis of the noise reduction requirements is made and needed noise insulation features included in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.
ZONE C (ORANGE) NORMALLY INCOMPATIBLE	New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
ZONE D (RED) CLEARLY INCOMPATIBLE	New construction or development should generally not be undertaken.

* Construction of new residential uses will not be allowed within the 65 dBA CNEL contour for airport noise.

GOALS AND POLICIES

Goal 1. Land Use Planning and Design. A community where noise compatibility between differing types of land uses is ensured through land use planning and design strategies.

Policies

1.1 **Noise Compatibility.** Use the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1 as a guide for planning and development decisions.

1.2 **Noise Analysis and Mitigation.** Require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix in Figure 10-1. Mitigation measures should focus on architectural features, building design and construction, rather than site design features such as excessive setbacks, berms and sound walls, to maintain compatibility with adjacent and surrounding uses.

1.3 **Mixed Use.** Require mixed-use structures and areas be designed to prevent transfer of noise from commercial uses to residential uses, and ensure a 45 dBA CNEL level or lower for all interior living spaces.

1.4 **County and Regional Plans.** Periodically review county and regional plans for transportation facilities and airport operation, to identify and mitigate the potential impact of noise on future development.

1.5 **Airport Land Use Planning.** Comply with all applicable policies contained in the Riverside County General Plan Noise Element relating to airport noise, including those policies requiring compliance with the airport land use noise compatibility criteria contained in the airport land use compatibility plan for Jacqueline Cochran Regional Airport; and those policies prohibiting new residential land uses, except construction of single-family dwellings on legal residential lots of record, within the 60 dB CNEL contour of this airport.

1.6 **Land Use and Community Design.** Except in cases where noise levels are in the clearly incompatible range as shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, prioritize the building design and character policies in the Land Use and Community Design Element over those in the Noise Element to ensure that new development meets the design vision of the City.

Goal 2. Stationary Source Noise. A community where excessive noise from stationary sources is minimized.

Policies

2.1 **Noise Ordinance.** Minimize noise conflicts between neighboring properties through enforcement of applicable regulations such as the City's noise ordinance.

2.2 **Noise Control.** Minimize stationary noise impacts on sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities, night clubs and bars and special events.

2.3 **Entertainment Uses.** Require entertainment, restaurants, and bars engage in responsible management and operation to control activities of their patrons on-site, within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences and other noise-sensitive receptors, require mitigation, as needed, for development of entertainment uses near noise-sensitive receptors.

2.4 **Industrial Uses.** Require industrial uses engage in responsible operational practices that minimize noise impacts on adjacent residences and other noise-sensitive receptors require mitigation as needed for development of industrial uses near noise-sensitive receptors.

Goal 3. Mobile Source Noise. A community where excessive noise from mobile sources is minimized.

Policies

3.1 **Roadway Noise.** Where roadway noise exceeds the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, implement policies listed under Goal 1 to reduce the impacts of roadway noise on noise-sensitive receptors.

3.2 **Traffic Calming.** Where roadway noise exceeds the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, consider the implementation of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels through reduced vehicle speeds and/or diversion of vehicle traffic.

3.3 **Railway Noise.** Ensure noise from rail lines is taken into account during the land use planning and site development processes.