# CLAIREMONT COMMUNITY PLAN UPDATE
## Noise Policies Comparison

| What is in the Adopted Clairemont Community Plan (1989)<br>(Noise policies are contained in the Transportation Element) | How does the General Plan (GP) address this policy?<br>Noise Element (NE) | How would this be reflected in the Community Plan Update (CPU)? |
|---|---|---|
| Noise attenuation measures should be required in new development and redevelopment projects to reduce noise impacts to an acceptable level (General Plan). | NE-A4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land use – Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.<br><br>NE-I.1 – Require noise attenuation measures to reduce noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level. | Potential Policies could include:<br><br>• Incorporate site planning, architectural features, and/or operational measures as applicable to provide for noise compatibility between uses.<br><br>• Include noise attenuation measures in new development to ensure an interior noise level of 45 dBA for sensitive receptor uses near noise-generating activities. |
| 1. Setbacks | | |
| Increased setbacks of structures from property lines should be used to mitigate adverse noise levels. | NE-B.3. Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits. | Potential Policy could include:<br>Consider using building setbacks along streets with high noise levels to increase distance between the street and residential buildings, as well as to enhance the urban realm and pedestrian environment. |
| 2. Clustering | | |
| Clustering of commercial and residential uses through planned development permits could reduce interior open space noise levels. | NE-E.1 – Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods. | Potential Policy could include:<br>Utilize site design to create physical separation between noise sensitive uses and noise-generating activities where possible. |
| 3. Design | | |
| Projects impacted by roadway noise should be carefully designed so that building orientation, placement of windows and other design features will minimize noise impacts. | NE-B.2. Consider traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise. | Potential Policy could include:<br>Design projects impacted by roadway noise so that building orientation, placement of windows, and other features will minimize noise impacts. |

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| **Design (Continued)** | | |
| a. Architectural design can reduce noise levels by locating entrances, windows, patios and balconies away from noise generators. Building height, insulation of windows, acoustical walls, dense building materials, earth berms and other related techniques are also useful in reducing noise levels. | NE-I.1 – Require noise attenuation measures to reduce noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level. | Potential policy could include:<br>Incorporate sound attenuation measures such as sound absorbent wall/ceiling materials, sound walls, and dense, drought-tolerant landscaping where commercial uses such as restaurants and bars are permitted, especially adjacent to residential areas. |
| b. Incorporating waterfalls, fountains or other similar into the project design should be considered to block noise from off-site sources. | See above. | See above. |
| **4. Noise Walls** | | |
| a. Residential development along freeways should be sufficiently buffered from vehicular noise by means of setbacks or elevation differences, wherever feasible, to avoid the use of solid walls as mitigation. Buffers along the freeways or major roads may be used for pedestrian pathways, bikeways, and linear parks. | NE-B.6. Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms, and noise barriers to mitigate state freeway and highway traffic noise. | Potential policy could include:<br>Buffer residential development along freeways from vehicular noise by means of setbacks or elevations differences, wherever feasible to avoid the use of solid walls as mitigation. |
| b. Where solid walls are necessary to mitigate noise impacts along roadways, a site-sensitive wall design should be combined with landscaping and berms to reduce the visual impact of the wall as seen from both sides should be a factor in the design. | NE-B.7. Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics. | The existing policy could be carried over into the Noise Element or Urban Design Element. |

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| **Noise Walls (Continued)** | | |
| c. Mechanical ventilation should be installed in residential developments to supplement or replace air conditioning in situations where interior insulation is the chief means of reducing noise impacts. | NE-E.2. - to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development. | The existing policy could be carried over into the Noise Element or Urban Design Element. |