



Airports

With the dynamic growth in aviation, aircraft noise will remain a challenging environmental problem and one that will affect an increasing number people as air traffic routes and procedures change in the future. Aircraft noise appears to produce the greatest community anti-noise response, although the duration of the noise from a single airplane is much less, for example, than that from a freight train. There is great economic benefit to gain from airports of any size, although living in proximity to an airport may bring about expected aircraft noise.

There are 15 (fifteen) airports that are located within or have a direct effect on Riverside County. The land under the flight paths of each airport was monitored to determine the amount of noise emitted by common aircraft taking-off and landing at any given airport. Noise contours were created based on the measurements from the monitoring program. The CNEL noise contour(s) for each airport have been included in Appendix I. An Airport Land Use Plan has been created for each airport within Riverside County, and it should be referenced for further information regarding airports. Helicopters and heliports are also potential sources of noise, but due to the relatively low frequency and short duration of their operation in most circumstances, these operations do not significantly affect average noise levels within the County. The following general policies address the noise that comes from airports and the aircraft they service.

Policies:

- N 7.1 Minimize the affects of aircraft noise on residential and other sensitive land uses through the use of noise deflectors, hours of operation, airplane idling, and other restrictions. (AI 105, 106, 107, 108, 109)
- N 7.2 Enforce consistency between noise policies within the County and the adopted policies of the Riverside County Airport Land Use Commission.
- N 7.3 Adhere to the adopted policies and standards in the Riverside County Airport Land Use Commission Plan when making decisions regarding land uses adjacent to airports.
- N 7.4 Prohibit new residential land uses within the existing and future 65-decibel CNEL noise contours from an airport or air station (military installation). (AI 105, 109)
- N 7.5 Provide acoustical insulation for existing land uses within the 65-CNEL contour to mitigate interior noise levels to a tolerable 45 CNEL. (AI 109)
- N 7.6 Utilize the California Noise Standards for Airports guide in planning for areas surrounding military as well as civilian airports. (AI 108, 109)



The following airports are located within or have a direct effect on Riverside County. Please see Appendix I for a map with each airport's noise contours. Also see the area plans and airport land use plans for more specific airport-related policies:

- Banning Airport
- Bermuda Dunes Airport
- Blythe Airport
- Chino Airport
- Corona Airport
- Chiriaco Summit Airport
- Desert Center Airport
- Desert Resorts Regional Airport
- Flabob Airport
- French Valley Airport
- Hemet-Ryan Airport
- March Inland Port
- Palm Springs Regional Airport
- Perris Valley Airport
- Riverside Airport






N 7.7 Check all projects for possible location within airport CNEL noise contours using Area Plan maps and the Airport Noise Contour Map. (AI 107, 109)



N 7.8 Revise the Riverside County Zoning Code to reflect aircraft noise-impacted areas around the County's major airports. (AI 109)

Vehicular

 Please see the **Circulation Element** for more in-depth information regarding Level of Service Standards, Average Daily Trips, and other information related to vehicular circulation.

Roadway traffic is one of the most pervasive sources of noise within Riverside County. Traffic noise varies in how it affects land uses depending upon the type of roadway, and the distance of the land use from that roadway. Some variables that affect the amount of noise emitted from a road are speed of traffic, flow of traffic, and type of traffic (e.g. tractor trailers versus cars). Another variable affecting the overall measure of noise is a perceived increase in sensitivity to vehicular noise at night. Appendix I contains tables and figures that illustrate existing and forecasted noise from roadways throughout the County. The existing noise measurements were obtained by measuring noise at different points adjacent to the roadway. The future noise contours along freeways and major highways, also located in Appendix I, were created from the results of traffic modeling to project the noise of major roadways in the future. The following policies address the issues of roadway traffic noise, and suggest methods to reduce the noise impact of roads on adjacent and nearby land uses.

Policies:



N 8.1 Enforce all noise sections of the State Motor Vehicle Code.

N 8.2 Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County. (AI 105)



Off-road and all-terrain vehicles must obey strict operating hours when noise-sensitive land uses are nearby or adjacent to trails and open space.

N 8.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)

N 8.4 Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)

N 8.5 Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas. (AI 105)



Calling noise a nuisance is like calling smog an inconvenience. Noise must be considered a hazard to the health of people everywhere.



-The Surgeon General

N 8.6 Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts. (AI 106)

N 8.7 Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should