

**Chandler, Arizona**  
**Noise ordinance**

**SECTION 2, CHAPTER 30: Neighborhood Preservation**

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ARTICLE 5) Creating, Causing or Maintaining a Public Nuisance  
...14. The use, on public or private property, of any form of motor vehicle, motorcycle, mini bike, dune buggy, motor scooter or other recreational vehicle or conveyance which produces offensive noise or airborne dust sufficient to cause discomfort or annoyance to a reasonable person of normal sensitivity.

ARTICLE 11) Disturbing the Peace Prohibited

...No person shall disturb the peace, quiet and comfort of any neighborhood by creating therein any disturbing or unreasonably loud noise. ...30-11.1. Disturbing noises designated. ...A. It is the intent of this chapter to prohibit all noises that are disturbing or unreasonably loud. The types of noises set out in subsection B. shall not be deemed or construed as in any way exclusive, but merely illustrative. ...B. The following types of noises are declared to be disturbing to the peace, quiet and comfort of the neighborhood in which they are heard, and persons creating such noises are in violation of section 30-11: ...1. Operating any vehicle at such a speed on a curve or turn, or accelerating or decelerating such vehicle in such a manner as to create loud and unnecessary noise through the squealing of tires upon the pavement, or to cause damage to the roadway. ...2. The sounding of any horn, signal or noise device on any automobile, motorcycle, bus, truck or other vehicle, in any other manner or for any other purpose than allowed by the Arizona Vehicle Code or other laws of the State; ...3. The noise from an exhaust system of any vehicle that is not equipped or constructed so as to prevent any disturbing or unreasonably loud noise; ...5. Keeping, harboring or having custody within the City any dog which barks, howls or

makes noises by day or night which disturbs the peace and quiet of any person or family in the neighborhood. ...6. For any person who sells food and drink, at or adjacent to any conveyance, to ring bells, play chimes or an amplified musical system or to make other noise in any residential area of the City for advertising purposes between the hours of 8:00 p.m. and 9:00 a.m. and between the hours of 1:00 p.m. and 3:00 p.m., and no such noise shall be made when the vehicle is parked. ...b. No bells, chimes, or amplified musical system, as defined herein shall make noise or music which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing or working in the area. ...8. The playing or operating of any radio, phonograph, orchestra or other musical device or instrument in a manner that is disturbing or unreasonably loud to a reasonable person outside the facility or unit from which the noise emanates; and ...9. Disturbing or unreasonably loud shouting, screaming, wailing or other vocalization that is disturbing or unreasonably loud to a reasonable person outside the facility or unit from which the noise emanates. ...C. Nothing herein shall be construed so as to prohibit noises produced by emergency vehicles, operations or procedures of any kind or at any time, or to prohibit noise produced in the normal conduct of business or commerce, including construction, provided that such noise production occurs within the normal and customary hours for the conduct of such business or commerce and the operation is being legally conducted within the scope of all ordinances, laws and statutes of the City of Chandler, Maricopa County and the State of Arizona. ...A. Prohibition of parties that disturb the peace. No person shall knowingly congregate because of, or participate in, any party or gathering of two (2) or more people from which noise emanates of sufficient volume or of such nature to reasonably disturb the peace, quiet, or repose of other persons.

## SECTION 2, CHAPTER 35: Land Use and Zoning

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### ARTICLE 2) Definitions

...b. Airport noise, accidental potential and clear zone map: Means a map detailing specific airport noise and accidental potential overlay areas and clear zone areas and is hereby incorporated by this reference and is a part of the official zoning code of the City of Chandler for the purpose of establishing various land uses and design criteria within the airport impact overlay district, and is available in the Office of the Airport Manager and of the Planning Director. ...c. Airport noise overlay area one (1) (ANO-1): Means the area between the sixty-ldn and sixty-five-ldn noise contour lines developed by the application of day-night average sound level methodology of sound measurement (ldn). ...d. Airport noise and accident potential overlay area two (2) (ANO-2): Means the area between the sixty-five-ldn and seventy-ldn noise contour lines developed by the application of day-night average sound level methodology of sound measurement (ldn). ...e. Airport noise and accident potential overlay area three (3) (ANO-3): Means the area between the seventy-ldn and seventy-five-ldn noise contour lines developed by the application of day-night average sound level methodology of sound measurement (ldn). ...g. Day-night sound level contour, ldn: Is a computed noise which uses sound exposure levels (SEL) which is computed by numerically integrating the sound pressure level versus the time history of each operation measured. This data is then converted to ldn by taking the energy average SEL at reference measurement points for all aircraft. ...The ldn concept defines the day-night level as a series of hourly noise levels for a given day, weighted for time of occurrence. ...h. Decibel: Means the physical unit commonly used to describe noise levels. ...i. High noise levels: Means sound levels which equal or exceed that within the sixty-ldn noise contour line developed by the application of the day-night average sound level methodology

of sound measurement (Ldn). ...Day-night sound level contour (Ldn): Is a computed noise which uses sound exposure levels (SEL) which is computed by numerically integrating the sound pressure level versus the time history of each operation measured. This data is then converted to Ldn by taking the energy average SEL at reference measurement points for all aircraft. The Ldn methodology defines the day-night level as a series of hourly noise levels for a given day, weighted for time of occurrence. ...Decibel: Means the physical unit commonly used to describe noise levels. ...High noise levels: Means sound levels which equal or exceed that within the fifty-five-Ldn noise contour line developed by the application of the day-night average sound level methodology of sound measurement (Ldn). ...noise level reduction (NLR): Means the difference in decibels of the noise level from outside to inside of a building, wherein such reduction depends primarily upon the construction and materials used in the walls, windows, ceilings, doors and vents of the building.

‣ ARTICLE 3) Districts Generally

...a. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.

‣ ARTICLE 21) Table of Permitted Uses for Nonresidential Districts

...noise, odor or effluents ...by reason of the emission of dust, gas, smoke, noise, fumes, odors, ...neighboring uses by reason of dust, smoke, vibrations, noise, odor or

‣ ARTICLE 30) A.I.O. Airport Impact Overlay District

...The principal purpose of the Airport Impact Overlay District is to promote and protect the public health, safety and general welfare in the vicinity of the Chandler Municipal Airport and Stellar Airpark, by minimizing exposure to high noise levels and accident hazards generated by airport operations and to encourage future development which is compatible with the

continued operation of the airports. ...In addition, it is the purpose of the Airport Impact Overlay District to minimize future conflicts between land uses and excessive noise generated by aircraft. ...It is the intent of this overlay district to regulate land uses within designated existing or projected airport noise impact areas by specifying acoustical performance standards. Nothing herein shall be construed as altering building materials or construction methods from those which are specified in the Uniform Building Code. ...B. Airport noise Overlays and Clear Zones: ...For purposes of administering these regulations, there shall be three (3) airport noise overlay areas, and one (1) clear zone overlay area as identified below, within the Airport Impact Overlay District for both the Chandler Municipal Airport and the Stellar Airpark, respectively. The boundaries for these noise overlays and clear zones shall be as defined in Article II of the Chandler Zoning Code: ... (1) Airport noise Overlay-One (ANO-1): ...The area between the post-2005 fifty-five (55) Ldn and sixty (60) Ldn noise contour lines developed by the application of day-night average sound level methodology of sound measurement (Ldn). ... (2) Airport noise Overlay-Two (ANO-2): ...The area between the post-2005 sixty (60) Ldn and seventy (70) Ldn noise contour lines developed by the application of day-night average sound level methodology of sound measurement (Ldn). ... (3) Airport noise Overlay-Three (ANO-3): ...The area within the post-2005 seventy (70) Ldn and greater noise contour lines developed by the application of day-night average sound level methodology of sound measurement (Ldn). ...The purpose of the establishment of four (4) airport overlay areas is to distinguish between the severity of the levels of noise impact and accident potential so that appropriate uses and acoustical performance standards can be established to mitigate the adverse impacts of aircraft noise and hazards to protect the public health, safety and welfare.

A. noise attenuation matrix: Within the Airport Impact Overlay District, there shall be four (4) overlay areas: ANO-1, ANO-2, ANO-3 and CZO. The uses permitted in the overlay areas shall be those uses permitted in the underlying zoning district, and shall be subject to all conditions and procedures of the underlying district. Such uses shall also comply with restrictions of the following noise attenuation matrix, unless a land use category is specifically not permitted in the matrix, in which case such uses classified in the designated land use category shall not be permitted. The land use or activity is permitted; however, the level of noise within the principally permitted structures must be reduced by the developer of this land use activity, in accordance with chapter 35, "Sound Transmission Control," of 1979 edition....The land use or activity is permitted; however, a noise level reduction (NLR) of fifteen (15) decibels must be incorporated into the design and construction of those buildings where people live, work, or are otherwise received, in order to achieve a maximum interior noise level of forty-five (45) decibels....The land use or activity is permitted; however, a noise level reduction (NLR) of twenty-five (25) decibels must be incorporated into the design and construction of those buildings where people live, work, or are otherwise received, in order to achieve a maximum interior noise level of forty-five (45) decibels....The land use or activity is permitted when the level of noise does not exceed forty-five (45) decibels within the principally permitted structure unless forty-five (45) decibels is exceeded by self-generated noise....35-3003. Certification of noise attenuation. ...Prior to issuance of a building permit in any airport noise overlay (ANO) area, a certification by an acoustical engineer or registered architect shall be required specifying that the construction practices and/or materials of the structure will achieve the interior noise level required in the noise attenuation matrix. The engineer or architect shall submit relevant information to permit the Building Official to verify that

the proposed measures will achieve the interior noise level standard. ...Prior to issuance of any building or development permit for property within the Airport Impact District, the owner of said property shall provide the City of Chandler with an navigational easement over the subject property and release the City of Chandler from all liability for any and all claims for damages originating from dust, noise, vibration, fumes, fuel and lubricant particles, etc. The navigational easement and release form shall be available from the City of Chandler.