



LOCAL ENVIRONMENTAL

- NO-1.2 Minimize Transportation Noise.** Ensure that transportation activities do not generate noise beyond acceptable levels, including in open space, wilderness, wildlife habitat, and wetland areas.
- NO-1.3 Regulate Noise Generating Activities.** Require measures to minimize noise exposure to neighboring properties, open space, and wildlife habitat from construction-related activities, yard maintenance equipment, and other noise sources, such as amplified music.
- NO-1.4 Limit Sound Walls Along Highway 101.** Promote best available noise reduction technologies and alternatives to sound walls to mitigate noise along Highway 101.

Why is this important?

Planning to avoid noise is important for the well-being of people and animals. Reducing transportation noise to acceptable levels will be critical to siting housing near public transit.

Environment: Noise can impact local habitat in a natural setting by driving away key species that are part of the broader local ecosystem.

Equity: Noise can cause stress, disrupt sleep and other important activities, and cause health problems and auditory system damage. Enforcing uniform standards that comply with State-adopted guidelines for acceptable noise levels ensures that people in the county are protected from unwanted and excessive noise and have the opportunity to live, work, and rest in a healthy environment.

How will results be achieved?

Implementing Programs

- NO-1.a Enforce Allowable Noise Levels.** Through CEQA and County discretionary review, require new development to comply with allowable noise levels.

The Acceptable Noise Levels in Figure 3-41 shall be used as a guide for determining the appropriate type of new development in relation to its ambient noise environment. Figure 3-41 applies primarily to proposed development exposed to transportation generated noise and to existing development exposed to increases in transportation generated noise due to proposed development. The standards in Figure 3-41 shall also be used to determine allowable noise levels for commercial, industrial, agricultural, or other less-noise-sensitive land uses exposed to stationery source noise generated by new development.

The Benchmarks for Allowable Noise Exposure from Stationary Noise Sources in Figure 3-43 shall be used as a guide for establishing allowable noise levels produced by stationary noise sources. These standards shall apply to new residential projects and other noise-sensitive land uses proposed near stationary noise sources. The standards shall also apply to new stationary noise-generating development proposed near existing residential or other noise-sensitive land uses.



WARREN COUNTY DEVELOPMENT

It should be noted that the standards in Figures 3-41 and 3-43 are for purposes of planning and siting land uses. The standards are not a noise ordinance and are not to be used to achieve the same objectives as a noise ordinance. The standards are not to be used for regulating existing noise sources or enforcement concerning noise problems.

Figure 3-43 Benchmarks for Allowable Noise Exposure from Stationary Noise Sources

	Daytime (7 A.M. to 10 P.M.)	Nighttime (10 P.M. to 7 A.M.)
Hourly L_{Cq} , dB	50	45
Maximum Level, dB	70	65
Maximum Level, dB (Impulsive Noise)	65	60

L_{Cq} ("Equivalent Sound Pressure Level") is the constant sound energy that would produce the same noise level as actual sources that are fluctuating during the specified time period (one hour).

Guidelines for use of Figure 3-43:

1. The measurements are made at the property line of the receiving land use. The effectiveness of noise mitigation measures should be determined by applying the standards on the receptor side of noise barriers or other property line noise mitigation measures.
2. The nighttime standards apply only when the receiving land use operates or is occupied during nighttime hours.
3. Sound-level measurements to determine maximum level noise shall be made with "slow" meter response.
4. Sound-level measurements for impulsive noise sources shall be made with "fast" meter response. Impulsive noises are defined as those that have sharp, loud peaks in decibel levels but that quickly disappear. Examples include a dog's bark, a hammer's bang, and noise with speech or music content.
5. The allowable noise level standard shall be raised to the ambient noise level in areas where the ambient level already exceeds the standards shown in this table. For example, if the neighborhood already experiences daytime hourly noise levels of 60 dBA as an ambient condition, the noise level standard shall be raised to 60 dBA.
6. The allowable noise level shall be reduced 5 dB if the ambient hourly L_{Cq} is at least 10 dB lower than the noise-level standard shown in this table. For example, if the neighborhood experiences daytime hourly noise levels of 40 dBA as an ambient condition, the noise level standard shall be lowered to 45 dBA.

NO-1.b

Comply with Acceptable Noise Levels. Require discretionary permits for residential and other noise-sensitive land uses proposed near noise sources that may exceed acceptable noise levels and/or benchmarks to provide acoustical analyses; and, if necessary, commit to measures to comply with the applicable standards set out in Program NO-1.a. Amend the Development Code to include these requirements.



BUILDING ENVIRONMENT DIVISION

- NO-1.c **Require Project-Specific Noise Mitigation.** Require all development to mitigate its noise impacts where the project would
- ◆ raise the Ldn by more than 5 dBA;
 - ◆ raise the Ldn by more than 3 dBA and exceed the Normally Acceptable standard; or
 - ◆ raise the Ldn by more than 3 dBA and the Normally Acceptable standard is already exceeded.
- NO-1.d **Set Additional Limits for Housing.** Amend the Development Code to require the following maximum noise levels for all new residential units:
- ◆ Exterior – 60 dBA Ldn
 - ◆ Interior – 45 dBA Ldn
- NO-1.e **Coordinate with Public Agencies.** Work with local, regional, State, and federal agencies to address existing and potential noise impacts, such as vehicle tire sound production and aircraft overflight, and to determine appropriate mitigation measures necessary to meet Acceptable Noise Levels.
- NO-1.f **Review Projects Near Gness Field.** Review development proposals within the two-mile referral area of Gness Field for consistency with the noise criteria set forth in the Countywide Plan and the adopted Airport Land Use Plan.
- NO-1.g **Plan for New Helipad.** Require any proposed helipad to provide site-specific environmental review, including detailed noise and safety impact analyses and mitigation, prior to consideration.
- NO-1.h **Anticipate Additional Rail Noise.** Once the Sonoma-Marin Area Rail Transit District (SMART) selects a vehicle and evaluates the environmental impacts of proposed regional rail service, including noise impacts, update the Noise Section of the Countywide Plan to include a map showing noise contours along the railroad tracks, and work with SMART to determine appropriate mitigation measures necessary to meet acceptable noise levels.
- NO-1.i **Regulate Noise Sources.** Sections 6.70.030(5) and 6.70.040 of the Marin County Code establish allowable hours of operation for construction-related activities. As a condition of permit approval for projects generating significant construction noise impacts during the construction phase, construction management for any project shall develop a construction noise reduction plan and designate a disturbance coordinator at the construction site to implement the provisions of the plan.
- NO-1.j **Consider Regulating Outdoor Amplified Music and Equipment.** Evaluate the feasibility of adopting an ordinance regulating the type and time of use of outdoor amplified music and/or motorized outdoor equipment such as leaf blowers, generators, lawn



MAIN COUNTYWIDE PLAN

mowers, trimmers, chain saws, and other gas-powered tools (special consideration shall be given to homeowners who perform their own work).

- NO-1.k** ***Minimize Noise Impacts from Temporary Land Uses.*** Amend the Development Code to include standards for temporary land uses, such as fairs or exhibits, that require mitigation of noise impacts on surrounding areas in conformance with State and County noise level guidelines for nearby land uses.
- NO-1.l** ***Enforce Personal Watercraft Ban.*** Continue to enforce the ban on personal watercraft in areas where such vessels have been prohibited.
- NO-1.m** ***Limit Sound Walls.*** Encourage Caltrans to consider utilizing alternatives to sound walls along Highway 101, such as landscaped berms, sloped walls, and other best technology. Amend the Development Code to include standards for construction of non-sound-wall noise mitigation structures. Consider the impacts of reflected noise resulting from sound wall installation.