

PUBLIC REVIEW DRAFT

Sonoma County Local Coastal Plan

NOISE ELEMENT September 2019



**Local Coastal Program
Permit Sonoma**

2550 Ventura Avenue
Santa Rosa, CA 95403

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NOISE ELEMENT

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NOISE ELEMENT

1. INTRODUCTION

1.1 Purpose

The Noise Element of the Local Coastal Plan is a planning document that provides a policy framework for addressing potential noise impacts during the planning process. The Noise Element is intended to provide ways to reduce existing and future noise conflicts. It includes policies and measures to achieve noise compatibility between land uses.

In accordance with State Law and guidelines (the California Coastal Act does not address Noise), the Noise Element identifies noise sources and noise sensitive land uses. It quantifies noise levels using noise exposure contours for current and projected conditions in the Sonoma County Coastal Zone. Existing noise Levels are measured as Community Noise Equivalent Level (CNEL) or the Day-Night Average Level (Ldn), which are measurements of total noise exposure at a given location on an average day. This noise exposure information serves as a basis for achieving land use compatibility within each community and provides baseline levels and noise source identification for use in a noise control ordinance or during the review of proposed development projects.

1.2 Relationship to Other Elements

The Noise Element is related to the Land Use, Circulation and Transit, Public Access, and Open Space and Resource Conservation Elements of the Local Coastal Plan. Recognition of the interrelationship of noise and these Elements is necessary to prepare an integrated Local Coastal Plan. The relationship between these Elements is briefly discussed below:

1.2.1 Land Use Element

An objective of the Noise Element is to provide noise exposure information for use in the Land Use Element. When integrated with the Noise Element, the Land Use Element will show acceptable land uses in relation to existing and projected noise levels.

1.2.2 Circulation and Transit Element

The circulation system, which is a major source of noise, must be correlated with the Land Use Element. This is especially true for roadways which carry significant numbers of trucks. Noise exposure will thus be a decisive factor in the location and design of new transportation facilities, and in the mitigation of noise produced by existing facilities.

1.2.3 Open Space and Resource Conservation and Public Access Elements

Excessive noise adversely affects the enjoyment of recreational pursuits in designated open space areas; particularly in areas where quiet is a valued part of the recreational experience. Thus, noise exposure should be considered in planning for this kind of open space use. Conversely, open space can be used to buffer noise-sensitive uses from noise sources by providing setbacks and visual screening.

1.3 Scope and Organization

The Noise Element is organized into three sections: Introduction, Overview of the existing and future noise environment, and Noise issues, policies, and standards. Programs needed to implement proposed policies are also identified. In addition, the Element calls out ongoing or potential future County initiatives, referred to as "Other Initiatives", that support noise management within the planning area.

Noise exposure information should be included in a Noise Element for the following major noise sources in the Coastal Zone:

- (1) Highways and freeways
- (2) Primary arterials and major local streets
- (3) Local industrial facilities
- (4) Recreational, entertainment, and special events
- (5) Other stationary sources

Noise-sensitive uses include the following:

- (1) Residences
- (2) Schools
- (3) Hospitals, nursing homes
- (4) Churches, libraries
- (5) Long-term medical or mental health care facilities
- (6) Office building interiors
- (7) Other uses deemed noise sensitive by the local jurisdiction

A Noise Element Technical Reference Document, on file at Permit Sonoma, describes in greater detail the effects of noise on people and techniques for noise analysis and control. It also includes data from the community noise survey and highway noise

evaluation. It is a reference for use by Sonoma County during the review of documents or proposals which refer to the measurement and effects of noise.

2. NOISE BACKGROUND

2.1 Methods of Noise Analysis

2.1.1 Noise and Its Effects on People

Noise is often described as unwanted sound, and thus is a subjective reaction to the physical phenomenon of sound. Sound is variations in air pressure that the ear can detect. Noise has often been cited as a health problem because it inhibits general well-being and contributes to undue stress and annoyance. Noise interferes with sleep, speech, recreation, and tasks demanding concentration or coordination. The result is an increase in public annoyance with the noise source and a decrease in environmental quality. The various noise exposure limits of different state and federal agencies range from 75 to 90 dB to protect hearing over the long-term. However, the United States Environmental Protection Agency recommends a level of 55 dB L_{dn} to protect against non-auditory health effects such as hypertension, cardiovascular disease, and nervous disorders.

In very quiet environments, virtually any change in local activities may cause an increase in noise levels and a loss of peace and quiet. Such increases may be considered significant by residents in these areas, even if the measured increase is small.

2.1.2 Measuring Sound Levels

Decibel (dB). The most common unit of sound measurement is the decibel, abbreviated as dB. The threshold of hearing is considered to be 0 dB, and the range of sounds in normal human experience is 0 to 140 dB.

Weighting Scales (dBA). Sound waves travel at different frequencies. Because the human ear is not as sensitive at some frequencies, different sound weighting scales have been developed. The "A" weighting scale is the most commonly used for environmental noise assessment, as it correlates well with human response to noise sources such as aircraft and traffic. To measure low frequency sound levels, such as blasting, the use of a "C" weighting scale may be more appropriate. When an A-weighting scale is used to measure sound pressure levels, the results may be expressed as dBA or dB(A) for clarity.

Typical Sound Levels. Table C-NE-1 shows typical sound levels and relative loudness for various types of noise environments.

Table C-NE-1: Examples of A-Weighted Sound Levels and Relative Loudness

Sound	Sound Level (dBA)	Relative Loudness (approx.)	Relative Sound Energy
Jet aircraft, 100 feet	130	128	10000000
Rock music with amplifier	120	64	1000000
Thunder, snowmobile (operator)	110	32	100000
Boiler shop, power mower	100	16	10000
Orchestral crescendo at 25 feet, noisy kitchen	90	8	1000
Busy street	80	4	100
Interior of department store	70	2	10
Ordinary conversation, 3 feet away	60	1	1
Quiet automobile at low speed	50	1/2	0.1
Average office	40	1/4	0.01
City residence	30	1/8	0.001
Quiet country residence	20	1/16	0.0001
Rustle of leaves	10	1/32	0.00001
Threshold of hearing	0	1/64	0
SOURCE: U.S. Department of Housing and Urban Development, "Aircraft Noise Impact -- Planning Guidelines for Local Agencies," 1972.			

Ambient Noise Levels. The ambient (or background or pre-project) noise level is defined as the noise from all sources near and far, and usually refers to the noise level that is present before a noise source being studied is introduced.

Sound Average Level Over Time (L_{eq}, CNEL, and LDN). L_{eq} represents the average or equivalent measured energy from all noise events observed or measured during a specified interval of time. Noise exposure contours or noise contours are lines drawn about a noise source representing constant levels of noise energy or exposure. The CNEL and LDN descriptors are variations of the L_{eq} that represent the average noise level for a 24-hour day after including a 10 dB penalty for noise levels occurring at night between the hours of 10:00 p.m. and 7:00 a.m. The CNEL descriptor additionally includes a penalty of 5 dB for noise levels occurring during the evening hours of 7:00 p.m. and 10:00 p.m. The CNEL descriptor is required when preparing noise exposure maps for airports within the State of California. The L_{dn} descriptor has been used in this Noise Element to quantify noise from transportation noise sources. The

CNEL and L_{dn} descriptors are generally considered to be equivalent to each other for most community noise environments within 1.0 dB.

Sound Level Exceeded During Specified Percentage of Time. (L_{10} , L_{50} , L_{90} , L_{MIN} , L_{MAX} , etc.). If a noise source operates only a few hours a day, averaging the noise over 24 hours may under-estimate its nuisance potential (example: live amplified music, drag races). Because many industrial or stationary noise sources operate sporadically, the hourly L_{50} and L_{max} are more useful for predicting noise conflicts from such sources than is the L_{dn} . The L_{50} represents the median noise level or noise level exceeded 50% of the time. The maximum (L_{max}) noise level is the highest level observed. To describe less extreme variations in sound levels, other statistical descriptors may be used, such as the L_{10} and L_{50} and L_{90} .

2.1.3 Community Noise Survey

A community noise survey was conducted to document noise exposure in representative areas of the County containing noise-sensitive land uses. The following noise-sensitive land uses were identified for the purpose of this survey:

- (1) All residential uses
- (2) Schools
- (3) Long-term care medical facilities such as hospitals and nursing homes
- (4) Places of public worship
- (5) Libraries

Noise monitoring sites were selected to be representative of typical conditions where such uses are located. Short-term community noise monitoring sites were located at The Sea Ranch, Timber Cove, Fort Ross, Jenner, and Bodega Bay. The community noise measurements were conducted in July 2002, and indicate that typical cumulative noise levels in noise-sensitive areas range from 45 to 55 dB L_{dn} . The community noise survey results indicated that median (L_{50}) noise level values in most locations are relatively low, especially at night. The relatively low noise levels are typical of small communities and rural areas. In more developed areas, increased local traffic will result in higher noise levels, in the range of 55 to 65 dB L_{dn} . Noise level data collected during the community noise survey are summarized in the *Noise Element Technical Reference Document*.

2.2 Noise Sources

2.2.1 Overview of Noise Sources

The noise exposure information developed during preparation of this Noise Element does not include all conceivable sources of noise in the Coastal Zone, but rather focuses on the existing sources of noise which have been identified by the County as being potentially significant. As the policies of this Noise Element are applied in the future, it is likely that other potentially significant sources will be identified.

The following potentially significant sources of community noise in the Coastal Zone are addressed in this Noise Element:

- (1) Traffic on State highways and major County roads
- (2) Heavy commercial and industrial activities (i.e., Commercial Fishing)
- (3) Mineral extraction
- (4) Solid waste landfills and transfer stations
- (5) Concerts, special events, and other activities generating amplified outdoor sound

2.2.2 Highways and Roadways

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model was used to develop L_{dn} contours for roadways in Sonoma County. The FHWA Model is the analytical method currently favored by most state and local agencies. Existing traffic volume data were obtained from Caltrans and the Sonoma County Department of Transportation and Public Works. Truck volume estimates were based on the data provided by Caltrans and observations of relative truck mix on County roads. Future traffic volumes are from the Circulation and Transit Element, and were calculated for 2020 traffic volumes.

The most significantly noise-impacted highways and roadways are Highway 1 and Highway 116 based on future 2020 traffic volumes. In the Coastal Zone, from north to south, segments of State Route 116, State Route 1, and Petaluma-Valley Ford Road are noise impacted:

- (1) *State Route 116*: from its intersection with State Route 1 to the boundary of the Coastal Zone north of Duncans Mills
- (2) *State Route 1*: south of Jenner to its intersection with Petaluma-Valley Ford Road
- (3) *Petaluma-Valley Ford Road*: from its intersection with State Route 1 to the eastern boundary of the Coastal Zone

The *Noise Element Technical Reference Document*, on file with Permit Sonoma, lists the distances from roadway centerlines to the existing and future 60 and 65 dB L_{dn} contours for State highways and County roads having average daily traffic volumes (ADT) greater than 5,000 vehicles per day.

Noise contours do not account for shielding caused by local buildings or topographical features and should therefore be considered as worst case estimates of noise exposure along roadways.

2.2.3 Heavy Commercial and Commercial Fishing Activities

The production of noise is an inherent part of many industrial, commercial, commercial fishing and agricultural processes, even when the best available noise control technology is applied. In the Coastal Zone limited industrial uses are only allowed within the Commercial Fishing district. Commercial Fishing uses include but are not limited to fish processing, and boat and equipment repair and storage. Noise production within industrial or commercial facilities is controlled indirectly by federal and state employee health and safety regulations (OSHA and Cal-OSHA), but exterior noise emissions from such operations have the potential to exceed locally acceptable standards at nearby noise-sensitive land uses.

Noise exposure information for representative industrial noise sources is contained in the *Noise Element Technical Reference Document*. Predicted distances to the 45 dBA and 50 dBA hourly L_{50} noise contours were prepared for representative industrial noise sources in the County where such contours would extend offsite (Table 2-3 of the *Technical Reference Document*). These generalized contours should be used as a screening device to determine when potential noise-related land use conflicts may occur, and when site-specific studies may be required to properly evaluate proposed industrial noise at a given noise-sensitive receiver location.

Wood remanufacturing operations is one example of these representative industrial noise sources. Activities include lumber sawing and heavy truck operations. The approximate distances to the 45 and 50 dB hourly L_{50q} contours were 1,040 feet and 580 feet, respectively, measured from about 150 feet inside the main entry gate.

Marine commercial and industrial operations, allowed with a Use Permit only on land designated and zoned Commercial Fishing, are a representative heavy commercial noise source in the Coastal Zone. Typical activities include boat repair and maintenance, welding and small machinery repair, operation of ice and blower machinery, fish off-loading, gear loading, boat haul-out and hoisting, boat pump-out, and boat launching. While literature on the typical noise levels generated by these activities is not readily

available, noise consultants indicate the noise levels would be similar to those generated by a heavy metal fabrication facility.

Potential new industrial noise sources other than agricultural support uses will be located in the areas designated as commercial on the Land Use Plan. Projects in those locations and in adjacent residential areas will be reviewed for consistency with the performance standards in this Noise Element, including the identification of intermittent noise sources (such as blasting) that may warrant the need for noise analysis using the "C" noise weighting scale.

2.2.4 Mineral Extraction

Mineral resource extraction and processing, which involves the use of noise-producing machinery, is subject to the policies of the 1994 Sonoma County Aggregate Resources Management Plan (ARM Plan) and Sonoma County Code Chapter 26A (Surface Mining), Article IX (Standards for Mining Permits and Operations), Section 26A-09-010(I) (General Standards for Mining Permits and Operations, Noise Control).

Both the ARM Plan and Sonoma County Code Section 26A-09-010(I) state that maximum acceptable noise levels for all aggregate operations shall be as set forth in the Noise Element of the Sonoma County General Plan. The Sonoma County Local Coastal Plan serves as the General Plan for the Coastal Zone. The Sonoma County Code also states that more stringent noise standards may be required as permit conditions when particular local circumstances warrant additional protection of potentially affected areas; and noise control measures may be added to the permit conditions in the future after the permit has been issued.

The Bodega Bay Quarry, former Cheney Gulch Quarry, was located about one and one-quarter miles southwest of the intersection of State Highway 1 and Bodega Highway. It was an active hard rock quarry producing aggregate road base, drain rock, and rip-rap for about 60 years. The Quarry was released and reclaimed in 2012. The ARM Plan identifies a potential quarry expansion area that contains mineral resources to the north, east, and west of the quarry. However, the development or expansion of mining activities in the identified expansion area is considered highly speculative and of uncertain feasibility due to geologic conditions, regulatory constraints, approval requirements, and aggregate transport costs.

Currently no other mineral resource extraction and processing facilities exist in the Coastal Zone. In order to establish a new facility in the Coastal Zone, a Zone Change to add the Mineral Resources (MR) Combining Zoning District, a Use Permit, and environmental review would be required. Any new mineral resource extraction and

processing facility would be considered as a potential noise source as part of environmental review of proposed projects which involve development of nearby noise-sensitive land uses.

Generally, mineral extraction and processing activities include the extraction, processing, and loading of sand, gravel, and other construction aggregates. Noise producing equipment operated at the facility includes conveyors, screeners, rock crushers and loaders, and earth moving equipment. Blasting operations may also occur. Representative measured noise levels were as high as an L_{eq} of 84.8 dB and an L_{max} of 93.8 dB (dominated by a truck exiting the site). Representative approximate distances to the 45 and 50 dB hourly L_{50} contours varied from 1,000 to 5,200 feet and 560 to 2,970 feet, respectively, measured from 100 to 500 feet inside the entry gate.

2.2.5 Solid Waste Disposal

Solid waste operations are regulated by various State laws, including the requirement for each County to have an Integrated Waste Management Plan. The current *County-Wide Integrated Waste Management Plan* (CoIWMP) was adopted on October 15, 2003. The EIR assessed noise impacts to surrounding noise sensitive land uses, and established mitigation measures that are operational conditions for the main landfill and various transfer stations.

Currently there are no solid waste operations in the Coastal Zone. Noise associated with solid waste disposal facilities and transfer stations is produced by the use of engine-powered equipment and by heavy truck movements. During operating hours, landfill operations involve the use of bulldozers, scrapers, compactors, loaders, and watering trucks. At transfer sites, noise is produced by the use of loaders and transient heavy trucks. The access roads for landfills and transfer stations usually experience a greater proportion of heavy truck traffic than otherwise similar roads. As a result, areas containing roads accessing solid waste facilities may experience higher traffic noise levels than other areas of the County.

2.2.6 Cultural Events

Cultural events such as festivals and concerts, may include the use of amplified sound systems. These activities can produce unacceptable noise levels especially during evening hours, and the associated traffic problems may heighten public concern about the noise-producing activity. Given the potential conflicts due to noise associated with events, concerts, and other such activities, noise will continue to be considered in the review process for proposals which allow special events.

3. NOISE POLICY

3.1 Land Use Compatibility and Project Review

Noise level performance standards in **Table C-NE-2** are to be applied as performance standards for noise producing land uses which may affect noise sensitive land uses and new noise sensitive land uses proposed near noise generating land uses.

Infrequent single events such as passage of a train, truck, or airplane may interfere with adjacent uses even though the cumulative noise exposure is within acceptable limits. These events call for a single event noise standard. The potential for sleep disturbance is often the main concern in these cases.

Table C-NE-2: Maximum Allowable Exterior Noise Exposures for Non-Transportation Noise Sources

Hourly Noise Metric ¹ (dBA)	Daytime 7 am to 10 pm)	Nighttime (10 pm to 7 am)
L50 (30 minutes in any hour)	50	45
L25 (15 minutes in any hour)	55	50
L08 (5 minutes in any hour)	60	55
L02 (1 minute in any hour)	65	60

NOTE:
¹ The sound level exceeded n% of the time in any hour. For example, the L50 is the value exceeded 50% of the time or 30 minutes in any hour; this is the median noise level. The L02 is the sound level exceeded 1 minute in any hour.

GOAL C-NE-1: **Protect people from the adverse effects of exposure to excessive noise and to achieve an environment in which people and land uses may function without impairment from noise.**

Objective C-NE-1.1: Provide noise exposure information so that noise impacts may be effectively evaluated in land use planning and project review.

Objective C-NE-1.2: Provide noise exposure information so that noise impacts may be effectively evaluated in land use planning and project review.

Objective C-NE-1.3: Protect the present noise environment and prevent intrusion of new noise sources which would substantially alter the noise environment.

Objective C-NE-1.4: Mitigate noise from recreational and visitor-serving uses.

The following policies shall be used to achieve these objectives:

Policy C-NE-1a: Designate areas in the Sonoma County Coastal Zone as noise impacted if they are exposed to existing or projected exterior noise levels exceeding 60 dB Ldn, 60 dB CNEL, or the performance standards of Table C-NE-2. **(GP2020)**

Policy C-NE-1b: Avoid noise sensitive land use development in noise impacted areas unless effective measures are included to reduce noise levels. For noise due to traffic on public roadways, railroads and airports, reduce exterior noise to 60 dB Ldn or less in outdoor activity areas and interior noise levels to 45 dB Ldn or less with windows and doors closed. Where it is not possible to meet this 60 dB Ldn standard using a practical application of the best available noise reduction technology, a maximum level of up to 65 dB Ldn may be allowed but interior noise level shall be maintained so as not to exceed 45 dB Ldn. For uses such as Single Room Occupancy, Work-Live, Mixed Use Projects, and Caretaker Units exterior noise levels above 65 dB Ldn or the Table C-NE-2 standards may be considered if the interior standards of 45 dB Ldn can be met. For schools, libraries, offices, and other similar uses, the interior noise standard shall be 45 dB Leq in the worst case hour when the building is in use. **(GP2020)**

Policy C-NE-1c: Control non-transportation related noise from new projects. The total noise level resulting from new sources shall not exceed the standards in Table C-NE-2 as measured at the exterior property line of any adjacent noise sensitive land use. Limit exceptions to the following:

- (1) If the ambient noise level exceeds the standard in Table C-NE-2, adjust the standard to equal the ambient level, up to a maximum of 5 dBA above the standard, provided that no measurable increase (i.e. +/- 1.5 dBA) shall be allowed.
- (2) Reduce the applicable standards in Table C-NE-2 by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises, such as pile drivers and dog barking at kennels.
- (3) Reduce the applicable standards in Table C-NE-2 by 5 decibels if the proposed use exceeds the ambient level by 10 or more decibels.
- (4) For short-term noise sources which are permitted to operate no more than six days per year, such as concerts or race events, the allowable noise exposures shown in Table C-NE-2 may be increased by 5 dB. These events shall be subject to a noise management plan including provisions for maximum noise level limits, noise monitoring, complaint response and allowable hours of operation. The plan shall address potential cumulative noise impacts from all events in the area.
- (5) Noise levels may be measured at the location of the outdoor activity area of the noise-sensitive land use, instead of the exterior property line of the adjacent noise-sensitive land use where:

- (a) The property on which the noise sensitive use is located has already been substantially developed pursuant to its existing zoning, and
- (b) There is available open land on those noise-sensitive lands for noise attenuation.

This exception may not be used on vacant properties which are zoned to allow noise-sensitive uses. **(GP2020)**

Policy C-NE-1d: Require an acoustical analysis prior to approval of any development involving a potentially significant new noise source or a noise sensitive land use in a noise impacted area. The analysis shall:

- (1) Be the responsibility of the applicant.
- (2) Be prepared by a qualified acoustical consultant.
- (3) Include noise measurements adequate to describe local conditions.
- (4) Include estimated noise levels in terms of Ldn and/or the standards of Table C-NE-2 for existing and projected future (20 years hence) conditions, based on accepted engineering data and practices, with a comparison made to the adopted policies of the Noise Element. Where low frequency noise (example: blasting) would be generated, include assessment of noise levels and vibration using the most appropriate measuring technique to adequately characterize the impact.
- (5) Recommend measures to achieve compliance with the Noise Element. Where the noise source consists of intermittent single events, address the effects of maximum noise levels on sleep disturbance.
- (6) Include estimates of noise exposure after these measures have been implemented.
- (7) Be reviewed by the Permit Sonoma and found to be in compliance with the Permit Sonoma guidelines for the preparation of acoustical analyses. **(GP2020)**

Policy C-NE-1e: Continue to follow building permit procedures to ensure that requirements based on the acoustical analysis are implemented. **(GP2020)**

Policy C-NE-1f: Require development projects to include noise mitigation measures as necessary to maintain noise levels compatible with activities planned for the project site and vicinity. **(GP2020)**

Policy C-NE-1g: County equipment and vehicles shall comply with adopted noise level performance standards consistent with the best available noise reduction technology. **(GP2020)**

3.2 Transportation Noise

Transportation sources are by far the most significant sources of environmental noise in Sonoma County. They include vehicular traffic, especially trucks, rail operations, and aircraft overflights in the approach areas to airports. In the Coastal Zone State Highway 1 and The Sea Ranch Airport are sources of noise. An important part of planning for a healthful environment is the avoidance of unnecessary transportation noise. The Circulation and Transit Element includes policies intended to reduce traffic congestion and keep traffic flowing smoothly, thereby helping lower expected future noise levels.

GOAL C-NE-2: **Confine the noise impacts from transportation facilities to the smallest feasible land areas and to assure that any development therein be compatible with the level of noise exposure.**

Objective C-NE-2.1: Design and manage transportation systems to produce the lowest feasible noise levels and impacts on noise sensitive land uses.

Objective C-NE-2.2: Provide highway, railroad, and air transportation systems and services so that the extension of the boundaries of projected 60 dBA noise contours for 2020 is discouraged.

The following policies, in addition to those of the Circulation and Transit Element, shall be used to achieve these objectives:

Policy C-NE-2a: When not in conflict with Scenic Resource (SR) zoning or other Local Coastal Program policies, encourage installation of noise reducing pavement types or other noise reducing solutions on roadways in non-industrial areas where an exterior noise level of 65 dB Ldn or more is attained and residences or other noise sensitive uses exist. **(GP2020)**

Policy C-NE-2b: Consider using truck routing, speed limits, signal timing and other traffic control measures to reduce impacts on noise sensitive uses. **(GP2020)**

Policy C-NE-2c: Consider measures to reduce peak traffic volumes as a means to reduce highway related noise. **(GP2020)**

Policy C-NE-2d: Where practical, select route alignments for new roadways and major improvements to existing highways to avoid or minimize noise impacts on noise sensitive land uses. **(GP2020)**

Policy C-NE-2e: Where practical, include noise control measures (based on vehicular volume and speed) in County funded construction of new roadways and additional through travel lanes to maintain noise compatibility with noise sensitive land uses. The

goal of these measures shall be to prevent the road project from causing the total exterior noise level to increase above 60 dBA Ldn, as estimated adjacent to dwellings and other noise sensitive primary uses. Where full implementation of such measures is not possible, desirable, or appropriate, the reasons for that determination shall be stated clearly by County decision makers. **(GP2020)**

4. IMPLEMENTATION PROGRAMS

4.1 Noise Programs

Program C-NE-1: Prepare and consider a noise control ordinance to regulate existing noise sources as follows:

- (1) The draft ordinance shall be prepared by County Counsel with the assistance of the Public Health Department, the Sheriff's Department, and Permit Sonoma.
- (2) Consider ONC guidelines and ordinances of other counties.
- (3) The intent of the ordinance shall be to protect persons from existing or future excessive levels of noise which interfere with sleep, communication, relaxation, health or legally permitted use of property.
- (4) Excessive levels of noise shall be defined as levels which exceed the standards of Table C-NE-2 and other policies of the Noise Element.
- (5) In unincorporated areas of the County, it shall be unlawful to create noise which exceeds the standards of Table C-NE-2, as measured at the exterior of any noise sensitive use.
- (6) The noise ordinance may contain maximum allowable levels of interior noise created by exterior sources.
- (7) The ordinance may exempt or modify noise requirements for agricultural uses, construction activities, school functions, property maintenance, heating and cooling equipment, utility facilities, waste collection and other sources.
- (8) The ordinance shall include responsibilities and procedures for enforcement, abatement and variances. **(GP2020)**

Program C-NE-2: Consider requiring the monitoring of noise levels for development projects to determine if noise levels are in compliance with required standards. The cost of monitoring shall be the responsibility of the applicant. **(GP2020)**

Program C-NE-3: Incorporate into the Coastal Development Code the standards and policies of the Noise Element where appropriate. **(GP2020)**

4.2 Other Initiatives

Other Initiative C-NE-1: Encourage the California Highway Patrol to actively enforce sections of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems. **(GP2020)**

Other Initiative C-NE-2: Make available to the public all maps or data on hand concerning the existing or future noise levels generated by transportation sources. **(GP2020)**

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