

## 7 NOISE ELEMENT

Traffic on U.S. Highway 101 and Tiburon Boulevard is the primary source of noise in the Planning Area. Occasionally, aircraft flying into and out of San Francisco International and Oakland International Airports fly over the Tiburon Peninsula. Other noise sources include garbage pick-up; construction; delivery trucks and the commercial activity Downtown and at the Cove Shopping Center; and boating near Downtown.

The Town does not have a Noise Ordinance. However, the Municipal Code limits the time of day that commercial vehicles, including waste management trucks, can operate in Downtown; prohibits the use of gas-powered leaf blowers within residential areas; and bans jet skis in Town waters.

### 7.1 EXISTING NOISE CONDITIONS

#### Traffic Noise

Government Code Section 65302(f) requires that current and projected noise levels be analyzed and quantified for highways, freeways, primary arterials, and major local streets. The law requires that noise contours, shown in terms of community noise equivalent level (CNEL) or day-night average level (Ldn), be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques.

The existing and projected noise level contours, based on existing and projected traffic, are shown in Diagrams 7.1-1 and 7.1-2.

#### Aircraft Noise

The California Division of Aeronautics is in charge of enforcing airport noise regulations for all airports within the state. The noise standards require that no residences, schools, hospitals or places of worship be within a Noise Impact Area. The Noise Impact Area is a line around an airport within which the noise level is at or exceeds 65 dB CNEL.

At the request of the County of Marin, San Francisco International Airport has conducted noise measurements at Tiburon, Bolinas and Pt. Reyes to quantify aircraft overflight noise. The studies have shown that noise generated by individual jets reaches maximum overflight noise levels of

45 to 70 dBA at these locations. The aircraft-generated CNEL ranged from 19 to 44 dB in Tiburon.

### Sensitive Receptors

Sensitive receptors are those that are most affected by noise. The California *General Plan Guidelines* lists schools, churches, convalescent homes, and sensitive wildlife habitat as sensitive receptors that should be identified in the General Plan. The locations of these sensitive receptors in the Planning Area are shown in Diagram 7.1-3.

## 7.2 NOISE AND LAND USE COMPATIBILITY GUIDELINES

Land Use Category	Community Noise Exposure, Ldn or CNEL, in dB						
	55	60	65	70	75	80	85
Residential (interior noise levels not to exceed 45 dBA Ldn)							
Transient Lodging, Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks, Tennis Courts, Outdoor Recreation							
Water Recreation, Riding Stables, Golf Courses, Cemeteries							
Office Buildings, Business, Commercial & Professional							
Industrial, Manufacturing, Utilities, Agriculture							
	<b>Normally Acceptable:</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
	<b>Conditionally Acceptable:</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.						
	<b>Normally Unacceptable:</b> New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
	<b>Cleary Unacceptable:</b> New construction or development clearly should not be undertaken.						

### **7.3 NOISE GOALS**

- N-A:** To ensure that residential areas are quiet and that noise levels in public and commercial areas remain within acceptable limits.
- N-B:** To eliminate or reduce unnecessary, excessive and offensive noises from all sources.
- N-C:** To minimize the exposure of community residents to noise through the careful placement of land uses that may cause noise impacts.
- N-D:** To minimize current noise impacts from Tiburon Boulevard and other high-volume roads on adjacent land uses that are sensitive to noise.

### **7.4 NOISE POLICIES**

- N-1:** The Town shall use the Noise and Land Use Compatibility Guidelines contained herein to determine where noise levels in the community are acceptable or unacceptable.
- N-2:** The Town should use the Noise and Land Use Compatibility Guidelines to determine acceptable uses, and to require noise attenuation methods in noise-impacted areas.
- N-3:** Environmental reviews (environmental impact reports, initial studies/negative declarations) of projects within the Tiburon Planning Area will be required to, where appropriate, include an acoustical analysis of the project's potential to cause a noise impact.
- N-4:** If the projected noise environment for a project exceeds the standards identified in the Noise and Land Use Guidelines, the Town shall require an acoustical analysis so that noise mitigation measures can be incorporated into the project design.
- N-5:** Motorized recreational vehicles (including trail motorcycles) shall be prohibited in off-road areas in the Tiburon Planning Area.

- N-6:** Hours of use of recreation and commercial facilities should be regulated to minimize offensive noise to ensure compatibility between such facilities and nearby residential areas.
- N-7:** Noise walls, sound walls or any form of solid barrier shall be aesthetically compatible with the surrounding neighborhood.
- N-8:** The Town, in conjunction with the County of Marin and other cities and towns, shall attempt to reduce aircraft noise over the Tiburon Planning Area by working with the appropriate regulatory agencies.
- N-9:** New projects in Downtown shall, through site and building design and the use of the best available building technology, minimize the potential noise conflicts between commercial and residential uses, on mixed-use and adjacent residential properties.
- N-10:** Standard quiet construction methods shall be used where feasible and when construction activities take place within 500 feet of noise sensitive areas.

## **7.5 IMPLEMENTING PROGRAMS FOR NOISE**

- N-a:** The Town should periodically assess the noise environment to identify noise sources that should be regulated to reduce excessive or offensive noise.
- N-b:** The Town should contact the appropriate regulatory agencies to ensure that they are aware of the Town's policy discouraging aircraft flyovers of the Tiburon Planning Area.