

REPORT TO GENERAL PLAN 2040 STEERING COMMITTEE

Subject: Noise Element Policies

EXECUTIVE SUMMARY

Noise is one of the eight mandated elements of the general plan and has been a part of San Rafael's General Plan since the 1970s. The purpose of the element is to protect people living and working in San Rafael from excessive noise. The Steering Committee reviewed an "audit" of the existing (General Plan 2020) Noise Element policies on March 13, 2019. Staff has incorporated the Committee's comments into a revised set of policies and programs for General Plan 2040. The proposed policies are attached to this Memo.

REPORT

Background

The Government Code requires that every California general plan include a "Noise" Element. According to State law, the Element must address noise problems in the community, including:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight rail operations and ground rapid transit systems
- Commercial, general aviation, heliport, helistop, and military airports, aircraft overflights, etc.
- Local industrial plants
- Other ground stationary noise sources

Noise elements are also required to include contour diagrams showing existing and projected levels of noise in the horizon year of the Plan. The diagrams are used as a guide for determining the compatibility of future land uses based on ambient noise levels. An important part of the noise element is to explore methods to reduce noise exposure and identify measures to protect sensitive uses (such as homes and schools) from noise in the future.

General Plan 2020 included a Noise Element that met the requirements of State law. The Committee was provided with staff's "audit" of this Element in March 2019 and discussed the element at its regular meeting on March 13, 2019. Based on electronic polling of the Steering Committee, the noise sources of greatest concern to Committee members are construction and domestic sources (yard equipment, etc.), the freeway, and auto noise along major streets. During the Committee's discussion, the major issue of concern was that much of the City's future housing potential is in areas with high ambient noise levels (e.g., near Highway 101, 2nd and 3rd Streets, and the SMART train).

Several Steering Committee members submitted written comments on the policy audit. These comments were considered in revisions to existing policies. Staff also considered updated guidance from the State Office of Planning and Research, as well as the findings of a comprehensive noise analysis of San Rafael completed by the General Plan EIR consultants (Placeworks) in May 2019.

Policies

The proposed Noise Element goal, policies, and programs are included on the following pages. The Element updates the noise compatibility standards in General Plan 2020 to reflect current state guidance for acceptable noise levels for different land uses. While the existing policies and actions have been slightly reorganized and renumbered, the policy direction is generally the same. The General Plan will continue to require acoustical studies for future development that may either cause acceptable noise levels to be exceeded, or that is located in areas where ambient noise levels are high and could pose problems for future residents/ businesses. The Element offers guidelines for mitigating noise, such as site planning, construction materials, and landscaping.

The proposed policies discourage the use of sound walls, require disclosure agreements for residents moving into mixed use projects that may be subject to high noise levels, and recommend enforcement of vehicle code and traffic laws to reduce automobile-related noise. The policies also provide general direction to reduce aviation-related noise, train noise (including Quiet Zones along the SMART corridor), and noise from everyday sources such as yard equipment and construction. Some of this language is carried forward from General Plan 2020, with light editing and some reorganization of content. A new policy on vibration has been added.

Attachments

Two attachments follow this report:

- (A) The first attachment presents the “clean” set of proposed Noise Element policies and actions to be included in General Plan 2040. In the Plan itself, this information will be presented alongside maps, data, and narrative about existing and future noise conditions and noise issues.
- (B) The second attachment presents the proposed Noise Element policies side by side with the 2020 General Plan policies. This facilitates a comparison of how the proposed policies are changing, and what content is new vs being carried forward. The second attachment also includes a column where Steering Committee members may comment. A Word version of this document will be provided.

DRAFT 2040 NOISE ELEMENT GOALS, POLICIES, AND PROGRAMS

GOAL N-1: REDUCING NOISE CONFLICTS

Protect the public from excessive, unnecessary, and unreasonable noise.

Excessive noise is a concern for many residents of San Rafael. This concern can be addressed through the implementation of standards to protect public health and reduce noise conflicts in the community, including the Noise Ordinance.

POLICY N-1: LAND USE COMPATIBILITY STANDARDS FOR NOISE

Protect people from excessive noise by applying noise standards in land use decisions. The Land Use Compatibility standards in Table N-1 are adopted by reference as part of this General Plan and shall be applied in the determination of appropriate land uses in different ambient noise environments.

Program N-1A: Residential Noise Standards. *As shown in Table N-1, maintain a maximum noise standard for backyards, decks, and common / usable outdoor areas of 60 Ldn dB for single family homes and 65 Ldn dB for multi-family and mixed use areas and for Downtown San Rafael. As required by Title 24 insulation requirements, interior noise levels shall not exceed 45 Ldn in all habitable rooms in residential units.*

POLICY N-2: MAINTAINING ACCEPTABLE NOISE LEVELS

Use the following performance standards to maintain an acceptable noise environment in San Rafael:

- (a) New development shall not increase noise levels by more than 3 dB Ldn in a residential area, or by more than 5 dB Ldn in a non-residential area.
- (b) New development shall not cause noise levels to increase above the “normally acceptable” levels shown in Table N-1.
- (c) The noise levels in (a) and (b) should include any noise that would be generated by additional traffic associated with a development project.

Projects that exceed the thresholds above may be permitted if an acoustical study determines that mitigation measures will reduce potential impacts so that no uses will be adversely affected.

Program N-2A: Acoustical Study Requirements. *Require acoustical studies for projects that may be exposed to noise levels that exceed acceptable standards, and for projects with the potential to increase noise levels such that other properties could be exposed to such noise levels. The studies should include projected noise from additional traffic as well as noise associated with the project itself. Mitigation measures should be identified to ensure that noise levels remain at acceptable levels.*

Program N-2B: Approval Conditions. *Establish conditions of approval for activities with the potential to create noise conflicts, and enforce these conditions once projects become operational.*

POLICY N-3: REDUCING NOISE THROUGH PLANNING AND DESIGN

Use a range of design, construction, site planning, and operational measures to reduce potential noise impacts and protect residents from ambient and sporadic noise.

Program N-3A: Site Planning. *Require site planning methods that minimize potential noise impacts. This includes taking advantage of terrain and site dimensions so that buildings, parking, and other uses are arranged in a manner that reduces noise conflicts. Basic principles to be followed include: These methods include:*

(a) Maximizing the distance between potential noise sources and potentially impacted receptors.

(b) Placing non-sensitive uses such as parking lots, maintenance facilities, and utility areas between the source and receiver

(c) Using non-sensitive uses such as garages to shield noise sensitive areas

(d) Orienting buildings to shield outdoor spaces from noise sources.

(e) Incorporating landscaping, berms, and planting screens to absorb sound

Program N-3B: Architectural Design. *Reduce the potential for noise conflicts through the location of noise-sensitive spaces. Bedrooms, for example, should be placed away from freeways, rail lines, and major roads. Mechanical and motorized equipment (such as air conditioning units) should be located away from noise-sensitive rooms. Interior courtyards with water features can mask ambient noise and provide more comfortable outdoor spaces.*

Program N-3C: Noise Barriers. *Use absorptive noise barriers to reduce noise levels from ground transportation and industrial noise sources. A barrier must interrupt the line of sight between the noise source and the receiver in order to reduce noise level. A barrier should provide at least Ldn 5 dB of noise reduction to achieve a noticeable change in noise levels.*

Program N-3D: Noise Reduction through Construction Materials. *Facilitate noise reduction in interior spaces through insulation and the choice of materials for walls, roofs, ceilings, doors, windows, and other construction materials.*

POLICY N-4: SOUND WALLS

Discourage the use of sound walls when other effective noise reduction measures are available. Landscaping, berms, and the mitigation measures in Policy N-3 are the preferred methods of absorbing sound along roads, rail, and other transportation features. Where there are no other feasible options, the City will review and comment on sound wall design. Any sound walls should be aesthetically pleasing, regularly maintained, and designed to minimize the potential displacement of sound.

POLICY N-5: MIXED USE

Mitigate the potential for noise-related conflicts in mixed use development combining residential and non-residential uses.

Program N-5A: Disclosure Agreements. *Where appropriate, require disclosure agreements for residents in mixed use projects advising of potential noise impacts from nearby commercial enterprises, such as restaurants and entertainment venues.*

POLICY N-6: TRAFFIC NOISE

Minimize the exposure of residents to traffic noise through land use policies, law enforcement, street design and improvements, and site planning and landscaping.

Program N-6A: Interagency Coordination. *Work with Caltrans, Marin County, the Transportation Authority of Marin, and other agencies to achieve noise reduction along freeways and major arterials in San Rafael. This shall include noise mitigation measures in any redesign plan for the I-580/US 101 interchange.*

Program N-6B: California Vehicle Code. *Enforce applicable sections of the California Vehicle Code relating to noise.*

Program N-6C: Paving and Transit Improvements. *Pursue cost-effective paving technologies to minimize traffic noise and support the use of quieter buses and other mass transit vehicles. Noise reduction should be considered an important benefit as the City and its transit service providers transition to electric vehicles.*

POLICY N-7: AVIATION-RELATED NOISE

To the extent allowed by federal and state law, consider and mitigate the noise impacts of any changes in facilities or operations that require use permit mitigations or other land use permits at the San Rafael Airport in North San Rafael and the heliport in East San Rafael (see Noise Contours for San Rafael Airport and Heliport in Appendix #).

POLICY N-8: TRAIN NOISE

Work with Sonoma Marin Area Rail Transit (SMART) to minimize noise and vibration associated with train service and to reduce the potential for impacts on nearby residences.

Program N-8A: Quiet Zones. *Maintain the Marin County designated “Quiet Zone” along the rail line. The Zone ensures that train horns are not sounded except when trains are leaving the station, or if there is an emergency.*

POLICY N-9: MAINTAINING PEACE AND QUIET

Minimize noise conflicts resulting from everyday activities such as construction, sirens, yard equipment, business operations, and domestic activities.

Program N-9A: Noise Ordinance. *Maintain and enforce the noise ordinance, including regulations on hours of construction and noise associated with business operations and domestic activities. Updates to the ordinance should be periodically considered as new issues emerge and as Downtown public spaces become more activated.*

Program N-9B: Construction Noise. *Use the environmental review process to identify measures to minimize the exposure of neighboring properties to excessive noise levels from construction activity.*

Program N-9C: Gas-Powered Yard Equipment. Consider limits on gas-powered leafblowers and other yard equipment that generates noise and air emissions.

Program N-9D: Noise Specifications. Include noise specifications in requests for equipment information and bids for new City equipment and consider this information as part of evaluation of the bids.

Program N-9E: San Rafael Rock Quarry. Seek to minimize noise impacts of the quarry and brickyard operations through cooperative efforts with the County of Marin through its code enforcement and land use entitlement processes.

POLICY N-10: VIBRATION

Ensure that the potential for vibration is addressed when transportation, construction, and non-residential projects are proposed, and that measures are taken to mitigate potential impacts.

Program N-10A: Conditions of Approval. Adopt Standard conditions of approval to reduce the potential for vibration-related construction impacts for development projects near sensitive uses such as housing and schools. Vibration impacts shall be considered as part of project level environmental evaluation and approval for individual future projects.

Draft Noise Element, 10/17/19 Version

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Steering Committee Comments
<p>Goal N-1: REDUCING NOISE CONFLICTS</p> <p>Protect the public from excessive, unnecessary, and unreasonable noise. <i>Excessive noise is a concern for many residents of San Rafael. This concern can be addressed through the implementation of standards to protect public health and reduce noise conflicts in the community, including the Noise Ordinance.</i></p>	<p>Goal N-1: ACCEPTABLE NOISE LEVELS</p> <p>It is the goal of San Rafael to have acceptable noise levels. <i>Excessive noise is a concern for many residents of San Rafael. These concerns can be managed with proper mitigation or through the implementation of the noise ordinance. The City of San Rafael recognizes the issue of noise and has standards to protect people from excessive, unnecessary and unreasonable noises from any and all sources in the community.</i></p>	
<p>POLICY N-1: Land Use Compatibility Standards for Noise</p> <p>Protect people from excessive noise by applying noise standards in land use decisions. The Land Use Compatibility standards in Table N-1 are adopted by reference as part of this General Plan and shall be applied in the determination of appropriate land uses in different ambient noise environments.</p>	<p>Policy N-1: Noise Impacts on New Development</p> <p>Protect people in new development from excessive noise by applying noise standards in land use decisions. Apply the Land Use Compatibility Standards (see Exhibit 31) to the siting of new uses in existing noise environments. These standards identify the acceptability of a project based on noise exposure. If a project exceeds the standards in Exhibit 31, an acoustical analysis shall be required to identify noise impacts and potential noise mitigations. Mitigation should include the research and use of state-of-the-art abating materials and technology.</p>	
<p>Program N-1A: Residential Noise Standards. <i>As shown in Table N-1, maintain a maximum noise standard for backyards, decks, and common / usable outdoor areas of 60 Ldn dB for single family homes and 65 Ldn dB for multi-family and mixed use areas and for Downtown San Rafael. As required by Title 24 insulation requirements, interior noise levels shall not exceed 45 Ldn in all habitable rooms in residential units.</i></p>	<p>Policy N-2: Exterior Noise Standards for Residential Use Areas</p> <p>The exterior noise standard for backyards and/or common usable outdoor areas in new residential development is up to Ldn of 60 dB. In common usable outdoor areas in Downtown, mixed-use residential, and high-density residential districts, up to Ldn of 65 dB may be allowed if determined acceptable through development review.</p>	

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<p>Policy N-2: Maintaining Acceptable Noise Levels Use the following performance standards to maintain an acceptable noise environment in San Rafael:</p> <ul style="list-style-type: none"> (a) New development shall not increase noise levels by more than 3 dB Ldn in a residential area, or by more than 5 dB Ldn in a non-residential area. (b) New development shall not cause noise levels to increase above the “normally acceptable” levels shown in Table N-1. (c) The noise levels in (a) and (b) should include any noise that would be generated by additional traffic associated with a development project. (d) Projects that exceed the thresholds above may be permitted if an acoustical study determines that mitigation measures will reduce potential impacts so that no uses will be adversely affected. 	<p>Policy N-4: Noise from New Nonresidential Development Design nonresidential development to minimize noise impacts on neighboring uses.</p> <ul style="list-style-type: none"> a. Performance Standards for Uses Affecting Residential Districts. New nonresidential development shall not increase noise levels in a residential district by more than Ldn 3 dB, or create noise impacts that would increase noise levels to more than Ldn 60 dB at the property line of the noise receiving use, whichever is the more restrictive standard. b. Performance Standards for Uses Affecting Nonresidential and Mixed Use Districts. New nonresidential projects shall not increase noise levels in a nonresidential or mixed-use district by more than Ldn 5 dB, or create noise impacts that would increase noise levels to more than Ldn 65 dB (Office, Retail) or Ldn 70 dB (Industrial), at the property line of the noise receiving use, whichever is the more restrictive standard. c. Waiver. These standards may be waived if, as determined by an acoustical study, there are mitigating circumstances (such as higher existing noise levels), and no uses would be adversely affected. 	<p>Clause (c) of the proposed new Policy incorporates Policy N-5 and N-5A from the 2020 Plan, which requires that traffic noise from new development be included as part of the noise impact evaluation.</p>
<p>Program N-2A: Acoustical Study Requirements. <i>Require acoustical studies for projects that may be exposed to noise levels that exceed acceptable standards, and for projects with the potential to increase noise levels such that other properties could be exposed to such noise levels. The studies should include projected noise from additional traffic as well as noise associated with the project itself. Mitigation measures should be identified to ensure that noise levels remain at acceptable levels.</i></p>	<p>Program N-1A: Acoustical Studies. <i>Require acoustical studies for all new residential projects within the projected Ldn 60 dB noise contours (see Exhibit 31) so that noise mitigation measures can be incorporated into project design. Acoustical studies shall identify noise sources and contain a discussion of the existing and future noise exposure and the mitigation measures that may be used to achieve the appropriate outdoor and indoor noise standards.</i></p>	

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
	<p>Program N-4a: Require Acoustical Study. Identify through an acoustical study noise mitigation measures to be designed and built into new nonresidential and mixed-use development and encourage absorptive types of mitigation measures between noise sources and residential districts.</p>	<p><i>This action has been merged into Action N-2A above</i></p>
<p>Program N-2B: Approval Conditions. Establish conditions of approval for activities with the potential to create noise conflicts, and enforce these conditions once projects become operational.</p>	<p>N/A</p>	<p>New</p>
<p>Policy N-3: Reducing Noise Through Planning and Design. Use a range of design, construction, site planning, and operational measures to reduce potential noise impacts and protect residents from ambient and sporadic noise.</p>	<p>Policy N-3: Planning and Design of New Development. Encourage new development to be planned and designed to minimize noise impacts from outside noise sources.</p>	
<p>Program N-3A: Site Planning. Require site planning methods that minimize potential noise impacts. This includes taking advantage of terrain and site dimensions so that buildings, parking, and other uses are arranged in a manner that reduces noise conflicts. Basic principles to be followed include: These methods include:</p> <ul style="list-style-type: none"> (a) Maximizing the distance between potential noise sources and potentially impacted receptors. (b) Placing non-sensitive uses such as parking lots, maintenance facilities, and utility areas between the source and receiver (c) Using non-sensitive uses such as garages to shield noise sensitive areas (d) Orienting buildings to shield outdoor spaces from noise sources. (e) Incorporating landscaping, berms, and planting screens to absorb sound 	<p>Program N-3A: Noise Mitigation. Require, where appropriate, the following mitigation measures to minimize noise impacts on proposed development projects (numbered items 1-5 follow):</p> <p>3A-1 Site planning. Proper site planning is the first mitigation measure that should be investigated to reduce noise impacts. By taking advantage of the natural shape and terrain of the site, it often is possible to arrange the buildings and other uses in a manner that will reduce and possibly eliminate noise impacts. Specific site planning techniques include:</p> <ul style="list-style-type: none"> a. Increasing the distance between the noise source and the receiver; b. Placing non-noise sensitive land uses such as parking lots, maintenance facilities, and utility areas between the source and the receiver; c. Using non-noise sensitive structures such as garages to shield noise-sensitive areas; and d. Orienting buildings to shield outdoor spaces from a noise source. 	

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<p>Program N-3B: Architectural Design. Reduce the potential for noise conflicts through the location of noise-sensitive spaces. Bedrooms, for example, should be placed away from freeways, rail lines, and major roads. Mechanical and motorized equipment (such as air conditioning units) should be located away from noise-sensitive rooms. Interior courtyards with water features can mask ambient noise and provide more comfortable outdoor spaces.</p>	<p>3A-2 Architectural layout of buildings. In many cases, noise reduction can be attained by careful layout of noise-sensitive spaces. Bedrooms, for example, should be placed away from freeways. Quiet outdoor spaces can be provided next to a noisy highway by creating a U-shaped development, which faces away from the highway.</p>	
<p>Program N-3C: Noise Barriers. Use absorptive noise barriers to reduce noise levels from ground transportation and industrial noise sources. A barrier must interrupt the line of sight between the noise source and the receiver in order to reduce noise level. A barrier should provide at least Ldn 5 dB of noise reduction to achieve a noticeable change in noise levels.</p>	<p>3A-3 Noise Barriers. Absorptive types of noise barriers or walls should be used to reduce noise levels from ground transportation noise sources and industrial sources. A barrier must interrupt the line of sight between the noise source and the receiver in order to reduce noise level both outdoors and indoors. A barrier should provide at least Ldn 5 dB of noise reduction to achieve a noticeable change in noise levels.</p>	
<p>Program N-3D: Noise Reduction through Construction Materials. Facilitate noise reduction in interior spaces through insulation and the choice of materials for walls, roofs, ceilings, doors, windows, and other construction materials</p>	<p>3A-4 Construction modifications. If site planning, architectural layout, noise barriers, or a combination of these measures does not achieve the required noise reduction, then mitigation should be facilitated through construction modification to walls, roofs, ceilings, doors, windows.</p>	
<p>Policy N-4: Sound Walls Discourage the use of sound walls when other effective noise reduction measures are available. Landscaping, berms, and the mitigation measures in Policy N-3 are the preferred methods of absorbing sound along roads, rail, and other transportation features. Where there are no other feasible options, the City will review and comment on sound wall design. Any sound walls should be aesthetically pleasing, regularly maintained, and designed to minimize the potential displacement of sound.</p>	<p>3A-5 Alternatives to Sound Walls. Encourage new development to identify alternatives to the use of sound walls to ease noise impacts.</p> <p>Program N-6f: Encourage Caltrans to mitigate highway noise impacts as a part of the US 101 widening project. Review and comment, as necessary, on any proposed sound walls in San Rafael. Encourage Caltrans to use noise mitigation measures other than walls if they can be shown to be effective. These measures may include alternative pavement types and sound-absorptive treatments on existing and future noise barriers.</p>	

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<p>Policy N-5: Mixed Use Mitigate the potential for noise-related conflicts in mixed use development combining residential and non-residential uses.</p>	N/A	New
<p>Program N-5A: Disclosure Agreements. Where appropriate, require disclosure agreements for residents in mixed use projects advising of potential noise impacts from nearby commercial enterprises, such as restaurants and entertainment venues.</p>	N/A	New
<p>Policy N-6: Traffic Noise Minimize the exposure of residents to traffic noise through land use policies, law enforcement, street design and improvements, and site planning and landscaping.</p>	<p>Policy N-6: Traffic Noise Attempt to minimize traffic noise through land use policies, law enforcement, and street improvements.</p>	
<p>Program N-6A: Interagency Coordination. Work with Caltrans, Marin County, the Transportation Authority of Marin, and other agencies to achieve noise reduction along freeways and major arterials in San Rafael. This shall include noise mitigation measures in any redesign plan for the I-580/US 101 interchange.</p>	<p>Program N-6c: Coordination with Local and State Agencies. Coordinate with CalTrans, Marin Countywide Planning Agency, Congestion Management Agency and other agencies to achieve noise reduction along Pt. San Pedro Road, Highways 101 and 580, and the Sonoma Marin Area Rail Transit corridor.</p>	Deleted former N-6a about enforcing the speed limit as a noise reduction strategy. Speed limit enforcement is still in the Plan but is treated as a transportation safety issue. Former N-6b was deleted in 2016 through a GP Amendment.
<p>Program N-6B: California Vehicle Code. Enforce applicable sections of the California Vehicle Code relating to noise.</p>	<p>Program N-6d: Vehicle Code. Enforce the California Vehicle Code regarding noisy vehicles.</p>	
<p>Program N-6C: Paving and Transit Improvements. Pursue cost-effective paving technologies to minimize traffic noise and support the use of quieter buses and other mass transit vehicles. Noise reduction should be considered an important benefit as the City and its transit service providers transition to electric vehicles.</p>	<p>Program N-6e: Street Improvements. Pursue feasible cost-effective new street paving technologies to minimize traffic noise.</p>	

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<p>Policy N-7: Aviation-Related Noise To the extent allowed by federal and state law, consider and mitigate the noise impacts of any changes in facilities or operations that require use permit mitigations or other land use permits at the San Rafael Airport in North San Rafael and the heliport in East San Rafael (see Noise Contours for San Rafael Airport and Heliport in Appendix #).</p>	<p>Policy N-7: Airport/Heliport To the extent allowed by federal and state law, consider and mitigate noise impacts of any changes in facilities or operations that require use permit mitigations or other land use permits at the San Rafael Airport in north San Rafael and the heliport in East San Rafael (see Noise Contours for San Rafael Airport and Heliport in Exhibits 32 and 33).</p>	
<p>Policy N-8: Train Noise Work with Sonoma Marin Area Rail Transit (SMART) to minimize noise and vibration associated with train service and to reduce the potential for impacts on nearby residences.</p>	<p>Policy N-8: Sonoma Marin Area Rail Transit If a commuter rail service or other use is developed along the Sonoma Marin Area Rail Transit right-of-way, minimize noise impacts on existing development.</p>	
<p>Program N-8A: Quiet Zones. <i>Maintain the Marin County designated “Quiet Zone” along the rail line. The Zone ensures that train horns are not sounded except when trains are leaving the station, or if there is an emergency</i></p>	<p>Program N-8a: Future Transitway Mitigation Measures. <i>A detailed noise assessment and appropriate mitigation measures should be prepared for any rail project on the Sonoma Marin Area Rail Transit right-of-way. The analysis should address the City’s noise standards and the Federal Transit Administrations (FTA) guidelines.</i></p>	
<p>Policy N-9: Maintaining Peace and Quiet Minimize noise conflicts resulting from everyday activities such as construction, sirens, yard equipment, business operations, and domestic activities.</p>	<p>Policy N-9: Nuisance Noise Minimize impacts from noise levels that exceed community sound levels.</p>	
<p>Program N-9A: Noise Ordinance. <i>Maintain and enforce the noise ordinance, including regulations on hours of construction and noise associated with business operations and domestic activities. Updates to the ordinance should be periodically considered as new issues emerge and as Downtown public spaces become more activated.</i></p>	<p>Program N-9A: Enforce and Update the Noise Ordinance. <i>Enforce and update, as necessary, the City's Noise Ordinance that addresses common noise nuisances including amplified music, outdoor mechanical equipment and construction activities.</i></p>	
<p>Program N-9B: Construction Noise. <i>Use the environmental review process to identify measures to minimize the exposure of neighboring properties to excessive noise levels from construction activity.</i></p>	<p>Program N-9B: Mitigation for Construction Activity Noise. <i>Through environmental review, identify mitigation measures to minimize the exposure of neighboring properties to excessive noise levels from construction-related activity.</i></p>	

Proposed 2040 Plan	Origin of statement (2020 Plan, etc.)	Comments
<i>Program N-9C: Gas-Powered Yard Equipment. Consider limits on gas-powered leafblowers and other yard equipment that generates noise and air emissions.</i>	N/A	<i>New, from Steering Committee and CCAP</i>
<i>Program N-9D: Noise Specifications. Include noise specifications in requests for equipment information and bids for new City equipment and consider this information as part of evaluation of the bids.</i>	<i>Program N-9c: Noise Specifications. Include noise specifications in requests for equipment information and bids for new City equipment and consider this information as part of evaluation of the bids.</i>	
<i>Program N-9E: San Rafael Rock Quarry. Seek to minimize noise impacts of the quarry and brickyard operations through cooperative efforts with the County of Marin through its code enforcement and land use entitlement processes.</i>	<i>Program N-9d: San Rafael Rock Quarry. Seek to minimize noise impacts of the quarry and brickyard operations through cooperative efforts with the County of Marin through its code enforcement and land use entitlement processes.</i>	
Policy N-10: Vibration Ensure that the potential for vibration is addressed when transportation, construction, and non-residential projects are proposed, and that measures are taken to mitigate potential impacts.	N/A	<i>New, CEQA mitigation</i>
<i>Program N-10A: Conditions of Approval. Adopt Standard conditions of approval to reduce the potential for vibration-related construction impacts for development projects near sensitive uses such as housing and schools. Vibration impacts shall be considered as part of project level environmental evaluation and approval for individual future projects.</i>	N/A	<i>New, CEQA mitigation</i>