N

Chapter 7
Noise

~~Public Review~~Revised Draft - ~~February~~ Summer 2026

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NOISE

ELEMENT CONTENTS

Introduction

Sounds are disturbances created by a vibrating object, transmitted by pressure waves, that are capable of being detected by a human ear or microphone. Noise is a sound or series of sounds that are unpleasant or unwanted and can be disruptive to daily life. Noise varies in range, source, and volume, originating from individual events like someone mowing their lawn, sporadic disturbances like car horns, or more constant sources like traffic on major roads.

Because of the peaceful and quiet atmosphere that is common in Lake County, communities are sensitive to noise, particularly in more rural areas and near homes, schools, and churches.

Maintaining a peaceful, quiet, rural character is an important community value in the county. The Noise Element serves as a guide for ensuring land use patterns minimize residents' exposure to excessive noise and establishes noise standards for specific land uses. This element provides an overview of the existing noise environment in Lake County, highlighting noise-sensitive land uses and major sources of both mobile and stationary noise, and provides goals, policies, and actions to mitigate current and foreseeable noise disturbances.

Background

Impacts of Noise

Sound waves traveling outward from a source exert a sound pressure level usually measured in decibels (dB). Environmental noise is usually measured in A-weighted decibels (dBA), a metric corrected for the human ear response to various frequencies (some animals can hear sounds outside the human range). Most people can detect a change in sound level of about 3 dBA, while an increase of 10 dBA is perceived by the human ear as a doubling of loudness.

Noise can significantly impact people's lives. Depending on the source and intensity, noise can be painful, interrupt sleep, cause distraction or confusion, and physically damage the inner ear. Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects a human's entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure, functions of the heart, and the nervous system. Extended periods of noise exposure above 90 dBA can result in permanent hearing damage. When the noise level reaches 120 dBA, even short-term exposure causes a tickling sensation in the ear, called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation becomes painful, called the threshold of pain. **Table N-1** shows typical noise levels from familiar noise sources.

Table N-1 Typical A-Weighted Sound Levels

Noise Source	A-Weighted Sound Level in Decibels (dBA)	Noise Environment
Near Jet Engine	140	Deafening
Civil Defense Siren	130	Threshold of pain
Hard Rock Band	120	Threshold of feeling
Accelerating Motorcycle at a Few Feet Away	110	Very loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very loud
Ambulance Siren; Food Blender	95	Very loud
Garbage Disposal	90	Very loud
Freight Cars; Living Room Music	85	Loud
Pneumatic Drill; Vacuum Cleaner	80	Loud
Busy Restaurant	75	Moderately loud
Near Freeway Auto Traffic	70	Moderately loud
Average Office	60	Moderate
Suburban Street	55	Moderate
Light Traffic; Soft Radio Music in Apartment	50	Quiet
Large Transformer	45	Quiet
Average Residence without Stereo Playing	40	Faint
Soft Whisper	30	Faint
Rustling Leaves	20	Very faint
Human Breathing	10	Very faint

Noise Sources

A noise-sensitive receptor is land use that is particularly vulnerable to the negative impacts of noise pollution. These uses often include areas where people are engaged in activities that require quiet or where noise can disrupt important functions, such as homes, schools, hospitals, and libraries.

Some types of noise, such as from construction and maintenance activities, are temporary. While these types of noise can be long-term, they will end with completion of the activity. Other types of noise are permanent, including from mobile sources, such as cars, trains, and airplanes, and stationary sources, like continual noise from machinery at an industrial site or automotive repair and/or performance shop. These sources require the County to ensure that certain land uses, especially "sensitive receptors," like homes, ~~and~~ schools, and tribal ceremonial and cultural sites, are not

too close to the permanent source of noise without incorporating reduction measures like thicker walls and windows.

The primary noise source in the county is from vehicular traffic, including the sound of car engines, tires on pavement, law enforcement and ambulance sirens, and honking horns—on Highways 20, 29, 53, 175, and 281. Vehicular traffic on local roads causes less significant levels of noise because vehicles do not create as much noise when traveling at lower speeds and because these roadways have lower overall traffic volumes. Other noise sources affecting Lake County include aircraft overflight and airport noise from operations associated with the Lampson Field Airport in central west county, near Finley. Noise is also generated by other smaller air strips and heliports in Lake County, along with overflights to and from the Ukiah Municipal Airport and Adventist Health – Ukiah Valley Heliport, both in Ukiah, and as aircrafts descend over the Cobb Mountain community on the way to the Santa Rosa Municipal Airport in Sonoma County. The Circulation Elements of the Kelseyville and Lakeport Planning Areas, which are both impacted by Lampson Field, include policies to minimize the noise impacts of the airport. Agricultural uses also create noise; those uses are protected by right-to-farm provisions in County Code, Chapter 3 (Agriculture), which protect farmers from nuisance complaints by adjacent residents, including complaints about noise from normal agricultural operations. Noise from agricultural uses are also addressed in the Noise Element of this General Plan.

Many recreational activities on Clear Lake are also a source of noise, including boating, jet skiing, fishing with motorized boats, and other water sports. Motorboat, air boat, and jet ski engines produce substantial noise levels, particularly at high speeds due to increased engine RPMs (revolutions per minute). Fishing with motorized boats contributes to increased noise levels, though often less intrusive than high-speed recreational boating. There are also various events hosted on Clear Lake, such as fishing tournaments, that can attract large crowds and involve amplified music and announcements, adding to the ambient noise. Chapter 15, *Recreation*, of the County Code of Ordinances regulates noise generated on Clear Lake by limiting noise from individual boats and limiting boat speeds in certain areas of the lake.

Construction activity can be a temporary source of noise.

Noise produced by industrial and commercial activity does not significantly impact the ambient noise environment of Lake County. However, as the cities of Lakeport and Clearlake continue to develop and urbanize, noise from everyday urban activities, such as commercial traffic, construction, and increased population density, could become more pronounced and impact the neighboring unincorporated county areas just beyond their city limits.

Noise Standards

State law requires general plans to use either the Community Noise Equivalent Level (CNEL) or the Day/Night Average Sound Level (Ldn) to describe the community noise environment (in dBA) and its effects on the population. The noise standards used by the County include the land use compatibility standards for community noise (using CNEL), depicted in **Table N-2**, State of California Noise Insulation Standards (California Code of Regulations, Title 24, Part 2), and applicable Performance Standards in the Lake County Code of Ordinances.

Table N-2 Maximum Allowable Noise Exposure by Use

Land Use	Noise Level (CNEL)						
	45-50	51-55	56-60	61-65	66-70	71-75	>76
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multiple Family, Group Homes							
Motels/Hotels							
Schools, Libraries, Churches, Hospitals, Extended Care Facilities							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

	Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.
	Normally Unacceptable: New construction or development should generally 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. Outdoor areas must be shielded.
	Unacceptable: New construction or development should not be undertaken

Existing and Future Noise Contours

Existing and future roadway noise conditions for Lake County are depicted graphically as contour maps in **Figures N-1** through **N-16** and described in **Tables N-3** (existing) and **N-4** (future). Noise contours for Lampson Field are included in Lake County's Airport Land Use Compatibility Plan; the latest diagram is included as **Figure N-17**.

Figure N-1 Existing Roadway Noise Contours A

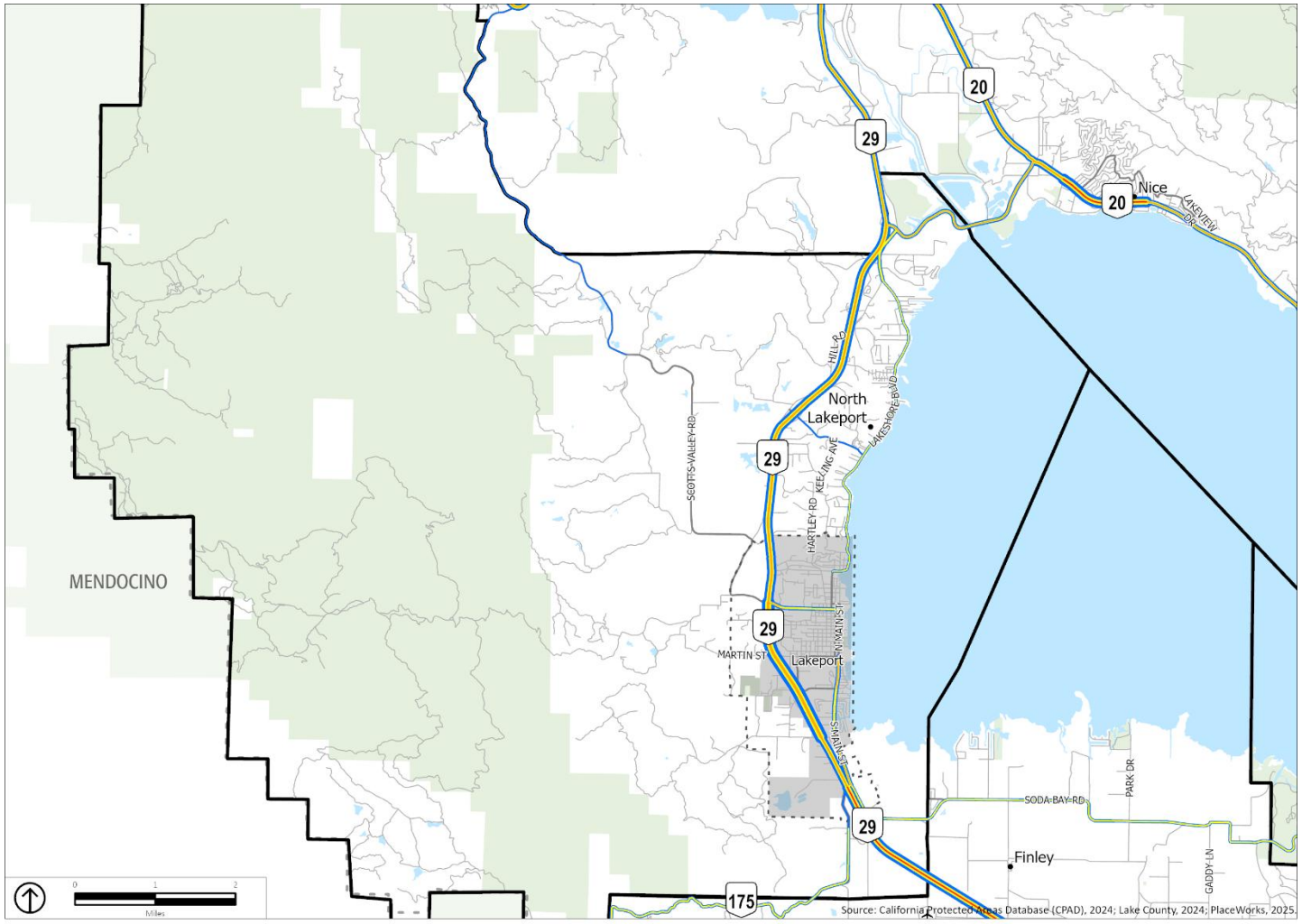


Figure N-2 Future Roadway Noise Contours A

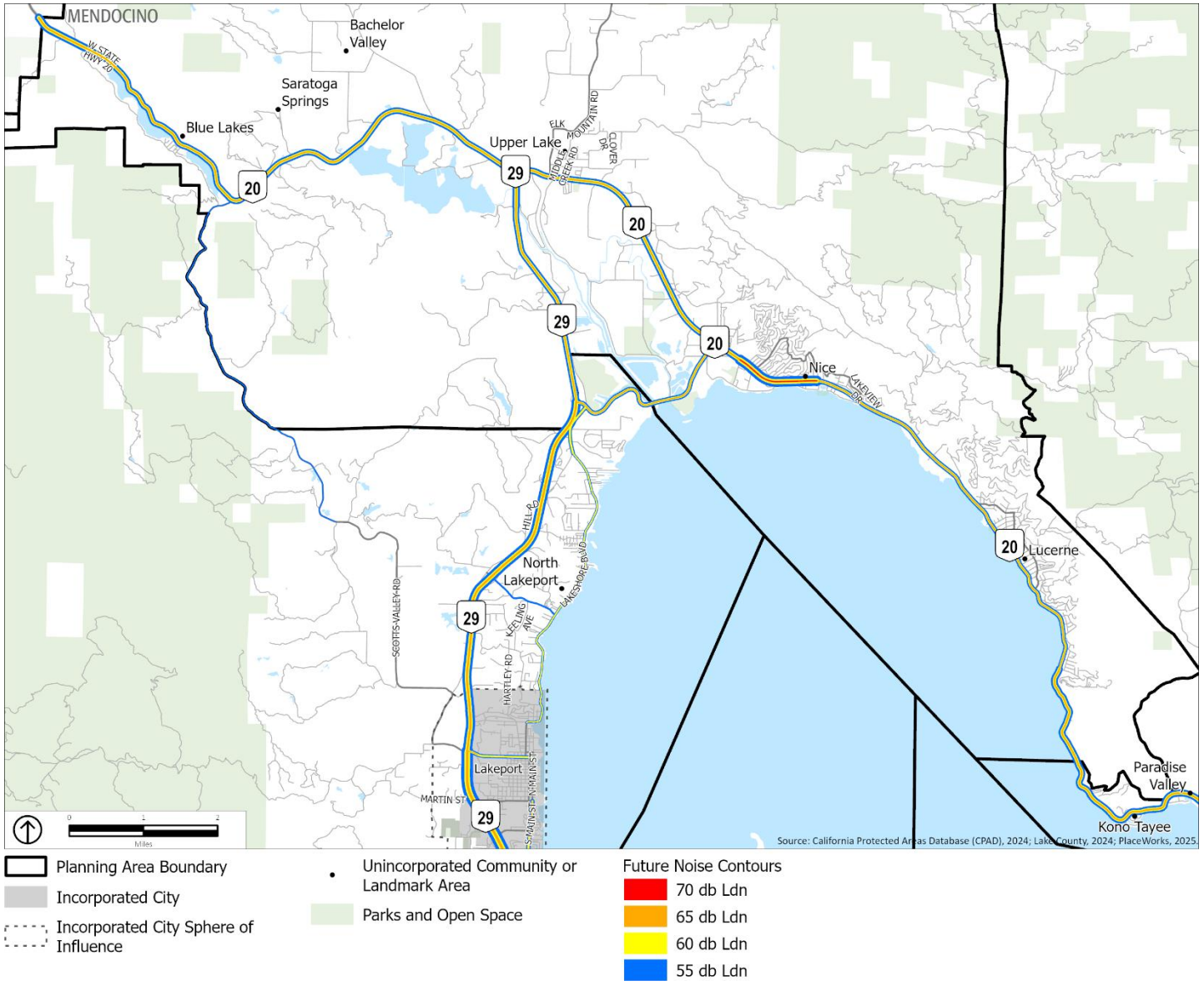


Figure N-3 Existing Roadway Noise Contours B

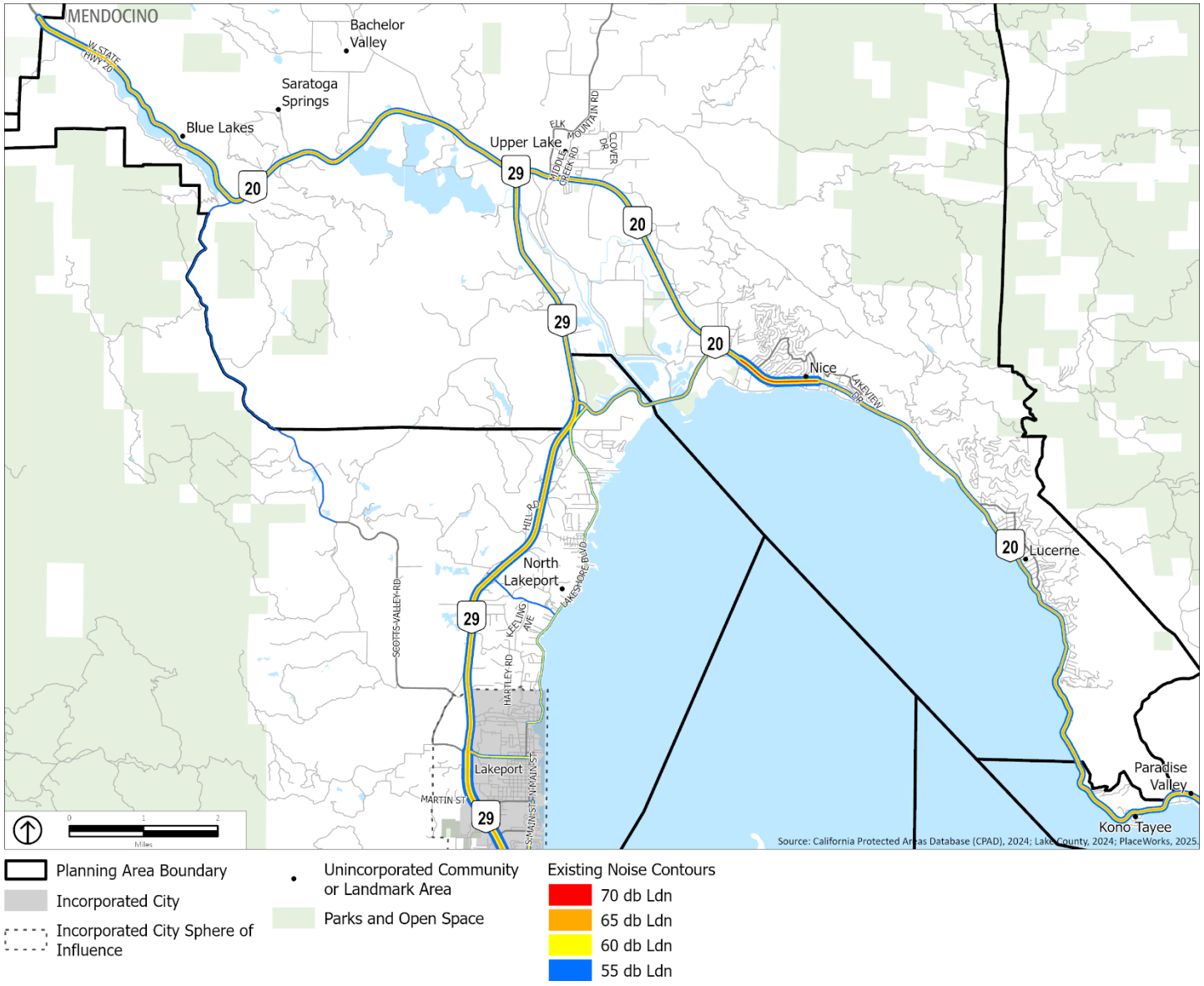


Figure N-4 Future Roadway Noise Contours B

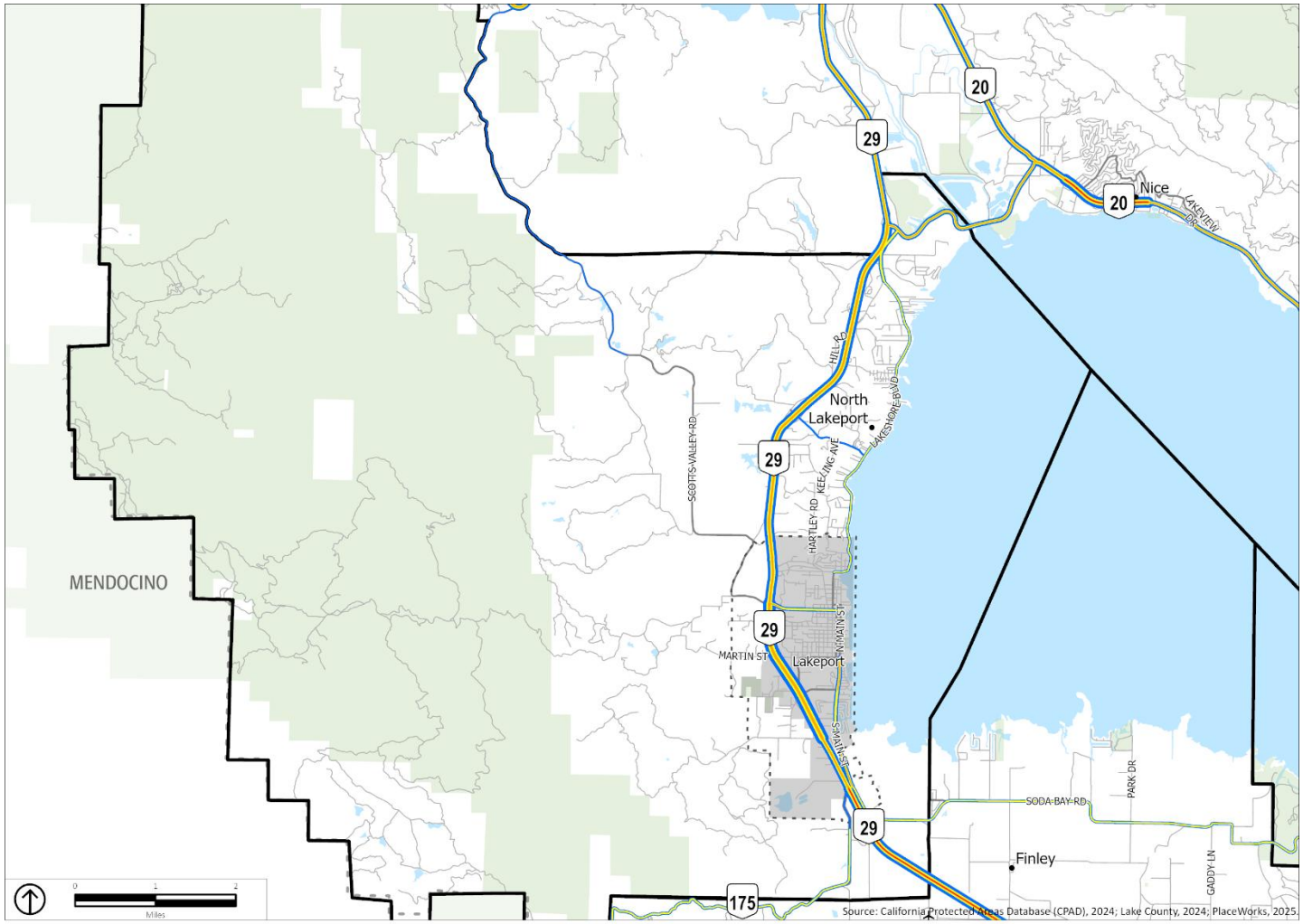
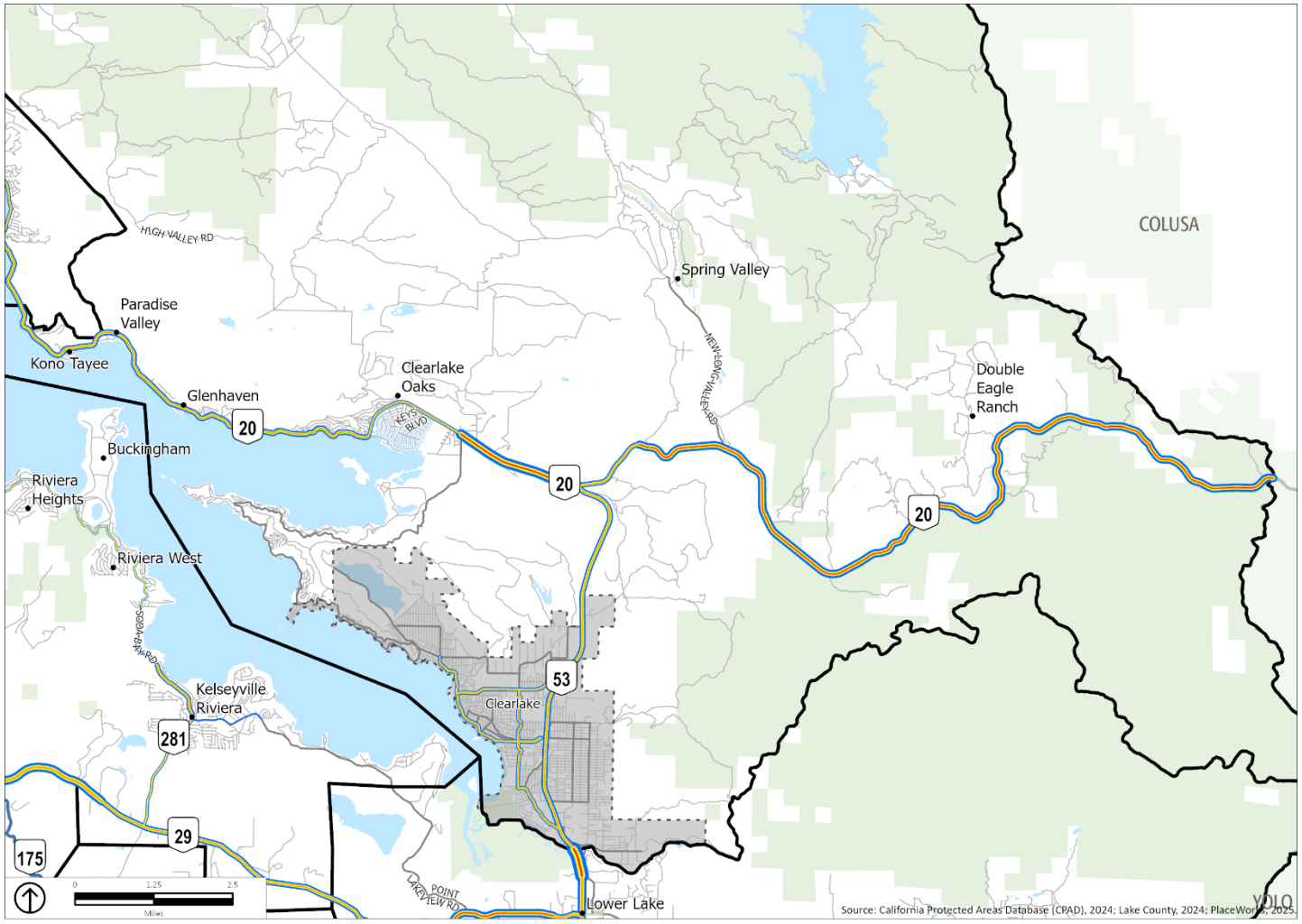


Figure N-5 Existing Roadway Noise Contours C



Planning Area Boundary
Incorporated City
Incorporated City Sphere of Influence
Unincorporated Community or Landmark Area
Parks and Open Space
Existing Noise Contours
70 db Ldn
65 db Ldn
60 db Ldn
55 db Ldn

Figure N-6 Future Roadway Noise Contours C

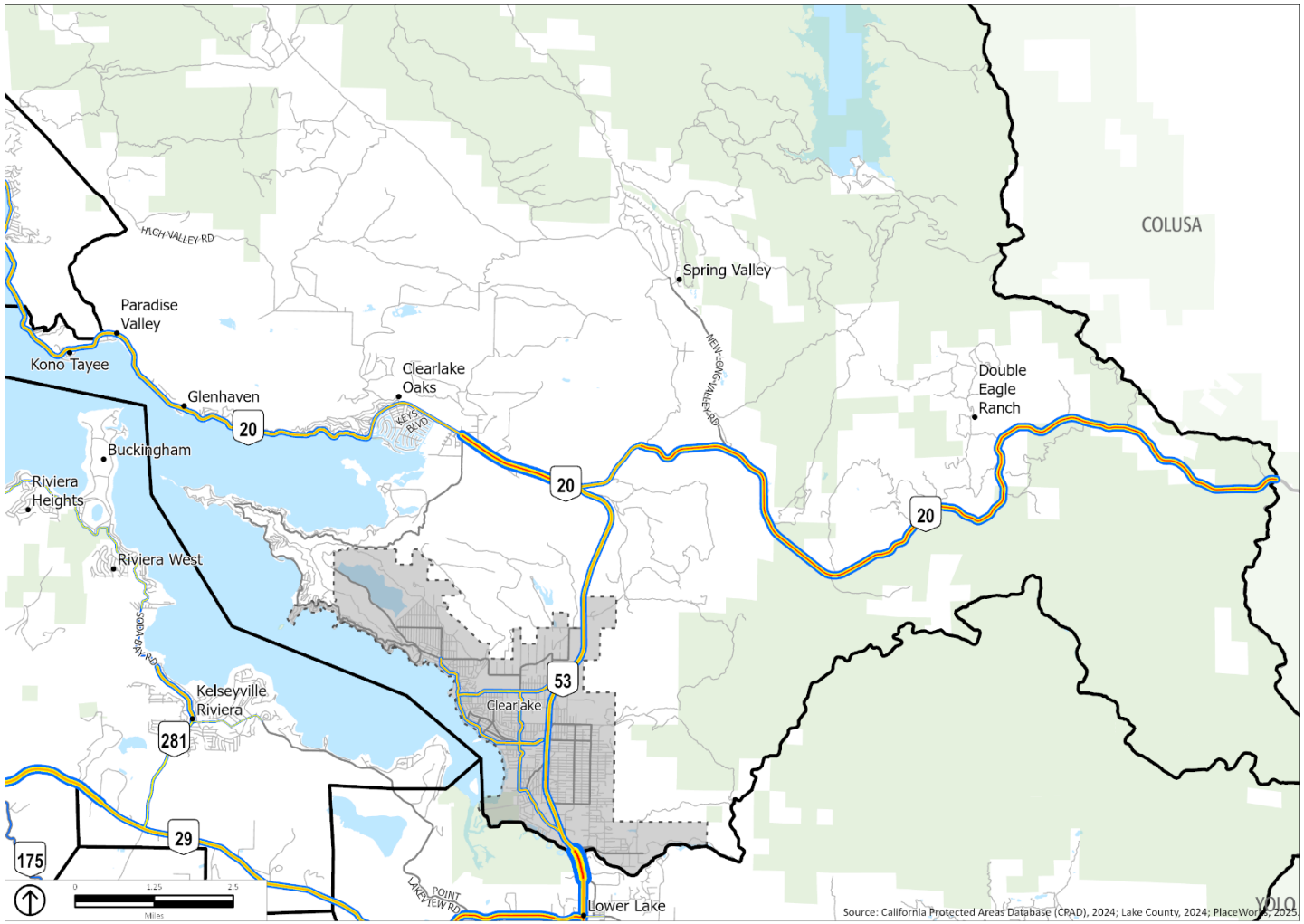


Figure N-7 Existing Roadway Noise Contours D

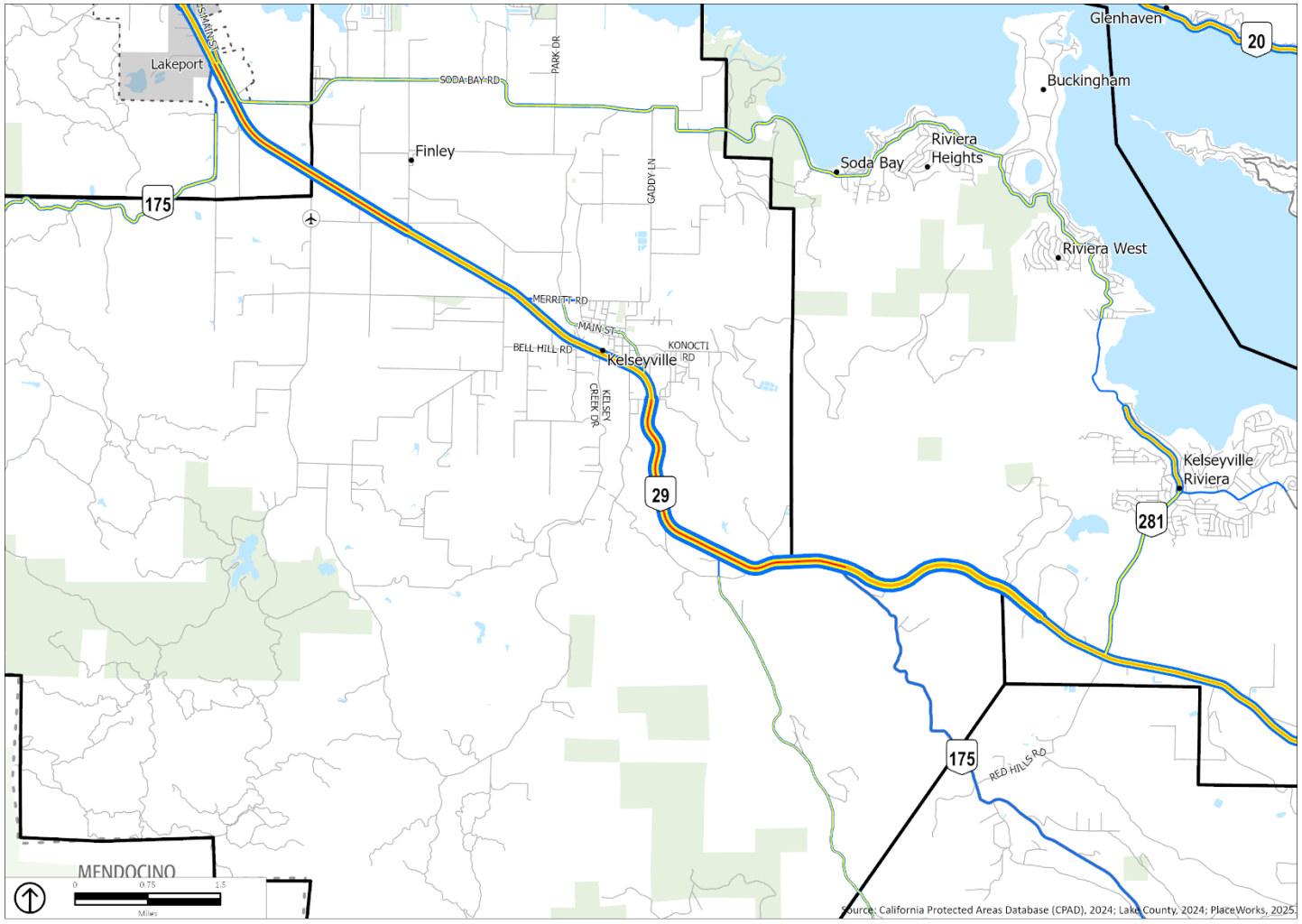
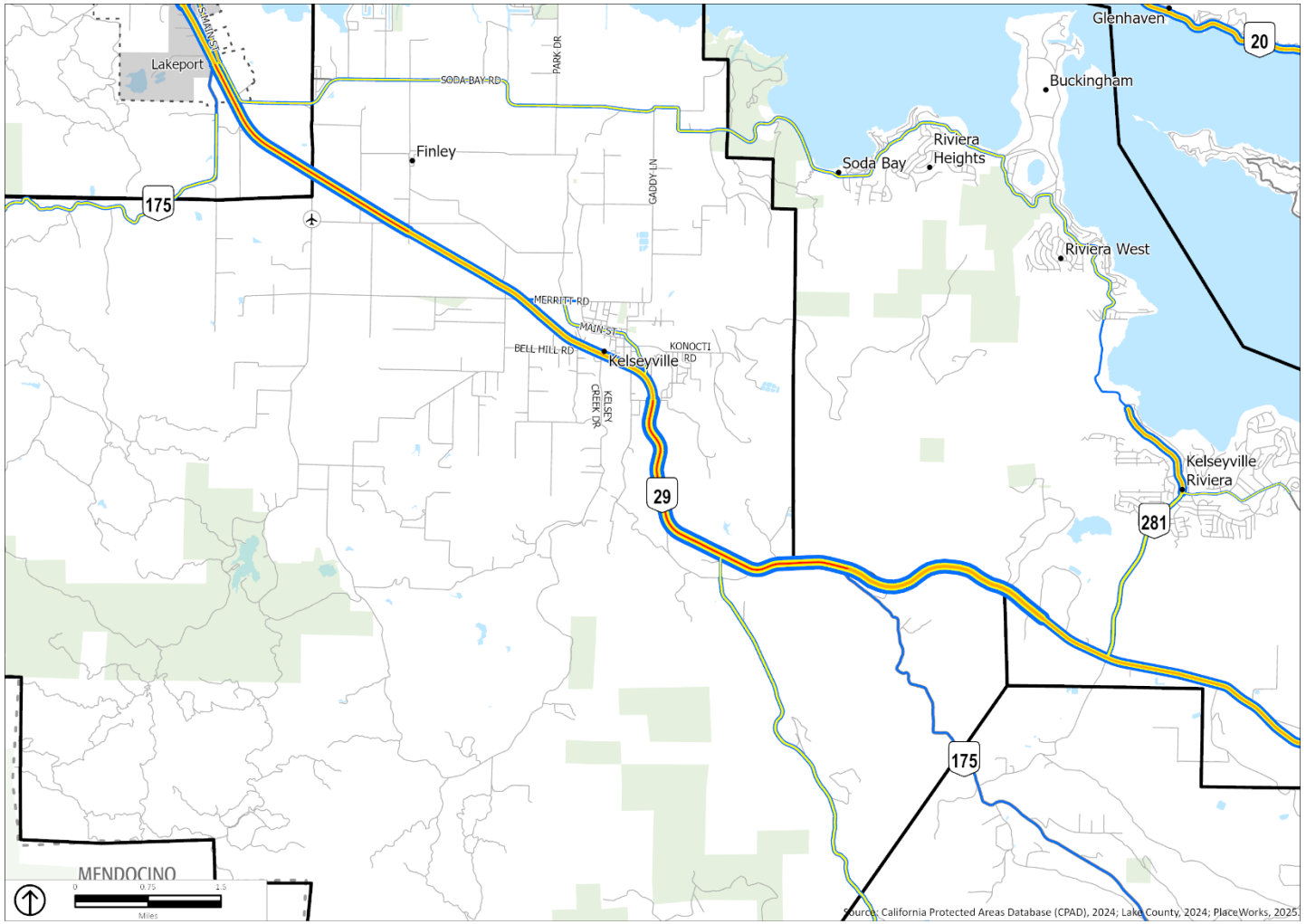


Figure N-8 Future Roadway Noise Contours D



Planning Area Boundary
Incorporated City
Incorporated City Sphere of Influence
Unincorporated Community or Landmark Area
Airport
Parks and Open Space

Future Noise Contours
70 db Ldn
65 db Ldn
60 db Ldn
55 db Ldn

Figure N-9 Existing Roadway Noise Contours E

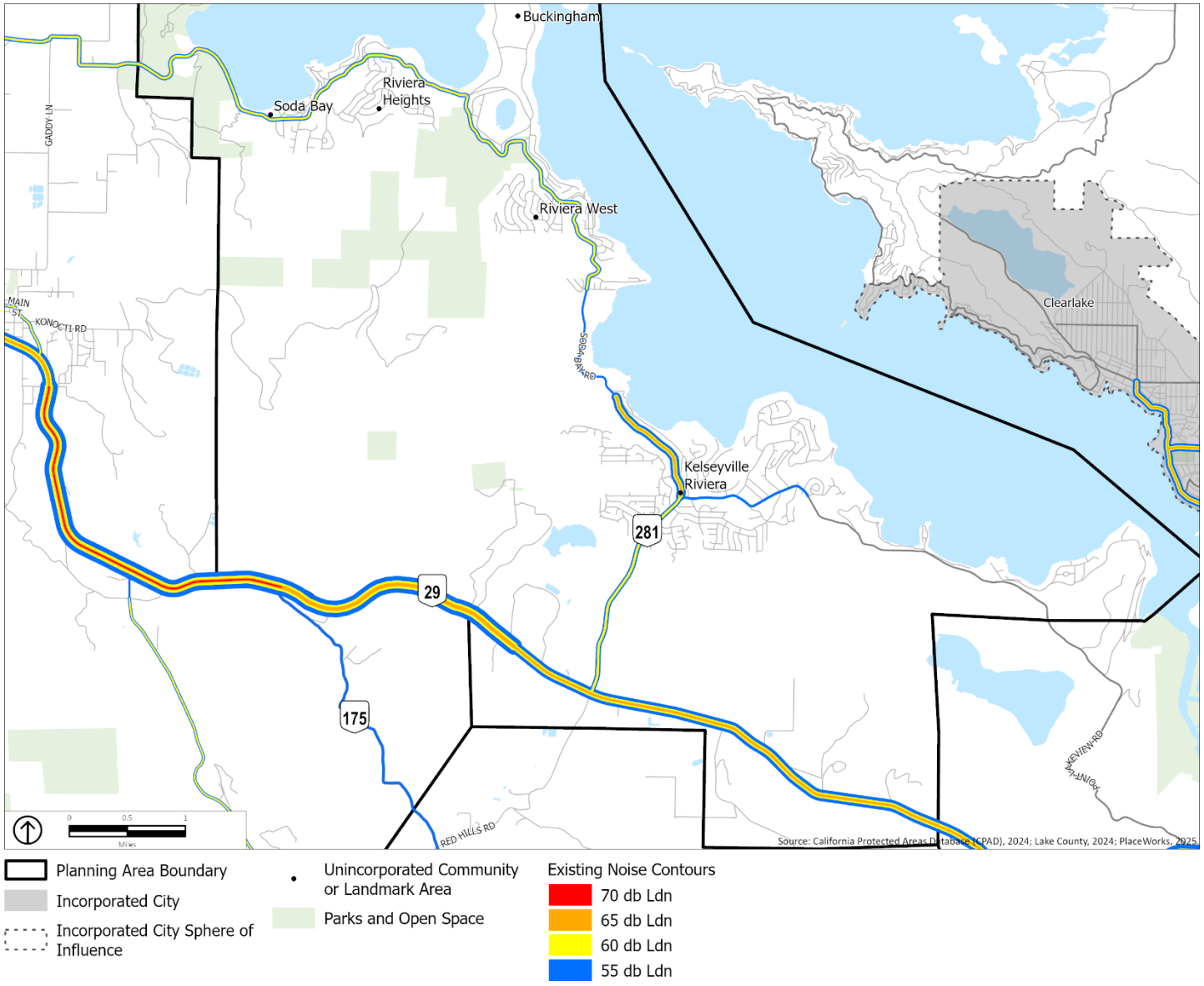


Figure N-10 Future Roadway Noise Contours E

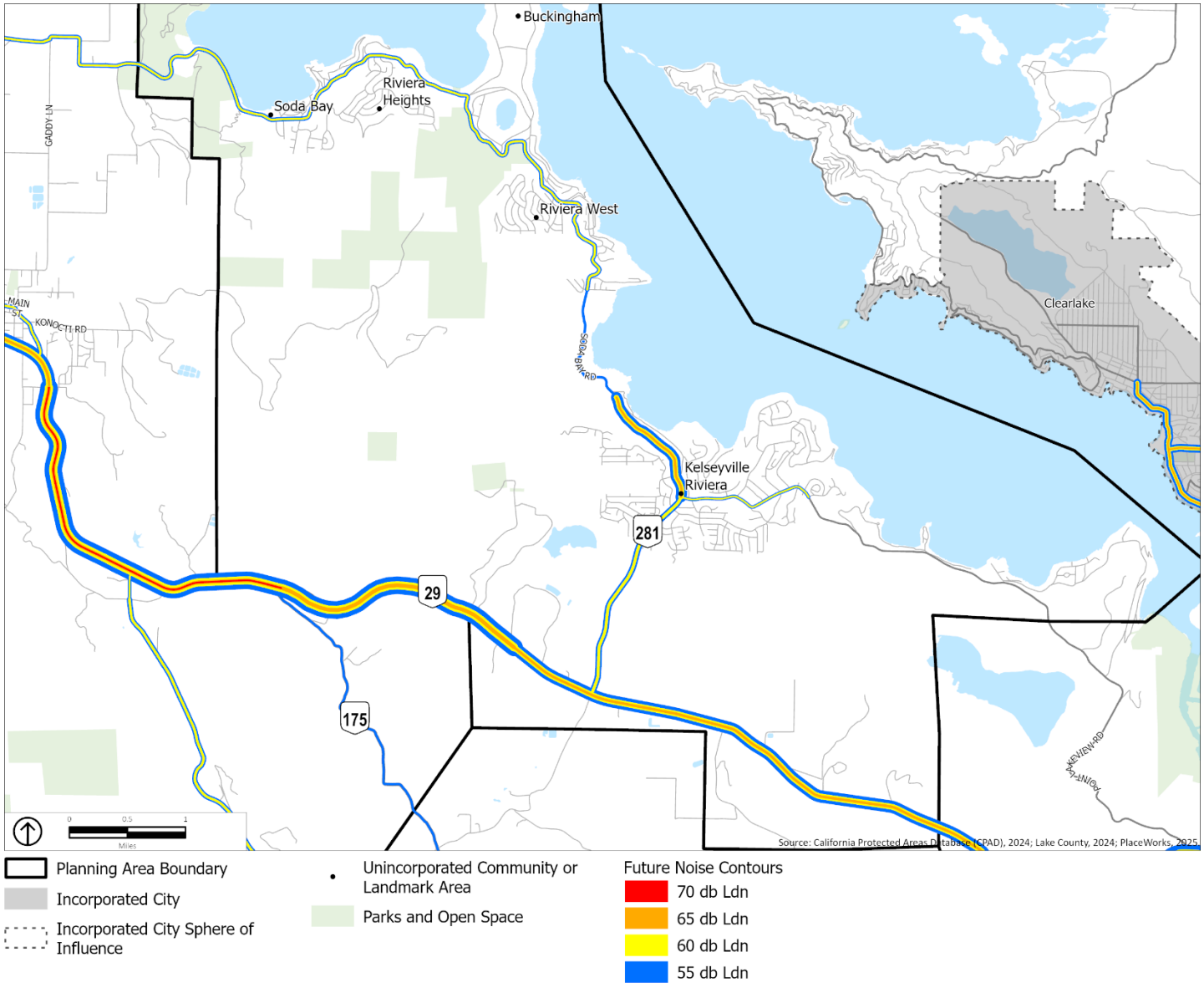


Figure N-11 Existing Roadway Noise Contours F

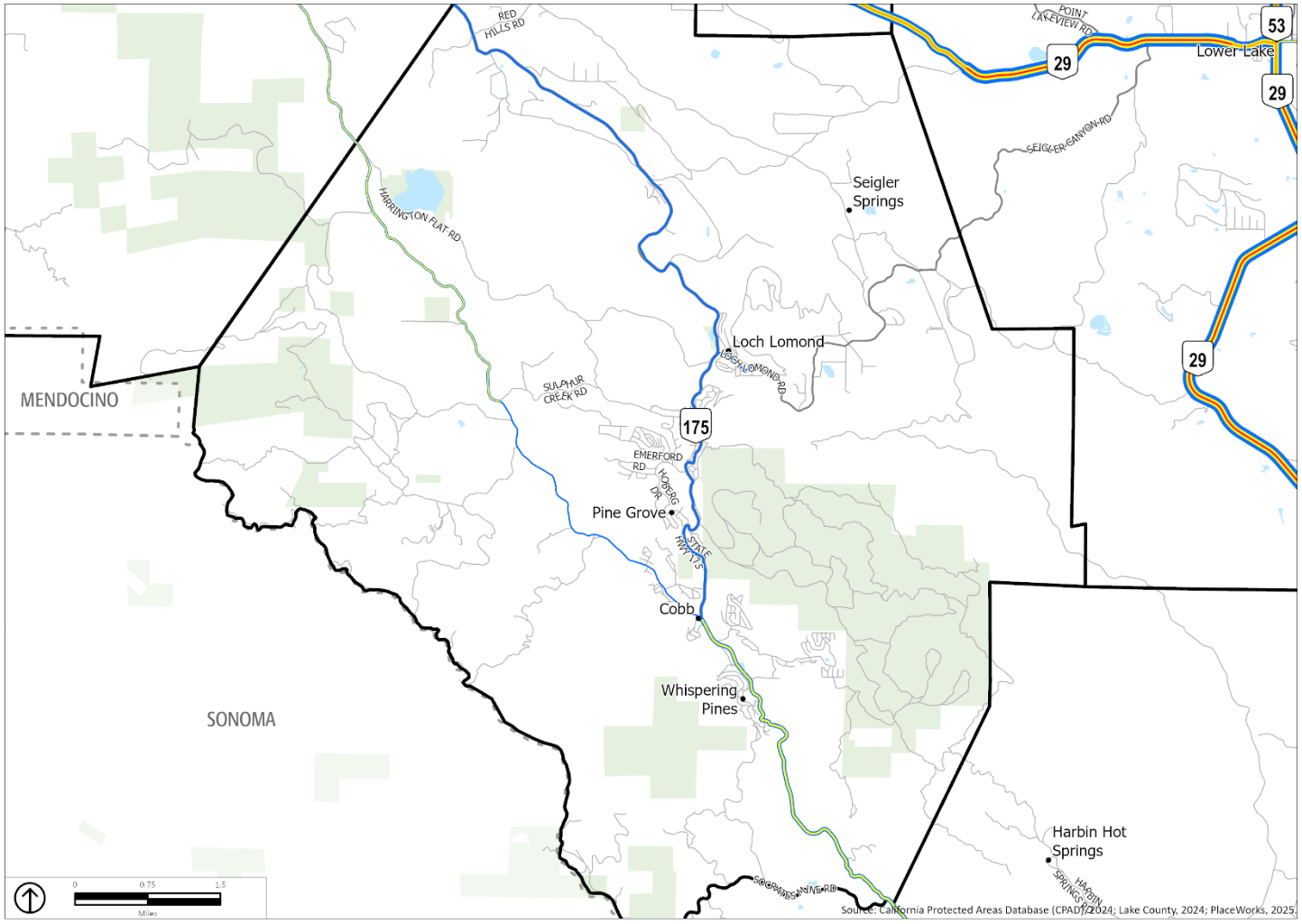


Figure N-12 Future Roadway Noise Contours F

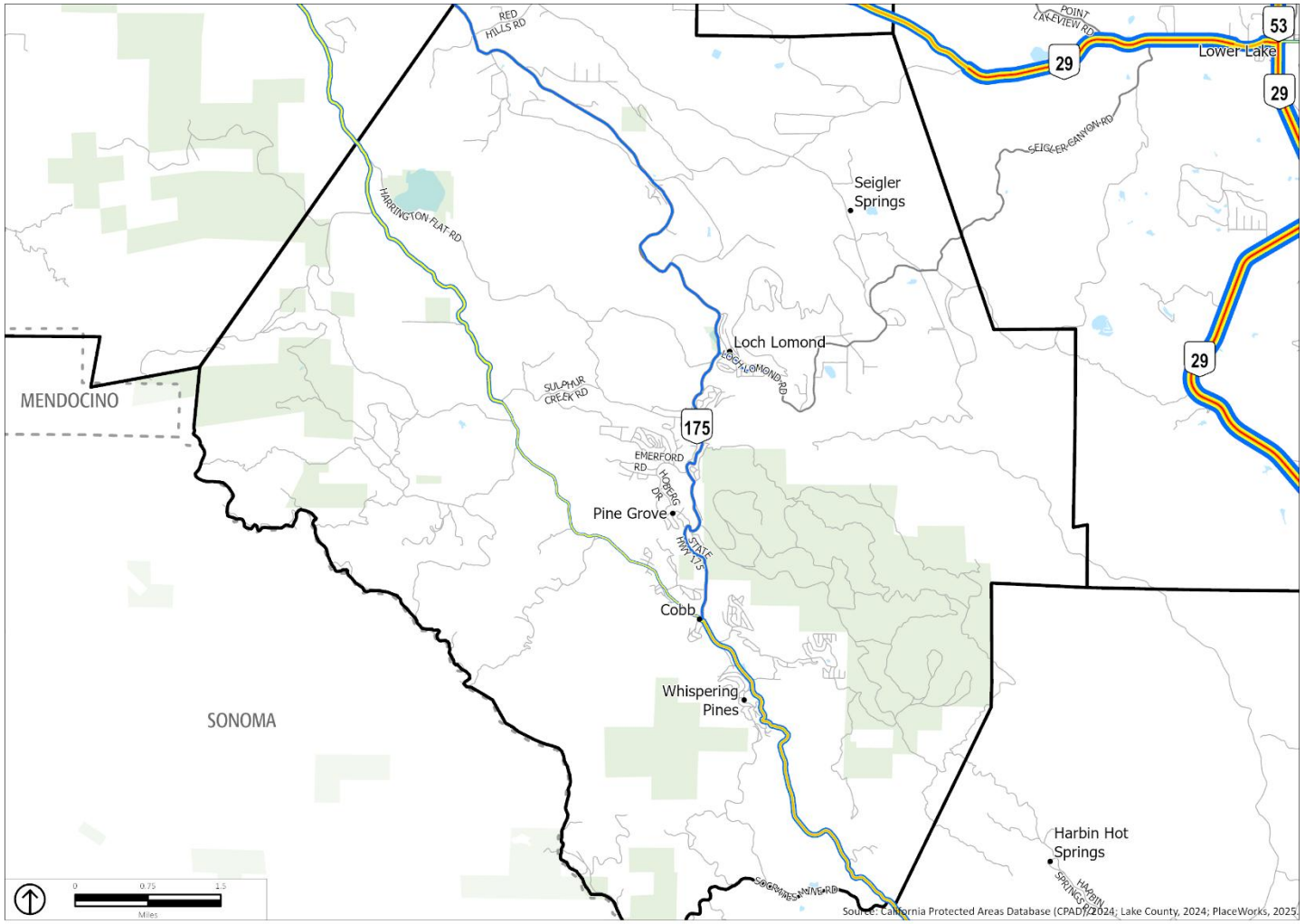


Figure N-13 Existing Roadway Noise Contours G

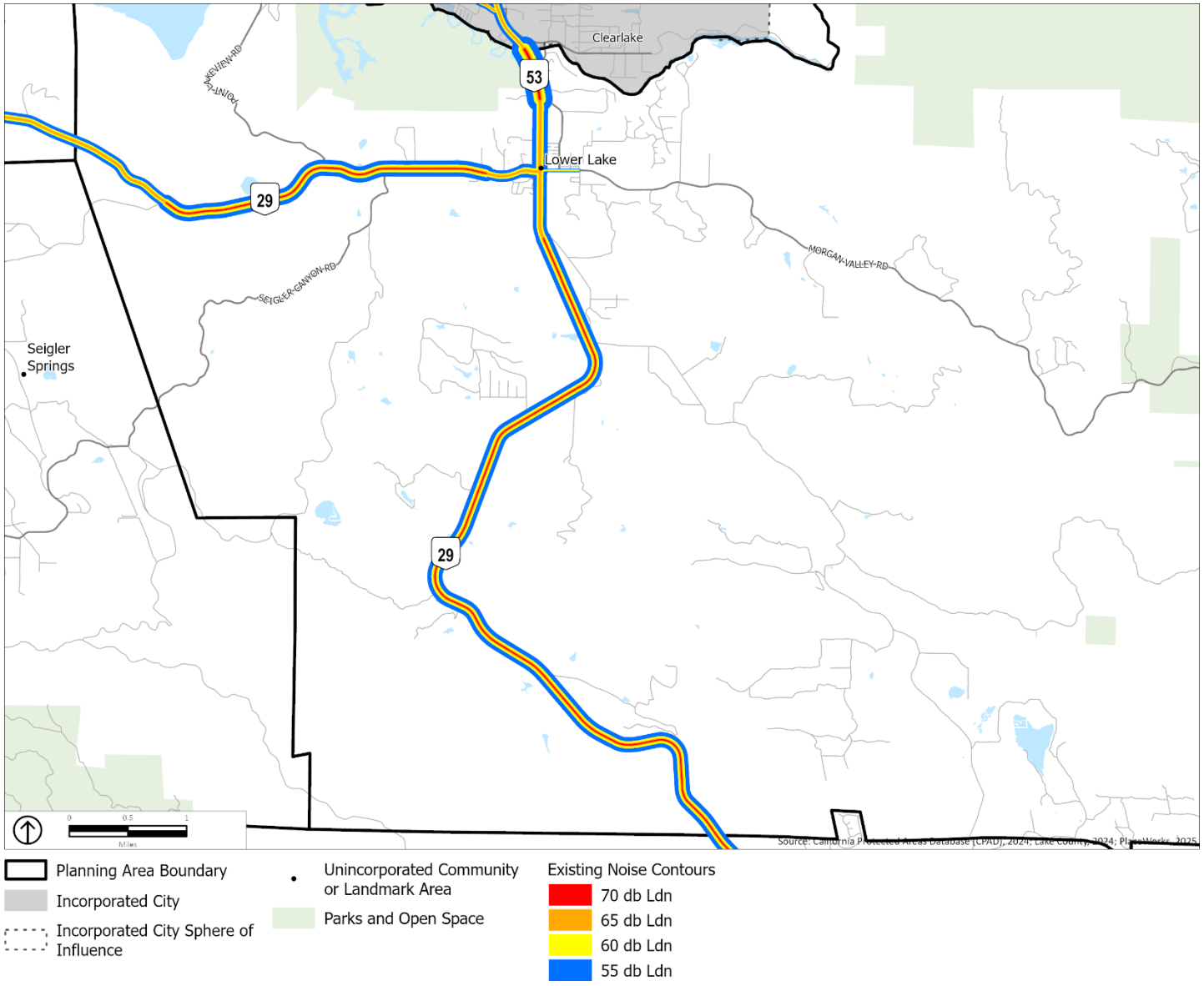


Figure N-14 Future Roadway Noise Contours G

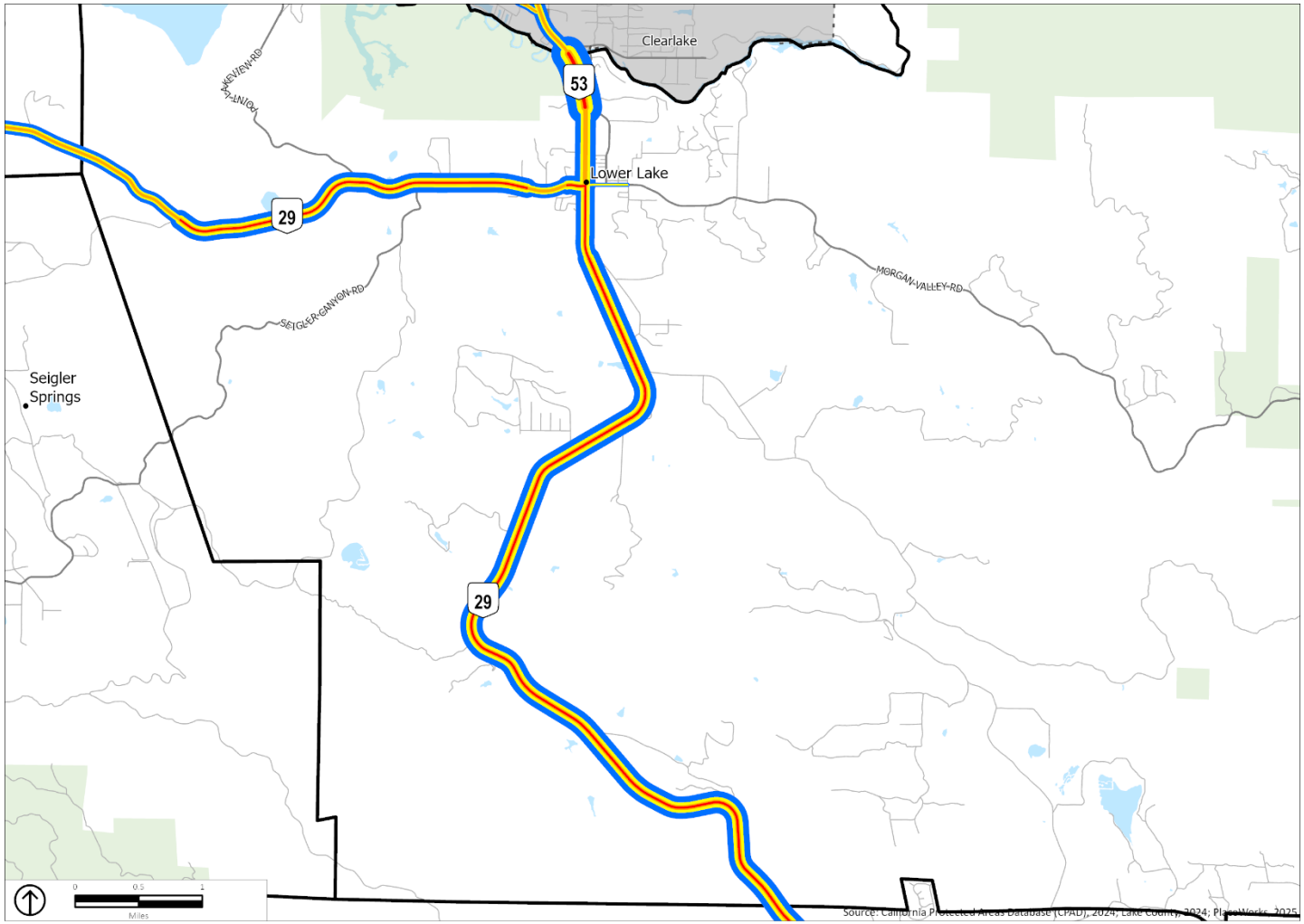


Figure N-15 Existing Roadway Noise Contours H

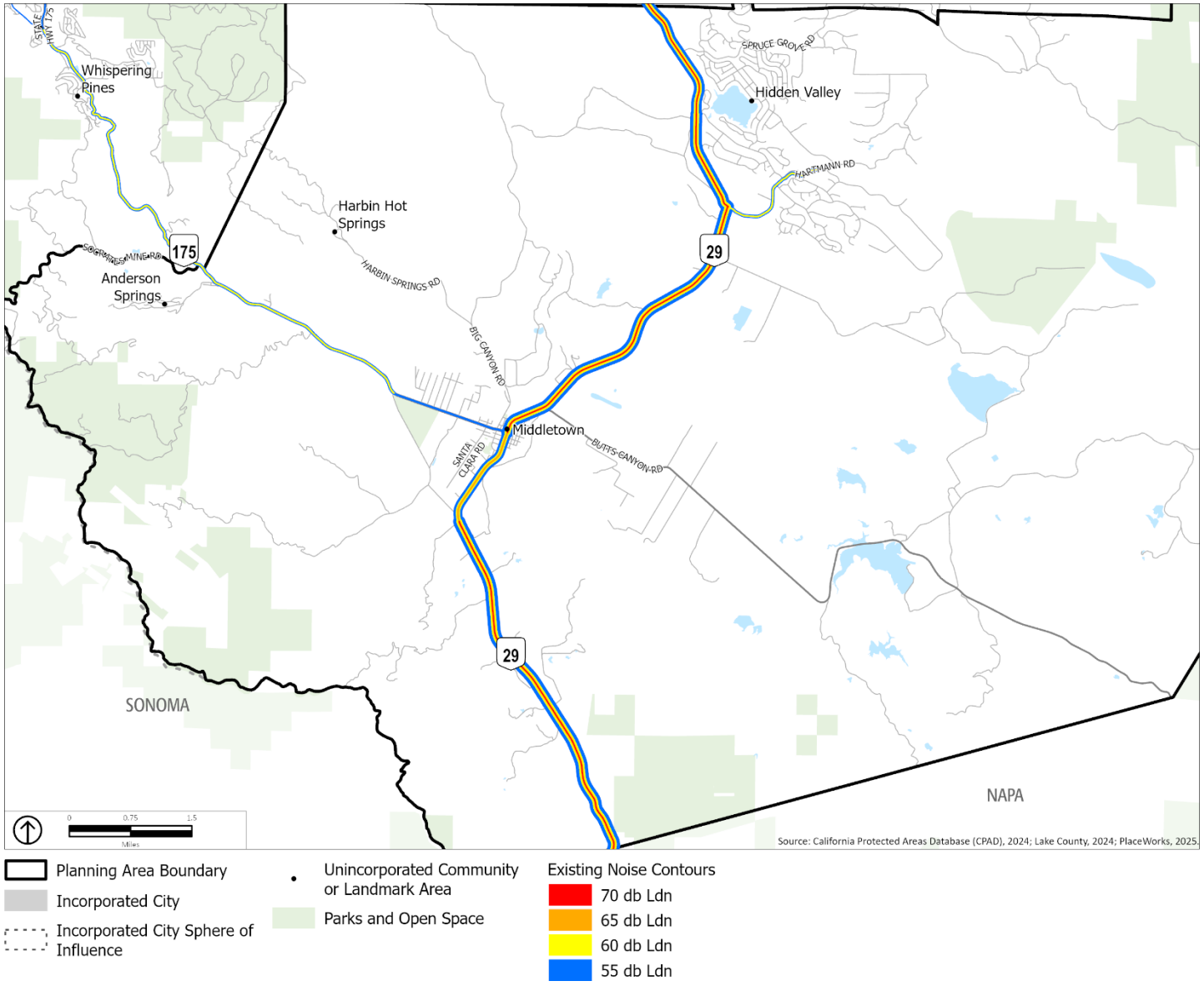


Figure N-16 Future Roadway Noise Contours H

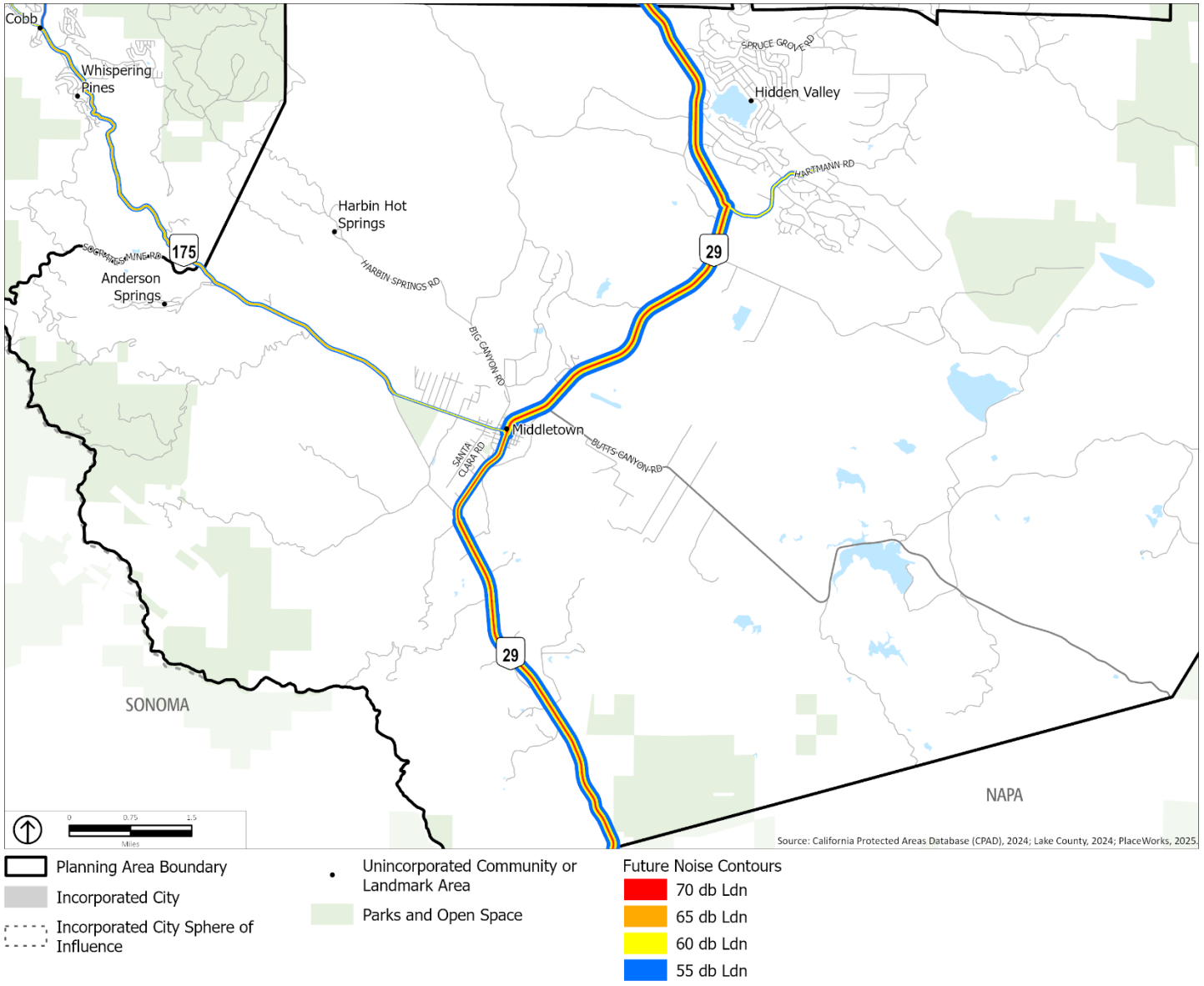
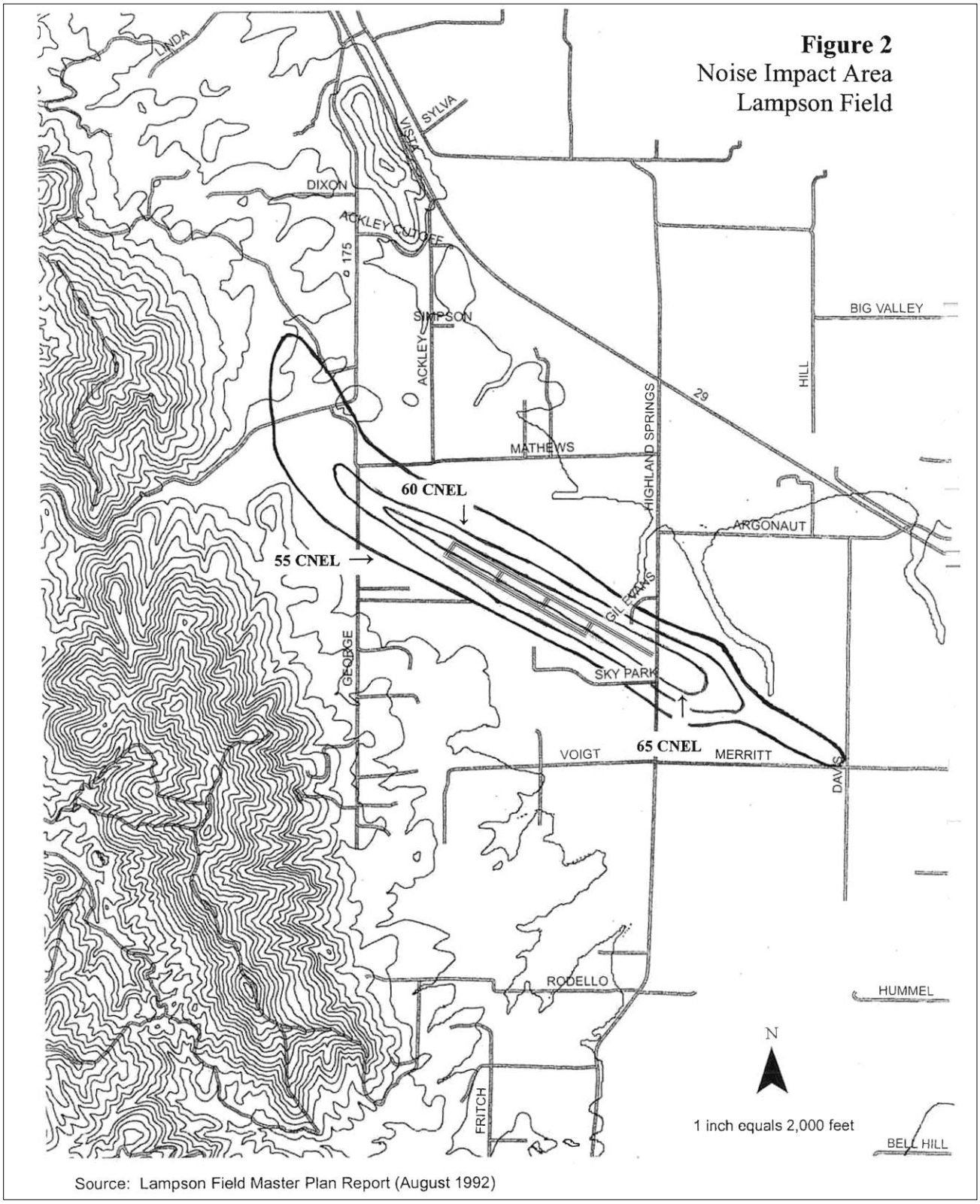


Figure N-17 Lampson Field Noise Contours



Source: Lampson Field Master Plan Report (August 1992)

Table N-3 Existing Roadway Noise Levels

Roadway Segment	Volume (Average Daily Trips)	L_{dn} at 100 Feet	Distance to L_{dn} Contour (feet)[1,2]			
			70 dBA	65 dBA	60 dBA	55 dBA
Highway 20						
Between Lake/ Mendocino County Line & Hwy 29 Junction	10,050	**61.7**	-	60	130	281
Between Blue Lakes Rd & Hwy 29 Junction	9,800	**60.5**	-	50	108	233
Between HWY 29 Junction & Lucerne Cutoff	9,800	**60.5**	-	50	108	233
Between Lucerne Cutoff & Hammond Ave	12,000	**61.4**	-	57	124	267
Between Hammond Ave & Manzanita Dr	12,000	**63.5**	37	80	171	+350
Between Manzanita Dr & Foothill Dr	12,000	**58.9**	-	39	84	182
Between Foothill Dr & Bell Ray Ave	12,000	**58.9**	-	39	84	182
Between Bell Ray Ave & Rosemont Dr	10,300	**58.2**	-	35	76	164
Between Rosemont Dr & Road 208K	10,300	**60.7**	-	52	112	241
Between Road 208K & Sulphur Bank Dr	10,300	**58.2**	-	35	76	164
Between Sulphur Bank Dr & HWY 53 Junction	10,300	**64.7**	44	95	205	+350
Between HWY 53 Junction & Old Long Valley Road	7,300	**60.3**	-	49	105	227
Highway 29						
Between Lake/Napa County Line & Sheveland Rd/Dry Creek Cutoff	10,800	**64.0**	40	86	185	+350
Between Sheveland Rd/Dry Creek Cutoff & HWY 175 Junction	10,800	**62.0**	-	63	137	294
Between HWY 175 Junction & Hidden Valley Rd	12,800	**63.8**	39	83	179	+350
Between Hidden Valley Rd & Clayton Creek Rd	10,900	**63.1**	35	75	161	346
Between Clayton Creek Rd & Lee Barr Dr	11,700	**62.4**	-	67	144	311
Between Lee Barr Dr & Marshview Way	11,700	**61.3**	-	56	122	262
Between Marshview Way & Diener Dr/Rd 543	11,700	**63.4**	36	78	169	+350
Between Diener Dr/Rd 543 & Konocti Rock Company Rd	9,300	**61.4**	-	57	124	266

Roadway Segment	Volume (Average Daily Trips)	L_{dn} at 100 Feet	Distance to L_{dn} Contour (feet)[1,2]			
			70 dBA	65 dBA	60 dBA	55 dBA
Between Konocti Rock Company Rd & HWY 175 Junction	9,300	63.7	-	82	177	+350
Between HWY 175 Junction & Cruickshank Rd	13,500	64.0	40	86	185	+350
Between Cruickshank Rd & Thomas Dr	13,500	61.9	-	63	135	291
Between Thomas Dr & HWY 175 Junction	13,500	63.0	34	74	159	342
Between HWY 175 Junction & Todd Rd	13,500	61.9	-	62	134	288
Between Todd Rd & 11th St	13,500	64.3	-	90	194	+350
Between 11th St & Lucerne Cutoff	7,000	62.4	-	67	145	313
Between Lucerne Cutoff & Tule Lake Rd	7,000	60.2	-	48	102	221
Between Tule Lake Rd & HWY 20 Junction	7,000	61.2	-	56	120	258
Highway 53						
Between HWY 29 & Anderson Ranch Parkway	17,700	**63.2**	-	76	164	+350
Between Anderson Ranch Parkway & Clearlake City Limits (south)	17,700	**66.5**	58	125	269	+350
Between Clearlake City Limits (north) & HWY 20 Junction	8,500	**61.0**	-	54	116	251
Highway 175						
Between Lake/Mendocino County Line & Dixon Dr)	1,900	**55.5**	-	-	50	108
Between Dixon Dr & HWY 29 Junction (south of Lakeport)	1,900	**50.9**	-	-	-	53
Between HWY 29 Junction & Cobb Post Office/High Rd (south of Kelseyville)	840	**50.9**	-	-	-	54
Between Cobb Post Office/High Road & Dry Creek Rd	2,700	**56.0**	-	-	54	117
Between Dry Creek Rd & HWY 29 Junction (at Middletown)	2,700	**52.4**	-	-	-	67
Highway 281						
Between Konocti Bay Rd & Point Lakeview Rd	6,400	**59.8**	-	45	96	208
Between Point Lakeview Rd & HWY 29 Junction	6,400	**56.2**	-	-	55	119

Roadway Segment	Volume (Average Daily Trips)	L_{dn} at 100 Feet	Distance to L_{dn} Contour (feet)[1,2]			
			70 dBA	65 dBA	60 dBA	55 dBA
11th Street						
Between HWY 29 NB & Central Park Ave	9,426	**57.8**	-	33	72	155
Between Central Park Ave & Mellor St	9,426	**56.9**	-	-	62	134
Between Mellor St & N Main St	9,426	**56.9**	-	-	62	133
Bottle Rock Road						
Between HWY 29 & Cold Creek Rd	1,806	**50.7**	-	-	-	51
Between Cold Creek Rd & Sulphur Creek Rd	1,806	**53.2**	-	-	35	75
Between Sulphur Creek Rd & HWY 175	1,369	**49.5**	-	-	-	43
Hartmann Road						
Between HWY 29 & Stinson Rd	6,376	**56.1**	-	-	55	119
Lakeshore Boulevard						
Between 20th St & Hill Rd E	4,518	**54.6**	-	-	44	95
Between Hill Rd E & Nice-Lucerne Cutoff	4,518	**57.1**	-	-	65	139
Lakeshore Drive						
Between W 40th St & Old HWY 53	14,228	**59.7**	-	44	95	205
Between Old HWY 53 & Arrowhead Rd	14,228	**58.7**	-	38	81	175
Loch Lomond Road						
Between HW 175 & Sycamore Rd	1,089	**48.5**	-	-	-	37
Main Street (Kelseyville)						
Between HWY 29 & Merritt Rd	3,647	**53.7**	-	-	38	82
Main Street (Lower Lake)						
Between HWY 29 & Mill St	3,498	**53.5**	-	-	37	80

Roadway Segment	Volume (Average Daily Trips)	L_{dn} at 100 Feet	Distance to L_{dn} Contour (feet)[1,2]			
			70 dBA	65 dBA	60 dBA	55 dBA
Merritt Road						
Between HWY 29 & Loasa Rd	3,347	**52.4**	-	-	-	67
Nice-Lucerne Cutoff Road						
Between HWY 29 & HWY 20	5,040	**57.6**	-	32	69	150
Old Highway 53						
Between Cache Creek Way & Olympic Dr	6,184	**58.5**	-	37	80	171
Olympic Drive						
Between HWY 53 and Lakeshore Dr	8,835	**58.9**	-	39	84	181
Park Way						
Between Hill Rd E & Lakeshore Blvd	2,136	**51.4**	-	-	-	57
Point Lakeview Road						
Between Soda Bay Rd & Wheeler Dr	2,251	**51.6**	-	-	-	59
S Main Street						
Between Soda Bay Rd & Lakeport Blvd	9,685	**58.0**	-	34	73	157
Between Lakeport Blvd & Peckham Ct	9,685	**58.0**	-	-	73	158
Between Peckham Ct & Martin St	9,685	**58.0**	-	34	73	157
Scotts Valley Road						
Between HWY 20 & Hendricks Rd	843	**49.9**	-	-	-	45
Between Hendricks Rd & Mountain View Rd	843	**47.4**	-	-	-	-
Seigler Canyon Road						
Between HWY 29 & Perini Rd (southern)	870	**46.5**	-	-	-	-

Roadway Segment	Volume (Average Daily Trips)	L_{dn} at 100 Feet	Distance to L_{dn} Contour (feet)[1,2]			
			70 dBA	65 dBA	60 dBA	55 dBA
Soda Bay Road						
Between HWY 29 & Montezuma Way	5,098	**55.2**	-	-	48	103
Between Montezuma Way & HWY 29	1,704	50.4	-	-	-	49
Spruce Grove Road						
Between HWY 29 & Tinilyn Dr	685	**46.4**	-	-	-	-

Notes:

[1] Distance to L_{dn} contours do not account for the noise attenuation attributable to intervening structures.

[2] All contour distances +350 feet are capped at 350 feet from roadway centerlines.

Source: Traffic noise levels were calculated using the FHWA Highway Noise Prediction Model in conjunction with the trip generation rate identified by Fehr & Peers (2025).

Table N-4 Future (General Plan Buildout) Roadway Noise Levels

Roadway Segment	Ldn at 100 Feet				Distance to Ldn Contour (feet)1,2			
	Existing Conditions	General Plan Buildout Conditions	Difference	Significant Increase	70 dBA	65 dBA	60 dBA	55 dBA
Highway 20								
Between Lake/ Mendocino County Line & Hwy 29 Junction	61.7	61.8	+0.1	No	-	61	132	285
Between Blue Lakes Rd & HWY 29 Junction	60.5	60.6	+0.1	No	-	51	110	237
Between HWY 29 Junction & Lucerne Cutoff	60.5	60.6	+0.1	No	-	51	110	237
Between Lucerne Cutoff & Hammond Ave	61.4	61.4	+0.0	No	-	57	124	267
Between Hammond Ave & Manzanita Dr	63.5	63.5	+0.0	No	37	80	171	+350
Between Manzanita Dr & Foothill Dr	58.9	58.9	+0.0	No	-	39	84	182
Between Foothill Dr & Bell Ray Ave	58.9	59.0	+0.1	No	-	40	85	184
Between Bell Ray Ave & Rosemont Dr	58.2	58.5	+0.3	No	-	37	79	170
Between Rosemont Dr & Road 208K	60.7	61.0	+0.3	No	-	54	116	251
Between Road 208K & Sulphur Bank Dr	58.2	58.5	+0.3	No	-	37	79	170
Between Sulphur Bank Dr & HWY 53 Junction	64.7	64.9	+0.2	No	49	107	213	+350
Between HWY 53 Junction & Old Long Valley Rd	60.3	60.4	+0.1	No	-	49	107	230
Highway 29								
Between Lake/Napa County Line & Sheveland Rd/Dry Creek Cutoff	64.0	64.6	+0.6	No	43	94	202	+350
Between Sheveland Rd/Dry Creek Cutoff & HWY 175 Junction	62.0	62.6	+0.6	No	32	69	149	321
Between HWY 175 Junction & Hidden Valley Rd	63.8	65.2	+1.4	No	48	103	222	+350

Roadway Segment	Ldn at 100 Feet				Distance to Ldn Contour (feet)1,2			
	Existing Conditions	General Plan Buildout Conditions	Difference	Significant Increase	70 dBA	65 dBA	60 dBA	55 dBA
Between Hidden Valley Rd & Clayton Creek Rd	63.1	64.9	+1.8	No	46	99	213	+350
Between Clayton Creek Rd & Lee Barr Dr	62.4	63.9	+1.5	No	39	85	183	+350
Between Lee Barr Dr & Marshview Way	61.3	62.1	+0.8	No	-	64	138	298
Between Marshview Way & Diener Dr/Rd 543	63.4	64.2	+0.8	No	41	89	192	+350
Between Diener Dr/Rd 543 & Konocti Rock Company Rd	61.4	61.7	+0.3	No	-	60	130	281
Between Konocti Rock Company Rd & HWY 175 Junction	63.7	64.1	+0.3	No	-	87	186	+350
Between HWY 175 Junction & Cruickshank Rd	64.0	64.0	+0.0	No	40	86	185	+350
Between Cruickshank Rd & Thomas Dr	61.9	61.9	+0.0	No	-	62	134	288
Between Thomas Dr & HWY 175 Junction	63.0	63.0	+0.0	No	34	74	159	342
Between HWY 175 Junction & Todd Rd	61.9	61.9	+0.0	No	-	63	135	291
Between Todd Rd & 11th St	64.3	64.3	+0.0	No	-	90	194	+350
Between 11th St & Lucerne Cutoff	62.4	62.7	+0.3	No	-	71	152	328
Between Lucerne Cutoff & Tule Lake Rd	60.2	60.5	+0.3	No	-	50	107	231
Between Tule Lake Rd & HWY 20 Junction	61.2	61.5	+0.3	No	-	58	126	271
Highway 53								
Between HWY 29 & Anderson Ranch Parkway	63.2	64.6	+1.4	No	-	94	204	+350
Between Anderson Ranch Parkway & Clearlake City Limits (south)	66.5	67.8	+1.3	No	71	154	331	+350
Between Clearlake City Limits (north) & HWY 20 Junction	61.0	61.9	+0.9	No	-	62	135	290

Roadway Segment	Ldn at 100 Feet				Distance to Ldn Contour (feet)1,2			
	Existing Conditions	General Plan Buildout Conditions	Difference	Significant Increase	70 dBA	65 dBA	60 dBA	55 dBA
Highway 175								
Between Lake/Mendocino County Line & Dixon Dr)	55.5	55.5	+0.0	No	-	-	50	108
Between Dixon Dr & HWY 29 Junction (south of Lakeport)	50.9	50.9	+0.0	No	-	-	-	53
Between HWY 29 Junction & Cobb Post Office/ High Rd (south of Kelseyville)	50.9	50.9	+0.0	No	-	-	-	54
Between Cobb Post Office/High Road & Dry Creek Rd	56.0	58.0	+2.0	No	-	34	74	159
Between Dry Creek Rd & HWY 29 Junction (at Middletown)	52.4	54.4	+2.0	No	-	-	42	91
Highway 281								
Between Konocti Bay Rd & Point Lakeview Rd	59.8	61.0	+1.2	No	-	54	116	250
Between Point Lakeview Rd & HWY 29 Junction	56.2	57.4	+1.2	No	-	-	67	143
11th Street								
Between HWY 29 NB & Central Park Ave	57.8	57.8	+0.0	No	-	33	72	155
Between Central Park Ave & Mellor St	56.9	56.9	+0.0	No	-	-	62	134
Between Mellor St & N Main St	56.9	56.9	+0.0	No	-	-	62	133
Bottle Rock Road								
Between HWY 29 & Cold Creek Rd	50.7	53.8	+3.1	No	-	-	39	83
Between Cold Creek Rd & Sulphur Creek Rd	53.2	56.3	+3.1	No	-	-	57	122
Between Sulphur Creek Rd & HWY 175	49.5	53.6	+4.1	No	-	-	38	81

Roadway Segment	Ldn at 100 Feet				Distance to Ldn Contour (feet)1,2			
	Existing Conditions	General Plan Buildout Conditions	Difference	Significant Increase	70 dBA	65 dBA	60 dBA	55 dBA
Hartmann Road								
Between HWY 29 & Stinson Rd	56.1	56.9	+0.8	No	-	-	62	134
Lakeshore Boulevard								
Between 20th St & Hill Rd E	54.6	55.0	+0.4	No	-	-	46	100
Between Hill Rd E & Nice-Lucerne Cutoff	57.1	57.5	+0.4	No	-	-	68	146
Lakeshore Drive								
Between W 40th St & Old HWY 53	59.7	59.8	+0.1	No	-	45	98	210
Between Old HWY 53 & Arrowhead Rd	58.7	58.8	+0.1	No	-	39	83	179
Loch Lomond Road								
Between HW 175 & Sycamore Rd	48.5	50.2	+1.7	No	-	-	-	67
Main Street (Kelseyville)								
Between HWY 29 & Merritt Rd	53.7	55.4	+1.7	No	-	-	49	107
Main Street (Lower Lake)								
Between HWY 29 & Mill St	53.5	53.9	+0.4	No	-	-	39	85
Merritt Road								
Between HWY 29 & Loasa Rd	52.4	52.4	+0.0	No	-	-	-	67
Nice-Lucerne Cutoff Road								
Between HWY 29 & HWY 20	57.6	58.8	+1.2	No	-	39	83	180
Old Highway 53								
Between Cache Creek Way & Olympic Dr	58.5	58.8	+0.3	No	-	39	83	180

Roadway Segment	Ldn at 100 Feet				Distance to Ldn Contour (feet)1,2			
	Existing Conditions	General Plan Buildout Conditions	Difference	Significant Increase	70 dBA	65 dBA	60 dBA	55 dBA
Olympic Drive								
Between HWY 53 and Lakeshore Dr	58.9	59.0	+0.1	No	-	40	85	183
Park Way								
Between Hill Rd E & Lakeshore Blvd	51.4	52.4	+1.0	No	-	-	-	67
Point Lakeview Road								
Between Soda Bay Rd & Wheeler Dr	51.6	53.6	+2.0	No	-	-	37	81
S Main Street								
Between Soda Bay Rd & Lakeport Blvd	58.0	58.0	+0.0	No	-	34	73	157
Between Lakeport Blvd & Peckham Ct	58.0	58.0	+0.0	No	-	-	74	158
Between Peckham Ct & Martin St	58.0	58.0	+0.0	No	-	34	73	157
Scotts Valley Road								
Between HWY 20 & Hendricks Rd	49.9	49.8	-0.1	No	-	-	-	45
Between Hendricks Rd & Mountain View Rd	47.4	47.3	-0.1	No	-	-	-	-
Seigler Canyon Road								
Between HWY 29 & Perini Rd (southern)	46.5	47.1	+0.6	No	-	-	-	-
Soda Bay Road								
Between HWY 29 & Montezuma Way	55.2	55.2	+0.0	No	-	-	48	103
Between Montezuma Way & HWY 29	50.4	51.6	+1.2	No	-	-	-	60

Roadway Segment	Ldn at 100 Feet				Distance to Ldn Contour (feet)1,2			
	Existing Conditions	General Plan Buildout Conditions	Difference	Significant Increase	70 dBA	65 dBA	60 dBA	55 dBA
Spruce Grove Road								
Between HWY 29 & Tinilyn Dr	46.4	46.7	+0.3	No	-	-	-	-

Notes:

[1] Distance to L_{dn} contours do not account for the noise attenuation attributable to intervening structures.

[2] All contour distances +350 feet are capped at 350 feet from roadway centerlines.

Source: Traffic noise levels were calculated using the FHWA Highway Noise Prediction Model in conjunction with the trip generation rate identified by Fehr & Peers (2025).

Goals, Policies, and Actions

Goal N-1 An acceptable noise environment in all areas of the county.

Policies

N-1.1

Consider the compatibility of proposed development with the noise environment. Require projects that would locate land uses in areas where the projected ambient noise level is greater than the "normally acceptable" noise level indicated in **Table N-~~1~~ 2** to provide an acoustical analysis that recommends appropriate mitigation to meet the noise compatibility standards.

N-1.2

Prohibit the development of new noise-sensitive land uses in areas where current or projected CNEL from existing noise-generating uses exceed 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) or 45 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.), as measured at the property line of the proposed use, unless effective mitigation measures are incorporated into the project design.

N-1.3

Require residential uses to have an indoor noise level below 45 dBA CNEL.

N-1.4 *[1]

Prohibit the development of new noise-generating land uses adjacent to existing sensitive noise receptors, such as housing, schools, and health care facilities, if CNEL is expected to exceed 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) or 45 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.), measured at the property line of the noise-sensitive land use, unless effective mitigation measures are incorporated into the project design.

N-1.5 *

Require a project-specific acoustic study for projects that may exceed County noise standards to be prepared by a qualified technician and subject to review by County staff. At a minimum, studies will assess the noise environment in the project vicinity, describe the noise generation of the proposed project (including peak-event noise, low-frequency/bass noise, and cumulative noise), recommend mitigation strategies, and provide a noise monitoring program (including post-occupancy monitoring and enforcement).

[1] General Plan policies and actions marked with an asterisk (*) denote policies and actions that work to mitigate effects of cumulative development expected during the life of the General Plan, identified in the General Plan Environmental Impact Report (EIR).

N-1.6

Encourage strategic site planning, architectural layout, and building materials selection as methods of noise attenuation, including the following techniques:

- Increase the distance between the noise source and receiver through building setbacks and/or dedication of noise easements.
- Place noise-tolerant land uses, such as parking lots, maintenance facilities, and utility areas between the noise source and receiver.
- Use noise-tolerant structures, such as garages or carports, to shield noise-sensitive areas.
- Orient buildings to shield outdoor spaces from a noise source.
- Use berming and heavy landscaping to reduce noise levels.
- Cluster office, commercial, or multifamily residential structures to reduce interior open-space noise levels.
- For commercial, agricultural, or industrial uses abutting residential parcels, locate automobile and delivery access the maximum practical distance away from residential uses.
- Use multi-glazed or multi-pane windows, tight-fitting doors, and dense building materials.

N-1.7

Require contractors to use noise-reducing measures when construction occurs within 300 feet of residential uses or other sensitive receptors, such as using hydraulic- or electric-powered impact tools (e.g., jack hammers and hoe rams) wherever possible or selecting haul routes that avoid the greatest amount of sensitive-use areas.

N-1.8

Promote effective noise abatement measures along highways and major roads to reduce noise impacts on adjacent existing and proposed land uses. Potential noise abatement measures could include:

- Installation of walls or landscaped berms.
- Increased setbacks from major roads and/or additional insulation.
- Use of open space as a buffer.
- Incorporation of other strategic site planning or architectural treatments.

Where possible, use less-intrusive noise mitigation (e.g., landscaped berms and open space buffers) rather than sound walls to preserve view corridors.

N-1.9

Coordinate with the California Department of Transportation (Caltrans) to mitigate noise impacts on sensitive receptors near existing and proposed State roadway facilities and encourage the use of noise buffers or insulation measures.

N-1.10

Support California Highway Patrol's and Lake County Sheriff's enforcement of California Vehicle Code related to compliance with vehicle noise emissions and modified exhaust systems standards.

N-1.11

Ensure new equipment and vehicles purchased by the County are equipped with the best available noise-reduction technology, when feasible, and are well-maintained to reduce noise impacts.

N-1.12 *

The performance of any construction, alteration, or repair activities which require the issuance of any building, grading, or other permit shall not result in groundborne vibration in excess of 0.3 peak particle velocity (in/sec) at the nearest receiving offsite structure.

N-1.13

Work collaboratively with Tribal governments to identify time periods and locations cultural gatherings take place to support efforts to mitigate noise impacts.

Actions

N-1.a

Amend the County's noise regulations pertaining to boats in Chapter 15 (Boats and Boating), Article I, Section 15-4 (Boats and Boating, Excessive Noise) of the County Code of Ordinances to allow for exceptions for certain events, such as tournament races. (~~s~~See County Zoning Ordinance Chapter 21, Article 41, Section 41-11).

N-1.b

Update the County Code of Ordinances to address noise impacts from existing and new outdoor entertainment venues, ensuring the continued operation of existing venues and establishing siting criteria for new venues while protecting nearby noise-sensitive uses. (~~s~~See County Zoning Ordinance Chapter 21, Article 41, Section 41-11).