

Impact 3.10.7: 2030 Traffic Noise Impacts

Table 3.10-25 presents the traffic noise levels in 2030 without the Proposed Project. **Table 3.10-26** presents the traffic noise levels in 2030 with the Proposed Project. The change in noise levels as a result of the Proposed Project is presented in **Table 3.10-27**. The predicted traffic noise levels 100 feet from the roadway centerline are presented for existing (2009) conditions and for future (2030) conditions without and with the Proposed Project.

General Plan Noise Element Policy NE1-b states that noise levels in outdoor activity (i.e., rear yards) areas should be below 60 L_{dn} . The policy also states that indoor noise levels should be 45 L_{dn} or lower with windows and doors closed. The County of Sonoma makes a very conservative assumption that homes with windows and doors closed provide 15 dB attenuation. This means that any home with is exposed to an outdoor noise level of 60 L_{dn} or less would meet the interior noise goal.

Table 3.10-28 presents noise levels at the nearest residential structure and the rear yard for the closest home along each of the roadway segments in the Airport vicinity. For the closest home, the distance to the home from the road centerline is given along with the L_{dn} at that distance. This is the noise level at the structure. Additionally, the noise level for the rear yard is given based on the assumption that the structure would provide 15 dB of shielding to the rear yard. The impact of the Proposed Project per Noise Element Policy NE1-b can be summarized as follows:

1. **Table 3.10-28** shows that there are no homes with rear yard noise exposures over 60 L_{dn} for any road segment for existing and both future conditions with and without the Proposed Project. The Proposed Project would not result in any exceedance of the exterior noise as set forth in Policy NE1-b.
2. **Table 3.10-28** shows that most of the home structures have noise exposures under 60 L_{dn} (and hence an interior noise level greater than 45 L_{dn} assuming 15 dB outdoor to indoor noise reduction) for existing as well as future with and without the Proposed Project. There is no home where the home structure would be exposed to greater than 60 L_{dn} with the Proposed Project and less than 60 L_{dn} without the Proposed Project. Therefore, the Proposed Project would not result in any exceedance of the interior noise as set forth in Policy NE1-b.
3. **Table 3.10-28** shows that most of the home structures have noise exposures over 60 L_{dn} (and hence an interior noise level greater than 45 L_{dn} assuming a 15 dB outdoor to indoor noise reduction) for existing conditions as well as future conditions without and with the Proposed Project. Pursuant to Policy NE1-a, these homes are already in a noise affected area. In 2030, there is no home where the home structure would be exposed to greater than 65 L_{dn} with the Proposed Project and less than 65 L_{dn} without the Proposed Project. In fact, the Proposed Project's incremental contribution to the 2030 L_{dn} at these structures is de minimis (less than 1 dB at all locations). Therefore, the Proposed Project would not result in any exceedance of the interior noise as set forth in Policy NE1-b.

This is considered to be a less-than-significant impact.

Table 3.10-25
TRAFFIC NOISE LEVELS IN 2030 WITHOUT PROPOSED PROJECT

Roadway Segments	L _{dn} at 100 Feet /a/	Distance To L _{dn} Contour (feet) /a/		
		70 L _{dn}	65 L _{dn}	60 L _{dn}
Shiloh Road				
West of Skylane Boulevard	61.2	26	56	120
East of Skylane Boulevard	64.2	41	89	192
West of Conde Lane	64.2	41	89	192
East of Conde Lane	65.1	47	101	219
West of U.S. 101	65.4	50	107	230
East of U.S. 101	64.8	45	97	209
Airport Boulevard				
West of Skylane Boulevard	60.1	RW	47	101
East of Skylane Boulevard	62.6	32	69	149
West of Brickway Boulevard	63.2	35	76	163
East of Brickway Boulevard	63.6	38	81	174
West of Aviation Boulevard	64.0	40	85	183
East of Aviation Boulevard	66.1	55	118	254
West of U.S. 101	66.1	55	118	254
East of U.S. 101	64.8	45	97	210
Golf Course				
North of Shiloh Road	59.3	RW	42	90
Skylane Boulevard				
South of Shiloh Road	62.2	30	65	140
North of Airport Boulevard	62.0	29	63	136
North Laughlin Road				
South of Airport Boulevard	57.9	RW	34	72
Laughlin Road				
North of River Road	59.7	RW	44	95
Woolsey Road				
South of River Road	50.4	RW	RW	RW
Slusser Road				
North of River Road	57.5	RW	32	68
Aviation Boulevard				
North of Airport Boulevard	61.9	29	62	134
South of Airport Boulevard	59.2	RW	41	88
Brickway Boulevard				
North of Airport Boulevard	57.1	RW	30	64
South of Airport Boulevard	58.5	RW	37	79
Conde Lane				
North of Shiloh Road	58.9	RW	39	85
River Road				
West of Slusser Road	61.2	26	56	121
East of Slusser Road	61.4	27	57	124
West of Laughlin Road	62.1	30	64	138
East of Laughlin Road	62.9	34	72	156

RW = Within the roadway right of way /a/ From roadway centerline.

SOURCE: MGA/L&B, 2011
 PREPARED BY: MGA/L&B, 2011

Table 3.10-26
TRAFFIC NOISE LEVELS IN 2030 WITH PROPOSED PROJECT

Roadway Segments	L _{dn} at 100 Feet /a/	Distance To L _{dn} Contour (feet) /a/		
		70 L _{dn}	65 L _{dn}	60 L _{dn}
Shiloh Road				
West of Skylane Boulevard	61.2	26	56	121
East of Skylane Boulevard	64.3	42	90	194
West of Conde Lane	64.3	42	90	194
East of Conde Lane	65.1	47	102	220
West of U.S. 101	65.5	50	108	232
East of U.S. 101	64.8	45	97	210
Airport Boulevard				
West of Skylane Boulevard	61.5	27	59	126
East of Skylane Boulevard	63.3	36	77	166
West of Brickway Boulevard	63.8	39	83	180
East of Brickway Boulevard	64.1	41	88	189
West of Aviation Boulevard	64.4	43	92	197
East of Aviation Boulevard	66.4	57	123	266
West of U.S. 101	66.4	57	123	266
East of U.S. 101	64.9	46	98	211
Golf Course				
North of Shiloh Road	59.4	RW	42	91
Skylane Boulevard				
South of Shiloh Road	62.4	31	67	144
North of Airport Boulevard	62.2	30	65	141
North Laughlin Road				
South of Airport Boulevard	58.3	RW	36	77
Laughlin Road				
North of River Road	60.0	RW	46	100
Woolsey Road				
South of River Road	50.4	RW	RW	RW
Slusser Road				
North of River Road	57.5	RW	32	68
Aviation Boulevard				
North of Airport Boulevard	61.9	29	62	134
South of Airport Boulevard	59.2	RW	41	88
Brickway Boulevard				
North of Airport Boulevard	57.1	RW	30	64
South of Airport Boulevard	58.7	RW	38	82
Conde Lane				
North of Shiloh Road	59.0	RW	40	85
River Road				
West of Slusser Road	61.3	26	57	122
East of Slusser Road	61.4	27	58	124
West of Laughlin Road	62.1	30	64	139
East of Laughlin Road	62.9	34	73	157

RW = Within the roadway right of way /a/ From roadway centerline.

SOURCE: MGA/L&B, 2011
 PREPARED BY: MGA/L&B, 2011

Table 3.10-27
CHANGES IN TRAFFIC NOISE LEVELS IN 2030

Roadway Segments	Traffic Noise Level 100 Feet from Roadway Centerline		Change in Traffic Noise Levels as a Result of the Proposed Project
	2030 Without Proposed Project	2030 With Proposed Project	
Shiloh Road			
West of Skylane Boulevard	61.2	61.2	0.0
East of Skylane Boulevard	64.2	64.3	0.1
West of Conde Lane	64.2	64.3	0.1
East of Conde Lane	65.1	65.1	0.1
West of U.S. 101	65.4	65.5	0.0
East of U.S. 101	64.8	64.8	0.0
Airport Boulevard			
West of Skylane Boulevard	60.1	61.5	1.4
East of Skylane Boulevard	62.6	63.3	0.7
West of Brickway Boulevard	63.2	63.8	0.6
East of Brickway Boulevard	63.6	64.1	0.5
West of Aviation Boulevard	64.0	64.4	0.5
East of Aviation Boulevard	66.1	66.4	0.3
West of U.S. 101	66.1	66.4	0.3
East of U.S. 101	64.8	64.9	0.1
Golf Course			
North of Shiloh Road	59.3	59.4	0.0
Skylane Boulevard			
South of Shiloh Road	62.2	62.4	0.2
North of Airport Boulevard	62.0	62.2	0.2
North Laughlin Road			
South of Airport Boulevard	57.9	58.3	0.4
Laughlin Road			
North of River Road	59.7	60.0	0.3
Woolsey Road			
South of River Road	50.4	50.4	0.0
Slusser Road			
North of River Road	57.5	57.5	0.0
Aviation Boulevard			
North of Airport Boulevard	61.9	61.9	0.0
South of Airport Boulevard	59.2	59.2	0.0
Brickway Boulevard			
North of Airport Boulevard	57.1	57.1	0.0
South of Airport Boulevard	58.5	58.7	0.2
Conde Lane			
North of Shiloh Road	58.9	59.0	0.1
River Road			
West of Slusser Road	61.2	61.3	0.0
East of Slusser Road	61.4	61.4	0.0
West of Laughlin Road	62.1	62.1	0.1
East of Laughlin Road	62.4	62.9	0.1

SOURCE: MGA/L&B, 2011
 PREPARED BY: MGA/L&B, 2011

Table 3.10-28
2030 TRAFFIC NOISE LEVELS AT THE NEAREST HOMES

Roadway Segments	Feet from Roadway Centerline	Without Proposed Project		With Proposed Project	
		L _{dn} at Residence	L _{dn} at Back Yard	L _{dn} at Residence	L _{dn} at Back Yard
Shiloh Road					
West of Skylane Boulevard	77	62.9	47.9	62.9	47.9
East of Skylane Boulevard	112	63.5	48.5	63.6	48.6
West of U.S. 101	99	65.5	50.5	65.6	50.6
East of U.S. 101	57	68.5	53.5	68.5	53.5
Airport Boulevard					
East of Brickway Boulevard	55	67.5	52.5	68.0	53.0
West of Aviation Boulevard	102	63.9	48.9	64.3	49.3
West of U.S. 101	77	67.8	52.8	68.1	53.1
East of U.S. 101	56	68.6	53.6	68.7	53.7
Golf Course					
North of Shiloh Road	32	66.7	51.7	66.8	51.8
Skylane Boulevard					
South of Shiloh Road	83	63.4	48.4	63.6	48.6
Laughlin Road					
North of River Road	32	67.1	52.1	67.4	52.4
Woolsey Road					
South of River Road	102	50.3	35.3	50.3	35.3
Slusser Road					
North of River Road	340	49.5	34.5	49.5	34.5
Conde Lane					
North of Shiloh Road	18	70.1	55.1	70.2	55.2
River Road					
West of Slusser Road	83	62.4	47.4	62.5	47.5
East of Slusser Road	69	63.8	48.8	63.8	48.8
West of Laughlin Road	54	66.1	51.1	66.1	51.1
East of Laughlin Road	86	63.9	48.9	63.9	48.9

SOURCE: MGA/L&B, 2011
 PREPARED BY: MGA/L&B, 2011

Mitigation Measure 3.10.7

No mitigation is warranted.

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