

2004 UTNP Existing	2013 UTNP Proposed	Explanation
<p>The City of Edmonton will seek to ensure that no new residential development less than three storeys will be allowed adjacent to transportation facilities (arterial roadways, light rail transit, and future high speed transit) unless the developer proves to the satisfaction of the City that the projection noise level in outdoor amenity areas will not exceed 60 dBA Leq24. Construction of any noise attenuation measures necessary to achieve this threshold will be funded and undertaken by the developer of the adjacent property, unless specific site characteristics, such as topography or existing land uses, necessitate the consideration of relief from the requirement. Under these circumstances, the attenuated noise level in outdoor amenity areas should be the lowest level technically and economically practicable with an objective of up to 65 dBA Leq24.</p>	<p>The City of Edmonton will seek to ensure that no new residential development less than three storeys will be allowed adjacent to transportation facilities (arterial roadways, light rail transit) unless the developer proves to the satisfaction of the City that the projection noise level in the private back yards of residences abutting the transportation facility will not exceed 65 dBA Leq24. Construction of any noise attenuation measures necessary to achieve this threshold will be funded and undertaken by the developer of the adjacent property, unless specific site characteristics, such as topography or existing land uses, necessitate the consideration of relief from the requirement. Under these circumstances, the attenuated noise level in outdoor amenity areas should be the lowest level technically and economically practicable.</p>	<p>The responsibility of the developer to mitigate urban traffic noise when developing residential land uses adjacent to an existing transportation facility remains unchanged. Reference to "high speed transit" has been removed. Clarification to define the "outdoor amenity area" as the "private back yard" has been added. Application of the 65 dBA Leq24 noise threshold will ensure that the requirements for noise attenuation when this threshold is exceeded is consistently applied to both City and developer projects.</p>
<p>The City of Edmonton will seek to ensure that no new residential development of three storeys or greater will be allowed adjacent to transportation facilities (arterial roadways, light rail transit, and future high speed transit) unless the developer proves to the satisfaction of the City that the projected noise level in outdoor amenity areas will not exceed 60 dBA Leq24. Construction of any noise attenuation measures necessary to achieve this threshold will be funded and undertaken by the developer of the adjacent property, unless specific site characteristics, such as topography or existing land uses, necessitate consideration of relief from the requirement. Under these circumstances, the attenuated noise level in outdoor amenity areas should be the lowest level technically and economically practicable with an objective of up to 65 dBA Leq24. Relief from this requirement may be considered if the residential development does not include any outdoor amenity space.</p>	<p style="text-align: center;">Deleted</p>	<p>Removes the requirement for noise attenuation for residential development of three storeys or greater with common amenity areas to focus the UTNP requirements on residential properties with private back yards. The definition of common "outdoor amenity areas" serving multi-family developments proved to be ambiguous and difficult to consistently apply.</p>
<p>For residential development without outdoor amenity areas or for residential development of three storeys or more, where the incident sound level at the façade of any dwelling unit exceeds 60 dBA Leq24, the developer is to endeavour to achieve a projected interior noise level, after applying attenuation measures, of 45 dBA Leq24 or less. Funding and construction of noise attenuation measures, where appropriate, is provided by the developer of the adjacent property.</p>	<p style="text-align: center;">Deleted</p>	<p>Removes the requirement to address indoor noise levels for multi-family residential developments with no private back yards. Indoor noise levels are difficult to measure and monitor and the requirement was impractical to enforce under the Alberta Building Code.</p>

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<p>Existing residential sites backing onto a transportation facility with measured noise levels of 65 dBA Leq24 or above in the rear outdoor amenity area will be considered for noise attenuation by the City of Edmonton, subject to the availability of funds and the endorsement of adjacent property owners. <i>The City will also consider identified "problem" sites with measured noise levels in the discretionary range between 60 dBA Leq24 and 65 dBA Leq24 as potentially eligible for future noise attenuation.</i></p>	<p>Existing residential sites backing onto a transportation facility (<i>arterial roadways, light rail transit</i>) with measured noise levels exceeding 65 dBA Leq24 in the <i>private back yard</i> will be considered for noise attenuation by the City of Edmonton, where technically, administratively, and economically practicable, and subject to the availability of funds and the endorsement of adjacent property owners.</p>	<p>The responsibility of the City for the retrofit noise attenuation program for existing residential land uses adjacent to existing transportation facilities remains unchanged. Reference to "arterial roadways and light rail transit" provide clarity. Clarification to define the "outdoor amenity area" as the "private back yard" has been added. Application of the 65 dBA Leq24 noise threshold will ensure that the requirements for noise attenuation when this threshold is exceeded is consistently applied to both City and developer projects. The requirement for the support of the adjacent property owners for retrofit noise attenuation remains unchanged. Removes reference to identified "problem" sites with measured noise levels in the discretionary range between 60 dBA Leq24 and 65 dBA Leq24 as potentially eligible for future noise attenuation as the definition of "problem site" is unclear and difficult to consistently apply.</p>
	<p><i>The City of Edmonton will seek to minimize the impact of operational noise associated with the Light Rail Transit (LRT) system on adjacent noise-sensitive land uses while balancing the need for safety and security of road users and patrons at stations, including pedestrians at intersecting roadways.</i></p>	<p>Addition of a policy statement referencing the desire to minimize the noise associated with LRT operations.</p>