

Urban Traffic Noise Policy Review – Scope of Work

The 2011 review of the Policy and Procedures will include the following elements:

- a. effectiveness of the current methodology for traffic noise measurement (in the “outdoor amenity area”) and the way in which noise levels are reported (24-hour “daily” average noise levels);
- b. clarification of the existing threshold (65 dBA Leq₂₄) over which noise attenuation is considered;
- c. consistency of approach to vehicular traffic noise and the noise associated with light rail transit operation (should LRT and vehicular traffic noise be treated the same, or should a unique approach to LRT noise be adopted?);
- d. expectations of the City when building new arterial roadways or upgrading existing infrastructure, including a consistent approach to noise studies and noise modeling;
- e. expectations of private developers of new residential areas abutting arterial roadways, including a consistent approach to noise studies and noise modeling;
- f. types of noise attenuation and guidelines for the design of berms and walls of varying materials for common situations;
- g. treatment of multi-family sites, including the definition of “amenity areas” for multi-family residences;
- h. relationship between interior and exterior noise levels and opportunities to influence indoor noise levels; and,
- i. awareness and education: approaches for disseminating information on urban traffic noise and its mitigation.

The following are not within the scope of the Policy update:

- noise associated with Federally-regulated rail or air transport (including rail lines and rail yards and airports);
- urban traffic noise emanating from Provincial roadways within City Limits (for example, Anthony Henday Drive); or,
- “nuisance” noise which is covered under the City’s “Community Standards Bylaw” or other bylaws (for example, vehicles with loud mufflers and the use of engine retarder brakes within City limits).