

## Traffic Noise

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**References:** Bylaw 6-2015 the *Land Use Bylaw*  
Bylaw 2-2017 the *Transportation Systems Bylaw*  
Bylaw 20-2017 the *Municipal Development Plan*

### Policy Statement

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A consistent framework is necessary for the assessment and, as needed, the attenuation of forecasted or actual traffic noise in Residential Developments.

Strathcona County will seek to minimize impacts of traffic noise from Major Roadways on adjacent Residential Developments through provision of Noise Attenuation measures designed to achieve the prescribed noise levels.

### Purpose

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The purpose of this policy is to provide the design noise levels and descriptors, design criteria, and the responsibility for traffic Noise Attenuation.

### Definitions

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Developer – an entity or person that develops private or public lands in Strathcona County.

Major Roadway – any arterial roadway, Class I or II rural grid road, or a provincial highway, as designated in the *Transportation Systems Bylaw*, as amended or replaced from time to time.

Noise Attenuation – intervention to reduce traffic noise in Residential Development to a level below the maximum design outdoor noise level.

Noise Impact Assessment – noise prediction model which addresses present and future traffic noise levels and identifies attenuation measures required to maintain noise within a prescribed outdoor noise level.

Residential Development – residential development located within the Urban Service Area, Hamlet, or Country Residential Policy Area as designated in the *Municipal Development Plan*, as amended or replaced from time to time.

Sustainable Urban Village – compact, walkable, mixed use neighbourhoods, as designated in the *Land Use Bylaw* and adopted Area Structure Plans, as amended or replaced from time to time. The Palisades neighborhood is also considered a Sustainable Urban Village.

Vicinity – The depth of two (2) residential lots nearest to a Major Roadway, regardless of commercial, light industrial or green space screening.

## Guidelines

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The sound level descriptor, used in all noise level assessments and prescribed in this policy, will be the 24 Hour Energy Equivalent Sound Level or Leq (24 Hour) expressed in A-weighted decibels or dBA.

### A. Attenuation of Traffic Noise for New Developments

- 1) The maximum design outdoor noise level shall be 55 dBA Leq (24 Hour).
- 2) A Noise Impact Assessment, satisfactory to the County, is required for all new Residential Developments proposed to be constructed within Vicinity of existing and proposed Major Roadways.
- 3) The Noise Impact Assessment must address background noise levels, the impact of current traffic levels and the impact of traffic at projected road design capacity. The assessment will identify the Noise Attenuation measures necessary to not exceed the design outdoor noise level.
- 4) Noise Attenuation for new Residential Development shall be provided for rear yard outdoor amenity areas and be achieved through building orientation, privacy walls and fences.
- 5) Noise Attenuation for Sustainable Urban Villages shall be provided for outdoor amenity spaces, at grade decks and patios and be achieved through building orientation and design.
- 6) Noise Attenuation measures shall be designed and constructed by the Developer at the Developer's expense.

### B. Attenuation of Traffic Noise for Existing Residential Developments

- 1) No Noise Attenuation measures will be undertaken for Residential Developments until the measured outdoor noise levels, 5 metres from the rear facade of the dwelling and 1.5 metres above the ground or deck elevation at that point, exceed 65 dBA Leq (24 Hour).
- 2) No Noise Attenuation measures will be provided for outdoor spaces at second or subsequent storeys of houses unless such Noise Attenuation can be achieved by a maximum of 2.5 metre wall on the existing grades at the road right of way limit, and if Noise Attenuation is warranted as outlined in 1) above.
- 3) Noise Attenuation measures shall be designed and constructed by the County, as directed by Council.

## Policy Record

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