



## Land Compatibility for Community Noise Environments

Land Use Category: Residential, Single Family, Duplex, Mobile Homes

50 - 60 dB - Normally acceptable

55 - 70 dB - Conditionally acceptable

70 - 75 dB - Normally Unacceptable

75 - 85 dB - Clearly Unacceptable

When Laurel road was originally tested for the general plan - dBs were:

Table 9-5

PREDICTED EXISTING TRAFFIC NOISE LEVELS

OAKLEY, CALIFORNIA

Laurel Road E of O'Hara at 100 ft - 52.6dB

Laurel Road W. of Empire at 100ft - 54.1 dB

Predicted Levels at FULL BUILDOUT OF THE CITY OF OAKLEY:

Table 9-6

PREDICTING PREFERRED ALTERNATIVE BUILD OUT TRAFFIC NOISE LEVELS

OAKLEY, CALIFORNIA

Laurel Road E. of Neroly at 100 ft 60.3db

Laurel Road E. of Empire at 100 ft 63.8db

Laurel Road E. of Brown at 100ft 63.8db

Laurel Road E. of O'Hara at 100 ft 62.3

As mentioned in my previous post, my reading when trucks go by are in the 90+dB range - not good.

Delete

Jenna, Jan, and Maxine thanked you



Randy Pope from Laurel Crest 13 May

Jenna - and everyone else,

Since I have been on Council we have consistently struggled with getting information out to our residents and getting more people engaged. That is one reason why I started ... View more NEXTDOOR in



Delete  
Jenna and Jan thanked you



Pamela Winter from Laurel Crest 13 May

I've just taken some time to skim through chapter 9 of the City of Oakley 2020 plan - clearly the noise level we are dealing with is unacceptable. I will start documenting the decibel readings. See ... View more some of the nuggets from the plan:

Goal 9.1 Protect residents from the harmful and annoying effects of exposure to excessive noise.

9.1.5 Noise created by new transportation noise sources shall be mitigated so as not to exceed the levels specified in Table 9-3 at outdoor activity areas or interior spaces of existing noise-sensitive land uses.

9.1.6 It is anticipated that roadway improvement projects will be needed to accommodate build-out of the general plan. Therefore, existing noise-sensitive uses may be exposed to increased noise levels due to roadway improvement projects as a result of increased roadway capacity, increases in travel speeds, etc. It may not be practical to reduce increased traffic noise levels consistent with those contained Table 9-3. Therefore, as an alternative, the following criteria may be used as a test of significance for roadway improvement projects:

- Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and
- Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and
- Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant.

Table 9-3

Maximum Allowable Noise Exposure Transportation Noise Sources

Land USE Outdoor Activity Areas Interior Spaces

Residential 65dB 45dB

Figure 9-1

Traffic Noise