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TO:	CHAIR AND MEMBERS BUILT AND NATURAL ENVIRONMENT COMMITTEE MEETING ON SEPTEMBER 26, 2011
FROM:	JOHN LUCAS, P.ENG. ACTING DIRECTOR, ROADS AND TRANSPORTATION ENVIRONMENTAL AND ENGINEERING SERVICES DEPARTMENT
SUBJECT	VETERANS MEMORIAL PARKWAY NOISE STUDY

RECOMMENDATION

That on the recommendation of the Acting Director, Roads and Transportation, this report **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Built and Natural Environment Committee, May 16, 2011 – Public Participation Meeting - Veterans Memorial Parkway and Highbury Avenue Noise Study
- Built and Natural Environment Committee, March 28, 2011 – Veterans Memorial Parkway Noise Study
- Environment and Transportation Committee, January 15, 2007 – Veterans Memorial Parkway Noise Study
- Environment and Transportation Committee, August 25, 2003 – Canada / Ontario Infrastructure Works Program, Funding Partnership & Priorities
- Environment and Transportation Committee, April 28, 2003 – Environmental Study Report Airport Road Widening – Highway 401 to Oxford Street East

BACKGROUND

Purpose:

This report responds to a Council Resolution dated May 31, 2011: *“That the Civic Administration BE ASKED to report back at a future meeting of the Built and Natural Environment Committee with respect to historic information on the details that the Class Environmental Assessment articulates in relation to the noise and vibration studies completed for Veterans Memorial Parkway and Highbury Avenue South.”*

Context:

To document the matter of noise walls for Veteran’s Memorial Parkway, a chronology of events is presented. Vibration was not deemed to be an issue within an Environmental Assessment Study completed in 2002.

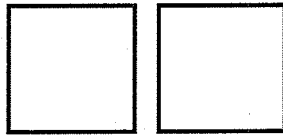
There has not been an Environmental Assessment study for Highbury Avenue South since it was handed over to the City from MTO in the 1991. A noise impact assessment was the subject of a report to the BNEC in March and May of this year.

Discussion:

VMP Noise

The City completed an Environmental Assessment (EA) for the widening of Airport Road (now Veteran’s Memorial Parkway) in 2003. It looked at various options to increase road capacity as well as mitigation measures to be considered. At the conclusion of the study, it was reported that:

“A large majority of residential owners on the west side of the corridor between Trafalgar Street and Dundas Street expressed an interest in noise attenuation barriers. The implementation of the selected alternative will reduce the current noise levels by shifting



the centerline of the road away from the current residential use. The majority of residential areas on this corridor are protected by a 3.0 m berm. Since the noise levels will be reduced and large berms currently provide noise attenuation, no further noise attenuation is recommended."

The report was approved by the Environment and Transportation Committee on April 28, 2003, with six recommendations, including:

(f) The Civic Administration BE ASKED to do a noise study one year after the project is completed and if there is a noise increase of 5 decibels, noise attenuation barriers BE CONSTRUCTED. (23.21.1.)"

On May 5, 2003, the Municipal Council referred the noise attenuation matter back to the Environment and Transportation Committee:

"...deleted and referred back to the Environment and Transportation Committee part f) of clause 3 of the 12th Report for the purpose of giving further consideration to the overall costs and sources of financing for the Airport Road Widening Project including (1) a possible noise attenuation wall on the west side Airport Road from Dundas southerly to Trafalgar Street at an estimated cost of \$1,000,000,..."

The Environment and Transportation Committee referred this Council communication to the General Manager of Environmental Services & City Engineer for consideration and a report back.

At this time, the City was compiling a list of projects and estimates for funding under the COIP / Superbuild Program. Airport Road was on the list and was at risk of being phased to meet the available funding envelope under the program. On August 25, 2003, the Environment and Transportation Committee approved a number of recommendations related to the funding program, including Airport Road in two phases without noise walls. In a report to the committee, staff reiterated the EA recommendations with respect to noise walls. On September 2, 2003, the Municipal Council approved the ETC recommendations.

After construction was completed, the project consultant measured sound levels at four locations along the VMP, then compared them to noise levels at the same locations taken prior to construction. The results of this study showed sound levels had decreased by approximately 2 dBA from pre-construction levels. A report to the Environment and Transportation Committee on January 15, 2007 provided this information.

A second study was conducted by Valcoustics Canada Inc in February, 2011. The study concluded that noise levels did not increase by 5 dBA or more. It was noted that traffic would have to double to exceed the 60 dBA daytime residential limit.

Following Valcoustics' presentation to BNEC on March 28, 2011, there was some confusion over the location that measurements were taken at and there validity. The noise study included measurements of the existing sound levels in front of a townhouse block (166 Bonaventure Drive). This measurement was for the purpose of calibrating the noise model and to confirm that the model accurately takes into account the screening provided by the homes along the roadway. Measurements at three other locations were taken behind the homes at a setback from the roadway that was representative of a rear yard amenity area.

A report on the second study was the subject of a public participation meeting on May 16, 2011, which led to a request for historical information on the subject.

VMP Vibration

Vibration was not deemed to be an issue within an Environmental Assessment Study completed in 2003.

Highbury Noise

A study was conducted by Valcoustics Canada Inc in February, 2011. The study concluded that noise levels were well below the 60 dBA daytime residential limit. It was noted that traffic would have to more than double to exceed the limit. A report on this was the subject of a public

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participation meeting on May 16, 2011. There have not been any previous noise assessments nor Environmental Assessments for this road corridor.

Highbury Vibration

There have been no studies of vibration for Highbury Road South. It is noted that residences are about than 130m (400 feet) from the road edge.

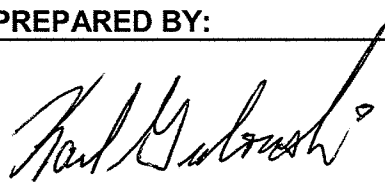
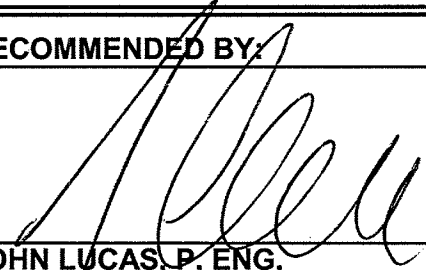

Conclusion:

A review of the historical information shows that:

1. There has not been a previous commitment by the City to install noise walls along VMP;
2. Noise levels along the subject sections of VMP and Highbury Avenue South do not meet criteria in City Policy;
3. Vibration has not been the subject of studies for the subject sections of VMP and Highbury Avenue South.

Acknowledgements:

This report was prepared by a team within the Environmental and Engineering Services Department including Dave Graham, Engineering Intern within the Transportation Planning and Design Division.

PREPARED BY:	RECOMMENDED BY:
	
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REVIEWED & CONCURRED BY:	
	
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Cc. Henry Huotari, P.Eng. Delcan Corporation