

Our File/N/Réf. **50 12-99-0022**
Your File/V/Réf.

DATE 04 January 1999

TO/DEST. The Chair and Members of Council

FROM/EXP. Director Engineering Division
 Environment and Transportation Department

SUBJECT/OBJET **SOUTHEAST TRANSITWAY**
 RIVERSIDE STATION TO BILLINGS BRIDGE STATION
 NOISE MONITORING REPORT

PURPOSE

The purpose of this report is to inform the members of Transportation Committee and Council of the results of a noise monitoring study authorized in the above-noted corridor by Transportation Committee at their meeting of 04 February 1998 and carried by Council on 25 February 1998.

BACKGROUND

Following the opening of the Southeast Transitway between Riverside Station and Billings Bridge Station in the Fall of 1996, the Region of Ottawa-Carleton received a number of complaints from residents about high noise levels resulting from OC Transpo bus operations on this section of the Transitway.

To address these concerns a public meeting was held on 05 November 1997 at Rideau Park United Church. As a result of the meeting, Regional staff agreed to undertake noise monitoring at two locations along the eastern side of the Transitway on Pleasant Park Road and Mountbatten Avenue.

In addition to the above two locations, the Region agreed to carry out noise monitoring at three other locations on Lamira Street. However, these locations would be subject to the consideration of Transportation Committee due to certain caveats on title relating to the sale of the Lamira Street properties (see Appendix A for report details).

These additional noise monitoring locations (see Appendix B, Figure 1) were approved by Transportation Committee on 04 February 1998 and carried by Council on 25 February 1998. The report noted that any remedial action to be taken for the houses located on Lamira Street resulting from the noise monitoring must be approved by the Transportation Committee and Regional Council.

Each noise monitoring location was selected by the residents at the public meeting as being representative of each residential area along this section of the Southeast Transitway.

MONITORING RESULTS

The objective of the study was to measure noise levels relative to criteria established in the Regional policy document, “Noise Control Guidelines for New Construction, Reconstruction and Widening of Regional Roads and Transitways”, dated 17 May 1995 and approved by Regional Council on 25 October 1995.

Table 1 below is extracted from the Regional policy document. It may be used to evaluate the mitigation required for future predicted noise impacts or, in this case, to evaluate the requirement for mitigation of the impact of Transitway operations over and above the existing ambient conditions.

TABLE 1

SUMMARY OF IMPACT RATING AND ACTION FOR MITIGATION

Future Sound Level (Leq16hr)*	Change above future do-nothing ambient (dBA)	Impact Rating	Mitigation
Greater than 55dBA and less than or equal to 70dBA	0-3	Insignificant	None
	3-5	Noticeable	None
	5-10	Significant	Investigate noise control measures and mitigate to achieve criteria (minimum attenuation is 5dBA)
	10+	Very Significant	Investigate noise control measures and mitigate to achieve criteria (minimum attenuation is 5dBA)

* Leq16hr - average equivalent sound pressure level over the 16 hour period from 7am to 11pm.

For the noise levels measured in the monitoring programme, the total noise level must firstly be above 55dBA, and secondly show more than a 5dBA change above the ambient sound levels (i.e. background noise without buses) before mitigation is warranted.

The noise monitoring programme was carried out between 29 June 1998 and 15 July 1998 under the supervision of Mr. Neil Standen, P.Eng., a Senior Acoustic Consultant with Jacques Whitford Environment Ltd. The results of the monitoring are contained in a report to the Region entitled, “Noise Monitoring; Southeast Transitway” dated 01 October 1998. This report is available for review in the Regional Clerk’s Department.

Those results are summarized below in Table 2.

TABLE 2
MONITORED NOISE LEVELS (Leq16hr)

Location	Background + Buses (dBA)	Background (dBA)	Change due to Buses (dBA)
136 Pleasant Park Rd.	55.3	52.6	2.7
117 Mountbatten Ave.	53.7	50.7	3.0
2073 Lamira Street	55.8	52.5	3.3
2086 Lamira Street	57.0	54.0	3.0
2098 Lamira Street	54.9	52.6	2.3

CONCLUSION

The results of the monitoring at 117 Mountbatten Avenue and 2098 Lamira Street recorded 16 hour Leq levels of less than 55dBA. Therefore, no mitigation is warranted at these locations.

The results of the monitoring at the three remaining locations at 136 Pleasant Park Road, 2073 and 2086 Lamira Street recorded 16 hour Leq levels exceeding 55 dBA. However, at these locations the increase in noise level above the ambient condition, caused solely by the bus traffic on the Transitway, does not exceed 5dBA. Therefore no mitigation is warranted at these locations.

The objective of the monitoring programme was to determine if noise levels resulting from the opening of this section of the Southeast Transitway warranted mitigation measures in accordance with Regional policy. The study found that for the representative areas selected by the residents, and in accordance with the Regional policy criteria, that increased noise levels as a result of Transitway operations were insufficient to warrant any mitigation measures.

*Approved by
J. Miller, P.Eng.*

PSC/rk

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf.
Your File/V/Réf.

DATE 26 January 1998

TO/DEST. Chair and Members of Council

FROM/EXP. Regional Councillor Peter Hume

SUBJECT/OBJET **SOUTHEAST TRANSITWAY
RIVERSIDE STATION TO BILLINGS BRIDGE STATION
NOISE MONITORING ON LAMIRA STREET**

RECOMMENDATION

That Transportation Committee and Council authorize the Environment and Transportation Department to undertake noise monitoring on properties located on Lamira Street.

BACKGROUND

Construction of the Southeast Transitway from Riverside Station to Billings Bridge Station was substantially completed on 03 October 1996 and OC Transpo was fully operational on this section of Transitway by early November 1996.

Throughout the year following the opening of the Transitway the RMOC received a number of complaints about high levels of Transitway noise both during the day and at night. The complaints were primarily from the homes in the community on the east side of the Transitway south of Pleasant Park Road and some homes on Lamira Street.

To address these concerns a public meeting was held on Wednesday, 05 November 1997 at Rideau Park United Church. As a result of the meeting regional staff agreed to undertake noise monitoring along the eastern side of the Transitway (Figure 1). These sites include homes on Pleasant Park, Mountbatten Avenue and Lamira Street.

It was stated at the meeting that noise monitoring at three locations on Lamira Street would be subject to the consideration of Transportation Committee due to certain caveats relating to the sale of the Lamira Street properties.

Specifically, the homes on Lamira Street were constructed in the late 1980's on lots sold by the City of Ottawa. Registered on title with the lots was an advisement which stated:

“a) That there will be a depressed Transitway/railway facility located along the westerly boundary of the development; b) That the noise level is likely to increase; and c) That no noise/visual barrier will be provided along the westerly boundary to the development”.

As a result of the title notice the approval of Transportation Committee is required to undertake noise monitoring for the three sites located on Lamira Street. Any further remedial action resulting from the noise monitoring, for the houses located on Lamira Street, will have to be approved by Transportation Committee and Regional Council.

Respectfully Submitted,

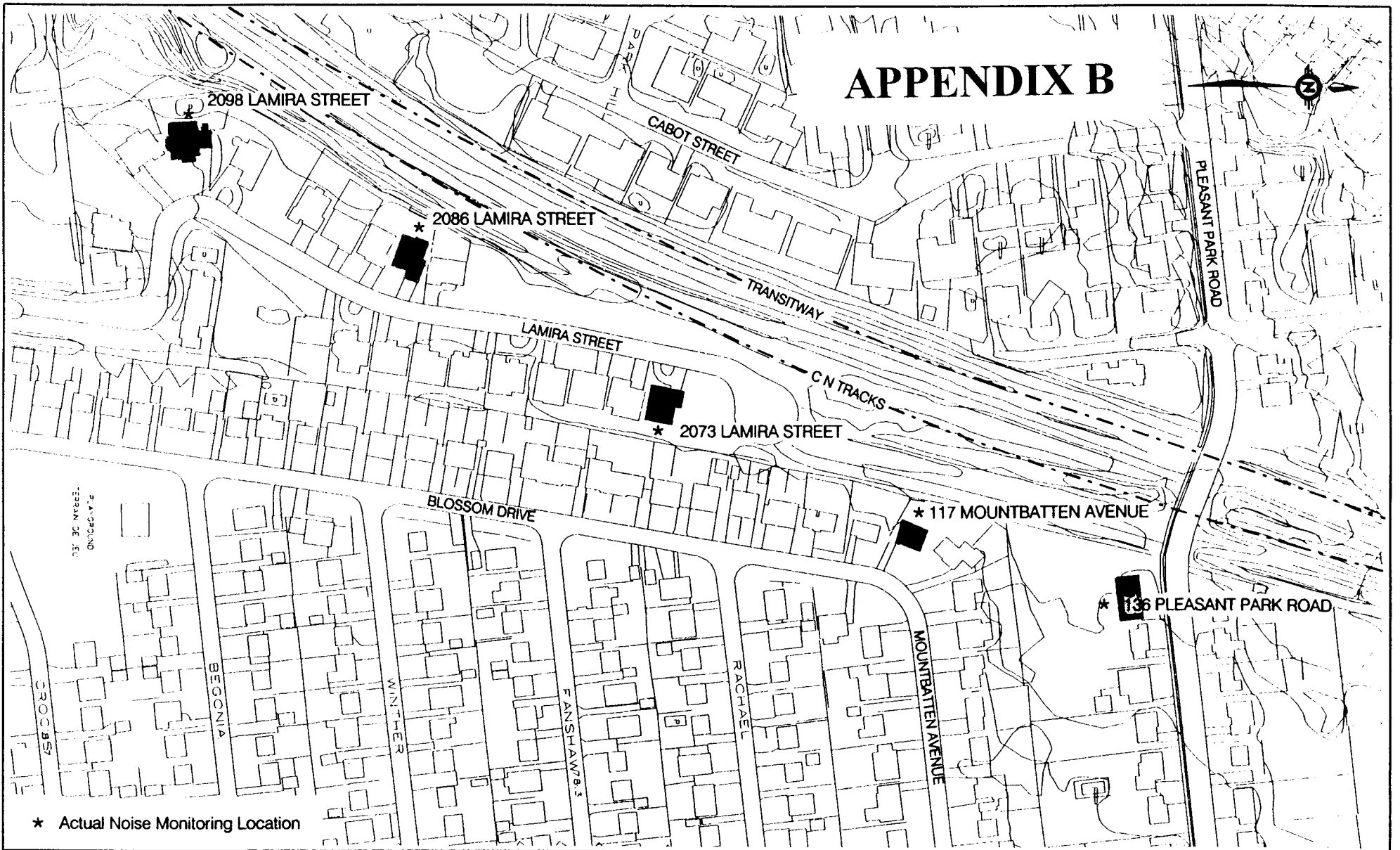
Peter Hume
Regional Councillor
Alta Vista, Canterbury, Riverview

ENVIRONMENT & TRANSPORTATION DEPARTMENT COMMENT

We concur with the recommendation to carry out additional noise monitoring on Pleasant Park Road and Mountbatten Avenue, however staff require direction from Transportation Committee regarding monitoring on Lamira Street.

*Approved by
M.J.E. Sheflin, P.Eng.
Environment and Transportation Commissioner*

APPENDIX B



* Actual Noise Monitoring Location



SOUTHEAST TRANSITWAY
PLEASANT PARK ROAD TO BANK STREET
NOISE MONITORING LOCATIONS

FIGURE
1