

Option 2: Close 2 Avenue just east of 175A Street and construct a noise wall across 2 Avenue. This option would be designed to maintain pedestrian access along 2 Ave and would include signalization of 4 Avenue at 175A Street. A possible easement through the commercial/industrial site north of 2 Avenue was identified for access by staff and customers of the Tudor Inn and West Coast Duty Free.

Staff and Consultants concluded that there were no solutions that would address the resident concerns regarding vibration and air emissions. The most effective solution possible has already been implemented by the Ministry. This involved adding a signal light for the right turn onto 2 Avenue from Highway 15. Trucks must stop until the back of the queue at the access to the inspection area is 100 m south of 2 Avenue. This means that no trucks will idle on 2 Avenue or the north end of the access; thereby, reducing any pollution, vibration and noise impacts on the townhouse site from the truck traffic.

In terms of noise attenuation, the 2 Avenue closure would be slightly more effective at mitigating the peak noise levels, but would not be quite as effective at mitigating the overall 24-hour noise levels compared to increasing the height of the existing fence.

The Ministry of Transportation has stated that if 2 Avenue is closed, they would remove the signal measure in effect at 2 Avenue/Highway 15 and allow trucks to queue along 2 Avenue. If this were to occur, it is City staff opinion that the residents would experience increased noise, air emissions and vibration as compared to the option that leaves 2 Avenue open.

Open House Questionnaire Results

There is a split among the community as to which option is the best solution; however, the clear majority wanted 2 Avenue to remain open.

The community was asked to indicate their level of support for each option and to provide comments. The response evaluation is complicated due to a variety of considerations. To provide Council with a balanced understanding, the following table summarizes the overall results and then looks at specific neighbourhood groups and issues. In all cases only one (1) vote per property was counted. The neighbourhood is defined as all properties within the area between Highway 15 and Highway 99, 0 Avenue and 8 Avenue.

Criteria	Strongly Support Closure	Somewhat Support Closure	Total	Strongly Oppose Closure	Somewhat Oppose Closure	Total
Within Neighbourhood	28	1	29	40	2	42
Douglas Access Committee ¹				22		22
Cressey Development ²		17	17			
Total	28	17	45	62	2	64
Outside Neighbourhood	1		1	7		7
Douglas Point Strata ³	24		24	11	1	12
Employees of Tudor Inn/West Coast Duty Free ⁴				7		7

¹ Responses submitted after receiving information from the Douglas Access Committee

² Will own the properties Aug. 31, 2005 (thus technically would not count, but should be considered in the decision process anyway)

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Included in the “Within Neighbourhood” numbers

⁴ In addition to the one vote allocated to the address under “Within Neighbourhood”

Questionnaire Response Comments

The most frequent comments from those supporting the closure were:

- put trucks back on Highway 15;
- concerned for health and safety; and
- wanted landscaping along with noise wall.

The most frequent response comments for those opposed to the closure were:

- not enough access for the neighbourhood;
- growing population thus need the access;
- inconvenient or would interfere with access to work; and
- want noise wall for the south end of the townhouse complex.

Of interest is that 15 respondents wanted trucks rerouted to Hwy 15 (4 that opposed closure, nine (9) that supported closure and two (2) that were undecided).

Three (3) of the 141 respondents noted that they were unhappy with the Open House format.

Other Issues

The owner, operator and residents in the RV Park on the west side of 175A Street south of 2 Avenue expressed serious concern regarding the noise of the trucks in the inspection area on the opposite side of 175A Street. While the normal truck noise from idling and movement is a concern for them, the bigger issue is the shunting. This is a maneuver required to adjust their wheel base that is necessary due to differing regulations in Canada and the US. It creates a loud screeching noise and occurs during the day and night.

When the RV Park developed, they were required to provide a significant landscaped buffer to the residential area; however, there is only a chain link fence (and 175A Street) separating the truck inspection area from the RV Park. Due to space limitations, the only viable solution would appear to be a noise attenuation wall. The City strongly believes that the Ministry of Transportation and Transport Canada should design and construct an appropriate noise attenuation wall to mitigate the noise impacts upon the RV Park.

Some concern was expressed that the City had an insufficient number of questionnaires available at the Open House. The City had 120 questionnaires and 84 people signed in. As a number of people took more than copy, 13 people could not get a questionnaire at the Open House. The City took note of the names and followed up with phone calls to each of them to ensure that they got the opportunity to complete a questionnaire. The questionnaire and display panels were also placed on the City Website.

Phone calls were received and a letter was submitted expressing concern regarding the Douglas Access Committee's handouts and postage paid envelopes, distributed in the community following the open house, and encouraging people to oppose the closure of 2 Avenue. While there were no untruths in this handout, it did not fully describe all aspects of the issue and thus could have incorrectly influenced the decisions of these respondents. The City was able to keep track of which responses were a result of this handout and have showed it separately in the questionnaire results. It is noted that even without these votes, the neighbourhood overwhelmingly supported keeping 2 Avenue open.

CONCLUSIONS

There are pros and cons to the closure of 2 Avenue. However, from a noise perspective, our Consultants concluded that the closure of 2 Avenue is not necessarily better than raising the height of the fence around the south end of the Douglas Point Strata. The closure option reduces the peak noise more, while the raised fence option reduces the 24 hour equivalent noise more.

Raising the fence around the townhouse site is not considered acceptable to the directly affected residents. This is

due to the distance from their houses to the fence being very short; consequently, they consider a raised fence to be too confining, even if made of tempered glass. Some have indicated that they will continue to pursue action if the trucks are not rerouted to Highway 15 or 2 Avenue closed.

Although from a traffic volume analysis perspective, Douglas residents would have sufficient access to and from the neighbourhood with 2 Avenue closed, it would be an inconvenience for some. It would also increase traffic volumes for some other residents along 175A Street and would make access to the Tudor Inn and West Coast Duty Free more difficult for staff and local customers.

Based on the feedback from the neighbourhood, staff has concluded that 2 Avenue should be kept open. Due to the level of concern of the adjacent Douglas Point residents, staff would like to work further with the townhouse residents on the noise fence options and pursue the possibility of a landscaped traffic circle at the intersection of 175A Street and 2 Avenue. The MoT is committed to funding the noise attenuation measures and the City would pursue further funding for the traffic circle if proved to be feasible.

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