



Whitemud Drive & Quesnell Bridge Project

Section A – Background

December 2008

Project History

2001

- » Concerns raised by the public about existing and projected noise levels along Whitemud Drive during the Whitemud Drive/Terwillegar Drive Facility Planning Study (2001).
- » Recommendation in the Planning Study that further consultation with affected residents be undertaken during the detailed design stage.

2006/07

- » Noise continues to be identified as a key concern within Whitemud Drive corridor during the West/Southwest Transportation Implementation Study.
- » Commitment from the City of Edmonton that noise and noise attenuation will be integral component of the Whitemud Drive and Quesnell Bridge Project during detailed design.

July 2007 – June 2008

- » Noise measurements taken by acoustical engineering specialists at 15 sites within Whitemud Drive corridor (149 Street to 53 Avenue) to update and confirm data from 2001 Facility Planning Study.
- » Acoustical engineering specialists compile current monitoring data to generate model of existing and projected noise levels to 2027.

- » Areas warranting noise attenuation under the City's Urban Traffic Noise Policy (UTNP) confirmed; development of noise attenuation alternatives initiated.
- » Evaluation of noise attenuation required to reduce noise levels in accordance with UTNP to determine technical, practical and economical feasibility of available options.

June 2008

- » Noise and Noise Mitigation Presentation held to present results of current monitoring and future modeling.
- » **Draft recommendations presented:**
 - Proceed with proposed noise attenuation along Laurier Drive, pending results of direct consultation following the June 7, 2008 Information Session and greater than 60 percent approval of residents.
 - Proceed with proposed noise attenuation south of the river, with the exception of the 9.0m wall at the tip of Brander Gardens, pending results of direct consultation following the June 7, 2008 Information Session and greater than 60 percent approval of residents.
 - The Transportation Department does not recommend the provision of noise attenuation for the Quesnell Heights area based on the significant geotechnical and constructability risks.

Whitemud Drive & Quesnell Bridge Project

The Urban Traffic Noise Policy and Procedure (C506)

The *Urban Traffic Noise Policy* (UTNP) provides direction to City of Edmonton Administration regarding urban traffic noise, defined as the “background” noise generated by traffic on major transportation facilities (arterial roadways, light rail transit and future high speed transit facilities) such as Whitemud Drive and the Quesnell Bridge. *The Urban Traffic Noise Policy* applies only to residential land uses adjacent to the major transportation facilities for the rear outdoor amenity areas.

The Policy states that the City of Edmonton will seek to achieve a projected noise level below 65 dBA (decibels) Leq24, or as low as technically, administratively and economically practical, with an objective of achieving a noise level of 60 dBA Leq24 where any urban transportation facility (major arterial roadway, light rail transit, or future high speed transit) is proposed to be built or upgraded through, or adjacent to a developed residential area. If the noise level, measured in dBA Leq24, exceeds 65, then the City will try to achieve a level of 60 dBA Leq24 if it is technically, administratively and economically practical.

Whenever possible, noise measurements are taken 3 meters from the rear of the residence at an elevation of approximately 1.5 meters. This location is representative of the typical outdoor recreation area. The UTNP is not applied to interior noise levels or noise levels at the upper levels of two-storey homes, as it is not feasible to construct noise attenuation of sufficient height to shield the upper levels.

Section C of this information package identifies the areas that exceed 65 dBA Leq24, warranting noise mitigation in accordance with the *Urban Traffic Noise Policy*.

A copy of both the Urban Traffic Noise Policy and Procedure is included in this package.

Questions about Noise Mitigation Options

Over the course of public consultation for the Whitemud Drive/ Quesnell Bridge project, the Transportation Department has received numerous inquiries related to noise attenuation and alternatives to noise walls and earth berms as noise mitigation devices.

a) Earth Berms vs. Noise Walls

Noise barriers reduce the amount of noise received by interrupting the path of the noise. There are essentially three types of noise barrier designs: earth berms, noise walls and a berm/wall combination. Typically, a berm requires a horizontal cross-section at least six times its height (six meters of width for every one meter of height), and thus a large amount of road right-of-way must be available for a berm of substantial height. A barrier wall requires less land than a berm, but may have a greater visual impact. A berm/wall combination reduces the land requirement of a full height berm, and the scale of a full height wall, while providing a comparable noise attenuation capability with less visual impact.

Noise attenuation devices such as earth berms and noise walls are most effective either closest to the noise source (roadway) or the receptor (residential property). In the case of residential land uses fronting or flanking onto a transportation facility, it is often not feasible to mitigate excessive traffic noise using conventional attenuation devices due to lack of space, access considerations, barrier (wall) height limitations and aesthetic consequences. Accordingly, the policy and procedures primarily address properties backing onto transportation facilities.

Because the amount of noise at any location is site specific, the design of a barrier must be customized. Height, length, cross section and choice of materials must take into consideration the level of attenuation required, land availability, soil mechanics, aesthetics, and the costs of construction and maintenance.

Whitemud Drive & Quesnell Bridge Project

b) Trees and Other Vegetation

Road right-of-way is seldom wide enough to accommodate enough vegetation to achieve a significant reduction in the noise level. To reduce the noise level by 10 dBA for instance, requires a 65 meter wide strip of densely planted forest. The planting of trees and bushes or the saving of natural vegetation can, however, provide a psychological benefit in screening traffic from view. Vegetation can also be used to enhance the aesthetics of other noise attenuation measures.

c) Whisper Asphalt

Rubberized asphalt is a relatively porous material, which in effect 'absorbs' the sound. While there are notable benefits with rubber asphalt in the short term, several years of local studies indicate that the effects fade quickly and, over a relatively short period of time, the noise absorption qualities decrease. This is partly as a result of routine winter maintenance and sand/grit working its way into the porous surface, making this an ineffective long-term mitigation strategy.

d) Reducing the Speed Limit

A significant reduction in the speed limit is not being considered along Whitemud Drive.

As part of the City of Edmonton's inner ring road, Whitemud Drive is designed to accommodate greater traffic volumes and speeds, which are necessary to efficiently move people and goods/services throughout the city. Assuming all other conditions remain the same, it would require a speed reduction of approximately 20 km/h to noticeably decrease traffic noise. Within the Whitemud Drive corridor, for instance, from 149 Street and 53 Avenue, the modeled difference in the noise levels from 80km/hr to 70km/hr resulted in a decrease in only one decibel; noise reduction must be in the order of 3 dBA to be perceptible. This may be attributed to the engine and exhaust noise generated by truck traffic on Whitemud Drive, which is typically not as affected by speed reduction as noise generated by the interaction between the tires and pavement.

e) Banning Truck Traffic

While it is recognized that truck traffic along Whitemud Drive contributes directly to the sound levels, Whitemud Drive is a component of the City of Edmonton's inner ring road. It has been identified as a component of the inner ring road since the development of the Transportation Master Plan in the 1970s, and will continue to serve as an integral part of the City's transportation network and a major corridor for the transportation of goods and services. A partial or full ban of truck traffic along Whitemud Drive would be in direct contravention to its function.

f) Retrofitting Existing Homes

Façade insulation is an alternative method of reducing noise in homes. This may involve replacing windows, insulating walls, and perhaps installing ventilation systems (air conditioners). Taking these steps, it is possible to reduce indoor noise levels to as little as 45 dBA; however, this remains the responsibility of the individual homeowners.

The Department has no jurisdiction over private property and the construction materials and methods employed in building homes, for either new properties or renovations to existing properties. In addition, the City has limited jurisdiction in that the Planning & Development Department can only enforce the Alberta Building and Safety Codes, which typically do not address interior noise levels. In cases where new developments are being built next to major arterials or rail noise sources, the Transportation Department may offer suggestions for the consideration of the developer, but is unable to dictate or enforce items such as soundproofing insulation, triple-glazed windows, air conditioning (so that windows do not need to be opened) or even site layout to place noise-sensitive areas (such as sleeping areas) away from the noise source.



Whitemud Drive & Quesnell Bridge Project

Section B – Noise Attenuation Requirements and Recommendations

December 2008

The following recommendations are based on feedback from the June 7, 2008 Information Session and further evaluation of site conditions, noise testing and noise modeling.

1. Laurier Heights

Background and Description

At the June 7, 2008 Information Session, the Transportation Department made a recommendation to proceed with noise attenuation along Laurier Drive. Two noise walls were recommended at that time: one 5 meter high noise wall along a length of approximately 125 meters at the west limit of Laurier Drive, and a second 5.5 meter high noise wall along a length of approximately 210 meters at the south east end of Laurier Drive.

The alignment and location of these two walls are illustrated on **Exhibit L**, and a cross section and rendering of the noise walls are included on **Exhibit M** and **Exhibit N**, respectively.

A further review of the noise modeling indicates that the 20-year projected noise levels along Laurier Drive at these two locations are just above 60 dBA, and within the discretionary range of 60 dBA to 65 dBA under the Urban Traffic Noise Policy (UTNP). The 20-year projected noise levels along Laurier Drive between these two areas are below 60 dBA.

Recommendation

Noise attenuation is not warranted under the UTNP between the areas of Laurier Drive illustrated on Exhibit L, where the 20-year projected noise levels are below 60 dBA.

Within the limits shown on Exhibit L, 20-year projected noise levels fall within a discretionary range under the UTNP. The Transportation Department does **not** recommend construction of these two noise walls for that reason.

Follow-Up

Recognizing that the recommendation not to construct the two noise walls along Laurier Drive is a change from the recommendations presented at the June 7, 2008 Information Session, and the fact that the projected noise levels fall within a discretionary range, affected property owners along Laurier Drive are encouraged to respond to the survey included in **Section D** of this package. *Final recommendations to Council will include a compilation of comments received with the survey.*

Whitemud Drive & Quesnell Bridge Project

2. Rio Terrace/Quesnell Heights

Projected noise levels at several locations bordering the Rio Terrace and Quesnell Heights neighbourhoods currently exceed 65 dBA. Accordingly, noise modeling was undertaken at two locations to determine the degree of noise attenuation required in accordance with the UTNP: at the residential property lines and adjacent to Whitemud Drive.

The following two sections outline the background, recommendation and follow-up for both alternatives.

2.1 Noise Wall at Property Line

Background

In order to mitigate the 20-year projected noise levels to 60dBA along Rio Terrace and Quesnell Heights, the height of the noise walls would vary from 4 meters (15 feet) to 10 meters (30 feet) above the existing ground level, at a point roughly 2 meters behind the property lines.

Within the section of Rio Terrace shown on **Exhibit A**, there is a plateau (flat area) behind the residential properties running due east-west. This area provides the opportunity to construct a 4 meter high wall along a length of approximately 165 meters. This noise wall would transition to the existing noise wall; details of the transition will be further developed to ensure there is no gap between the two walls.

Between the Quesnell Bridge and the area shown on **Exhibit A**, the property lines vary from being either at the top of bank, or within the steep, treed slope. Geotechnical assessments were undertaken to evaluate the feasibility of constructing noise walls along these upper slopes and there are significant geotechnical risks associated with such construction.

The existing slopes range from 15 to 28 meters in height. These are heavily vegetated, natural ravine slopes, some as steep as 1 horizontal to 1 vertical (1H:1V) and generally between 1.5H:1V to 2H:1H. Previous experience within this corridor has shown that slopes are expected to be only marginally stable. As a comparison, the slopes above the westbound roadway failed when they were disturbed, and required construction of retaining walls to stabilize these slopes.

The zone of disturbance for construction of these noise walls would range from 10 to 15 meters in width. This would include construction of an access road or platform from which a contractor would work, similar to the current reconstruction of the retaining wall on the east side of Whitemud Drive, just north of the Quesnell Bridge.

Slope disturbance such as the removal of vegetation from these slopes and any cutting and filling required for construction would have a detrimental effect on the existing slope stability, potentially precipitating slope instability that could impact the properties above. Even with a carefully controlled method of slope construction, there is still the potential risk of slope movement either during or after construction resulting from the slope disturbance, creating tremendous liabilities and risk to the homeowners and to the City of Edmonton. It is on the basis of these risks that the Transportation Department does not recommend the provision of noise attenuation within the Rio Terrace/Quesnell Heights area at the back of the properties.

Recommendation

The Transportation Department recommends proceeding with construction of a 4 meter high noise wall, approximately 2 meters outside of the residential property line, along a length of approximately 165 meters, as illustrated on **Exhibit A**. A cross section and rendering of the recommended noise wall are illustrated on **Exhibit B** and **Exhibit C**, respectively.

Whitemud Drive & Quesnell Bridge Project

With the exception of the area outlined on **Exhibit A**, the Transportation Department does not recommend the provision of noise attenuation at the residential property lines for Rio Terrace/Quesnell Heights.

Follow-up

The UTNP specifies that the City of Edmonton will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are defined as those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

A survey for the affected property owners is included in **Section D** of this information package. Endorsement of the proposed noise attenuation will be considered sufficient if 60 percent or more of property owners indicate support. ***No response to the survey will be considered as endorsement of the recommendation.***

2.2 Noise Wall at Roadside

Background

In order to provide a reduction in noise levels within the backyards (outdoor amenity areas), the line of sight to the roadway (the noise source) must be blocked. Residences are elevated well above the roadway and there is a considerable distance from the traffic lanes farthest from the noise barrier. As a result, the height of a noise wall alongside Whitemud Drive was not originally considered. However, based on feedback from the June 7, 2008 Information Session, it was re-evaluated as an alternative to the construction of a noise wall at the back of property line.

To mitigate the 20-year projected noise levels to 60 dBA in accordance with the UTNP, the height of the roadside noise wall is approximately 15 meters (50 feet) above existing ground levels. As a point of comparison, the typical height of the streetlights is 12 meters (40 feet). The roadside noise wall does provide for safer access for equipment and the constructability risks are significantly less than those associated with construction along the side slopes. However, installation of the wall presents considerable maintenance issues, both with respect to the wall and in terms of winter maintenance along Whitemud Drive. Further, the cost of construction of a 15 meter high wall presents a considerable challenge. The cost of the wall is estimated at \$23 million and would only provide noise attenuation for 22 or 23 homes, as construction of the wall can only be taken as far as the 149 Street ramp. Of the 40 homes that are outside the area shown on **Exhibit A**, this represents noise attenuation for just over 50 percent of the residences.

Recommendation

The Transportation Department does not recommend construction of the 15 meter high noise wall along Whitemud Drive due to significant operational, maintenance and economic challenges.

Follow-up

With the exception of the area outlined on **Exhibit A**, noise attenuation is not recommended for Rio Terrace/Quesnell Heights. Residents from these neighbourhoods backing on to Whitemud Drive are encouraged to provide comment on the survey located in Section D of this package. Final recommendations to City Council will include a compilation of comments received with the survey.

Whitemud Drive & Quesnell Bridge Project

3. Brander Gardens

Background

The height of the noise wall required to provide attenuation in accordance with the UTNP transitions from 9 meters at the north end of Brander Gardens, to approximately 3 meters at the cul-de-sac at Riverbend Road (60 Avenue). South of the cul-de-sac, a 3.5 meter wall is required above the existing berm.

The north end of Brander Gardens, along the west side of Whitemud Drive, presents a topographical challenge similar to that along Rio Terrace and Quesnell Heights. The property lines vary from being either at the top of bank, or within the steep, treed area. The terrain transitions to a relatively flat area, approximately 175 meters south of the northern tip of Brander Gardens, where construction of a noise wall is achievable.

Based on feedback during and after the June 7, 2008 Information Session, the Transportation Department has examined the possibility of locating the noise wall further away from the property lines than originally shown. This was done to mitigate potential aesthetic concerns and to maintain the existing boulevard conditions. Noise modeling indicated that based on the existing topography, the height of the wall required does not increase substantially and therefore the Transportation Department recommends proceeding accordingly. The length of the wall and location of the transition from the wall along the fence line to the wall along the berm is illustrated on **Exhibit D**.

Recommendation

The Transportation Department recommends proceeding with construction of a noise wall for a length of approximately 650 meters, as illustrated on **Exhibit D**. From south to north, the height of the noise wall will transition from 3.5 meters on the west side of the berm to 3.0 meters just inside the existing fence line. Cross sections of the berm and wall are illustrated on **Exhibit E** and **Exhibit F**. Architectural renderings are included on **Exhibit G** and **Exhibit H**.

Follow-up

The UTNP specifies that the City of Edmonton will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are defined as those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

A survey for the affected property owners is included in **Section D** of this information package. Endorsement of the proposed noise attenuation will be considered sufficient if 60 percent or more property owners indicate support. ***No response to the survey will be considered as endorsement of the recommendation.***

Whitemud Drive & Quesnell Bridge Project

4. Brookside

Background

The height of the noise wall required to provide attenuation in accordance with the UTNP transitions is approximately 3 meters. Based on feedback during and after the June 7, 2008 Information Session, the Transportation Department has examined the possibility of locating the noise wall further away from the property lines than originally shown. This was done to mitigate potential aesthetic concerns and to maintain the existing boulevard conditions. Noise modeling indicated that based on the existing topography, the height of the wall required does not increase substantially. However, toward the north end of the proposed noise wall, the topography changes and the noise wall would have to transition back toward the residential property lines in order to avoid having to construct the wall along the steep side slopes. The length and alignment of the wall is illustrated on **Exhibit I**.

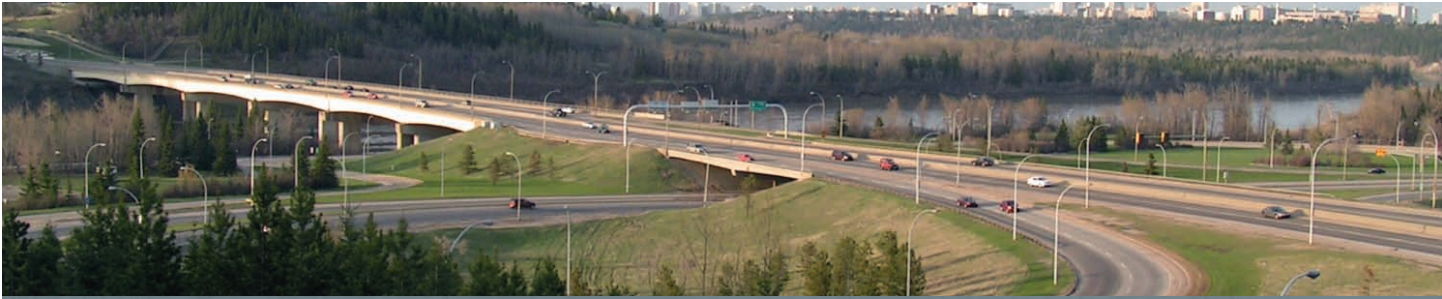
Recommendation

The Transportation Department recommends proceeding with construction of a noise wall for a length of approximately 165 meters as illustrated on **Exhibit I**. A cross section and rendering of the recommended noise wall are illustrated on **Exhibit J** and **Exhibit K**, respectively.

Follow-up

The UTNP specifies that the City of Edmonton will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are defined as those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

A survey for the affected property owners is included in **Section D** of this information package. Endorsement of the proposed noise attenuation will be considered sufficient if 60 percent or more property owners indicate support. ***No response to the survey will be considered as endorsement of the recommendation.***



Whitemud Drive & Quesnell Bridge Project

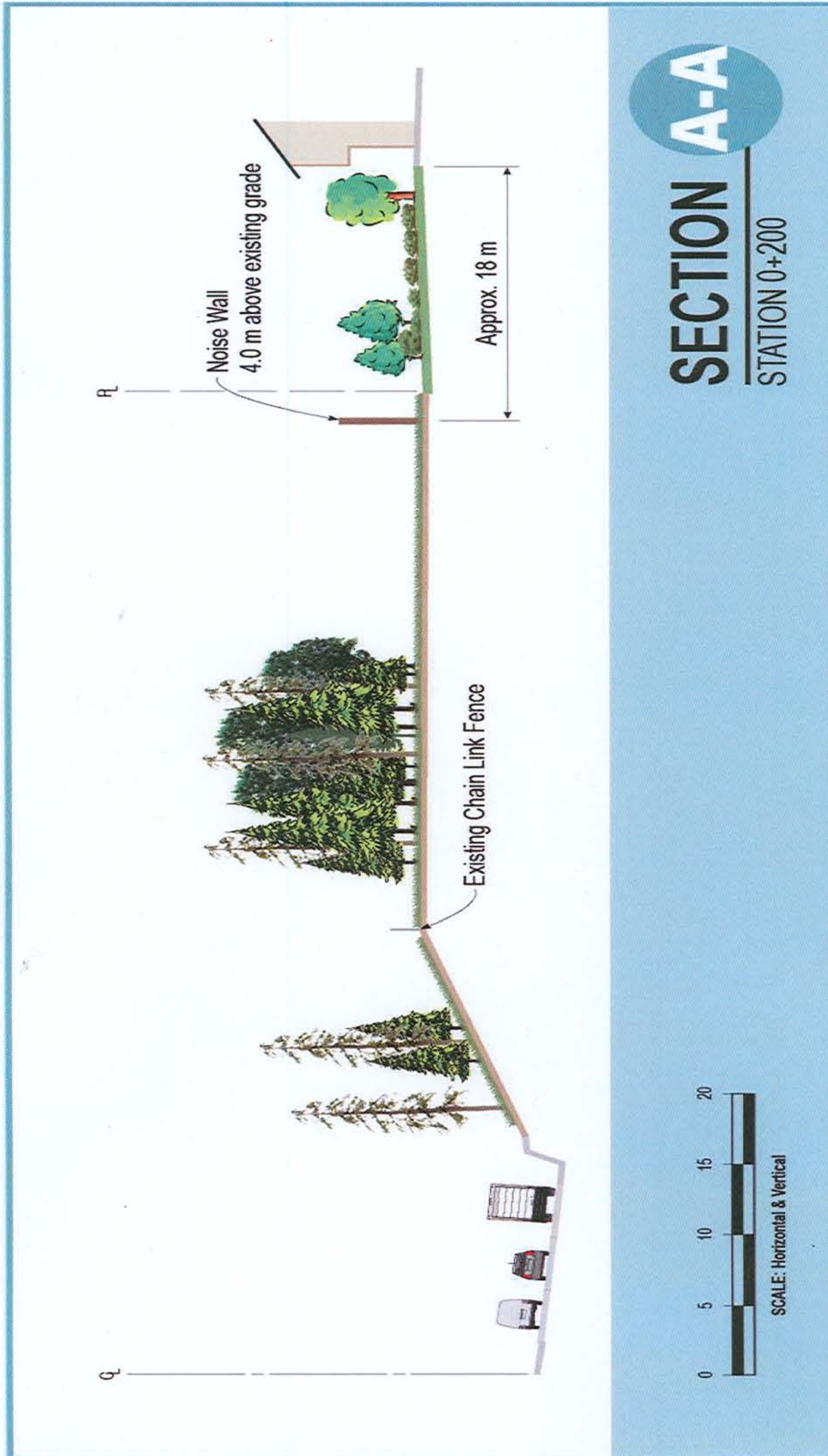
Section C – Drawings and Renderings

December 2008

Whitemud Drive & Quesnell Bridge Project



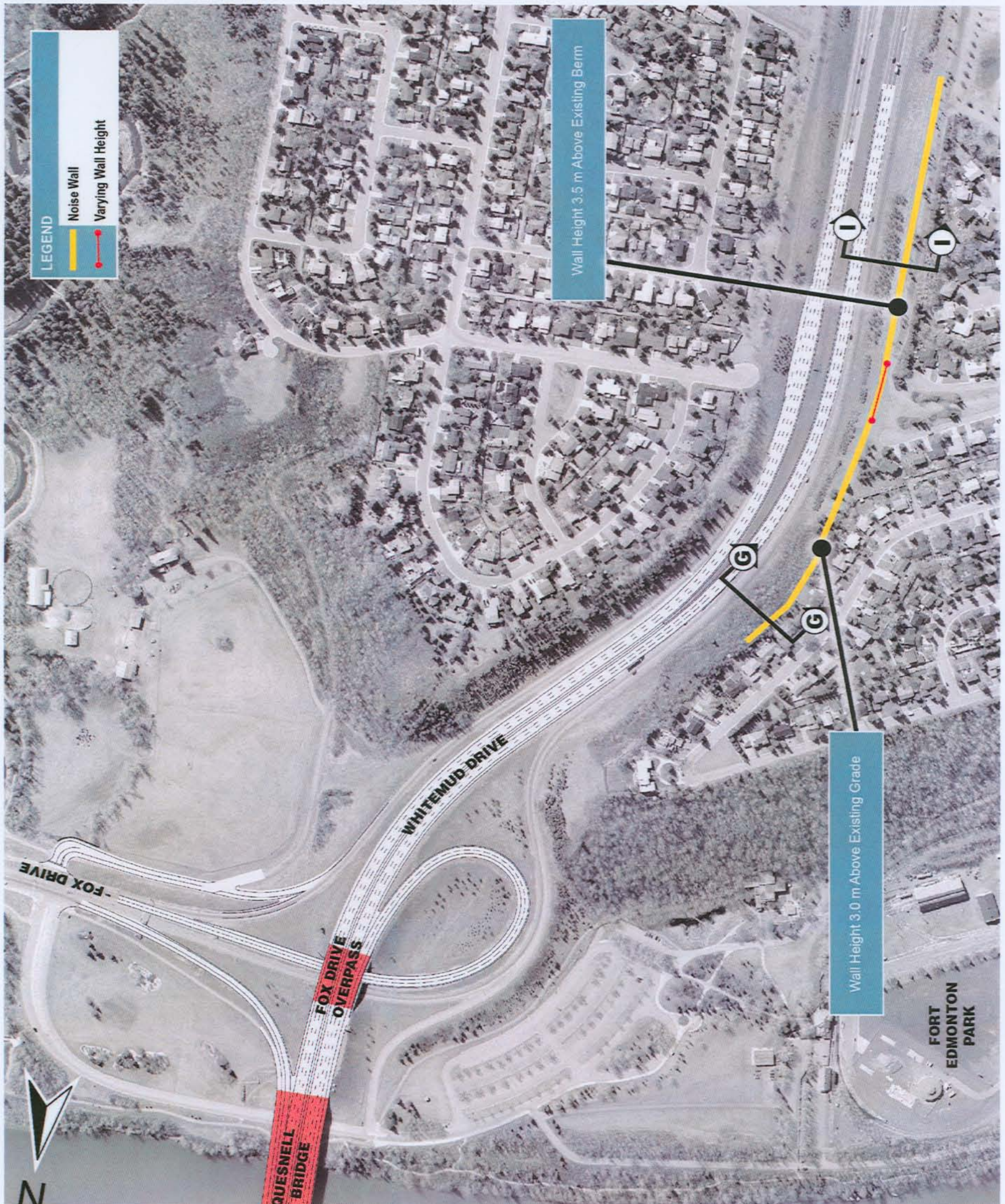
Whitemud Drive & Quesnell Bridge Project



Whitemud Drive & Quesnell Bridge Project



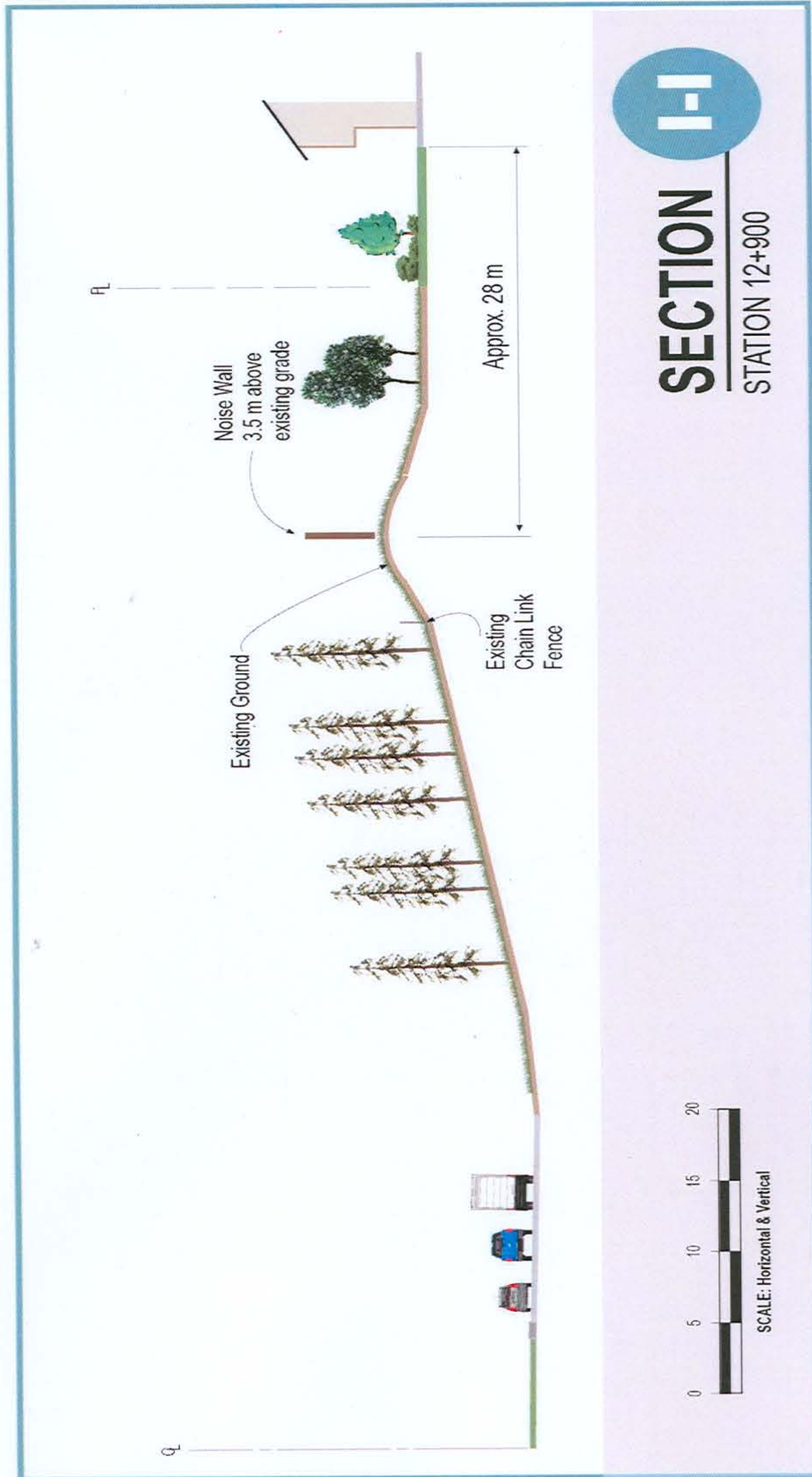
Whitemud Drive & Quesnell Bridge Project



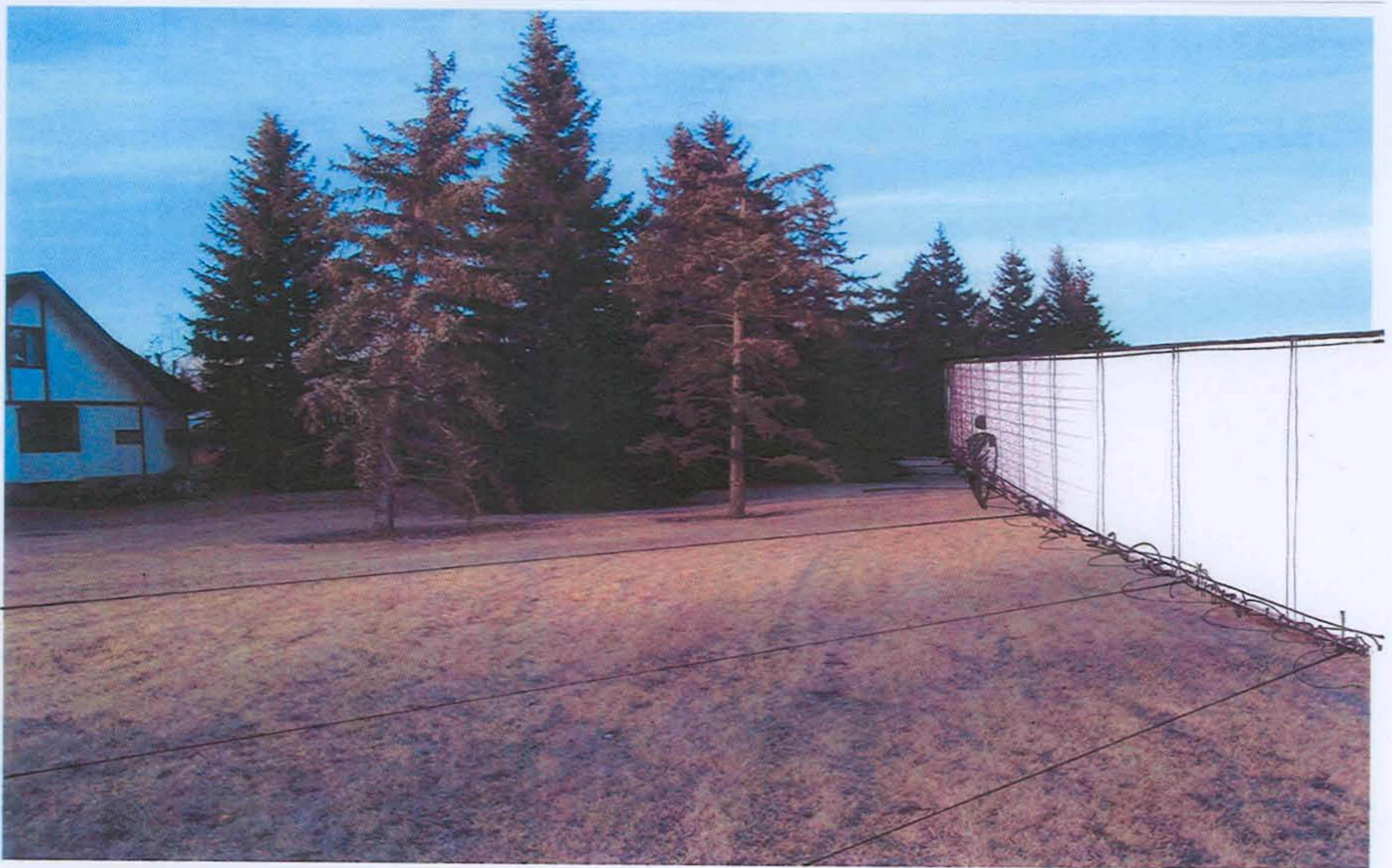
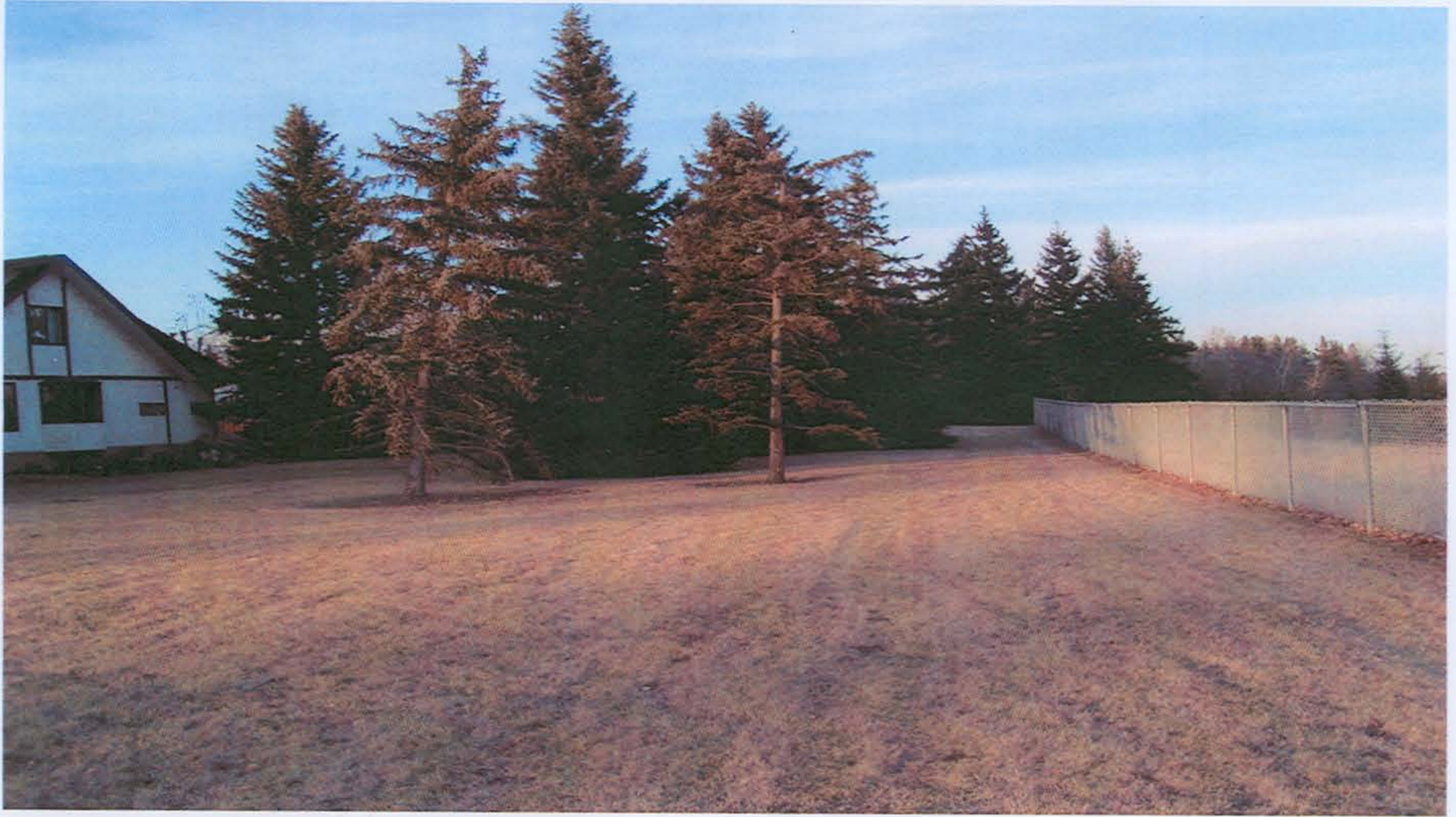
Whitemud Drive & Quesnell Bridge Project



Whitemud Drive & Quesnell Bridge Project



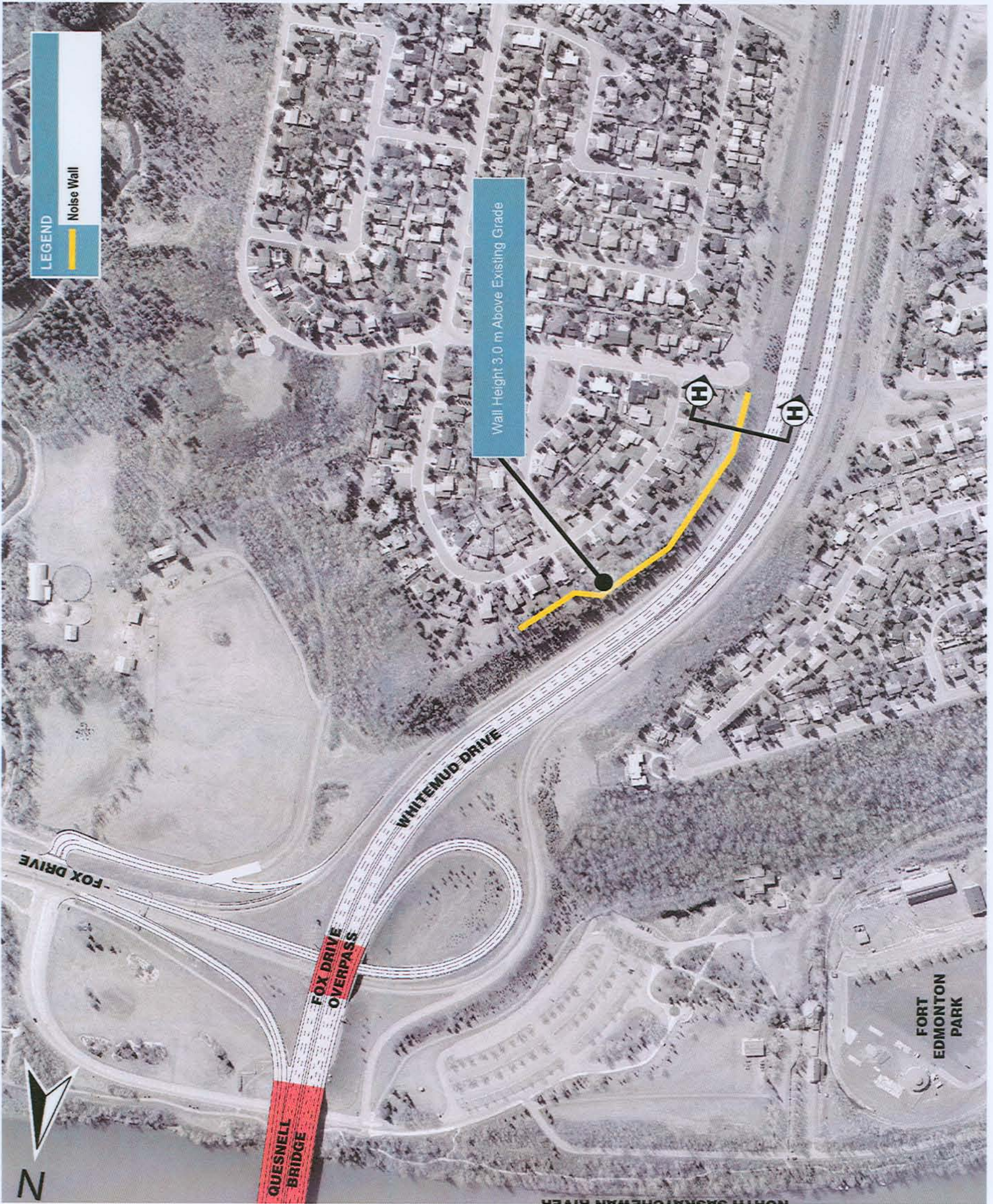
Whitemud Drive & Quesnell Bridge Project



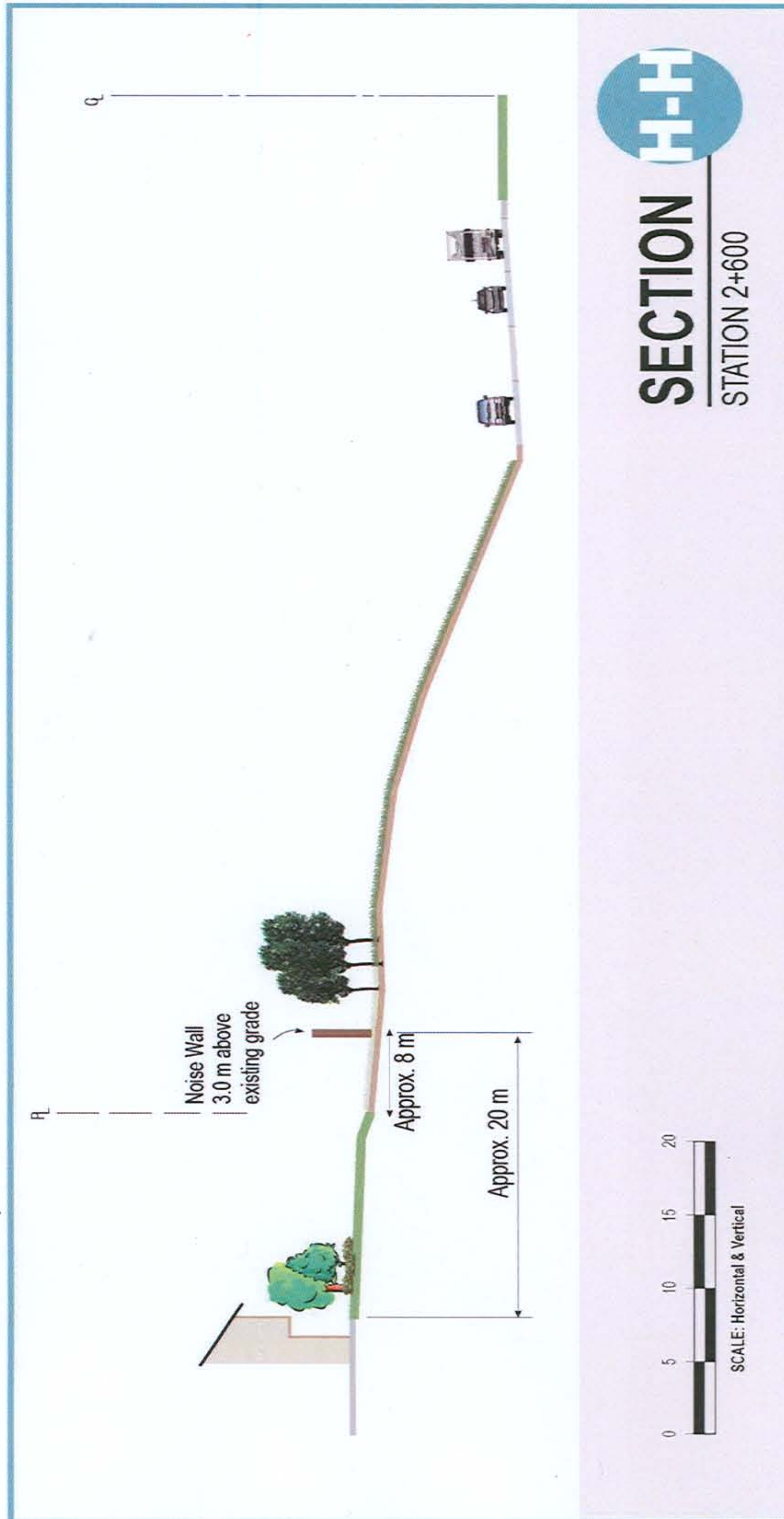
Whitemud Drive & Quesnell Bridge Project



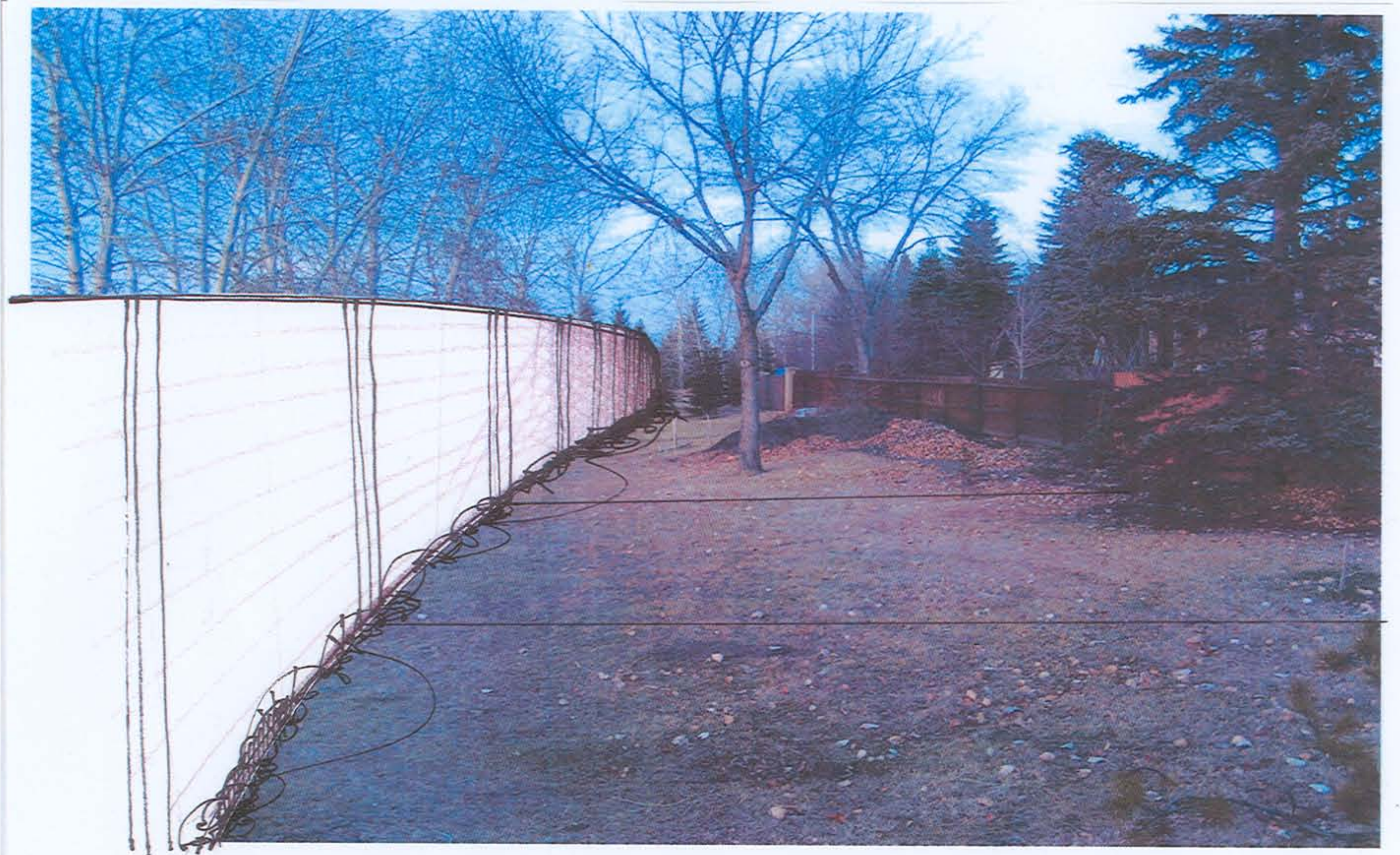
Whitemud Drive & Quesnell Bridge Project



Whitemud Drive & Quesnell Bridge Project



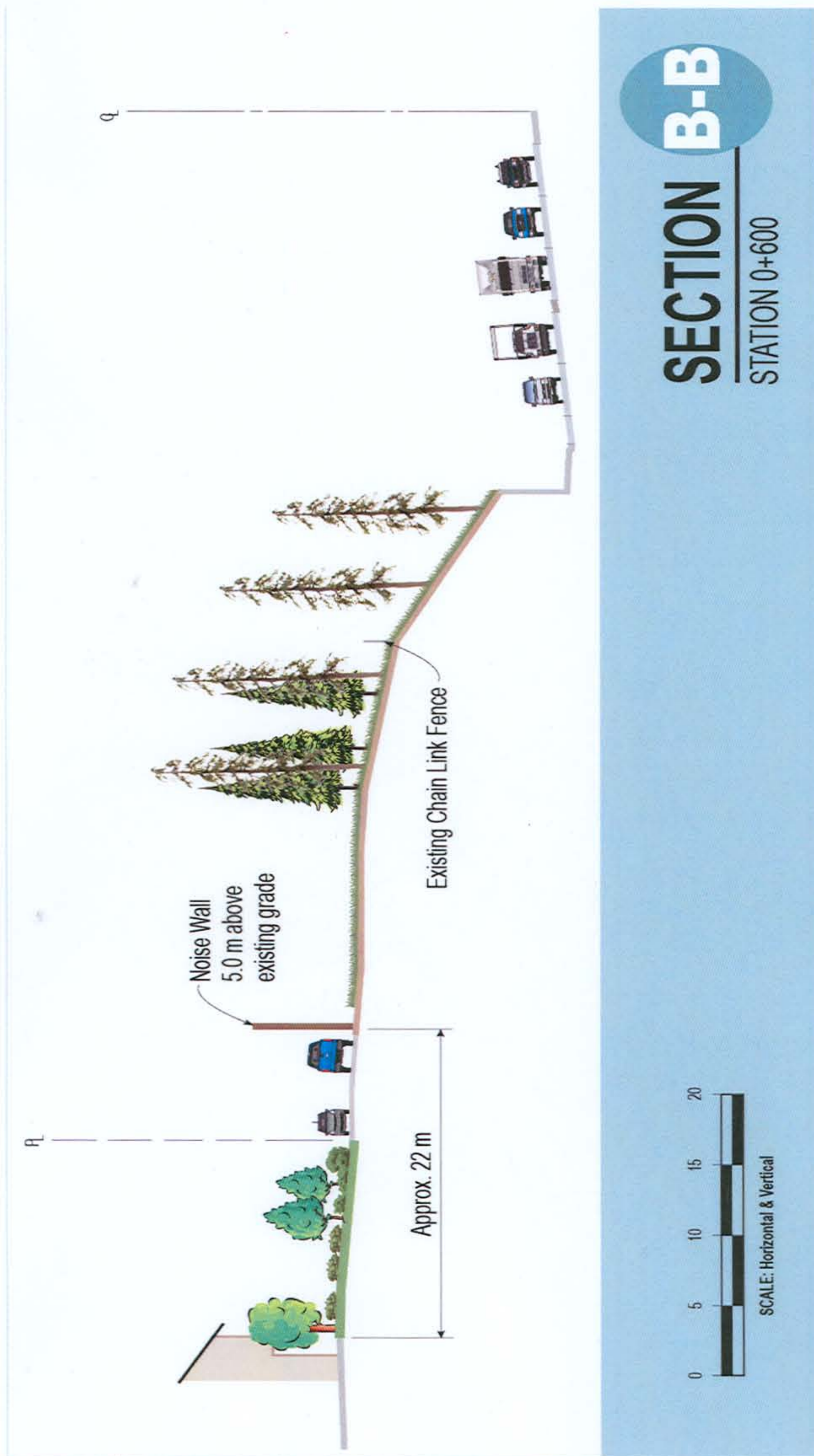
Whitemud Drive & Quesnell Bridge Project



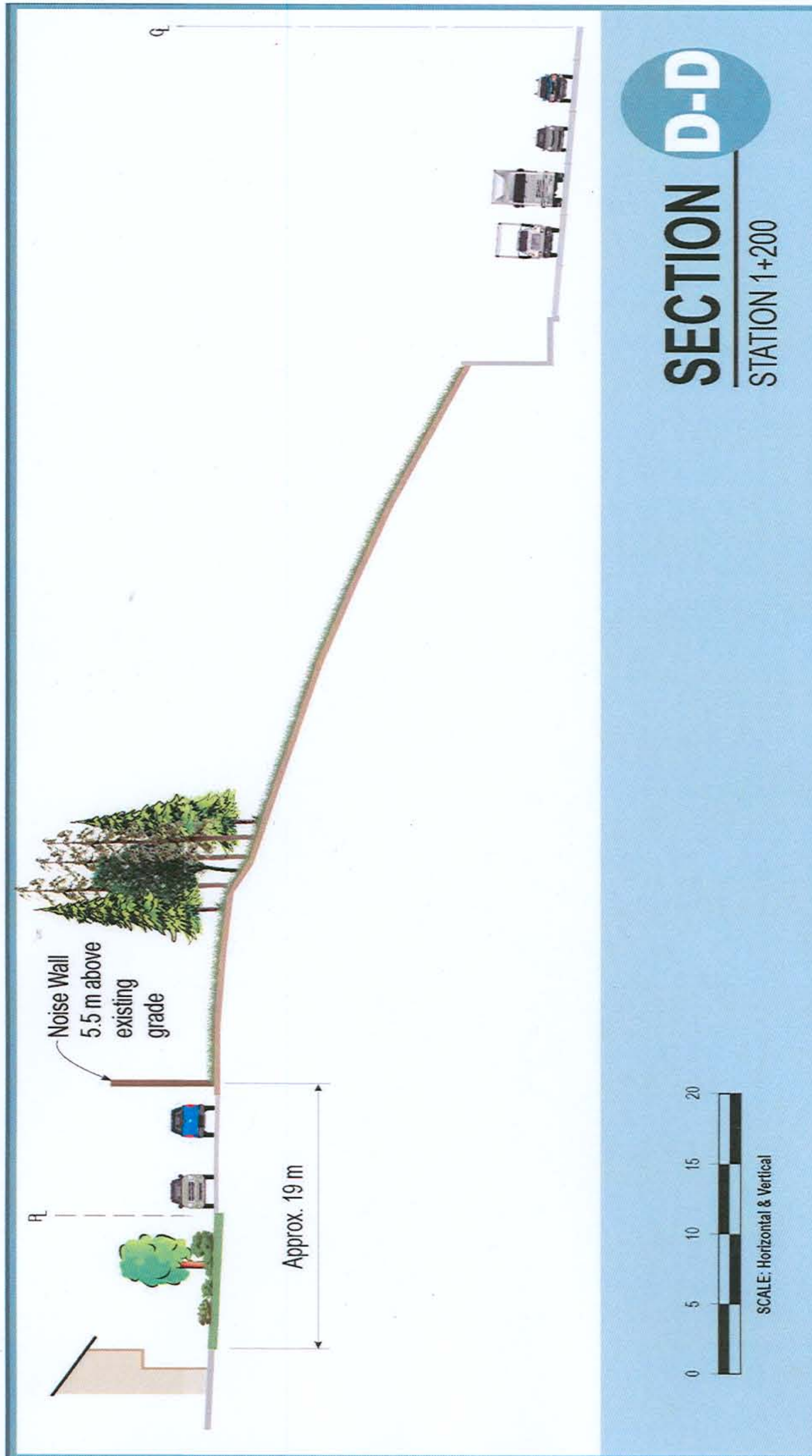
Whitemud Drive & Quesnell Bridge Project



Whitemud Drive & Quesnell Bridge Project



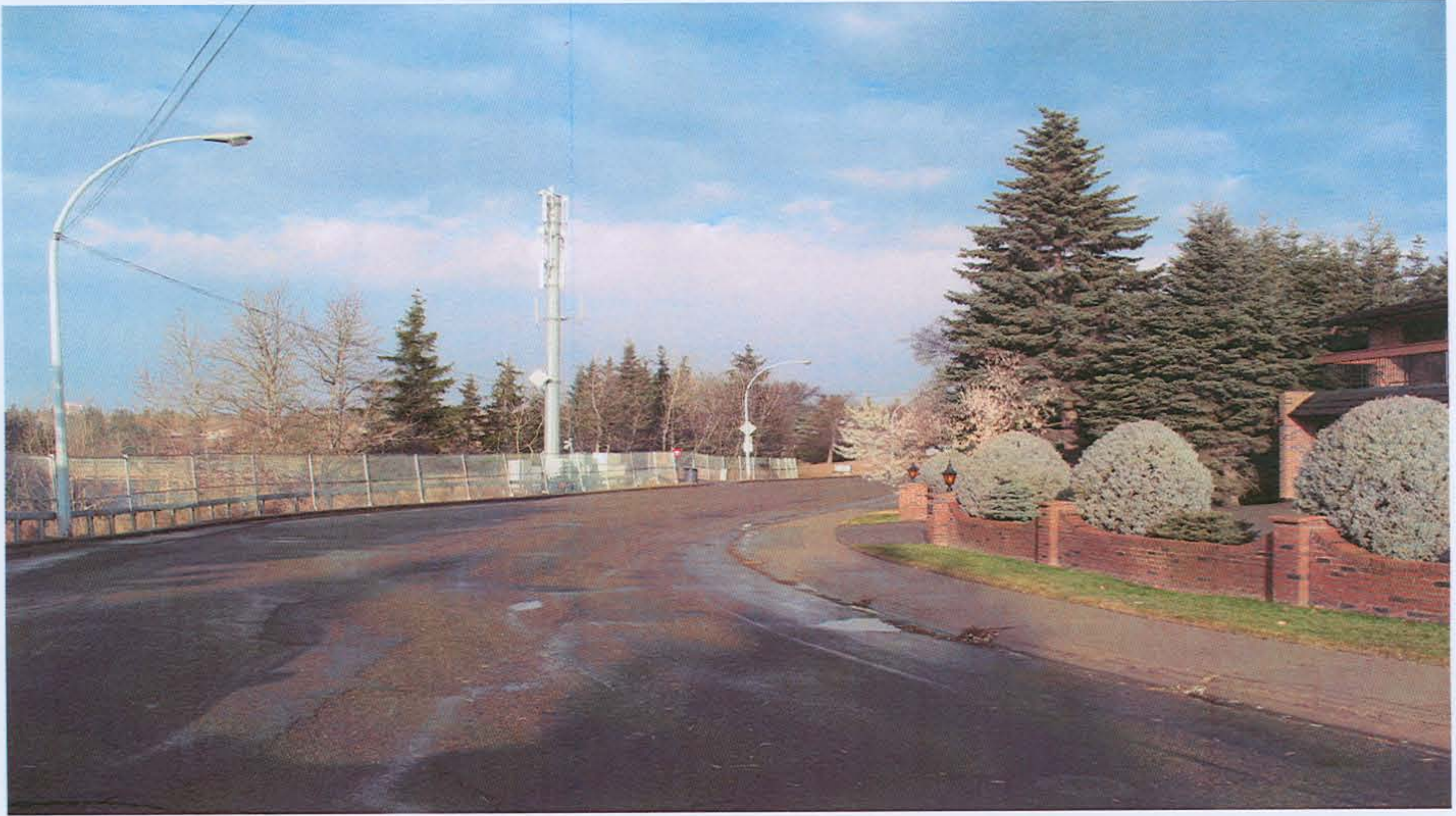
Whitemud Drive & Quesnell Bridge Project



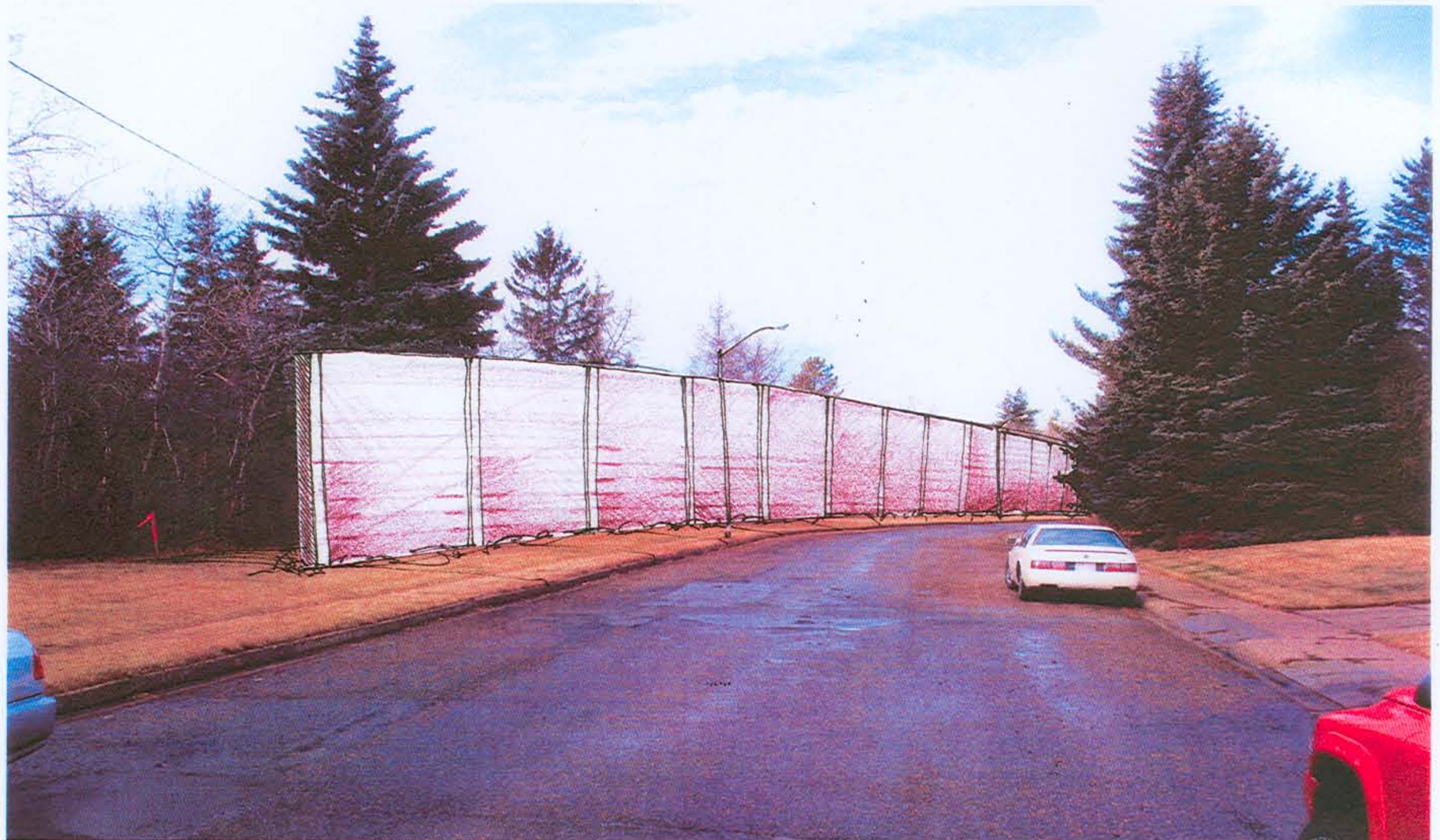
SECTION D-D

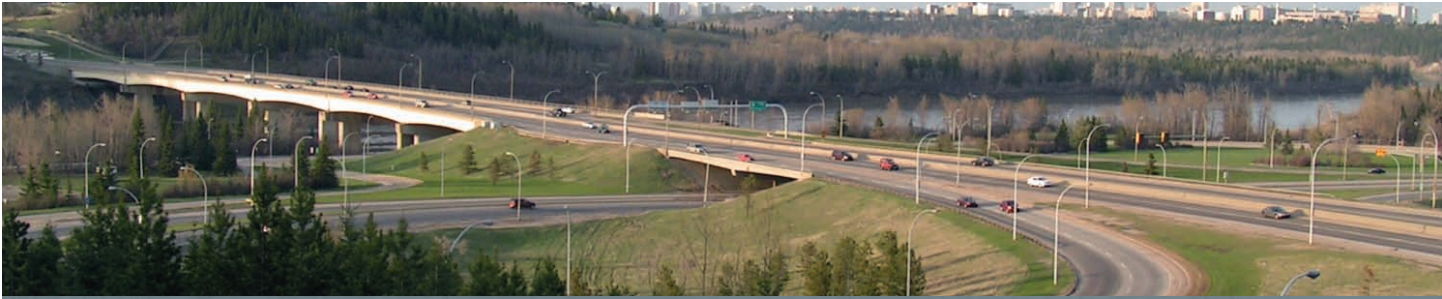
STATION 1+200

Whitemud Drive & Quesnell Bridge Project



Whitemud Drive & Quesnell Bridge Project





Whitemud Drive & Quesnell Bridge Project

Section D – Survey

December 2008

Survey – Rio Terrace

The City of Edmonton Urban Traffic Noise Policy specifies that the City will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

The noise attenuation measure for which you are being surveyed is a 4m high wall at approximately 2m set back from the back property line, to tie into the existing noise wall. An aerial view, cross section and rendering of the recommended noise wall are illustrated on Exhibits A, B and C in the information package.

Endorsement of the proposed noise attenuation will be considered sufficient if 60% or more of property owners indicate support.

Please complete and return the survey by Friday, January 30, 2009 using the self-addressed, stamped envelope provided.

NO RESPONSE TO THIS SURVEY WILL BE CONSIDERED AN INDICATION OF SUPPORT.

Declaration

1. I declare that I have reviewed the material within this information package in detail.

Yes _____ No _____

Signature _____

2. I declare that I understand the material provided, and that if I had any questions or misunderstandings, I was able to speak with a project representative who helped me to understand.

Yes _____ No _____

Signature _____

I understand that I will be notified of the results of the survey and will be informed of the final recommendations of the Administration being presented to City Council prior to presentation.

Yes _____ No _____

Signature _____

Based upon the information contained in the package, I support the recommendation for noise attenuation measures proposed for the area directly adjacent to my property.

Yes _____ No _____

Comments (please use the back of this page for additional comments):

Please provide your name and address below. Without this information, your input cannot be included in this survey.

Name: _____

Address: _____

This personal information is being collected and protected under the Authority of Section 32© of the Freedom of Information and Protection of Privacy Act (F.O.I.P.). It is protected by the privacy provisions of the F.O.I.P. If you have any questions about the use of personal information, please contact Carole Cej at 944-3727 or by e-mail at carole.cej@edmonton.ca.

Survey – Rio Terrace/Quesnell Heights

The City of Edmonton Urban Traffic Noise Policy specifies that the City will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

Although the Transportation Department is not recommending noise attenuation in your area, the Department would encourage you to complete and return the survey, as final recommendations to Council will include a compilation of the survey results and comments received.

Please complete and return the survey by Friday, January 30, 2009 using the self-addressed, stamped envelope provided.

Declaration

1. I declare that I have reviewed the material within this information package in detail.

Yes _____ No _____

Signature _____

2. I declare that I understand the material provided, and that if I had any questions or misunderstandings, I was able to speak with a project representative who helped me to understand.

Yes _____ No _____

Signature _____

I understand that I will be notified of the results of the survey and will be informed of the final recommendations of the Administration being presented to City Council prior to presentation.

Yes _____ No _____

Signature _____

I **support** the recommendation not to proceed with noise attenuation measures in the area adjacent to my property, based on the information contained in the package.

Yes _____ No _____

Comments (*please use the back of this page for additional comments*):

Please provide your name and address below. Without this information, your input cannot be included in this survey.

Name: _____

Address: _____

*This personal information is being collected and protected under the Authority of Section 32© of the Freedom of Information and Protection of Privacy Act (F.O.I.P.). It is protected by the privacy provisions of the F.O.I.P. If you have any questions about the use of personal information, please contact **Carole Cej** at 944-3727 or by e-mail at carole.cej@edmonton.ca.*

Survey – Brookside

The City of Edmonton Urban Traffic Noise Policy specifies that the City will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

The noise wall for which you are being surveyed is a 3.0m high wall, north of 60 Avenue. An aerial view, cross section and rendering of the recommended noise wall are illustrated on Exhibits I, J and K in the information package.

Endorsement of the proposed noise attenuation will be considered sufficient if 60% or more of property owners indicate support.

Please complete and return the survey by Friday, January 30, 2009 using the self-addressed, stamped envelope provided.

NO RESPONSE TO THIS SURVEY WILL BE CONSIDERED AN INDICATION OF SUPPORT.

Declaration

1. I declare that I have reviewed the material within this information package in detail.

Yes _____ No _____

Signature _____

2. I declare that I understand the material provided, and that if I had any questions or misunderstandings, I was able to speak with a project representative who helped me to understand.

Yes _____ No _____

Signature _____

I understand that I will be notified of the results of the survey and will be informed of the final recommendations of the Administration being presented to City Council prior to presentation.

Yes _____ No _____

Signature _____

Based upon the information contained in the package, I support the recommendation for noise attenuation measures proposed for the area directly adjacent to my property.

Yes _____ No _____

Comments:

Please provide your name and address below. Without this information, your input cannot be included in this survey.

Name: _____

Address: _____

This personal information is being collected and protected under the Authority of Section 32© of the Freedom of Information and Protection of Privacy Act (F.O.I.P.). It is protected by the privacy provisions of the F.O.I.P. If you have any questions about the use of personal information, please contact Carole Cej at 944-3727 or by e-mail at carole.cej@edmonton.ca.

Survey – Brander Gardens

The City of Edmonton Urban Traffic Noise Policy specifies that the City will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

The noise wall for which you are being surveyed is a 3.5m high wall along the east side of the existing berm, south of 60 Avenue (Riverbend Road)). An aerial view, cross section and rendering of the recommended noise wall are illustrated on Exhibits D, F and H in the information package.

Endorsement of the proposed noise attenuation will be considered sufficient if 60% or more of property owners indicate support.

Please complete and return the survey by Friday, January 30, 2009 using the self-addressed, stamped envelope provided.

NO RESPONSE TO THIS SURVEY WILL BE CONSIDERED AN INDICATION OF SUPPORT.

Declaration

1. I declare that I have reviewed the material within this information package in detail.

Yes _____ No _____

Signature _____

2. I declare that I understand the material provided, and that if I had any questions or misunderstandings, I was able to speak with a project representative who helped me to understand.

Yes _____ No _____

Signature _____

I understand that I will be notified of the results of the survey and will be informed of the final recommendations of the Administration being presented to City Council prior to presentation.

Yes _____ No _____

Signature _____

Based upon the information contained in the package, I **support** the recommendation for noise attenuation measures proposed for the area directly adjacent to my property.

Yes _____ No _____

Comments (please use the back of this page for additional comments):

Please provide your name and address below. Without this information, your input cannot be included in this survey.

Name: _____

Address: _____

This personal information is being collected and protected under the Authority of Section 32© of the Freedom of Information and Protection of Privacy Act (F.O.I.P.). It is protected by the privacy provisions of the F.O.I.P. If you have any questions about the use of personal information, please contact Carole Cej at 944-3727 or by e-mail at carole.cej@edmonton.ca.

Survey – Brander Gardens

The City of Edmonton Urban Traffic Noise Policy specifies that the City will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

The noise wall for which you are being surveyed is a 3.0m high wall along the existing fence line, approximately nine properties north of 60 Avenue (Riverbend Road). An aerial view, cross section and rendering of the recommended noise wall are illustrated on Exhibits D, E and G in the information package.

Endorsement of the proposed noise attenuation will be considered sufficient if 60% or more of property owners indicate support.

Please complete and return the survey by Friday, January 30, 2009 using the self-addressed, stamped envelope provided.

NO RESPONSE TO THIS SURVEY WILL BE CONSIDERED AN INDICATION OF SUPPORT.

Declaration

1. I declare that I have reviewed the material within this information package in detail.

Yes _____ No _____

Signature _____

2. I declare that I understand the material provided, and that if I had any questions or misunderstandings, I was able to speak with a project representative who helped me to understand.

Yes _____ No _____

Signature _____

I understand that I will be notified of the results of the survey and will be informed of the final recommendations of the Administration being presented to City Council prior to presentation.

Yes _____ No _____

Signature _____

Based upon the information contained in the package, I support the recommendation for noise attenuation measures proposed for the area directly adjacent to my property.

Yes _____ No _____

Comments (please use the back of this page for additional comments):

Please provide your name and address below. Without this information, your input cannot be included in this survey.

Name: _____

Address: _____

This personal information is being collected and protected under the Authority of Section 32© of the Freedom of Information and Protection of Privacy Act (F.O.I.P.). It is protected by the privacy provisions of the F.O.I.P. If you have any questions about the use of personal information, please contact Carole Cej at 944-3727 or by e-mail at carole.cej@edmonton.ca.

Survey – Laurier Heights

The City of Edmonton Urban Traffic Noise Policy specifies that the City will undertake a survey of affected property owners to determine support for the installation of any noise attenuation measures proposed. Affected property owners are those who are immediately adjacent to the proposed noise attenuation measure (berm and/or noise wall), in an area encompassing the entire length of the proposed noise attenuation device.

At the present time, the Transportation Department is not recommending construction of noise walls along Laurier Drive. However, as outlined in the information package, there are two areas along Laurier Drive that fall within the discretionary range of the Urban Traffic Noise Policy. In order to provide a final recommendation to City Council, the Department would like to gauge the level of support the noise walls illustrated on Exhibits L, M and N.

Please complete and return the survey by Friday, January 30, 2009 using the self-addressed, stamped envelope provided.

Declaration

1. I declare that I have reviewed the material within this information package in detail.

Yes _____ No _____

Signature _____

2. I declare that I understand the material provided, and that if I had any questions or misunderstandings, I was able to speak with a project representative who helped me to understand.

Yes _____ No _____

Signature _____

I understand that I will be notified of the results of the survey and will be informed of the final recommendations of the Administration being presented to City Council prior to presentation.

Yes _____ No _____

Signature _____

Based upon the information contained in the package, I would support construction of the noise walls identified in the discretionary zone along Laurier Drive.

Yes _____ No _____

Comments (please use the back of this page for additional comments):

Please provide your name and address below. Without this information, your input cannot be included in this survey.

Name: _____

Address: _____

This personal information is being collected and protected under the Authority of Section 32© of the Freedom of Information and Protection of Privacy Act (F.O.I.P.). It is protected by the privacy provisions of the F.O.I.P. If you have any questions about the use of personal information, please contact Carole Cej at 944-3727 or by e-mail at carole.cej@edmonton.ca.