

For Information

REPORT TITLE: DeRose Avenue and Mayfield Road Noise Walls Update

FROM: Kealy Dedman, Commissioner of Public Works

OBJECTIVE

To provide Regional Council with an update on two resident requests for immediate replacement of noise walls on DeRose Avenue (backing onto Emil Kolb Parkway) in the Town of Caledon, and on Mayfield Road from Airport Road to Maisonneuve Boulevard in the City of Brampton.

REPORT HIGHLIGHTS

- Two separate resident requests were received by Council in fall of 2021 requesting that the existing private noise walls on DeRose Avenue in the Town of Caledon and Mayfield Road between Airport Road and Maisonneuve Boulevard in City of Brampton, respectively, be replaced immediately with regional noise walls.
 - For Mayfield Road, Regional Council directed staff to complete a noise study as part of their review and to report back.
 - Staff confirmed that both noise walls are in ‘good’ condition and have been appropriately prioritized for replacement in the long-term capital plan, consistent with Council’s endorsed level of service.
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DISCUSSION

1. Background

Two separate resident requests were received by Council in fall of 2021 advocating for the immediate replacement of existing private noise walls on DeRose Avenue in Caledon and Mayfield Road between Airport Road and Maisonneuve Boulevard in Brampton.

Regional Council directed staff to review the existing noise wall policy and service level, and to report back with recommendations for a ‘fair and equitable’ prioritization and programming process. This report was brought forward on May 26, 2022, and Council endorsed an updated service level and prioritization approach (Resolution 2022-460). The new noise wall policy provides that:

- Where possible, the construction of new regional noise walls is scheduled to correspond with the Region’s capital program for roadworks, to reduce public disruption and minimize cost by leveraging economies of scale.
- In circumstances where no capital works are planned, private noise walls are replaced with Regional assets in priority order, with poor condition noise walls addressed first.

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- In circumstances where no noise wall currently exists, noise levels will be used to prioritize the addition of new noise walls.
- In 2023, staff will undertake a region-wide noise study and use the data to adjust the prioritization of replacement walls, as well as the addition of new walls.

Regional Council also directed staff to complete a noise study for Mayfield Road and to report back on findings.

This report provides Council with the results of the Mayfield noise wall study, and the prioritization results for DeRose Avenue and Mayfield Road using the updated noise wall policy.

2. Findings

a) Mayfield Road Noise Walls, City of Brampton

Regional Council directed staff to complete noise level testing along the south side of Mayfield Road, between East of Airport Road and East of Maisonneuve Boulevard, in response to a request from residents to have existing private noise walls immediately replaced. The request was due, in part, to noise caused by illegal trucking operations located across the street on the north side of Mayfield Road.

The noise study showed that existing and future noise levels are within acceptable range until approximately 2035. In conducting the noise study, staff assessed both current and projected future noise impacts to the properties in question. Results showed that the daytime sound level is expected to remain below or equal to 60 dBA in outdoor living areas until approximately 2035. The Region's design standards for new projects call for noise abatement in situations where outdoor living areas, typically backyards, experience an average daytime noise level higher than 60 dBA. Noise abatement is one of the contributing factors, in addition to condition, for the replacement of a noise wall.

Summary: The existing private noise walls along Mayfield are situated along a well-established berm landscaped with mature vegetation and are in 'good' condition. Noise levels are projected to remain at or below 60 dBA. The replacement of private noise walls with new regional noise walls is included in the future widening of Mayfield Road scheduled for 2035. This timing coincides with when new noise walls will be required based on future noise levels and condition.

b) DeRose Avenue Noise Walls, Town of Caledon

In fall of 2021, residents of DeRose Avenue in Bolton requested their existing private noise walls be replaced with new regional noise walls. This request was due to noise coming from Emil Kolb Parkway.

Staff conducted a site inspection and confirmed that the existing private noise walls are in 'good' condition, and as such, have been appropriately prioritized. Based on condition alone, staff anticipate DeRose walls will fall outside the 10-year capital plan for renewal.

However, as noted above, staff will be undertaking a Region-wide noise study in 2023. This data will be used to adjust the prioritization of noise wall projects to ensure both condition and noise level are considered when programming capital projects. It is important to note

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that prioritization is adjusted frequently to reflect changing real-world circumstances, such as damage from extreme weather events, or changes in noise levels from land use and community growth.

Summary: The existing private noise walls along DeRose are in 'good' condition and currently fall outside the 10-year capital plan for renewal. Once the Region-wide noise study has been completed, the prioritization of all noise wall capital works will be adjusted accordingly.

RISK CONSIDERATIONS

The policy aims to address noise walls in a manner that is fair and equitable. By using both condition and noise to prioritize projects, staff ensure they address the most pressing projects first. Without a consistent, measurable, and fair process, the Region risks displacing neighborhoods with higher safety risk or noise impacts.

Further, by coordinating noise wall projects with the broader capital program, the Region minimizes cost and community disruption. Stand-alone projects can increase cost risk in two ways; by forfeiting cost savings achieved through economies of scale, and by necessitating early replacement or disruption to the new asset when the ultimate capital works takes place (throw away cost).

Finally, noise wall replacements are not always the best solution. In some cases, increasing the height of a noise wall will not adequately reduce noise, unless the wall is unreasonably high, obstructing sunlight and violating local height restrictions for noise attenuation fencing. When more substantial solutions are needed, these are best carried out in conjunction with planned capital works.

CONCLUSION

The private noise walls on Mayfield Road and DeRose Avenue will remain as currently programmed in the long-term capital plan, based on the results of the analysis as identified in the report

Moving forward, in 2023, the staff will be undertaking a Region-wide noise study and additional condition assessments of private noise walls along Regional roads. This data will be used to adjust future capital plans and budgets, to ensure noise wall conversions are addressed in priority order and to align with the ongoing capital plan to speed delivery and reduce cost where possible.



Kealy Dedman, Commissioner of Public Works

Authored By: Sally Rook, Manager, Infrastructure Programming and Studies