

Port Mann/Highway 1 Improvement Project Manor Street Local Area Consultation



Consultation Summary Report

January 31, 2010

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Tab 3: Local Area Consultation Meeting sign-in sheets, list of participants

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1.0 Port Mann/Highway 1 Improvement Project – Background

The Port Mann/Highway 1 (PMH1) Improvement Project is part of the Province’s Gateway Program, which will improve roads and bridges for people, goods and transit throughout Metro Vancouver. The project includes construction of a new Port Mann Bridge, widening of the highway, upgrading interchanges and improving access and safety on Highway 1 from the McGill Interchange in Vancouver to 216th Street in Langley, a distance of approximately 37 kilometres.

The new Port Mann Bridge will be a single 10-lane span, with three through-lanes in each direction and two lanes in each direction dedicated for local access to and from Surrey and Coquitlam. Once the new bridge is built, the existing five-lane crossing will be removed.

On Highway 1 west of the Port Mann Bridge, one additional lane in each direction is planned from the McGill Interchange to the Cape Horn Interchange. East of the Port Mann Bridge, two additional lanes in each direction are planned as far as 200th Street. This would allow one lane in each direction to be dedicated to high-occupancy vehicle (HOV) lanes between Grandview Highway and 200th Street. Between 200th Street and 216th Street, one additional lane in each direction is planned.

In keeping with *The Provincial Transit Plan* and the Province’s commitment to alternative transportation, the project includes congestion-reduction measures such as HOV lanes, transit and commercial vehicle priority measures, improvements to the cycling network and an electronic toll on the bridge. As well, the new bridge is being built to accommodate future rapid transit. The Project will also provide for a Highway 1 RapidBus service, a joint initiative of the Province and TransLink, with service between Langley and Burnaby in less than 25 minutes.

The project is being delivered by the Transportation Investment Corporation (TI Corp) with Kiewit/Flatiron General Partnership as the design-build contractor. TI Corp is a new provincial Crown Corporation established in 2008 to implement the Port Mann/Highway 1 Improvement Project. This structure maintains government oversight while ensuring that the tolls collected go toward paying for the Project and also ensures that costs associated with construction delays, if any, are the responsibility of the contractor.

TI Corp is conducting Local Area Consultations with local communities to:

- Provide local area residents and business stakeholders with current information about PMH1 improvements
- Consult local area residents on design features such as retaining wall finishes and landscaping options

2.0 Manor Street Local Area Consultation – October 28 – November 4, 2009

2.1 Manor Street Local Area Consultation

On October 28, 2009, property owners and residents of the Manor Street area were invited to participate in a consultation session to discuss options for noise mitigation and landscaping as well as construction activities in the area as part of the Port Mann/Highway 1 Improvement Project. The consultation area included Manor Street on the south side of Highway 1 between Wayburne Drive and Douglas Road. This area in Burnaby runs directly parallel and in close proximity to Highway 1, which results in noise that affects property owners and residents in the area.

Two noise mitigation options were put forward for their input, including:

- Option 1: Full-length noise wall from Wayburne Drive to Douglas Road (the Province’s preferred option)
- Option 2: No noise wall from Wayburne Drive to Douglas Road (potential alternate option)

Consultation topics also included landscaping and noise wall treatments in the area.

While the focus of these sessions was on these targeted topics, participants also expressed their concerns related to noise and other construction matters in the area. The PMH1 Project appreciates the importance of this additional input, which has been noted in this report and flagged for review and consideration to see how it can be accommodated.

Input gathered through this Local Area Consultation was recorded and is summarized in this Consultation Summary Report. The input from the community is considered along with technical and financial information from TI Corp and the contractor to finalize and refine designs.

2.2 Highlights of Consultation Results

Level of Agreement with Option 1

Option 1: Construction of a full-length noise wall on highway right-of-way starting at the end of Wayburne Drive and terminating at Douglas Road.

When asked to indicate their level of agreement with Option 1, all respondents (**100%**) selected strongly agree that a noise wall be built.

Preference for Wall Finish

Option 1A: If a noise wall is constructed, two finishes are possible for the side of the noise wall facing Manor Street properties.

When asked to indicate their preference of noise wall finish for Manor Street if one was built, the majority of respondents (**81%**) selected the alternative finish over the standard highway finish.



Highway finish



Alternative Highway finish (81% of respondents selected this option)

Level of Agreement with Option 2

Option 2: No noise wall along the highway right-of-way from Wayburne Avenue to Douglas Road, with infill planting of evergreen and deciduous trees along the highway right-of-way.

When asked to indicate their level of agreement for Option 2, the majority (**88%**) of respondents strongly disagreed with no noise wall construction.

Preference for Landscaping

Option 2A: Option 2 (no noise wall) includes infill tree planting along the highway right-of-way.

When asked to indicate their preference for landscaping options for Manor Street if no noise wall was built and infill tree planting took place, the majority (**83%**) of respondents selected evergreen trees over deciduous trees or a combination of evergreen and deciduous trees.

A total of 37 feedback forms were submitted. Please refer to pages 8 and 9 for complete results.

2.3 Manor Street Local Area Consultation Notification

As part of notifying residents and property owners in the designated consultation area, two notification letters were sent out in October to advise of the Local Area Consultation meeting and input opportunities. One letter was dropped off in-person to Manor Street area homes (approximately 100 homes) in mid-October and one letter was couriered to property owners (38) in late October. Follow-up phone calls and emails were placed to property owners in late October. In the letters, residents were

invited to attend a meeting at the Hilton Vancouver Metrotown from 6:30 p.m. to 8:30 p.m. on October 28, 2009, which was staffed by members of the project team.

Property owners and residents were notified that the consultation opportunities and meeting would focus on noise mitigation and landscaping options, as well as an update on construction activities near Manor Street. Because a number of property owners are also residents in the area, some homes may have received more than one letter.

2.4 Local Area Consultation Meeting

The consultation meeting was attended by 34 property owners and four residents, for a total of 38 participants. The meeting included information materials and a presentation, along with the opportunity to ask questions and provide feedback.

Information boards outlining the consultation topics and construction activities were on display for participants to view. Project team members provided a brief presentation, in addition to providing a printed Discussion Guide and Feedback Form outlining the consultation topics and construction activities. Following this presentation, a facilitated question and answer period took place. Key themes discussed during the question and answer period are listed in the Results section on page 9.

At the conclusion of the meeting, residents were encouraged to fill out their feedback form, including the additional comments section. The majority of property owners and residents submitted the Feedback Form at the October 28th meeting. One participant faxed in their response. Two people submitted their input in an online feedback form at www.pmh1project.com. The consultation period was open from October 28 – November 4, 2009. Property owners and residents were reminded about the consultation period and deadline for submitting feedback prior to the end of the consultation.

A total of 37 responses were received.

2.5 Consultation Materials

2.5.1 Discussion Guide and Feedback Form (See appendix – Tab 2)

A 16-page Discussion Guide and Feedback Form was distributed at the Local Area Consultation meeting and is available for download at www.pmh1project.com. The Discussion Guide outlined consultation topics that required feedback from the property owners and residents of Manor Street. These property owners and residents were asked on the Feedback Form to indicate their level of agreement and preference for options pertaining to noise mitigation and landscaping. The Feedback Form also provided the opportunity to write down any additional comments.

2.5.2 PowerPoint Presentation (see Appendix – Tab 7)

The PowerPoint presentation provided narrative and graphic information about the following:

- Background on the Port Mann/Highway 1 Improvement Project
- Noise mitigation options
- Landscaping options
- Construction activities near Manor Street

2.5.3 Display Boards (see Appendix – Tab 6)

Eight display boards were available for review by participants. The boards included maps illustrating options for noise mitigation and landscaping, decibel readings and projected benefits, cross-section graphics of the Manor Street area and an artist’s rendering of the new Port Mann Bridge. A copy of the display boards is available at www.pmh1project.com.

3.0 Detailed Consultation Results

Participants in the Manor Street Local Area consultation provided written feedback using the Feedback Form to indicate their agreement and preference for options pertaining to noise mitigation and landscaping. Property owners and residents also provided additional comments on the Form. As well, notes were taken during the question and answer period.

The following tables show the breakdown of the level of agreement and preferences of property owners and residents noted on the 35 Feedback Forms that were submitted.

3.1 Question 1: Level of Agreement with Option 1

Option 1: Construction of a full-length noise wall on the highway right-of-way starting at the end of Wayburne Drive and terminating at Douglas Road.

When asked to indicate their level of agreement with Option 1, all **(100%)** respondents selected strongly agree.

Please indicate your level of agreement	Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
Total Responses	37	0	0	0	0
Percentage of Responses	100%	0%	0%	0%	0%

Participants’ Comments:

- The noise wall should be taller than three metres
- Extend the noise wall further west

- Make the noise wall thicker
- Fill in the ground with soil so the noise wall is taller and level throughout [rather than stepped in accordance with the existing topography]

3.2 Question 2: Preference for Noise Wall Finish

If a noise wall is constructed, two finishes are possible for the side of the noise wall facing Manor Street.

When asked to indicate their preference of noise wall finish for Manor Street, the majority (**81%**) of respondents selected the Alternative Finish over the Highway Finish selected by TI Corp.

Please indicate your preference.	Highway Finish	Alternative Finish
Total Responses	7	30
Percentage of Responses	19%	81%

Participants' Comments:

- Noise wall should be taller
- More concerned about effectiveness than cosmetic look
- Make the noise wall thicker

3.3 Question 3: Level of Agreement for Option 2

Option 2: No noise wall along the highway right-of-way from Wayburne Drive to Douglas Road; with infill planting of evergreen and deciduous trees along highway right-of-way.

When asked to indicate their level of agreement for Option 2, the majority (87%) of respondents strongly disagreed.

Please indicate your level of agreement	Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
Total Responses	0	1	2	1	29
Percentage of Responses	0%	3%	6%	3%	88%

Participants' Comments:

- Noise wall is a must
- Leave the existing trees and build the wall along side of the trees
- Trees won't reduce the noise of traffic

3.4 Question 2: Landscaping Options Noise Wall Finish

Option 2 (no noise wall) includes infill planning along the highway right-of-way.

When asked to indicate their preference of landscaping options for Manor Street (if no noise wall were constructed), the majority (**83%**) of respondents selected evergreen trees over deciduous trees or a combination of evergreen and deciduous trees.

Please indicate your preference.	Evergreen Trees	Deciduous Trees	A Combination of Evergreen and Deciduous Trees
Total Responses	15	0	3
Percentage of Responses	83%	0%	17%

3.5 Key Themes of Additional Comments¹

Property owners and residents of Manor Street were provided with an opportunity to write down any additional comments on the Feedback Form. The following is a summary of the key themes from the 10 respondents who provided additional comments.

- Participants commented on the height of the noise wall and noted that it should be three metres above the highway (*5 comments*)
- Participants indicated their support for a noise wall and hoped that it would be installed as soon as possible (*2 comments*)
- Participants suggested extending the noise wall further west (*2 comments*)

3.6 Key Themes from the Local Area Consultation Meeting Question and Answer Session

The following is a summary of key themes raised during the question and answer session.

- Participants were concerned about the height and thickness of the proposed noise wall and said they wanted to get the most noise reduction benefit from the wall.
- Participants asked whether the portions of the ground could be raised to make the top of the wall level from Wayburne Drive to Douglas Road.
- Participants asked questions about other noise reduction options such as additional trees on the highway side of the right-of-way and they also asked if open graded asphalt (quiet pavement) could be used on the highway to reduce traffic noise.

¹ Some participants provided more than one comment; therefore, total additional comments add to more than total number of respondents.

Input gathered through Local Area Consultations will be considered along with technical and financial information by TI Corp and the contractor as designs are refined and finalized.

TI Corp has prepared an input consideration memo which identifies how TI Corp will incorporate input received in this consultation. This consideration memo will be posted on the project web site at www.pmh1project.com when it becomes available.