

RE: LETTER FROM MR. B.W. YATES WHICH APPEARED ON THE AGENDA
FOR THE 1985 NOVEMBER 12 MEETING OF COUNCIL (Item 4 c)
NOISE EMISSION FROM LIGHT RAPID TRANSIT SYSTEM

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Chief Public Health Inspector be adopted.

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TO: MUNICIPAL MANAGER 1985 November 19

FROM: CHIEF PUBLIC HEALTH INSPECTOR

RE: LETTER OF COMPLAINT FROM MR. B.W. YATES,
6435 NEVILLE STREET, BURNABY, B.C., V5E 1A5
REGARDING NOISE EMISSION FROM LIGHT RAPID TRANSIT SYSTEM

RECOMMENDATIONS:

1. THAT this report be received for the information of Council.
2. THAT a copy of this report be forwarded to Mr. B.W. Yates,
6435 Neville Street, Burnaby, B.C., V5E 1A5.

REPORT

Appearing on the 1985 November 12 Municipal Council Agenda was a letter from Mr. B.W. Yates, 6435 Neville Street, regarding disturbing noise emission generated by the Provincial Light Rapid Transit system.

On 1985 November 12, Environmental Health Division staff monitored five separate ALRT pass-overs in Mr. Yates' presence, on his property approximately 100 metres from the ALRT right-of-way. Noise level emission readings ranged from 54 dBA to 64 dBA. This noise emission level is within Noise Bylaw standards for vehicular and non-continuous noise level emission. The bylaw requirements are 80 dBA non-continuous noise, 88 dBA truck noise emission and 80 dBA passenger vehicle emission. However, in order to determine the noise emission impact of the ALRT system on bordering residential areas, a series of 24-hour continuous noise level measurements, under full operation of the ALRT system, is required.

The Burnaby Noise or Sound Abatement Bylaw, originally drafted in 1972, does not have sections which were designed to adequately regulate a relatively brief, but frequent noise event such as the ALRT pass-overs. According to ALRT officials, a pass-over can be expected every 2 1/2 to 4 minutes. In addition, there is a question as to the regulatory authority a municipal noise bylaw would have on a rail transportation system, such as the ALRT.

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For comparison purposes, the Burnaby Noise or Sound Abatement Bylaw does not have the regulatory authority on rail transportation noise, such as shunting or movement of rail cars on rail lines such as B.C. Hydro, C.N.R., Burlington Northern, etc. This is due to the regulatory authority being the senior Federal level of government, Transport Canada.

We have requested the Municipal Solicitor to determine whether the Burnaby Noise or Sound Abatement Bylaw would apply to noise emission from the ALRT.

There are standards which are used to determine whether rail-type noise, such as the ALRT, is causing an unacceptable noise emission to residential areas. These are:

(a) Housing & Urban Development Guidelines

Currently, these guidelines are used by this Municipality for rezoning applications to determine if proposed multiple residential development adjacent to major arterial or industrial noise-producing sites will have a community noise level background that is unacceptable for residential use. This incorporates a 24-hour averaging of noise emission levels.

(b) Central Mortgage & Housing Corporation Standards

CMHC has standards used for determining acceptance of residential areas alongside railway lines. This also incorporates a 24-hour averaging of noise emission.

The Environmental Health Division has met with ALRT officials and were advised of the following action currently underway to reduce wheel-to-rail noise.

- (a) Program to grind the rail line.
- (b) Grinding of all wheels on transit vehicles to ensure roundness.

Noise emission impact of the ALRT system on bordering residential areas throughout this Municipality can only be assessed through thorough monitoring at critical sections over a 24-hour period.

Upon full operation of the ALRT system, the Environmental Health Division will be proceeding with obtaining noise emission level data to establish a 24-hour average noise emission level within residential communities bordering the ALRT line. Noise emission testing will take into consideration sites at both ground level and apartments which are elevated above the ALRT line.

We are arranging meetings with officials of the ALRT in order to address the subject of our forthcoming noise emission level testing and what measures are available to provide further reduction, if required, of noise emission from the ALRT line to bordering residential areas.

We have discussed the contents of this report with Mr. B.W. Yates and have advised that a 24-hour noise measurement testing will be conducted at his property site.

Taking into consideration the 1986 January starting date for the ALRT system and inclement weather, we anticipate that a full survey to determine 24-hour noise emission levels alongside the Burnaby section of the ALRT line will require 3 to 4 months to complete.

We are anticipating a complete report will be available for Municipal Council's consideration in 1986 April.

George J. Harvie

G.V. Harvie, C.P.H.I.(C)
CHIEF PUBLIC HEALTH INSPECTOR

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cc: Director Administrative & Community Services
Medical Health Officer
Municipal Solicitor