

Hedy Higgins

From: Proximity <proximity@cn.ca>
Sent: Friday, September 21, 2018 9:29 AM
To: Hedy Higgins
Subject: Brandon, 660 – 7th Street & 725 Van Horne Avenue (File #Z-06-18-B & V-16-18-B)
Attachments: Submission - 16.07.22.pdf; CN Rail - PML - Sensitive.pdf

Good morning Hedy,

Thank you for circulating CN on the subject application.

You'll find attached CN's criteria for sensitive uses in proximity to the railway corridor. Criteria G, H and I are not typically applied in Manitoba, but other title instruments can be used to ensure that the necessary mitigation measures are maintained over time, and that future occupants are adequately advised of the railway's presence to forestall the future potential for noise and vibration complaints being directed to the planning authority, the developer or the railway.

CN has previously reviewed and commented on a previous proposal for a 24 unit development (attached) pertaining to the subject site. The proposal included a crash wall along the parameter of the property where the railway corridor curves, as well as a retaining wall and an earth berm along the remaining portion of the property. The current proposal shows a lower berm height of 2.0 metres along the parameter of the property, elimination of the crash wall and a potential development density increase to 32 units. While a berm typically serves as a safety barrier for residential or otherwise sensitive uses, crash walls are often used for urban infill projects with a higher density, as they require a much smaller footprint. Given the project's density, sensitivity, location and site conditions, the proponent may wish to consider implementing a crash wall instead of an earth berm. CN is prepared to consider a reduction in the minimum required setback of 30 metres from the railway property line, provided that it can be clearly demonstrated that any adverse impacts created by such a reduction in setback will be adequately addressed, as to not adversely affect safety and liveability for future occupants.

Please keep us apprised.

Sincerely,

Saadia Jamil

Jr. Community Planning & Development Officer

 Affaires juridiques / Law Department

935, rue de La Gauchetière Ouest

15e étage

Montréal (Québec) H3B 2M9

Téléphone: (514) 399-7291

Télécopieur: (514) 399-4296

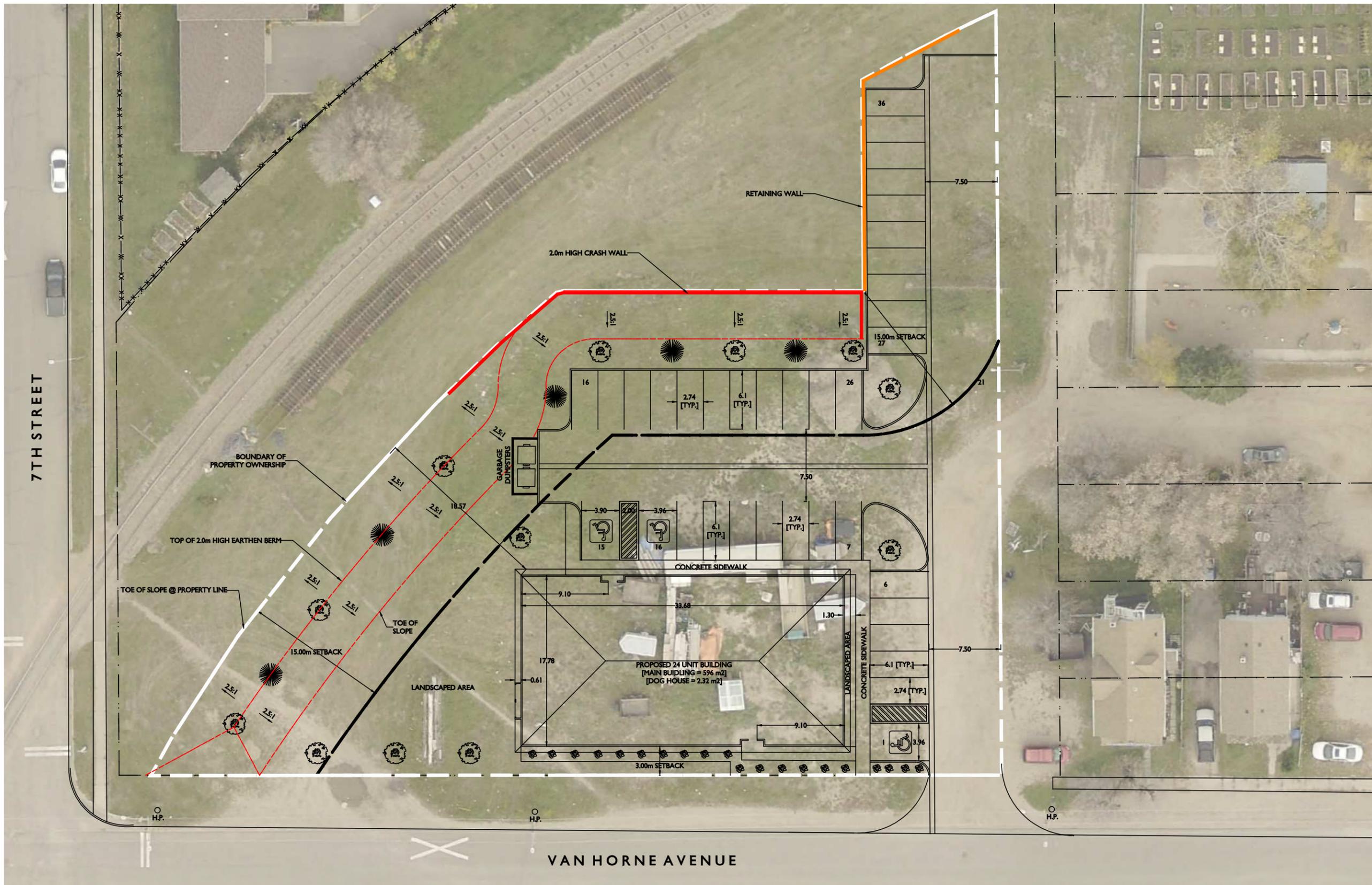
Email : saadia.jamil@cn.ca

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PRINCIPAL MAIN LINE REQUIREMENTS

- A.** Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
- B.** The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- C.** Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
- D.** The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
- E.** The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
- F.** Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
- G.** The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
- H.** The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- I.** The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.



LEGEND		
	CONIFEROUS TREE	
	DECIDUOUS TREE	
	SHRUB	

VBJ **Developments**

It begins with a plan.

PROJECT NAME:
660 7th Street & 725 Van Horne Ave
SITE PLAN

DATE:	2016.07.22
SCALE:	N.T.S.