

Pravina Attwala

Subject: FW: 2021-11-16_CN_RES_ A199/21 (8500 KEELE STREET) - REQUEST FOR COMMENTS
Attachments: CN Rail - PML - Non-sensitive.pdf

From: Ashkan Matlabi <Ashkan.Matlabi@cn.ca> **On Behalf Of** Proximity
Sent: November-16-21 4:24 PM
To: Pravina Attwala <Pravina.Attwala@vaughan.ca>
Subject: [External] 2021-11-16_CN_RES_ A199/21 (8500 KEELE STREET) - REQUEST FOR COMMENTS

Hi Pravina,

It is noted that the proposed minor variance is to permit a new accessory retail use within the existing primary warehouse use located on the subject site.

Please find attached CN's criteria for non-residential developments located in proximity to the railway corridor. For this particular site, the criteria pertaining to fencing and drainage should read as requirements, given both are directly linked to safety. Given the scale of the application, CN will leave it up to the planning authority to consider and assess any impacts to the proposed use from being located near an active railway line, and whether any mitigation measures are warranted and the extent to which they are implemented.

Sincerely,

CN Proximity Team



NON-RESIDENTIAL DEVELOPMENT ADJACENT TO THE RAILWAY RIGHT-OF-WAY (Main Lines)

CN recommends the following protective measures for non-residential uses adjacent Main Lines (note some are requirements):

- A minimum 30 metre building setback, from the railway right-of-way, in conjunction with a 2.5 metre high earthen berm or 2.0 metres for a secondary main line, is recommended for institutional, commercial (ie. office, retail, hotel, restaurants, shopping centres, warehouse retail outlets, and other places of public assembly) and recreational facilities (i.e. parks, outdoor assembly, sports area).
- A minimum 15 metre building setback, from the railway right-of-way, is recommended for heavy industrial, warehouse, manufacturing and repair use (i.e. factories, workshops, automobile repair and service shops).
- A minimum 30 metre setback is **required** for vehicular property access points from at-grade railway crossings. If not feasible, restricted directional access designed to prevent traffic congestion from fouling the crossing may be a suitable alternative.
- A chain link fence of minimum 1.83 metre height is **required** to be installed and maintained along the mutual property line. With respect to schools and other community facilities, parks and trails, CN has experienced trespass problems with these uses located adjacent to the railway right-of-way and therefore increased safety/security measures must be considered along the mutual property line, beyond the minimum 1.83 m high chain link fence.
- Any proposed alterations to the existing drainage pattern affecting Railway property **require** prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
- While CN has no noise and vibration guidelines that are applicable to non-residential uses, it is recommended the proponent assess whether railway noise and vibration could adversely impact the future use being contemplated (hotel, laboratory, precision manufacturing). It may be desirable to retain a qualified acoustic consultant to undertake an analysis of noise and vibration, and make recommendations for mitigation to reduce the potential for any adverse impact on future use of the property.
- For sensitive land uses such as schools, daycares, hotels etc, the application of CN's residential development criteria is **required**.
- There are no applicable noise, vibration and safety measures for unoccupied buildings, but chain link fencing, access and drainage requirements would still apply.