

Memorandum to the City of Markham Committee of Adjustment

August 6, 2024

File: A/035/24
Address: 56 Ladyslipper Court, Markham (Thornhill)
Applicant: Mehdy Ajvand
Hearing Date: Wednesday, August 14, 2024

On January 31, 2024, City of Markham Council enacted Comprehensive Zoning By-law 2024-19. As By-law 2024-19 is currently under appeal with the Ontario Land Tribunal (OLT), any Applications under Section 45 of The *Planning Act* that do not benefit from the transition clauses under Section 1.7 of By-law 2024-19 must comply with By-law 2024-19 and any previous By-laws in effect.

The following comments are provided on behalf of the West District Team. The Owner is requesting relief from the following “Third Density Single Family Residential (R3)” zone requirements of By-law 1767, as amended, and “Residential Established Neighbourhood Low Rise (RES-ENLR) zone requirements of By-law 2024-19, as amended, as it relates to a proposed two-storey detached residential dwelling. The variances requested are to permit:

By-law 2024-19

- a) **By-law 2024-19, Section 6.3.2.2 c)**: a main building coverage for the second storey of 23.5 percent (2,490 square feet), whereas the by-law permits a maximum second-storey coverage of 20 percent (2,120 square feet) of the lot area;
- b) **By-law 2024-19, Section 6.3.2.2 e)**: a maximum distance of the main building from the established building line for any storey above the first storey of 16.80 metres, whereas the by-law permits a maximum distance of 14.5 metres for any storey above the first from the established building line;
- c) **By-law 2024-19, Section 6.3.2.2 i)**: a combined interior side yard setback of on both sides of 3.67 metres, whereas the by-law requires a minimum combined interior yard setback of 4.0 metres on both sides;

By-law 1767

- a) **By-law 1767, Amending By-law 100-90, Section 1.2 (iii)**: a maximum building depth of 22.40 metres, whereas the by-law permits a maximum building depth of 16.8 metres;
- b) **By-law 1767, Amending By-law 100-90, Section 1.2 (vii)**: a maximum floor area ratio of 51.4 percent (4,649 square feet), whereas the by-law permits a maximum floor area ratio of 50 percent (4,525 square feet);

BACKGROUND

Property Description

The 984.5 m² (10,596 ft²) Subject Lands are located on the north side of Ladyslipper Court, south of the CN Rail Corridor and east of Bayview Avenue. The Subject Lands are located within an established residential neighbourhood comprised of a mix of one and two-storey detached dwellings. The surrounding area is undergoing a transition with newer dwellings being developed as infill developments.

There is an existing two-storey detached dwelling on the Subject Lands, which according to assessment records, was constructed in 1966. There are two neighbouring trees located along the west side yard, and one located in the front yard.

Proposal

The Owner is proposing to demolish the existing home to construct a new two-storey single detached dwelling with a gross floor area of 431.87 m² (4,649 ft²), as shown in Appendix “B”.

Application History

The application was deferred by the Committee of Adjustment (the “Committee”) at the June 5, 2024 hearing, to provide the Applicant an opportunity to address Committee’s and/or Staff’s concerns. Changes include:

- eliminating the west side yard setback variance;
- increasing the combined interior side yard setbacks from 3.37 metres to 3.67 metres;
- reducing the main building lot coverage from 25.5 percent (2,707 square feet) to 23.5 percent (2,490 square feet);
- reducing the maximum distance of the main building from the established building line for the second storey from 18.29 metres to 16.80 metres;
- eliminating the maximum hard landscaping variance in the front yard, reducing the building depth from 22.93 metres to 22.40 metres;
- eliminating the front yard eaves encroachment variance; and,
- reducing the floor area ratio from 53.4 percent (4,919 square feet) to 51.4 percent (4,649 square feet).

Zoning Preliminary Review (ZPR) Undertaken

The Owner completed a Zoning Preliminary Review (ZPR) on March 19, 2024 to confirm the variances required for the proposed development. The applicant submitted revised drawings on July 2, 2024. The applicant has not conducted a Zoning Preliminary Review for the revised drawings. Consequently, it is the owner’s responsibility to ensure that the application has accurately identified all the variances to the Zoning By-law required for the proposed development. If the variance request in this application contains errors, or if the need for additional

variances is identified during the Building Permit review process, further variance application(s) may be required to address the non-compliance.

COMMENTS

The Planning Act states that four tests must be met in order for a variance to be granted by the Committee of Adjustment:

- a) The variance must be minor in nature;
- b) The variance must be desirable, in the opinion of the Committee of Adjustment, for the appropriate development or use of land, building or structure;
- c) The general intent and purpose of the Zoning By-law must be maintained;
- d) The general intent and purpose of the Official Plan must be maintained.

Reduced Side Yard Setback

The Owner is requesting relief to permit a combined interior side yard on both sides of 3.67 metres (12.04 feet), whereas a combined interior side yard of 4.0 metres (13.12 feet) is required. This represents a combined interior side yard setback reduction on both sides of 0.33 metres (1.08 feet).

The intent of the side yard setback requirements is to provide adequate spacing between dwellings for drainage and appropriate building massing. Staff are of the opinion that the reduced combined interior side yard setbacks will provide an adequate area for drainage and will not adversely impact the abutting properties.

Increase in Maximum Building Coverage

The Owner is requesting to permit a maximum second-storey building coverage of 23.5 percent (2,490 square feet), whereas a maximum of 20 percent (2,120 square feet) of the lot area is permitted. The intent of the maximum building coverage requirements include but are not limited to ensuring appropriate angular planes and to maintain the built form and character of the neighbourhood.

The proposed second-storey building coverage includes the second-storey balcony/rear unenclosed canopy which adds approximately 32.83 square metres (353 square feet) to the overall second-storey building coverage area. The accessible area of the second-storey balcony is limited to 1.67 metres (5.5 feet) from the rear building wall. Excluding the rear unenclosed canopy, the proposed second-storey building lot coverage is approximately 23.5 percent (2,490 square feet), which is approximately 15 percent greater than what the By-law permits.

Given that the proposed second-storey building coverage does not extend beyond the building footprint and there remains a generous rear yard setback (~77 feet), the proposed increase in the second-storey building coverage will not

significantly add to the scale and massing of the dwelling. Staff are of the opinion that the requested variance is minor in nature.

Increase in Maximum Distance from Established Building Line

The Owner is requesting to permit a maximum distance of the main building building from the established building line for any storey above the first storey of 16.80 metres (55.12 feet), whereas a maximum distance of 14.5 metres (47.57 feet) for any storey above the first from the established building line is permitted. This represents an increase of 2.30 metres (7.5 feet).

The intent of the maximum distance from the established building line for any storey above the first includes, but is not limited to, consideration for sunlight/shadowing, and the built form and character of the neighbourhood. Staff are of the opinion that the proposed extension to a distance of 16.80 metres (55.12 feet), for the second storey will have limited impact on the streetscape and neighbouring properties as the setbacks are generally maintained and the two storey scale is consistent with other infill developments in the area.

Increase in Maximum Building Depth

The Owner is requesting relief to permit a maximum building depth of 22.40 metres (75.23 feet), whereas a maximum building depth of 16.80 metres (55.12 feet) is permitted. This represents an increase of approximately 5.60 metres (18.37 feet).

Building depth is measured based on the shortest distance between two lines, both parallel to the front lot line, one passing through the point on the dwelling which is the nearest and the other through the point on the dwelling which is the farthest from the front lot line.

The proposed building depth variance includes a rear covered canopy/concrete deck and a front covered porch which adds approximately 5.54 metres (18.17 feet) to the overall depth of the building. Excluding the rear covered canopy/concrete deck and a front covered porch, the proposed building depth is 16.87 metres (55.34 feet). This represents an increase of 0.07 metres (0.23 feet), which is generally consistent with what the By-law permits.

Staff are of the opinion that the proposed building depth is minor in nature, will have limited impact and therefore have no concern with the requested variance.

Increase in Maximum Floor Area Ratio

The Owner is requesting relief to permit a floor area ratio of 51.4 percent (4,649 square feet), whereas a maximum floor area ratio of 50 percent (4,525 square feet) is permitted. The variance will facilitate the construction of a two-storey detached dwelling with a floor area of 431.87 m² (4,649 ft²), whereas the By-law permits a dwelling with a maximum floor area of 420.39 square metres (4,525

square feet). This represents an increase of approximately 11.48 square metres (123.57 square feet), above what is permitted by the By-law.

Floor Area Ratio is a measure of the interior square footage of the dwelling as a percentage of the net lot area; however, it is not a definitive measure of the mass of the dwelling. Given that the proposed gross floor area includes the garage and rear concrete deck (due to the living space below), the figures for gross floor area are higher than what is represented in terms of the massing. The actual living space approximately 394.06 m² (4,241 ft²), which is approximately 40 percent of the net lot area.

Staff are of the opinion that the proposed maximum floor area ratio is compatible with other developments on the street, have no concern with the requested variance.

Metrolinx Comments

Metrolinx provided advisory comments on this application on May 14, 2024 (Appendix D), requiring a list of mitigation measures be implemented to attenuate the impact generated by the railway located north of the Subject Lands.

CN Rail Requirements

CN Rail provided advisory comments on this application on May 13, 2024 (Appendix E), requiring a list of mitigation measures be implemented to attenuate the impact generated by the railway located north of the Subject Lands.

PUBLIC INPUT SUMMARY

Since the originally scheduled hearing of June 5th, 2024, no written submissions were received as of August 8, 2024. It is noted that additional information may be received after the writing of the report, and the Secretary-Treasurer will provide information on this at the meeting.

CONCLUSION

Planning Staff have reviewed the application with respect to Section 45(1) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, and are of the opinion that the request variances meet the four tests of the *Planning Act* and have no objection. Staff recommend that the Committee consider public input in reaching a decision.

The onus is ultimately on the Owner to demonstrate why they should be granted relief from the requirements of the zoning by-law, and how they satisfy the tests of the *Planning Act* required for the granting of minor variances.

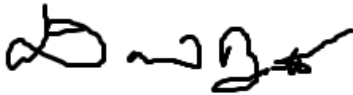
Please refer to Appendix "C" for conditions to be attached to any approval of this application.

PREPARED BY:



Hussnain Mohammad, Planner 1, Development Facilitation Office

REVIEWED BY:



Daniel Brutto, MCIP RPP, Acting Development Manager, West District

APPENDICES

Appendix "A" – Aerial Context Photo

Appendix "B" – Plans

Appendix "C" – A/035/24 Conditions of Approval

Appendix "D" – Metrolinx Comments

Appendix "E" – CN Rail Comments



Legend

Aerial 2023

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Parcel

- Park Facility
- Parks
 - Under Development
 - <all other values>

1: 1,128



57.3 0 28.65 57.3 Meters

Notes

56 LADYSLIPPER CRT.

LOT 13 REGISTERED PLAN M-1095 CITY OF MARKHAM (Regional Municipality of York)

THE INFORMATION FOR THIS SITE PLAN HAS BEEN OBTAINED FROM A COPY OF A SURVEY PLAN PREPARED BY MANDARIN SURVEYORS DATED JULY 26, 2023. THE INFORMATION SHOWN HEREON, INCLUDING GRADES SHALL NOT BE USED FOR ANY LEGAL / ZONING / OR CONSTRUCTION PURPOSE WITHOUT CONFIRMING THE ACCURACY THEREOF BY REFERENCE TO THE APPLICABLE SURVEY.

GENERAL SITE INFORMATION

- REFER TO ALL APPLICABLE LANDSCAPING & SEPTIC SYSTEM PLANS & SPECIFICATIONS TO BE SUPPLIED BY OWNER FOR ADDITIONAL, DETAILED SITE RELATED WORKS AND INFORMATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION AND CONNECTION FEES AND PERMITS REQUIRED FOR BUILDING SERVICES, INCLUDING ENTRANCES, HYDRO, WELL, SEPTIC, TELEPHONE, ETC. AS WELL AS THE INSTALLATION OF SUCH BUILDING SERVICES.
- ALL ENTRANCE AND EXIT RAMPS ACROSS BOULEVARDS SHALL BE PAVED OR OTHERWISE FINISHED TO APPLICABLE MUNICIPAL STANDARDS AND SPECIFICATIONS.
- WHERE PAVING IS INDICATED, ALL DRIVE AND PARKING SURFACES SHALL BE PAVED WITH 100mm HOT MIXED, HOT LAID, ASPHALT (25mm HL3) & (75mm HL8) ON MINIMUM 150mm GRANULAR "A" & 300mm GRANULAR "B".
- ALL FILL & GRAUNULAR MATERIAL UNDER DRIVES, PARKING AREAS, AND SIDEWALKS SHAL BE COMPACTED TO 100% S.P.M.D.D. (MIN. 8" GRANULAR)
- UNLESS OTHERWISE AGREED TO IN WRITING, THE OWNER ASSUMES RESPONSIBILITY FOR THE SUITABILITY OF ALL SOIL CONDITIONS. ALL DESIGNS HAVE BEEN BASED ON THE EXISTING UNDISTURBED SOIL HAVING AN ALLOWABLE BEARING CAPACITY OF 4000 P.S.F.
- ALL UTILITIES WHICH OBSTRUCT ENTRANCES SHALL BE RELOCATED AS REQUIRED TO APPLICABLE AUTHORITIES SPECIFICATIONS.
- ALL SITE WORKS SHALL BE CONSTRUCTED IN STRICT ACCORDANCE WITH CITY OF MARKHAM STANDARDS, SPECIFICATIONS, AND DETAILS WHICH SHALL BE DEEMED TO FORM PART OF THIS SITE PLAN.
- ALL SURFACE DRAINAGE SHALL BE CONFINED WITHIN THE BOUNDRAIES OF THE OWNER'S PROPERTY EXCEPT AS SPECICALLY INDICATED.
- EXISTING GRADING & DRAINGE PATTERNS SHALL NOT BE ALTERED OR DISTURBED IN ANY WAY EXCEPT AS SHOWN IN THE AREA OF THE NEW RESIDENCE AND ASSOCIATED DRIVEWAY, ETC.
- MINIMUM SLOPES FOR GRASSED AREAS 1.5%, MINIMUM SLOPES FOR PAVED OR SURFACED AREAS 1.0% (EXCEPT AS SHOWN OTHER WISE.)

BUILDING AND ZONING

THE SUBJECT PROPERTY IS ZONED "R3 - SINGLE DETACHED RESIDENTIAL, UNDER BY-LAW 1767."

Site Analysis

Lot Frontage	18.29 m	
Lot Area	984.5 m ²	10597 s.f.
Main Lot Area	696.77 m ²	7500 s.f.
Net Lot Area	840.59 m ²	9048 s.f.
Average Grade of CL of Road	169.26	
Establish Grade (170.44, 170.51)	170.48	

Setbacks

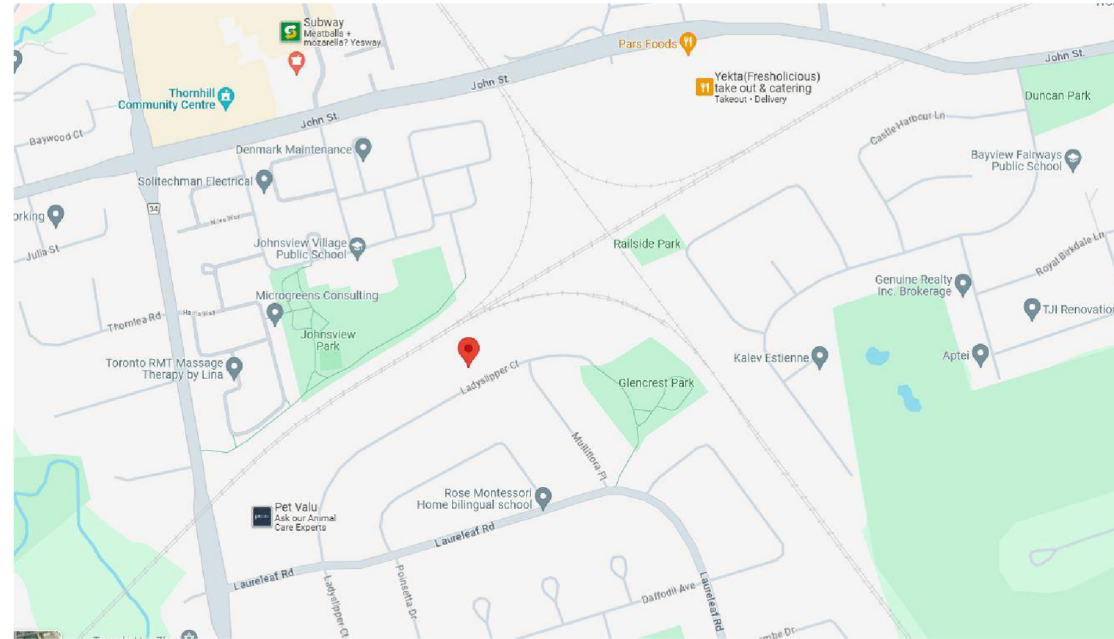
	Allowed	Proposed
Front Yard Setback	8.33 m	8.33 m
Side Setback(West)	1.8 m	1.84 m
Side Setback(East)	1.8 m	1.83 m
Rear Yard Setback	7.62 m	23.4 m
Building Length	16.8 m	22.4 m
Building Depth	16.8 m	22.4 m
Building Height	7 m	6.8 m

Yard Analysis

	Metric	
Front Yard Area	151.8 m ²	
Hard Landscape	21.8 m ²	14.3 %

Building Area Analysis

	Metric	Imperial
Lot Coverage %	28.9	
1st Floor	189.15 m ²	2036 ft ²
2nd Floor	204.91 m ²	2206 ft ²
GARAGE	37.81 m ²	407 ft ²
Gross Floor Area(GFA)	431.87 m ²	4649 ft ²
Cellar	244.98 m ²	2637 ft ²
Floor Space Index(FSI)	51.4	
Provided Parking Spaces		2



Appendix B

File: 24.167868.000.00.MNV
Date: 8/8/2024
MM/DD/YY

Project:

56 Ladyslipper Crt.
MARKHAM ONTARIO

Submission Chart

No.	Date:	Issued For:	By:
1	23-12-19	CLIENT REVIEW	
2	24-02-01	CLIENT REVIEW	
3	24-02-07	CLIENT REVIEW	
4	24-02-12	ZONING REVIEW	
5	24-03-26	AS PER CITY	
6	24-06-19	COA	
7	24-07-02	2nd CoA	
8			
9			

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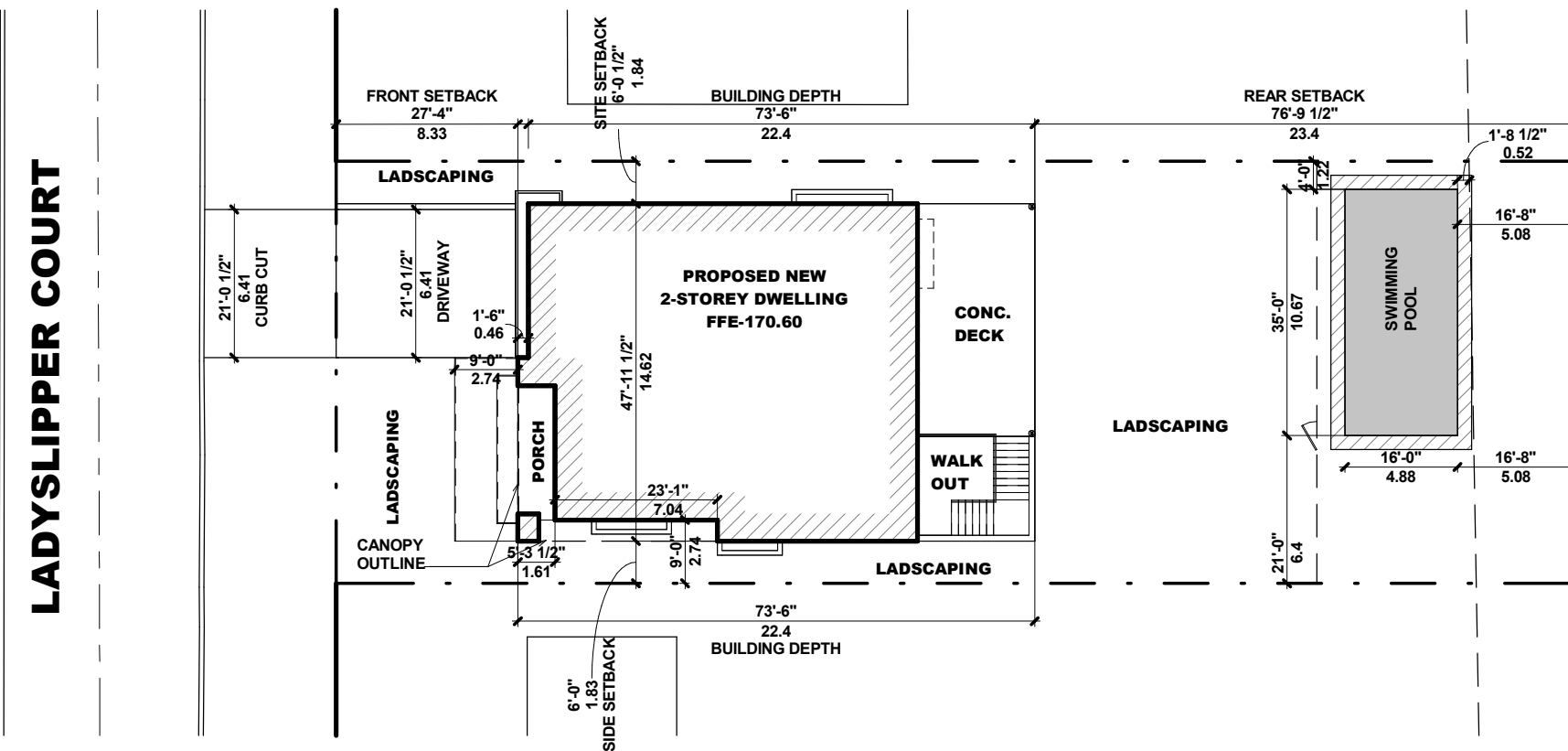
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SITE ANALYSIS

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Appendix B

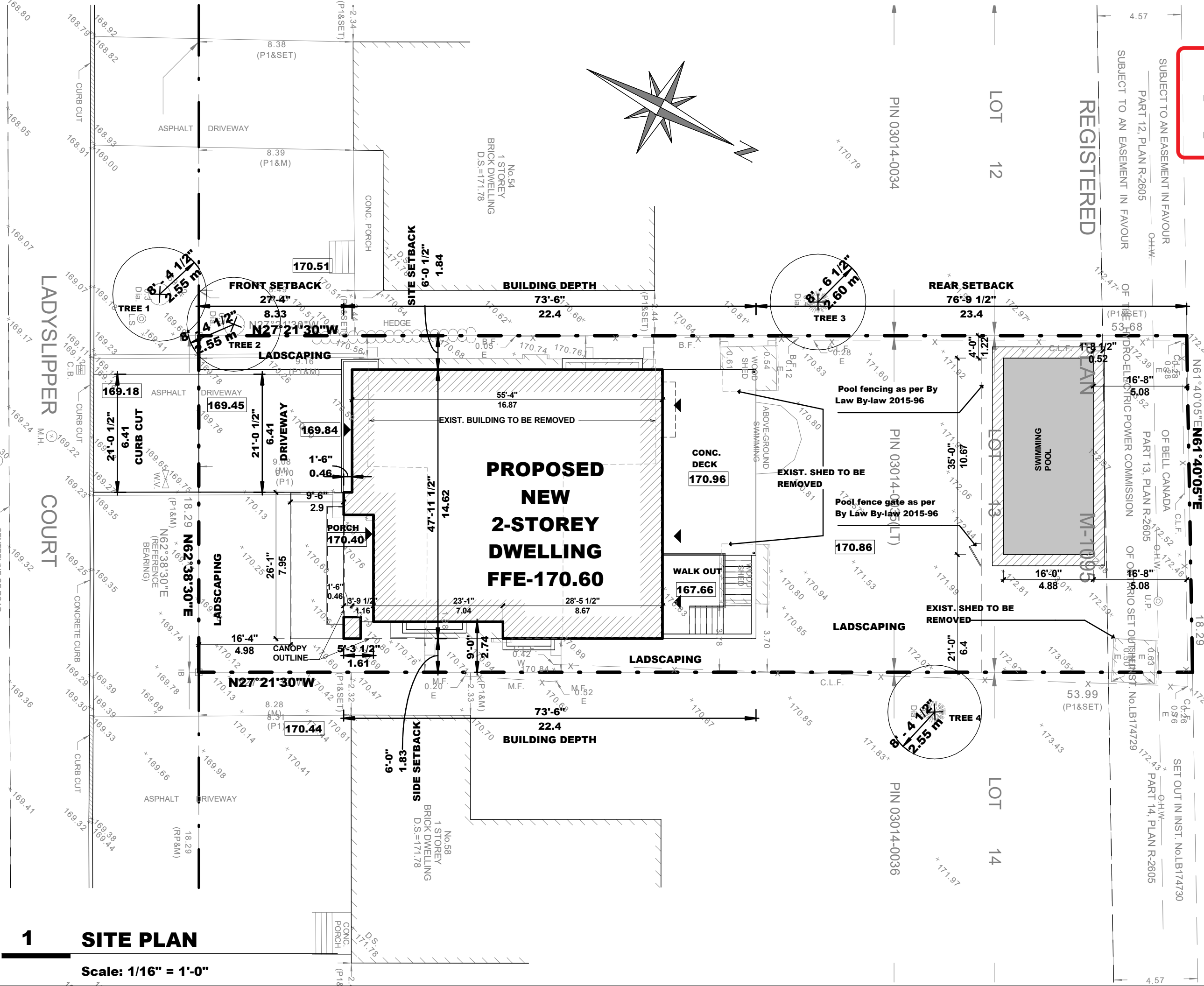
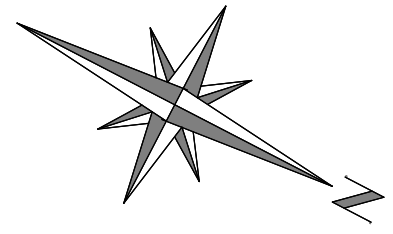
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LADYSLIPPER COURT

LADYSLIPPER COURT

1 SITE PLAN

Scale: 1/16" = 1'-0"



Project: **56 Ladyslipper Crt.**
 MARKHAM ONTARIO

Submission Chart

No.	Date:	Issued For:	By:
1	24-02-12	ZONING REVIEW	
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Sheet Title: **SITE PLAN**

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56 Ladyslipper Crt.
MARKHAM ONTARIO

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4	24-02-07	CLIENT REVIEW	
5	24-02-12	ZONING REVIEW	
6	23-03-26	AS PER CITY	
7	24-06-19	COA	
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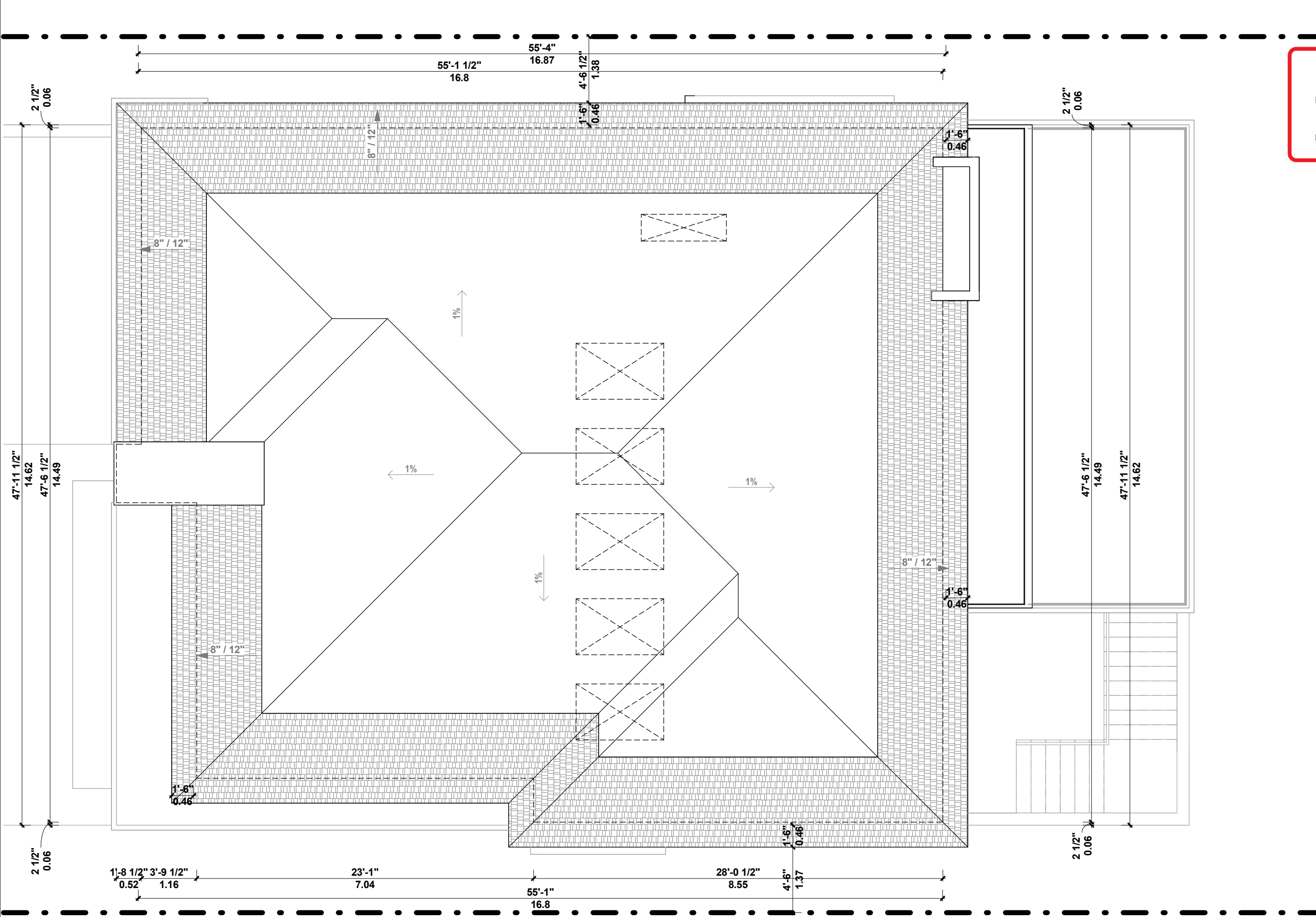


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1 ROOF PLAN

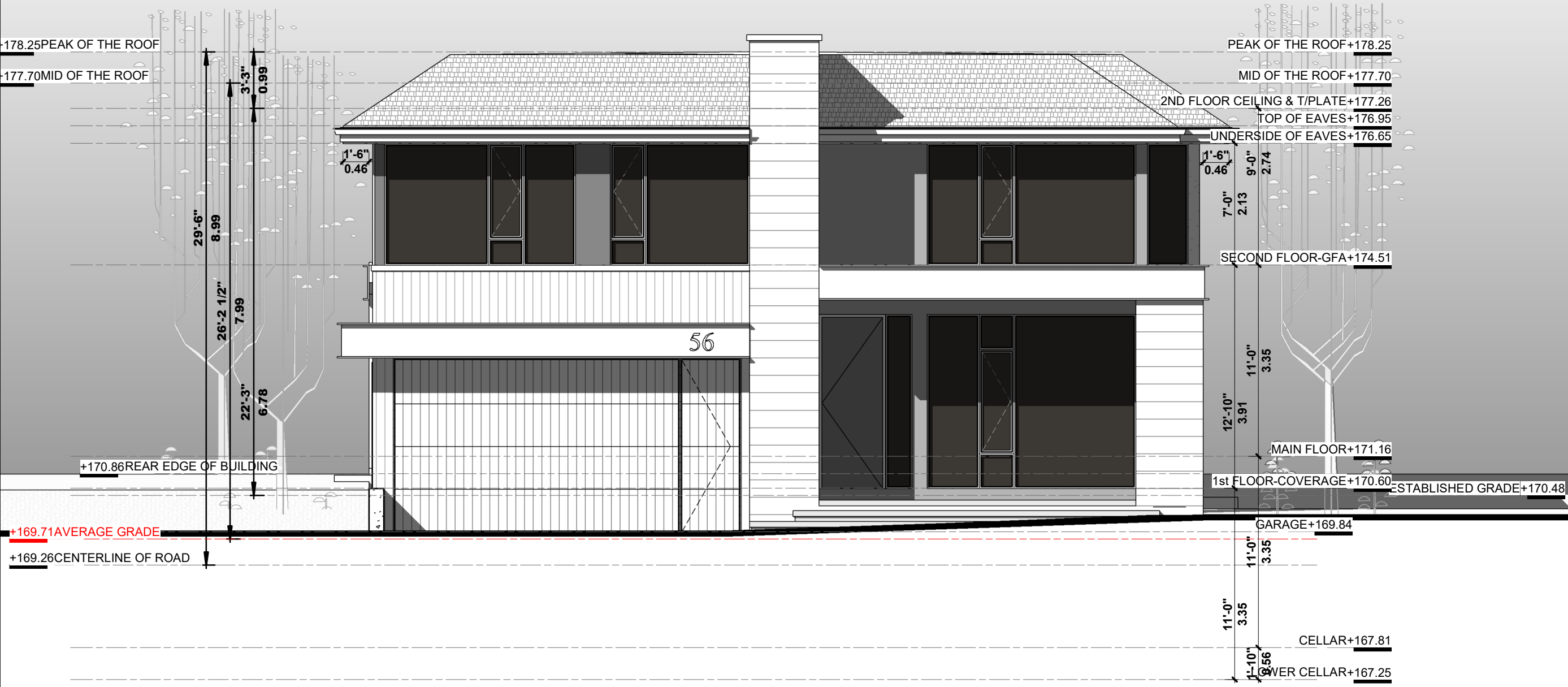
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TOTA ROOF AREA= 2822 SF
FLAT ROOF AREA= 1702 SF (60.31%)

Appendix B

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Date: 8/8/2024
MM/DD/YY



1 SOUTH ELEVATION

Scale: 1 : 75

Project:
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MARKHAM ONTARIO

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MAIN ELEVATION

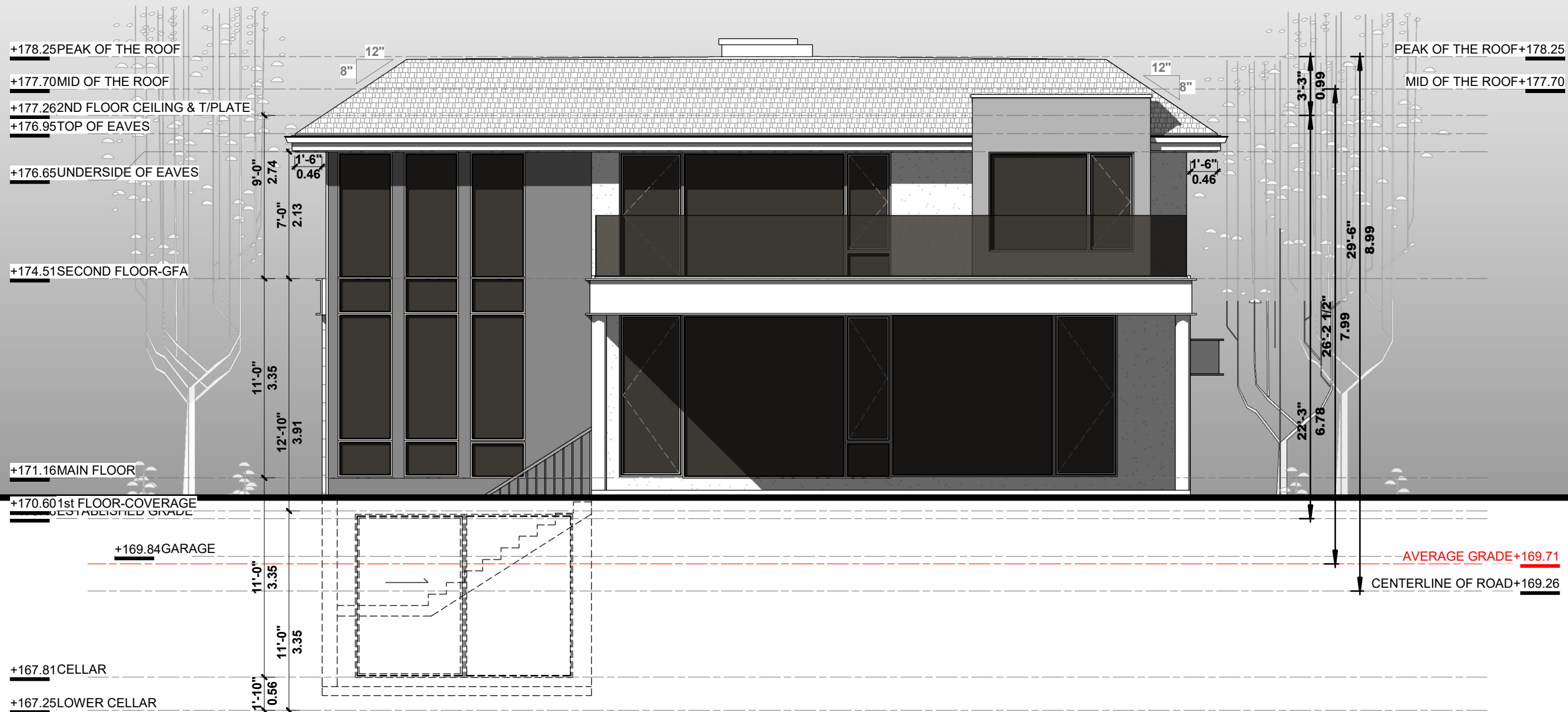
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1 NORTH ELEVATION

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56 Ladyslipper Crt.
MARKHAM ONTARIO

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Sheet Title:

REAR ELEVATION

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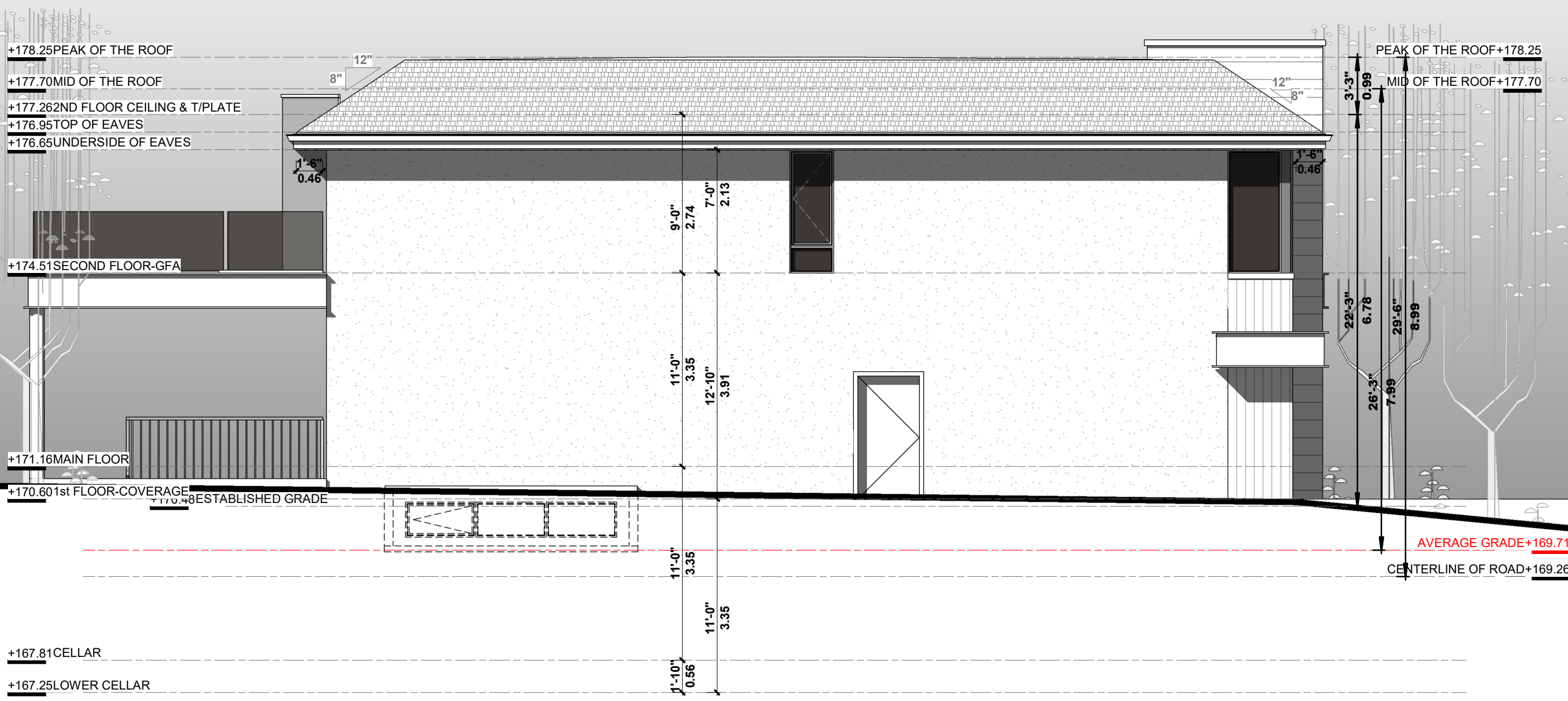
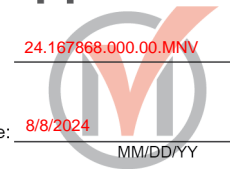
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1 WEST ELEVATION

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Sheet Title: **SIDE ELEVATION**

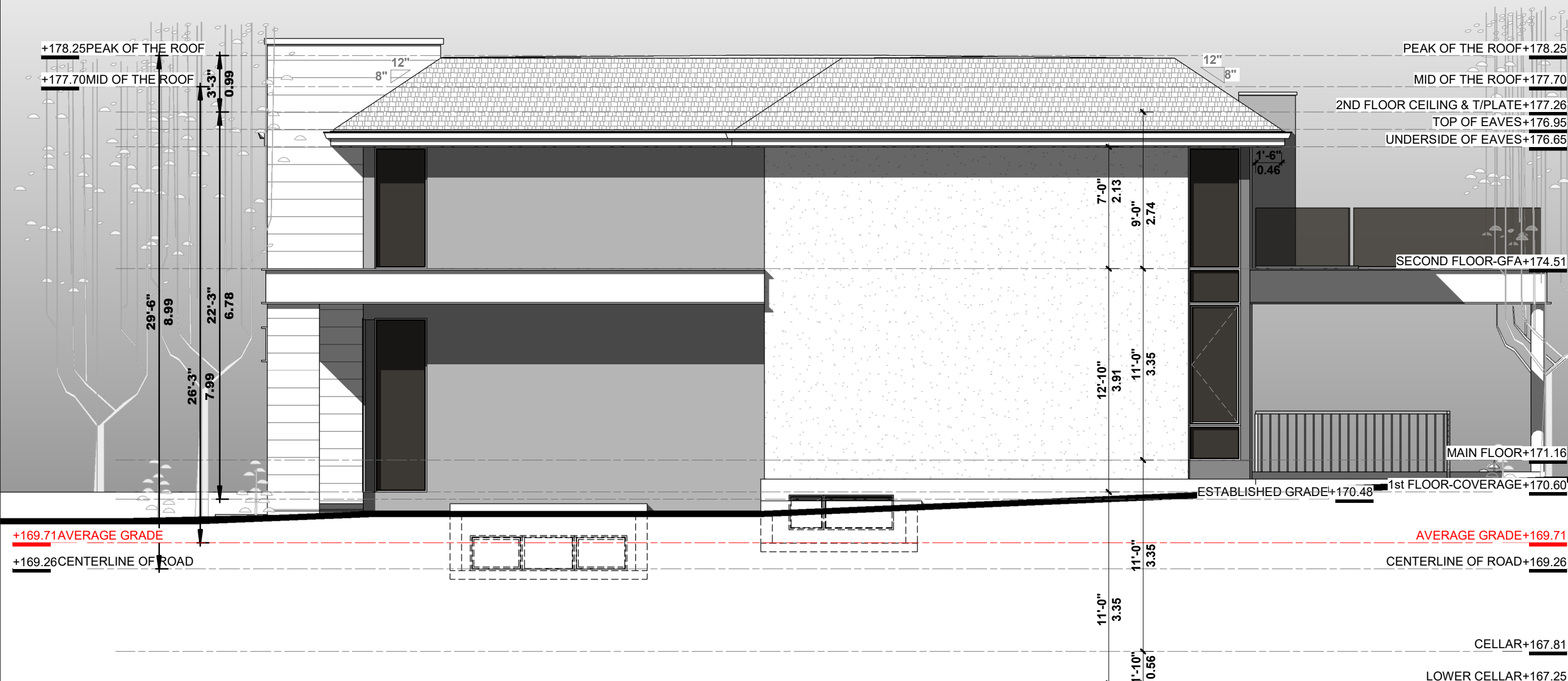
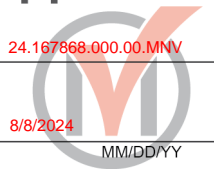
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Sheet Title: **SIDE ELEVATION**

Drawn: ARCH
Checked: Checker
Project No: 19-162
Date: DEC 2019
Scale: 1 : 75

Sheet No:
A02-04

1 EAST ELEVATION

Scale: 1 : 75

APPENDIX “C” - A/035/24 Conditions of Approval

CONDITIONS TO BE ATTACHED TO ANY APPROVAL OF FILE A/035/24

1. The variances apply only to the proposed development as long as it remains; and
2. That the variances apply only to the proposed development, in substantial conformity with the plans attached as Appendix “B” to this Staff Report, and that the Secretary-Treasurer receive written confirmation from the Supervisor of the Committee of Adjustment or designate that this condition has been fulfilled to their satisfaction.
3. The Owner shall be required to grant CN Rail an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN Rail, to the satisfaction of CN Rail and that the Secretary-Treasurer receive written confirmation prior to the issuance of a building permit.

CONDITIONS PREPARED BY:



Hussnain Mohammad, Planner 1, Development Facilitation Office



To: Shawna Houser, Secretary-Treasurer, Committee of Adjustment, City of Markham
From: Third Party Projects Review GO Expansion and LRT - Adjacent Developments
Metrolinx
Date: May 14th, 2024
Re: A/035/24 - 56 Ladyslipper Crt, Thornhill

Metrolinx is in receipt of the Minor Variance application for 56 Ladyslipper Crt, Thornhill, to construct a new 2 storey detached house. Metrolinx's comments on the subject application are noted below:

- The subject property is located within 300m of the CN York and Bala Subdivision which carries Metrolinx's Richmond Hill GO Train service.

Advisory Comments:

- The Proponent is advised of the following:
 - **Warning:** The Applicant is advised that the subject land is located within Metrolinx's 300 metres railway corridor zone of influence and as such is advised that Metrolinx and its assigns and successors in interest has or have a right-of-way within 300 metres from the subject land. The Applicant is further advised that there may be alterations to or expansions of the rail or other transit facilities on such right-of-way in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx to use the right-of-way or their assigns or successors as aforesaid may expand or alter their operations, which expansion or alteration may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual lots, blocks or units.

Should you have any questions or concerns, please do not hesitate to contact the undersigned.

Best regards,
Farah Faroque
Project Analyst, Third Party Projects Review
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2N8

From: [Alexandre Thibault](#) on behalf of [Proximity](#)
Sent: Monday, May 13, 2024 11:59 AM
To: [O'Sullivan, Erin](#)
Subject: 2024-05-13_CN Comments_Markham_A/035/24 - 56 Ladyslipper Court - Minor Variance
Attachments: Circulation Memo - A.035.34 - 56 Ladyslipper Court.pdf; Plans - A.035.24 - 56 Ladyslipper Court.pdf

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Hello Erin ,

Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is adjacent to CN's Main Line. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. [Guidelines for New Development in Proximity to Railway Operations](#) reinforce the safety and well-being of any existing and future occupants of the area. Please refer to these guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities.

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

- Safety setback of principal 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.
- Where the standard berm and setback are not technically or practically feasible, due for example, to site conditions or constraints, then a Development Viability Assessment should be undertaken by the proponent to evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms.
- The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- 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.
- The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of the dwelling unit:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-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."

- 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.

Here are other conditions that CN encourages to incorporate in the eventuality that the municipality is not implementing the noise and vibration study as a condition:

- The implementation of the following mitigation measures in the dwelling design and construction:
 - Forced air ventilation systems with central air conditioning,
 - The exterior provision wall siding of buildings closest to the railway line to be brick or a masonry equivalent for the exposed facades,
 - Acoustically upgraded windows meeting the minimum requirements of the Building Code and providing a maximum 35 dBA indoor limit for bedrooms and 40 dBA for living rooms,
 - Locating noise sensitive rooms away from the railway side,
 - Future dwellings projected within 75m of CN right of way shall be constructed to include 12-inch (approximately 300 mm) thick poured concrete foundation walls, with 50 mm thick polyethylene foam or 100 mm thick polystyrene foam as the resilient material used for the entire foundation perimeter.
- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of the dwelling unit:

"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

CN anticipates the opportunity to review a detailed site plan, a noise and vibration study taking into consideration the [Guidelines for New Development in Proximity to Railway Operations](#) Developed by the Federation of Canadians Municipalities and the Railway Association of Canada.

Thank you and do not hesitate to contact me with any questions.

Best regards,

Alexandre Thibault, B.Sc. Urb

Urbaniste stagiaire / Urban Planner Intern (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

