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November 20, 2014

City of Ottawa
110 Laurier Avenue West
Ottawa ON
K1P 1J1

Attention: General Manager
Planning & Growth Management

Re: 401 March Road (D07-12-13-0247)

Dear Sir/Madam,

In response to special condition 15D, I have reviewed the guideline for New Development in proximity to Railway Operations and provide the following observation and opinion.

The subject Building 'C' is intended as a Car Wash. With respect to the utilization of the building, no provision is made for occupancy of this building. Specifically, there are no washrooms or other facilities that would allow occupancy by the public.

Under the guidelines noted on Page 36(copy attached), "appropriate uses within the setback area include public and private roads...garages and other parking structures and storage sheds." These specifically noted building uses have a similar occupancy condition to the proposed Car Wash. The listed structures do not allow the public to congregate and are primarily used by the public in their motor vehicles.

The guidelines are intended as noted on Page 14 to address the variable nature in the delivery of mitigative measures for new development in proximity to all railway operations and allow for the site specific conditions to be assessed by the Municipality. We respectfully submit that the Car Wash meets the criteria outlined in the guidelines related to structures permitted within the setback area.

Sincerely,

SMV Architects

Heinz Vogt
Architect

HV/ls

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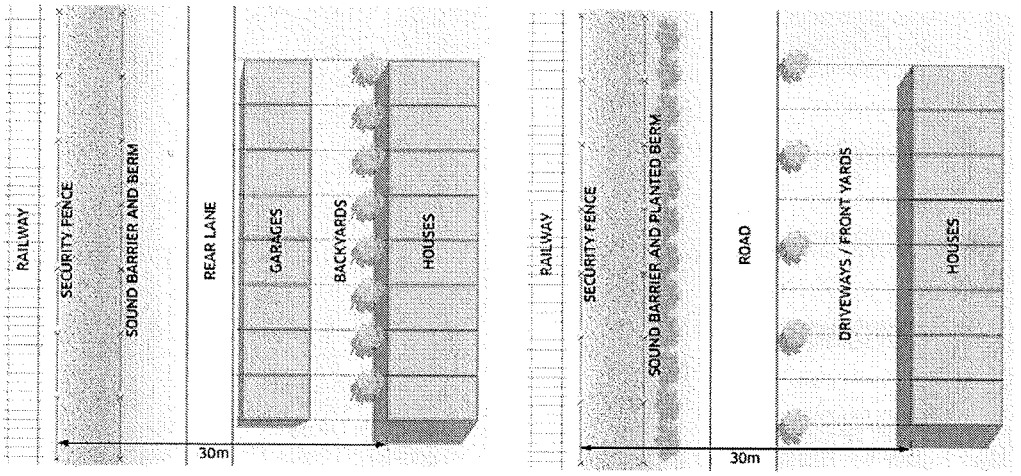
FIGURES 5 (LEFT) & 6 (RIGHT) // SETBACK CONFIGURATION OPTIONS FOR OPTIMUM SITE DESIGN

Note that in both scenarios illustrated in Figures 5 & 6, the distance of intervening structures between the railway and the outdoor amenity areas may negate the need for a sound barrier. Where a barrier is not required for noise, vegetative or other screening is recommended to provide a visual barrier to the train, thus brightening effect of a "high speed" passenger train.



tracks be located in a cut, reduced setbacks may be appropriate.

- Appropriate uses within the setback area include public and private roads; parkland and other outdoor recreational space including backyards, swimming pools, and tennis courts; unenclosed gazebos; garages and other parking structures; and storage sheds.

Example setback configurations are illustrated in FIGURES 5 AND 6.

3.4 // NOISE MITIGATION

Noise resulting from rail operations is a key issue with regards to the liveability of residential developments in proximity to railway facilities, and may also be problematic for other types of sensitive uses, including schools, daycares, recording studios, etc. As well as being a major source of annoyance for residents, noise can also have impacts on physical and mental health, particularly if it interferes with normal sleeping patterns.[1] The rail noise issue is site-specific in nature, as the level and impact of noise varies depending on the type of train operations. (see Appendix B for a sample rail classification system). Proponents will have to carefully plan any new development in proximity to a railway corridor to ensure that noise impacts are minimized as much as possible. Generally, during the day, noise should be contained to a level conducive to comfortable speech communication or listening to soft music, and at night it should not interfere with normal sleeping patterns.[2] For building retrofits, while the majority of the guidelines below will apply, special attention should be paid to windows, doors, and the exterior cladding of the building.

3.4.1 Guidelines

- Since rail noise is site-specific in nature, the level and impact of noise on a given site should be accurately assessed by a qualified acoustic consultant through the preparation of a noise impact study. The objective of the noise impact study is to assess the impact of all noise sources affecting the subject lands and to determine the appropriate layout, design, and required control measures. Noise studies should be undertaken by the proponent early in the development process, and should be submitted with the initial proposal.

» Policy Recommendation

Municipalities should consider amending their Official Plan or other appropriate legislation to require noise impact studies as part of any rezoning or Official Plan amendment near railway operations.

- The recommended minimum noise influence areas to be considered for railway corridors when undertaking noise studies are:

» **Freight Rail Yards:**	1,000 metres
» **Principal Main Lines:**	300 metres
» **Secondary Main Lines:**	250 metres
» **Principal Branch Lines:**	150 metres
» **Secondary Branch Lines:**	75 metres
» **Spur Lines:**	75 metres

1 Berglund, B., Lindvall, T., & Schwela, D. H., eds. (1999). Guidelines for community noise [Research Report]. Retrieved from World Health Organization website: http://www.who.int/docstore/peh/noise/guidelines2.html

2 Canada Mortgage and Housing Corporation. (1986). Road and rail noise: Effects on housing [Canada]: Author.