

ITEM 22

MANAGER'S REPORT NO. 3

COUNCIL MEETING Jan. 15/73

22. Re: Request for Approval to Construct a Spur Line  
Proposed Warehouse Sales Facility  
Northeast Corner of Government and Brighton Streets  
Preliminary Plan Approval #1827  
Lake City Industrial Corporation
- 

Lake City Industrial Corporation, Developers of the subject proposed warehouse sales facility, have through the Burlington Northern Railway applied to cross Government Street immediately east of Brighton with a railway spur line (see attached sketch). Considering the close parallel proximity of the railway to the street and limitation of spur line gradient, this is the shortest possible crossing distance (approximately 100') that can be achieved. This latest proposal for the spur is the result of several meetings with the developer and the Burlington Northern Railway Engineers and is only one-third as long as the first proposal.

It should be pointed out that the optimum length of spur line which is proposed was primarily achieved as the result of having two staff employees with railroad experience involved in the discussions with Burlington Northern Railway. The Railway initially proposed three concepts which had inordinately long length, flat angle crossings. Staff experience with such matters, however, resulted in significant improvements which were satisfactory to all parties concerned.

The Engineer recommends that approval be given to construct the spur line as shown on the attached sketch, to coincide with the widening of Government Street, with the entire cost to be borne by the developer and/or the Burlington Northern Railway. Should the Canadian Transport Commission order signal protection at this crossing, we would expect the developer to pay for it.

RECOMMENDATIONS:

THAT the subject spur line be constructed in conjunction with the widening of Government Street, with the entire cost to be borne by the developer and/or the Burlington Northern Railway; and

THAT the Municipality, before signing the "Board Order Plan", make representation to the Railway Transport Committee of the Canadian Transport Commission (who is responsible for the final decision regarding the subject matter), stressing the need for adequate signal and/or gate protection on the subject crossing; and

THAT the developer be responsible for the costs of any protection ordered by the Commission as a result of its review; and

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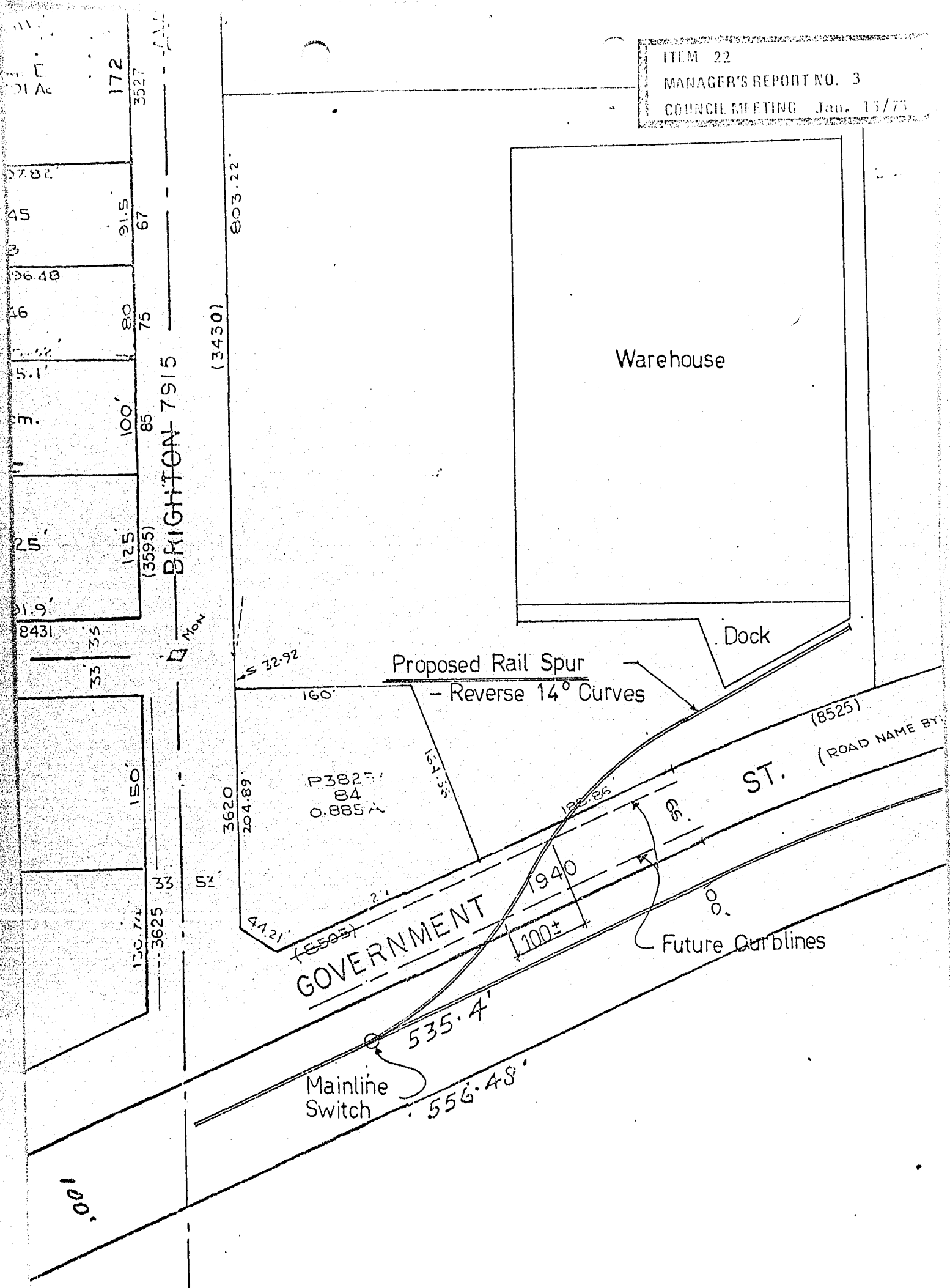
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22. Re: Request for Approval to Construct a Spur Line  
Northeast Corner of Government and Erighton Streets  
Preliminary Plan Approval #1827 - (Cont'd)

THAT Municipal approval for the proposed crossing be subject to the following conditions:

1. that the crossing be constructed with flange and header rails including asphaltic concrete surfacing throughout to match the proposed reconstruction of Government Street; and
2. that all construction costs for the spur, including signal protection, if required by the Canadian Transport Commission, be borne by the developer, and
3. that maintenance of the spur, including signal protection, be the perpetual responsibility of the developer.

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