

Brian & Julie Lane

August 13, 2019

**Carlissa McLaren
Senior Planner
Planning and Building Services
City of Barrie
70 Collier Street
P.O. Box 400
Barrie Ontario, L4M 4T5**

Amendment to zoning by-law – 481 Yonge Developments Inc., 481 Yonge Street.

We oppose the re-zoning of 481 Yonge Street...

- 1. The area does not support the volume of parking needed for over @ 30 units**
- 2. The proposed plans are not sympathetic to the existing community**
- 3. The re-zoning will cause stress, discomfort and financial loss to existing residents of Dixon Court/Macmillan/Tomlin.**

For clarity We have no problem with the intensification corridor; however, we do understand that the previous plan submitted for 34 units met all intensification criteria.

The new plan for 67 units appears to be a cash grab by the developers (estimate \$30 million for sale of properties and ongoing condo fees in the order of \$40,000 per annum).

Areas of concern...

Traffic

>70 vehicles

Essentially the vehicle allowance per unit is 1 vehicle (accepting that no one can own a small percentage of a vehicle!). This is simply not a reality in Barrie with most homes owning 2 or more vehicles.

Excess vehicles will park on Dixon Court/Macmillan/Tomlin which is simply not acceptable (or possible in the winter months).

If re-zoning is approved it is important that Dixon Court/Macmillan become no parking or resident parking only zones, and that parking is strictly enforced (we will call by-law enforcement 24-7 if needed).

Access and egress through Macmillan will cause significant traffic problems, access and egress must be from Yonge.

Traffic will cause a significant increase in noise for residents on Dixon Court/Macmillan:

1. Car park and vehicles lights impact on residents of Dixon Court
2. Noise impact on residents of Dixon court adjacent to 481:
 - a. Access and egress from underground parking structure (sound will be amplified and will travel straight into the bedrooms of 1 and 3 Dixon Court)
 - b. 70+ vehicles parking will mean that all hours of the day and night
 - i. Car doors slamming (noise)
 - ii. Engines idling (noise and pollution)
 - iii. Winter time AutoStart engines revving for extended periods (noise and pollution)
 - iv. 67+ vehicles entering and exiting 481 within 10 feet of the rear garden of 1/3/5 Dixon Court.

Specifics –

Underground parking

The proposed exit from the underground parking facility is adjacent to the rear of 1/3 Dixon Court raising the following concerns;

1. Noise – The underground facility will act as an amplifier to the sound made by each vehicle, causing us significant distress each morning
2. Light – Vehicles exiting the underground facility in winter will have lights on, these lights will be shining directly into rear bedrooms.

Parking Lot

1. Parking lot light impact evenings and night. How will existing residents be protected from perpetual daylight?
2. Light from 67-unit windows?
3. Noise, doors, engines starting, cold start up in winter
4. Associated snow removal issues (noise, beeping, etc.)

Construction

We understand that an underground car park is included in the new plans. Typically, this involves significant soil removal and pile driving, both of which can cause foundation problems to existing properties in the vicinity. How will you protect existing tax payers from damage to their properties? Will there be a detailed survey of existing properties so that any damage can be objectively assigned?

What hours will construction be permitted to reduce noise impact?

1. How will construction be controlled to prevent large amounts of dust being raised?
2. How will ground water be managed during construction?
3. How will adjacent properties be protected against egress of contamination during construction?
4. Will environmental controls be demanded by Barrie during construction (ISO 14001?)

Access and egress of construction vehicles;

5. Will there be set times (after 8am/before 6pm)?
6. Routes assigned that mitigate impact to existing residents?
7. Will there be ongoing street cleaning throughout the process?
8. Where will construction vehicles be allowed to wait pending delivery/use? Will Developer ensure that Dixon Court/Macmillan/Tomlin are not used for this purpose
9. Where will construction workers park? Will Developer ensure that Dixon Court/Macmillan/Tomlin are not used for this purpose

Harmony – Urban design

The proposed 4 storey property when viewed from our property on Dixon will appear to be more like 5/6 stories due to the gradient of the lot, and will have a significant negative impact on our life and property value (that we have worked and paid taxes for many years to achieve).

Water

Ground water flow into Dixon Court is already a problem for most residence. With the majority of the site being hardscaped we are concerned that the rate of water flow will be increased and cause more damage.


Will a geological survey be performed by independent experts? Will intensive engineered water management systems be constructed based upon findings?

The plan shows a storm water pond adjacent to our property. What impact will this have on our properties?

Garbage

With the garbage from 67 apartments being stored in one location close to 1/3/5 Dixon Court, how will the following be addressed?

1. Storage – Foul odours
2. Collection – Noise during weekly collection

Yours truly

Brian & Julie Lane



From: Julie Lane
Sent: Friday, August 30, 2019 11:24 AM
To: Carlissa McLaren <Carlissa.McLaren@barrie.ca>
Subject: Development of 481 Yonge Street, Barrie

Good Morning Carlissa

Today is Friday 30th August 2019.

There is a public meeting scheduled on September 9th 2019 at 7pm to DISCUSS the Zoning By-law Amendment Application Residential Multiple Dwelling Second (RM2) to (MU2)(SP) Mixed Use Corridor-Special.

Question:

Why is IPS already putting up big signs (started Thursday 29th August, 2019) on this property advertising coming soon register on 481.ca when supposedly the REZONING of this Application has YET NOT BEEN APPROVED.

Is this already a done deal?

I was under the impression the rezoning was phase one, then there would be a meeting(s) to discuss the plans and hopefully change the amount of units to be built.

Please can you look into this matter and respond back to me.

Yours Truly

Julie and Brian Lane

Sent from my iPad

CITY OF BARRIE
RECEIVED

SEP 3 2019

PLANNING
SERVICES

David & Shelley Debison

August 26th, 2019

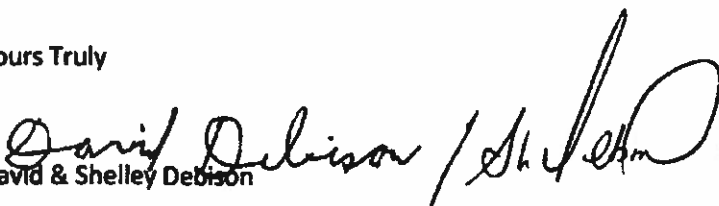
Carlissa McLaren - Development Planner
Planning and Building Services
City of Barrie
70 Collier Street
P.O. Box 400
Barrie, Ontario; L4M 4T5

Re: Amendments to Zoning By-Law – 481 Yonge Street Developments Inc.; 481 Yonge Street, Barrie

We are opposed to the proposed re-zoning of 481 Yonge Street:

1. The design, height and size of the proposed building does not blend in with the surrounding residential properties. There will be nearly as many families living in this building as there are on Tomlin Court, Dickson Court, Macmillan Street and Peck Street. Will the local park be able to accommodate all these extra people for green space?
2. There will not be enough parking for the number of units in the building. The 67 units will most likely have at least one car in the family and very many will have two if what we see in our neighborhood is any indication. This would mean as many as 90 cars. Where do they park? If other neighborhoods are any indication, they will be parked all along the street and the residents in the single detached homes will not have a parking space in front of their house for visitors. We will always be at loggerheads with the folks in the apartments
3. The increase in local traffic will be significant as Macmillan is already used as a thoroughfare to Little Avenue.
4. We fear that if the developer gets this re-zoning approved and builds this property then this will set a precedent for the rest of Yonge Street adjacent to this property and there will be even further intensification along this corridor. We submit this will have significant impact on the lifestyle and quality of life for the residents in the adjacent area who have lived here and paid taxes for years. The developer has shown little regard for the quality of life of the current residents. It appears to be more a matter of money.

Yours Truly


David & Shelley Debison

From: Lynda Terry
Sent: Wednesday, May 08, 2019 7:50 PM
To: Carlissa McLaren <Carlissa.McLaren@barrie.ca>
Subject: 481 Yonge St development

Good evening

I just wanted to voice a few concerns with regard to the proposed development of 481 Yonge St.

I am resident in the neighbourhood directly effected by the development.

My husband and I have enjoyed many wonderful years at our property at the lot being considered for the four storey residential apartment building. While we knew there would eventually be development of the lot we did not expect the number of units being proposed.

The sw pond is definitely a concern, I am not sure if this means open standing water or what exactly this is, perhaps you could clarify in a followup email. Does this have the potential for flooding and what is the purpose?

I understand a zoning change is necessary to accommodate a 67 unit building. we were advised at the public meeting that the building is one and two bedroom units which if my calculations are correct that would mean an additional 140-150 people in the area.

The first proposal was for approximately one half of this with no zoning change required.

Is there an avenue to dispute the zoning change?

The number of units and parking spaces would suggest there will be a lot of additional traffic on Macmillan Cres. In addition I am concerned about snow clearing and where the residents will park while clearing is underway or if there is not enough parking spaces for residents and their visitors.

Yonge St is a very busy street and it is a challenge to enter now in particular if you are turning left. A traffic study needs to be done to identify potential problems and solutions.

Is there any possibility the entrance and exit can be from Yonge St?

In addition there were some unanswered questions with regard to the type of building and who the developer is targeting for the development, surely some thought has gone into the rental/ sale target market prior to planning.

We have some legitimate concerns and would appreciate being updated whenever there are any new developments with the proposal.

thank-you

Lynda & Douglas Terry

General Meeting, September 9, 2019 at 7:00 p.m.

Re: Amendment to the Zoning By-law – 481 Yonge Developments Inc. 481 Yonge Street, Barrie.

Public meeting on Monday, September 9, 2019 at 7 p.m. in the Council Chambers of City Hall, 70 Collier Street.

Below are our concerns:

- The allotted parking spaces for the proposed development of 1.1 are greatly under estimating the number of vehicles per household. Where will excess parking be allowed? Not on Dixon Court, Tomlin Court, MacMillan Court etc. There is no question, that the tenants/owners will have more than one vehicle either all the time or with visitors etc. Our cul de sac is filled often by our own residents who have visitors parking in front of their homes so what happens when we can't even use the street for our own use?
- The existing residential neighbourhood is not conducive to the proposed zoning / building change.
- There will be excessive traffic on residential subdivision streets not built to accommodate more traffic and parking. The entrance for the proposed building site off MacMillan is not acceptable to the current neighbours on MacMillan, Dixon, Tomlin, etc. Access should be off Yonge St.
- Abutting properties on Dixon are below grade of Yonge St. Run off could cause flooding to these homes, since these houses below grade, a 4 storey building will appear like 5 stories affecting the use and enjoyment of the Dixon Homes and side yards.
- What gets approved on this site on the south east corner of MacMillan & Yonge St. will set a precedent for the north east corner future development. The existing residential properties on Tomlin will be greatly compromised affecting property values as well as the issues previously mentioned affecting homes on Dixon. Is the City and developer prepared to compensate all existing properties affected by such a zoning change?
- This neighbourhood has been paying property taxes to the city of Barrie for decades but no one seems to care about their concerns.

- Intensification Proposals set out by the Province should be situated in areas not affecting existing built up residential neighbourhoods. There are annexed lands in the development and planning stage where multi residential, high rise buildings would not be out of place as they are in existing built up areas. Why not place the proposed buildings in those neighbourhoods? Why is the Province blamed for the change in usage of existing property/zoning? The residents who pay for all services in the city have no say as to what affects their property. At the end of the day there is only 1 taxpayer for all levels of government. We are expected to pay but are dictated to. We have been paying taxes to the city for 50 years. Seems pretty unfair.
- The previous Ward Councillor and City Staff attended a neighbourhood meeting 4 years ago. What happened to the concerns brought forward at that time? It was our understanding there were legitimate concerns that would be addressed. We sent emails to the mayor, councillor of the day, but had no response.

We realize there will be proposed development to these lands on Yonge Street. Please keep the improvements to conform to the existing residential neighbourhoods.

We are unable to attend the September 9, 2019 public meeting as we are away at this time. Please accept this submission by email.

Merle & Marg Bodenham

481 Yonge Street – April 24, 2019.

1. Property size is 0.55 ha. In intensification corridors, 50 upha is permitted so this property is permitted as of right 27 units. Owners wish 67 units (an extra 40 units) with total disregard for the impact on the neighbourhood.
2. Proposed rezoning does not conform to the City of Barrie Official Plan – a few examples:
 - Housing Policies – 3.3.2.1 – no consideration has been given to the existing character and lot fabric of the area.
 - Residential Policies – 4.2 - Compatibility has not been demonstrated, conflicting land uses have not been addressed.
 - Intensification Policies – 4.2.2.6 – There is to be a harmonious integration of new and existing development both functionally and visually.
 - Request to City for special study per section h) given the topographic differences between Yonge Street and existing established residential neighbourhood.
3. This neighbourhood has for years expressed concerns about future development along Yonge Street –
 - Yonge Street is at least 3 metres higher and in some instances 5 metres higher than existing homes on Dixon Court and Tomlin Court – therefore the impact of new development along Yonge Street, even a 2 storey house (this can be seen currently) is much more significant.
 - The concern relates to shadowing, overlook and impact on a stable residential neighbourhood.
 - Previous Planning Director, Policy Planner, and previous Ward Councillor all understood the landscape as they visited the community and understood the impact that new, even 2 storey buildings would have given the significant grade change.
 - Request to new Ward Councillor, new Planning Director to conduct a site visit of the Dixon Court and Tomlin Court backyards to understand the impact of new development on the existing.
4. Why is this rezoning being requested? – the property is already zoned RM2. City planner Carlissa advises that a 3 storey 34 unit building is permitted by way of Committee of Adjustment approval yet the new owners want a further increase to density and height.

5. Multiple issues with the current proposal:

- Density.
- Stormwater management – where is the outlet?
- Overspill of lighting given grade difference.
- Massing.
- Traffic- entrance s/b from Yonge Street.
- Inadequate parking/visitor parking.
- Architecture does not reflect any of the characteristics of the existing community.
- Lack of consideration for, and disrespectful to the existing established neighbourhood.
- Lack of understanding of impacts related to solar shadowing.
- Not in character or harmonious with the existing established residential neighbourhood.
- Doesn't conform to the City of Barrie Official Plan

6. Request to Carlissa for an accounting summary of approved intensification projects throughout the City of Barrie and how target is being achieved.

Prepared by:
Celeste Phillips

September 3, 2019

To: City Clerk, Mayor and Members of Council

From: Greg Stephenson

Dear Mayor and Members of Council,

I regret I cannot attend the public meeting on September 9 to discuss the application to rezone 481 Yonge St from RM2 to MU2 SP.

In my absence, please include this letter in your circulation list prior to this meeting.

Thank you for your consideration.

Sincerely,
Greg Stephenson

September 3, 2019

Dear Mayor and Members of Council,

This letter communicates my concern with the application to rezone 481 Yonge St, from Residential Multiple Dwelling Second Density (RM2) to Mixed Use Corridor – Special Provisions (MU2-SP), to permit the development of a 67-unit residential apartment building.

Please note the following points for discussion:

1. A property with 67 units is not needed to meet the spirit of the Official Plan. I understand the last approved design for this property was for 34 units, which will already contribute nicely to the intensification goal set out in the Official Plan. The intensification effort is progressing very well in Barrie from what I understand, and this property will continue to contribute to this important strategy at 34 units. Minimum densities of 50 units per hectare are targeted along Primary Intensification Corridors. This 0.55 ha property with 34 units will provide significant increased density at 62 units / ha.
2. Going too high in density (i.e. beyond 34 units) is not in keeping with the spirit of the Official plan for supporting stable neighborhoods. It is very important to emphasize this property is within an existing established stable neighborhood of single residential homes. Section 4.2.1(g) of the Official Plan states the goal of residential development is to “plan for new development in the medium and high-density categories...while continuing to support the integrity of stable neighborhoods”. Note in this plan, ‘medium density’ is defined between 26 to 53 units / ha; ‘High density’ is beyond 53 units / ha.

I point out ‘medium density’ is well within the framework of the spirit of this plan for intensification corridors, and especially relevant for this particular property. The existing ‘accepted’ density at 34 units over .55 ha, is already in the ‘high density’ category at 62 units / ha. One could argue this is already too high. Almost doubling this to 67 units (i.e. 122 units per ha) within a stable residential neighborhood does not making good planning sense for our community, when considering the risks.

3. The risks to the neighborhood with a 67-unit development are too much when considering the existing stable neighborhood. A few considerations I feel are very important to think about:
 - a. Too much ‘spillover’ parking brings issues of congestion and safety to the area. Too many cars during rush hours increases risk for safety of children around bus stops, other pedestrians, congestion, speeding, etc.

The application proposes 79 parking spots, with 12 assigned as ‘visitor’ parking, leaving 67 parking spots, well below the 101 required by the existing RM2 zoning requirements for a property with 67 units. It is reasonable to assume there will be families with 2 adults in most units. I have spoken to over 20 local families in the area and most had 2 or more cars and using them to commute to work. Increased access to bus transit is encouraging but it is irresponsible to assume a 67-unit property in this residential area would not generate at least 100 to 120 cars. With only 67 dedicated parking spots, this most certainly will result in overflow parking for over 30 to 50 cars in the surrounding

neighborhood. This will create additional congestion, traffic and safety issues within the single roads along this stable residential neighborhood.

The currently approved zoning that allows for a 34-unit property should more than adequately be able to manage parking on the premises without causing these parking issues.

- b. Lack of sufficient roadway within the existing neighborhood to support increased volume of traffic. When considering the traffic that a 67-unit vs a 34-unit property would generate, I ask council to take into consideration the recent pattern of increased traffic on the smaller local roads within the residential community:
 - i. Many residents have spoken about recent increased traffic eastward along Macmillan as a preferred route to downtown (i.e. Yonge-Macmillan-MacLaren-Little-Hurst). This traffic will only intensify with more density at 481 Yonge St.
 - ii. Additional eastward traffic will be created due to the parking overflow issue mentioned above.
 - iii. Some residents have mentioned the hill up Macmillan to Yonge St. is difficult to climb during the winter (especially after a recent snowfall). In these instances, traffic reverts eastward on Macmillan instead. Many residents in the new property at 481 Yonge will follow the same pattern during winter snowfalls.
- c. The height of the building will result in loss of privacy for the residents of Dixon court. The elevation changes significantly from Yonge St to Dixon, and a more reasonable 34-unit building could be designed to minimize this issue.

I fully understand and support the need for intensification for all the reasons described in the Official Plan. Intensification, per se, is not the issue being debated. The issue is the application by 481 Yonge St goes too far with way too high a density for the relatively small 0.55 ha land within a well-established stable residential neighborhood.

For the reasons above, I urge the city to refuse this application to change the zoning, and keep the existing RM2 zoning that enables 34-units, and no more. This will contribute to the intensification within the spirit of the Official Plan while respecting the stable residential neighborhood.

As a final note, I'd like to mention what is decided for this property will set an important precedence for the nearby properties on Yonge street.

Thank you for your review of my letter and I appreciate you including these thoughts as you consider this application for rezoning at 481 Yonge St.

Sincerely,
Greg Stephenson



August 20, 2019

Ms Carlissa McLaren
Senior Planner
Planning & Building Service Department
City of Barrie
P.O. Box 400
Barrie, Ontario
L4M 3T5

Dear Ms. McLaren:

**ZONING BY-LAW AMENDMENT – D14-1680
481 YONGE STREET
CITY OF BARRIE**

Thank you for circulating a request for comments on the above-noted development application.

The Zoning By-law Amendment proposes to amend the zoning of the subject lands to Mixed Use Corridor with Special Provision (MU2)(SP) to permit the development of a 4-storey residential apartment building with 67 units in total. The Special Provisions (SP) related to the provision of a partially paved front yard setback, an increase to the maximum permitted interior side yard setback, and an reduction to the minimum required street level floor height.

Planning staff have no objections to the Zoning By-law amendment.

Should you require additional information, please do not hesitate to contact this office.

Sincerely,

A handwritten signature in cursive script that reads 'Vivian Chan'.

Vivian Chan, MCIP, RPP
Planner



Sent via e-mail: Carlissa.McLaren@barrie.ca

August 23, 2019

FILE: D14-1689/D11-1667
IMS: ZO-107958-080619

Carlissa McLaren
Planner
City of Barrie
70 Collier Street
Barrie, ON

Dear: Ms. McLaren:

**RE: Application for Zoning By-law Amendment
481 Yonge Street – City of Barrie**

Thank you for circulating the captioned application to LSRCA for review and comment. It is understood the Applicant is seeking approval of a zoning by-law amendment to rezone the lands from Residential Multiple Dwelling Second Density (RM2) Zone to the Mixed-Use Corridor with Special Provisions (MU2-SP) Zone to permit the development of a four-storey, sixty-seven (67) unit residential building.

The application has been reviewed in the context of:

- The Provincial Policy Statement
- The Growth Plan for the Greater Golden Horseshoe
- The natural heritage and natural hazard policies of the City of Barrie Official Plan
- The Lake Simcoe Protection Plan
- Ontario Regulation 179/06 under the *Conservation Authorities Act*

Current environmental mapping provides that the subject lands are not within an area governed by Ontario Regulation 179/06 under the Conservation Authorities Act. Based on a review of the submitted application materials we provide our Functional Service Report and Stormwater Management comments in the attached matrix. These have been prepared by:

Engineering	Steve Troan	s.troan@lsrca.on.ca
Hydrogeology	Caroline Hawson	c.hawson@lsrca.on.ca

For ease of future review, the Applicant is requested to provide a completed copy of the matrix as part of their next submission. The engineering review is currently underway and comments will be provided under separate cover.

Should there be any questions concerning the above or the attached comments, please contact the appropriate review team member noted above.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shawn Filson', written in a cursive style.

Shawn Filson, MSc
Development Planner



#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (August 23, 2019)	APPLICANT RESPONSE (DATE)
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**Documents Reviewed:
1st Submission FSR & SWM Report, May 6, 2019 (PEL)**

E1.		1.3		Please reference the Lake Simcoe Phosphorus Offsetting Policy (LSPOP).	
E2.		4.6		Please revise the Jellyfish phosphorus removal rate to be 49%, not 59%.	
E3.		4.8		Please remove 'transitional' land use. The whole site is High Intensity – Residential.	
E4.	SWM			Please demonstrate 'in-situ' soil infiltration tests at the locations of the stormwater infiltration facilities.	
E5.	SWM			Please demonstrate the seasonally high groundwater elevation.	
E6.	SWM, drawings			Please provide sections and details of the proposed underground infiltration facilities and the bio-retention facility, indicating all elevations, dimensions and seasonally high groundwater level.	
E7.		App. C		The post development land use for the phosphorus loading should be revised to residential, not commercial/industrial. There is no transition land use. It is all high intensity – residential. Please revise.	
E8.		App. C		Please demonstrate detailed phosphorus removal calculations used for the phosphorus tool input.	

RESUBMISSION REQUIREMENTS:



#	Report/ Drawing	Section	Pg#	LSRCA COMMENT (August 23, 2019)	APPLICANT RESPONSE (DATE)
				<ol style="list-style-type: none">1. A response matrix which includes a detailed response outlining how each of the comments above have been addressed with reference to applicable reports/drawings (i.e. specific sections/pages/details or tab identifiers).2. A summary of any additional changes to the design (i.e. in addition to those not identified in the detailed response to comments, and includes changes to reports, drawings, details, facility design, etc.).3. All drawings are to be folded (8.5 x 11).4. Reports and engineering drawings/details are to be signed and sealed by a Professional Engineer.5. Reports are to include a digital copy of applicable models on a Data CD or USB Thumb Drive. <p>All submissions/reports are to include applicable technical components which achieve the minimum requirements outlined in the LSRCA Technical Guidelines for Stormwater Management Submissions, September 2016.</p>	



COMMENTS:

We have reviewed the proposed Application for Zoning By-law Amendment and have no comments or objections to its approval.

We have reviewed the proposed Application for Zoning By-law Amendment and have no objections to its approval, subject to the following comments (attached below).

We have reviewed the proposed Application for Zoning By-law Amendment and have the following concerns (attached below).

Alectra Utilities (formerly PowerStream) has received and reviewed the proposed Application for Zoning By-law Amendment. This review, however, does not imply any approval of the project or plan.

We have no objection to the zoning change with the understanding the new project must meet the clearances from our lines. In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

The customer will be responsible for contacting our New Connections department. Based on the characteristics (type) of project and size this will determine if a Service Design (Layout) or an Industrial Commercial or Institutional project (ICI) Service Application Information form will be required. Alectra will provide required standards upon request. This will avoid delays in the building process.

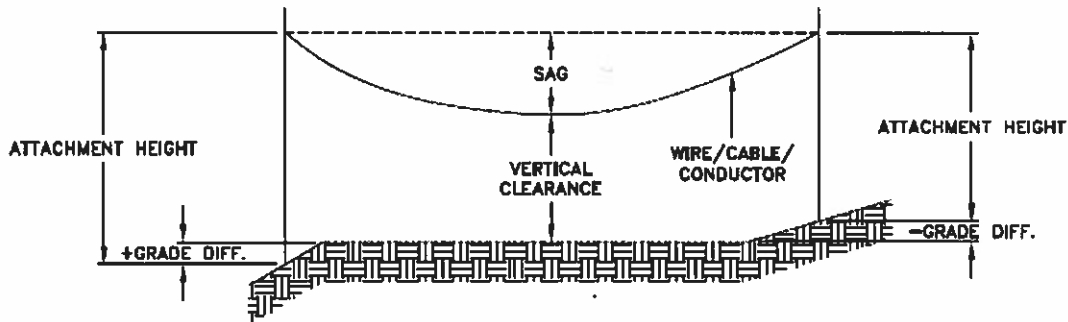
References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

If more information is required, please contact:

Mr. Stephen Cranley
Supervisor, Subdivisions & New Services
Phone: 1-877-963-6900 ext. 31297
Fax: 905-532-4401
E-mail: stephen.cranley@alectrautilities.com

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/16kV (SEE NOTE 1)	44kV
	MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)			
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO VEHICLES	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO PEDESTRIANS AND BICYCLES ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT RAILWAY CROSSINGS	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)
 ± GRADE DIFFERENCE
 + 0.3m (VEHICLE OR RAILWAY LOCATION)
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

NOTES:

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

CONVERSION TABLE

METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-4"
730cm	24'-4"
520cm	17'-4"
480cm	16'-0"
442cm	15'-5"
370cm	12'-4"
340cm	11'-4"
310cm	10'-4"
250cm	8'-4"

REFERENCES

SAGS AND TENSIONS SECTION 02

Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2012-JAN-09

Name Date

P.Eng. Approval By: Joe Crozier

MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

From: Municipal Planning [<mailto:MunicipalPlanning@enbridge.com>]

Sent: Thursday, July 18, 2019 1:55 PM

To: Tina Gonneau <Tina.Gonneau@barrie.ca>

Subject: RE: Notice of Complete - 481 Yong St (D14-1680)

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

ENBRIDGE GAS INC.

TEL: 416-495-5386

500 Consumers Road, North York, Ontario M2J 1P8

Enbridge.com

Safety. Integrity. Respect.