



Discover the possibilities

COMMENTS:

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

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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).

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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)

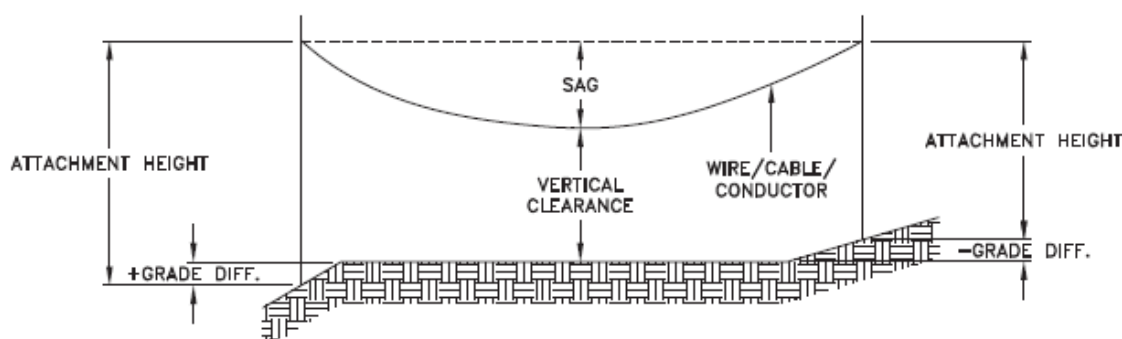
If more information is required, please contact:

Mr. Stephen Cranley
Supervisor, Distribution Design, ICI & Layouts (North)

Phone: 1-877-963-6900 ext. 31297

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 <u>VEHICLES</u>	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO <u>PEDESTRIANS</u> AND <u>BICYCLES</u> ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT <u>RAILWAY CROSSINGS</u>	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

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

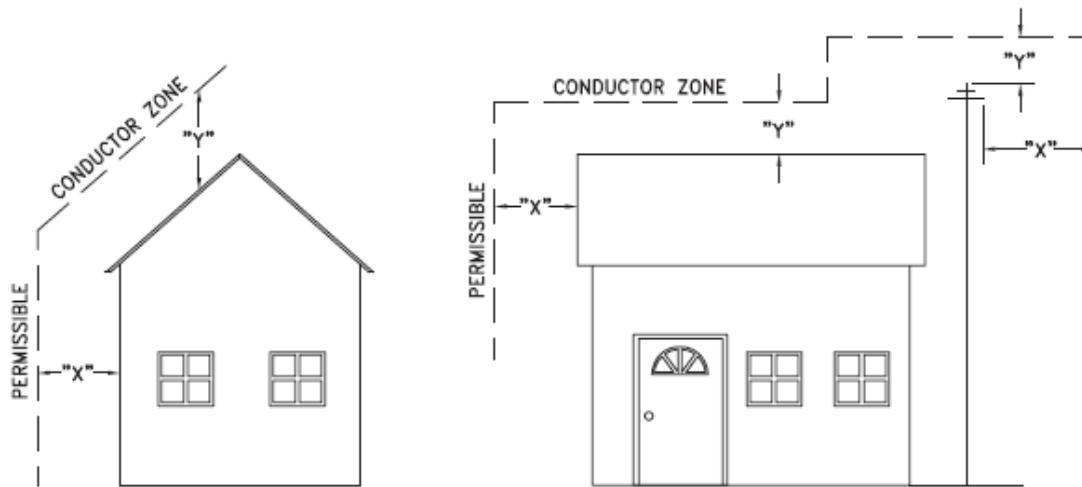
Certificate of Approval

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



VOLTAGE	MINIMUM HORIZONTAL CLEARNACE UNDER MAXIMUM SWING CONDITIONS DIMENSION "X" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARANCE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "Y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	480cm

NOTES

- UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
- THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
- THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
- BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300cm WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
- IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
- DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
- ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
480cm	16'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

MINIMUM VERTICAL & HORIZONTAL CLEARANCES OF CONDUCTORS FROM BUILDINGS OR OTHER PERMANENT STRUCTURES (CONDUCTORS NOT ATTACHED TO BUILDINGS)

Certificate of Approval	
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04	
Name	Date
P.Eng. Approval By: <u>D. Dadwani</u>	2010-MAY-05

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:
P:\System Planning and Standards\Standard Design\PowerStream Standards\PowerStream Standards working folder\Section 23-4\DWG 03-4 R0 May 5, 2010.dwg, 5/5/2010 9:27:03 AM, Adobe PDF

From: John
Sent: Monday, February 1, 2021 2:13 PM
To: Dana Suddaby <Dana.Suddaby@barrie.ca>
Subject: New subdivision 932 Mapleview

I reviewed the traffic details of the proposal, and see no major problems with traffic to and from the proposed expansion within its parameters.

The problem is that the real traffic problems will be in other areas close to where this expansion takes place. Namely around neighboring schools. Your method of traffic impact studies does not now, nor never did realize that your planning system does not cover what happens when all these extra residents need to have children attend school. You repeat past problems encountered for example at Hyde Park Public School.

New schools for these new subdivisions will not be built for several years after subdivisions are completed, so new pupils will be sent to existing schools. No one cares how traffic patterns will affect existing school neighbourhoods as a result. This is a planning issue not addressed by the city or the School Boards because there is no oversight by the city planning system. I and others object to planners not paying attention to these ongoing problems.

It took six years to finally get the jammed street (The Queensway), cleared of backed up traffic in front of Hyde Park Public School. Now , residents are concerned that these new subdivisions will be sending children to this school, which has six unsafe portables now in place. The city refuses to give any written documentation on how the traffic from new subdivisions near this school will impact its residents.

The city does not restrict a school from adding portables, which add additional cars to the number already taking up most available road parking capacity. Therefore, the already full capacity becomes a problem. By not addressing this problem, you allow new schools to be built, and site plans do not detail how this traffic will be dealt with. It keeps repeating itself year after year, with no prevention details provided. You allow schools to alter traffic patterns into and out of a school, with no city approval from a traffic engineer, nor do you ask residents to comment publicly when these moves take place. Parents of children may be sent notices of these changes, but, for example, seven residents across from this school have no children at this school, and are not informed, nor does the city or school board require a notice be sent that a change is being made.

A meeting with the Public School Board officials agreed that notifications should be required, but have done nothing. The city does not do it, or demand it be done in the future. Traffic back ups at this school are now under control. If you allow more cars to deliver children to this school, back ups will again happen. Please listen and respond in a reasonable manner.

I hope you can see that you must look a little deeper on how you manage your planning scope. Remember that the problems will not be so much around the new subdivision, but in other areas of the city as described. It is not a neat thing to approve a new subdivision traffic flow and forget how it creates other problems in other areas. This city does not take the necessary actions to be proactive, and listen to residents. Instead, you tend to stay on the course you are used to and hope that traffic issues will not be a preventable matter to worry about.

I have hundreds of pages of information that have been sent to planning on this issue over the last six years. It explains what is wrong with how planning fails the public when it pertains to school traffic. Planners only want to deal with the original application process, and do nothing about the problems that approvals present later on. You should address the known future problems first before granting approvals for new subdivisions. Planners do not seem to get it.

You have asked the public for input. You have input. Your planning department refuses to correct how it operates, so the game continues. We do not want more traffic to be sent to this school in the next few years, and have to fight the city to stop the congestion and safety of residents again. You might want to talk to Andrea Miller about these details, as she is aware, but has done little to correct the problems from happening in the future.

I have been asked by the city to deal through Andrea Miller to resolve this issue. She refuses to answer, nor is co operative. I hope you may be someone who cares. As you can imagine, residents are fed up with how the city does not make changes to prevent these matters from happening near their homes. If you bury your head to these concerns, you do not serve the public, but serve yourself or your planning department, not those who are affected. So far, planning is a joke, unable to resolve these concerns, and seems incompetent to manage.

It is hoped that as a staff member involved in these types of involvements that this information will be considered as long as you are involved in the planning process. Senior staff people are not interested in improving how they perform, or how they serve. The public counts on people who are the best at seeing that taxpayer lifestyles and safety are being protected, not in satisfying developers and housing growth first, to the detriment of others.

Please advise if you plan on doing anything about this issue.

regards John