

**Attachment B  
Public and Agency Written Submissions**

**From:** [Susanne Zorzella](#)  
**To:** [Tory Deschamps](#)  
**Cc:** [Wendy Van Keulen](#); [Peter Davies](#)  
**Subject:** With thanks!  
**Date:** March 8, 2022 2:19:49 PM  
**Attachments:** [Summary Davies presentation .pdf](#)

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Good Afternoon Tory,

Thank you for the opportunity to present at the meeting last evening. Your kindness in extending the time for Peter to speak was appreciated. However, our last minute cutting and rejigging did take its toll, leaving us with a presentation that ultimately was not quite as logical and complete as it should have been!

Suspecting that this might happen, we did quickly produce a summary sheet which we passed to the Clerk to help her with the record keeping. I attach it here for your interest as well.

I'd also like to take a moment to respond to the mayor's comments. He recalled the purpose of the RLS zone was to identify properties on private road and protect the Township from financial obligations by emphasizing that private roads were not assumed or serviced in any way by the Township. That made - and makes - perfect sense. However, the evolving construct of the RLS zone is getting further and further from this objective in three ways. First the words linking the RLS zone to reduced public services have been removed from the draft by-law revision. Second, the assignment of properties to the zone appears to conflict with the Township's definition of private roads. Third, the most recent draft revision assigns only properties on private roads AND on the waterfront to RLS.

In addition to moving the RLS zone away from its original objective, the draft by-law fails to identify all private roads. This omission will become increasingly problematic as people adopt uses that are prohibited on private roads. How will the property owner or the township know whether the road is private?

A second concern is the perception that RLS lots are different from others along the St Lawrence and require special zoning provisions to prevent damage to the waterfront and environmental degradation through over-development. We presented statistics showing that, as a whole, RLS lots are little different from other properties along the river. We questioned what special provisions would be required, given that development on waterfront and adjacent natural heritage features already has specific restrictions in the zoning by-law, and noted that development on smaller lots is constrained by the capacity of a septic system and therefore self limiting.

Our conclusion is that RLS properties have the same potential to impact the river as all the other waterfront properties. Focusing additional provisions to only a subset of these properties, if any are necessary, has an inherent inequity.

We were startled to be challenged to define 'an ask', when our intention had been to simply provide information. I suppose that our 'asks' are inherent in the recommendations summarized on the attached sheet:

- properly define private roads in consideration of the Township Official Plan (an issue in light of who can and cannot have
  - uses such as auxiliary residences - a topic for another discussion!);
- potentially restore the definition of RLS simply as lots on private roads, and provide a clear definition in the by-laws;
- consider creating guidelines for private road maintenance so that no residents suddenly learn that they do not qualify for
  - emergency services in their times of greatest needs,;
- rationalize the zoning requirements of RU and RLS lots, acknowledging that all waterfront lots carry the same burden of
  - protecting the waterfront. Is there any reason why zoning provisions for the two zone have to be different?
- Formally recognize through general provisions that development of smaller or narrower existing lots need reduced
  - setbacks such as 3 m side yards vs. 6 m.

Taken together, these should clarify the by-laws and streamline processes for Development Staff by eliminating many future requests for variances.

Should you or anyone on the Committee wish further information on any of the research or explanation of the points we attempted to make, please feel free to contact us!

Respectfully,

Susanne Zorzella & Peter Davies



**SUMMARY AND RECOMMENDATIONS  
OF THE PRESENTATION TO THE COMMUNITY DEVELOPMENT COMMITTEE  
MARCH 7 2021**

**PRESENTOR: PETER DAVIES**

There are four somewhat interconnected issues in the current and draft zoning by-laws.

1. What is a clear definition of a private road?
2. What is the difference between a waterfront RLS and a waterfront RU property, other than that one is on a private road. And why should they be treated differently?
3. What is a working definition of a small lot?
4. What is a working definition of overdevelopment?

**1. PRIVATE ROAD**

- Defined in Official Plan as a right of way providing access to two or more properties and having a restricted municipal services such as road maintenance, snow clearing and emergency services
- Status of right of ways for two adjacent properties is unclear: are they all private roads or not?
- Private Roads can be anywhere in the township, not limited to waterfront areas
- Draft By-law states that 'for the purposes of this by-law a drive-way shared by two abutting properties will not be construed as a private road'. What happens if a third property is added?
- At what point does a shared driveway become a private road?

Recommendations:

- Create a precise definition of a private road
- Apply that definition no matter where in the township the private road might be located
- Clarify minimum standards for private roads to permit emergency services access
- Share that information with all owners of property on private roads

**2. DIFFERENCES BETWEEN RLS AND RU PROPERTIES**

- Both can be found on the waterfront, frequently located side by side
- Only difference is that RLS properties are on private roads
- Similar frontages
- Similar property sizes
- Having different zoning provisions based on differences that don't exist

Recommendations:

- Make RLS and RU provisions the same
- Use RLS only for properties on private roads

**3. SMALL LOTS**

- Are viewed as a threat to the environment and rural character of an area
- Majority of lots in both RLS and RU are less than .5 hectares
- Water-frontages are also very similar between the two zones, with the RLS average currently 32 m and the RU at 52 m (skewed higher as a result of a small number of lots with large water frontages)

Recommendations:

- Define small properties as .4 hectares or less and/or 18 m frontage in line with other zonings

- Apply the definition to both small RU and RLS properties, as these are often adjacent to each other
- Apply a consistent set of development criteria, taking into account the restrictions automatically imposed by septic, well and hydro. Existing restrictions seem to work well:
  - 3m side-yard setbacks
  - 20% lot coverage

#### 4. **OVERDEVELOPMENT**

- Lot density definitions in the Official Plan indicate that low density is defined as 8-12 residential units per hectare. Density in RU lots ranges from 0.2 to 6.3 units/ha and RLS ranges from 0.8 - 7.7 units/ha.
- Development of residences will automatically be restricted by the capacity of the septic system. Setbacks from waterfront and side-yards, as well as wells and hydro wires will create further restrictions.

#### Recommendations:

- Overdevelopment does not appear to be a current issue on either RLS or RU lots
- This may be a concern with the development of future private roads, which, as specified in the draft by-laws, will only be condominiums. These restrictions could include:
  - Developing proper road construction requirements, to be met by the developer
  - Appropriate set-backs and other restrictions to create a look and feel that fits in with the surrounding local communities

# ZONING BY-LAW REVIEW

## THE RLS ZONE

7 March 2022

1

## OUTLINE

- Overview of the RLS Zone
- RLS Zoning Issues
- Private Road Issues

2

## RLS ZONE

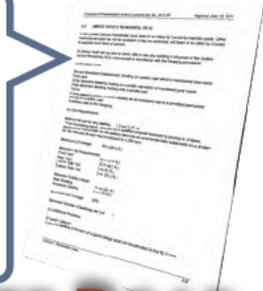
A Brief Summary



3

## RLS ZONE - DEFINITION

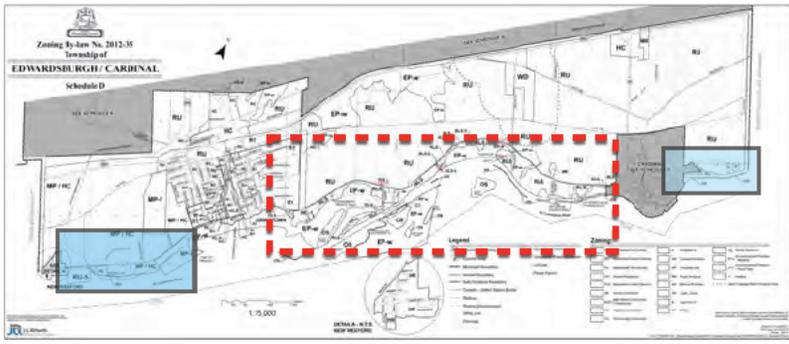
**6.4** In the Limited Services Residential one, there is no intent by Council to maintain roads. Other municipal services may not be available or may be restricted, and there is no intent by Council to upgrade such levels of service.



≈ PRIVATE ROAD

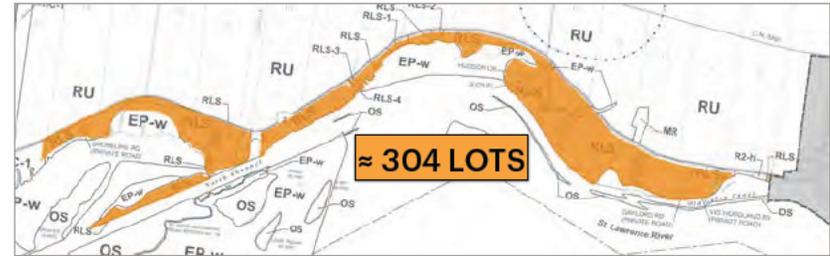
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## RLS ZONE



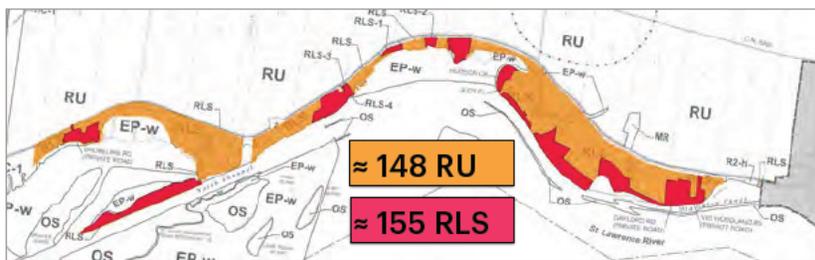
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## RLS ZONE - CURRENT BY-LAW



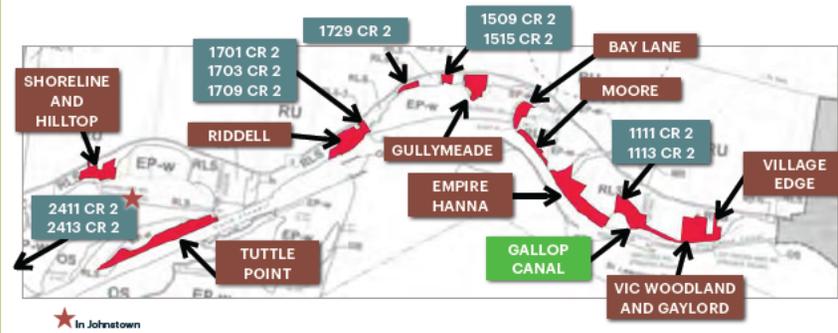
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## PLS ZONE - PROPOSED



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## RLS ZONE - PROPOSED



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## ZONING ISSUES



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## ISSUES

- Rational for RLS Zone
- Assigning Properties to the Zone
- Rationale for Zoning Provisions
- Provision of Emergency Services

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## RATIONALE - WHY AN RLS ZONE?

### ➤ Intent of the RLS Zone

"... to identify land parcels where access is provided by private road, and to establish special zone provisions that would apply." (NOVATECH)

### ➤ Two Areas of Focus

- Private Roads
- Special Zoning Provisions

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## PRIVATE ROADS - GENERAL

### ➤ No Universal Definition

- Roads on private property
- May or may not be maintained by a public agency.
- Focus here on Residential Private Roads.

### Benefits to Municipalities



### Potential Liabilities\*

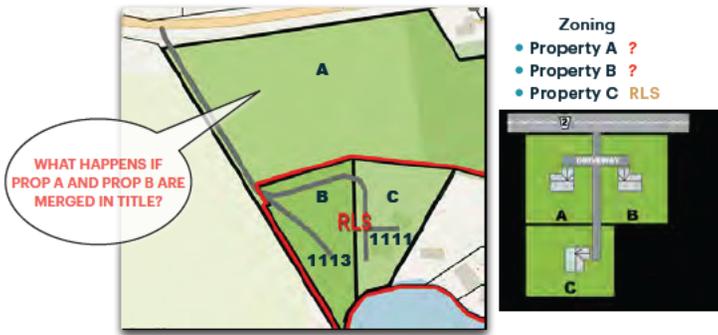


\* Mainly for Residents (but not exclusively)

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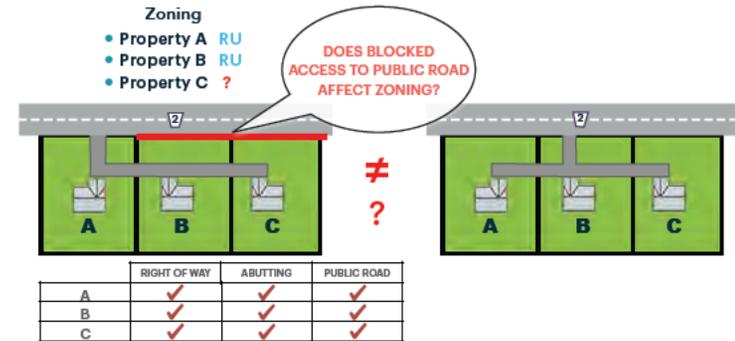


## PRIVATE ROADS - IDENTIFYING



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## PRIVATE ROADS - IDENTIFYING



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## PRIVATE ROADS - RECOMMENDATIONS

- Clarify Reason for Identifying in a Zone
- Refine Definition
- Continue Staff Review of Proposed Zoning

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## SPECIAL ZONING PROVISIONS

- Novatech describes intent of provisions:
  - "... to control development on lots adjacent to natural features and to minimize site disruption that could impact these features."
  - "... to restrict overdevelopment of lands adjacent to the river and that have limited services (access to a public road)."
  - "... to limit development on smaller properties that are adjacent to natural heritage features including watercourses and lakes."
- Focus is on limiting development on lots that are
  - Smaller
  - Adjacent Natural Features or the River

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## SPECIAL ZONING PROVISIONS

### > Novatech describes intent of provisions:

- " ... to control development on lots adjacent to natural features and to minimize site disturbance to adjacent properties."
- " ... to restrict overdevelopment of lands adjacent to the river and that have limited services (access to roads, etc.)"
- " ... to limit development on smaller properties that are adjacent to natural heritage features including watercourses and lakes."

Does this only apply to properties on Private Roads?

### > Focus is on limiting development on lots that are

- Smaller
- Adjacent Natural Features or the River

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## PROPERTY COMPARISON

### > Lot Size

- Area
- Water Frontage

### > Location

- Relative to River
- Adjacent Natural Heritage Features

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## PROPERTY MEASUREMENT

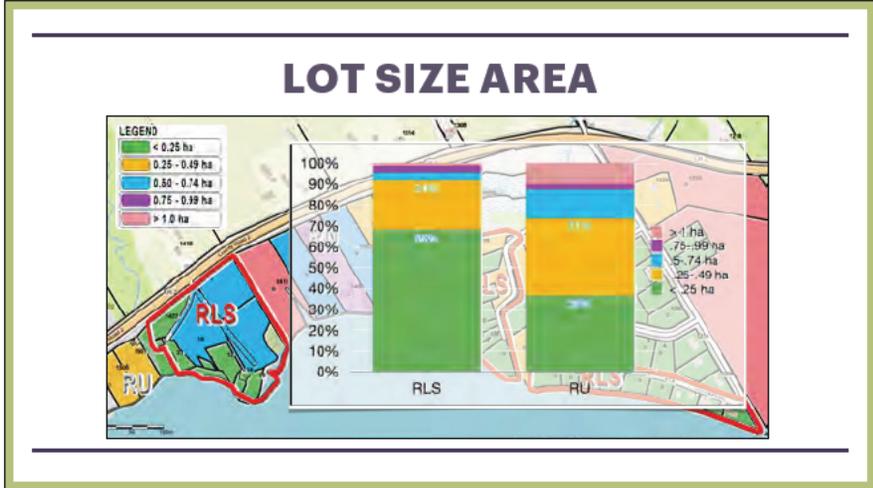


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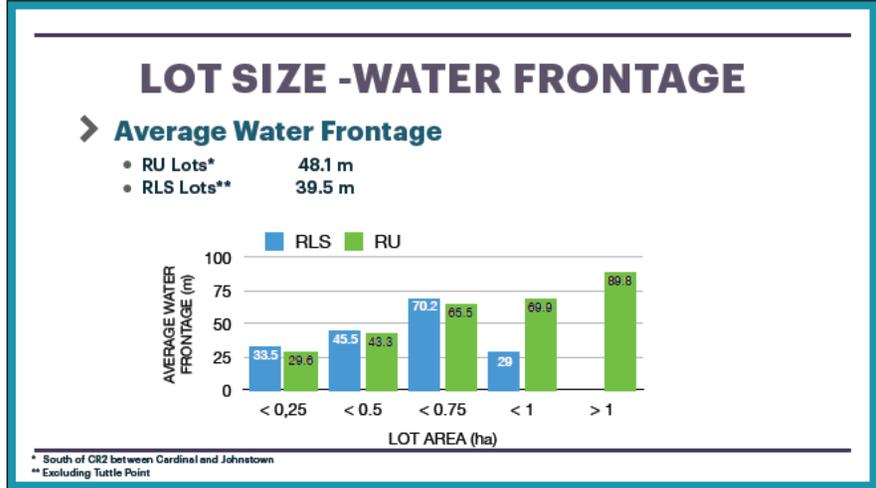
## LOT SIZE - AREA



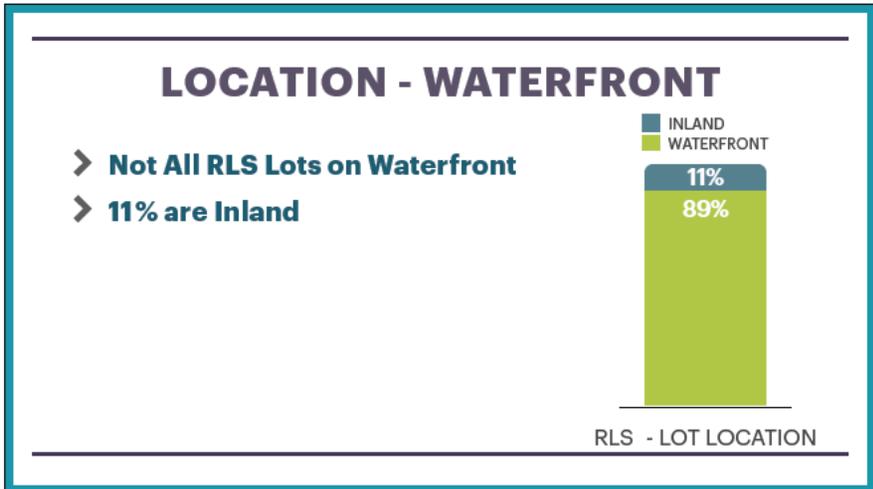
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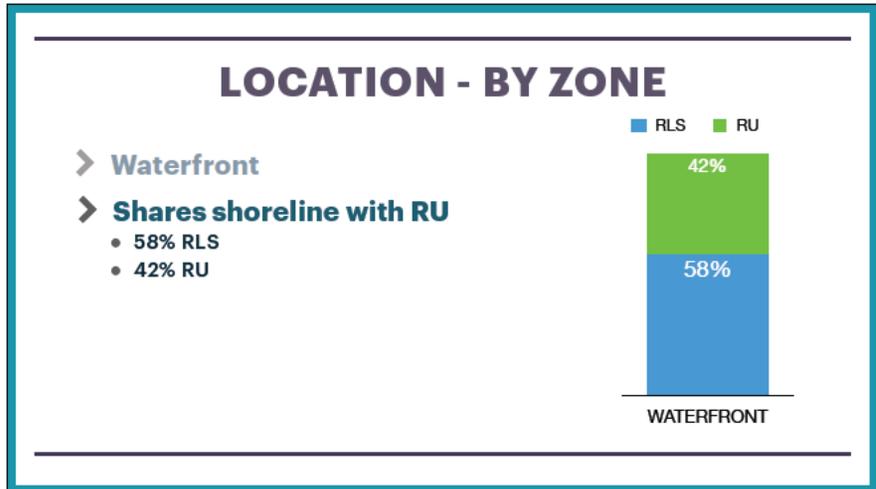
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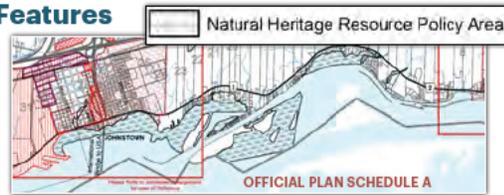


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## LOCATION - NATURAL HERITAGE

- Waterfront
- Shares shoreline with RU
- **Natural Heritage Features**

- Significant Wetlands

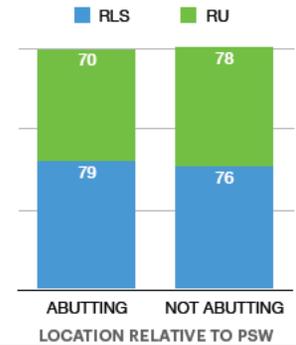


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## LOCATION - NATURAL HERITAGE

- Waterfront
- Shares shoreline with RU
- **Natural Heritage Features**

- Significant Wetlands
  - 149 Abutting
    - 79 RLS
    - 70 RU
  - 154 not Abutting
    - 78 RLS
    - 78 RU



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## SPECIAL ZONING PROVISION

- **IF...**
  - Small lots and lots on water or adjacent Natural Heritage zones are not unique to lots on private roads
- **AND...**
  - Such lots require special zoning provisions
- **THEN...**
  - These provisions should be applied to lots in many zones throughout the Township

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## SPECIAL ZONING PROVISIONS

- **How Do We Handle?**
  - Many Municipalities Create Multiple Zones
- **Are Multiple Zones Necessary?**
  - Waterfront and Natural Heritage Already Addressed
    - 3.16 Setbacks from Env Protection and NH areas
    - 3.20 Shoreline Occupancy
    - 3.25 Water Frontage and Water Setbacks
  - May be justified if specific zoning provision and use restrictions
- **What about Small Lots?**

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## SPECIAL ZONING - SMALL LOTS

- **Relate only to Existing Lots**
- **Issues**
  1. Development Density
  2. Lot Coverage
  3. Setbacks

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## 1. DEVELOPMENT DENSITY

- **Township Official Plan**
  - 3.4.2 - Rural Policy Area intended for Low Density residential
  - 3.1.3.5 - Low Density = 8 to 12 residential units per hectare
- **Existing Density\***

Zone	DENSITY (UNITS/ha)		
	AVERAGE	MIN	MAX
RU	1.7	0.2	4.2
RLS	4.1	0.8	7.1
TOTAL	2.3		

Plenty of Density Room for Second Dwellings or Second Dwelling Units?

- **Conclusion - Density not an Issue on Small Lots**

\* Based on the 303 properties considered in this presentation and one unit per property

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## 2. LOT COVERAGE

- **No specific guidance in Official Plan**
- **Current Situation**
  - Rural Policy Area residential uses = 20%
  - Development over the past decade on all property sizes
- **Draft By-Law Proposes 10% for RLS**
  - Presumption that only RLS Lots are Small
  - Zoning Provisions are for NEW lots
    - Minimum 1 ha (same as RU)
    - (IN PRACTICE there should be few new RLS)

Has there been a problem?

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## 2. LOT COVERAGE (CONT'D)

- **Preventing Starter Castles**
  - "Floor Space Index"
  - Septic system capacity limits max floor area
  - Maximum septic capacity set by property size and location

Smaller Properties = Smaller Septic = Smaller Residence

- **Recommend - Retain 20% Lot Coverage**

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### 3. SETBACKS

- **Proposed reduction of most setbacks is positive**
- **Proposal to double RLS interior side yard**
  - 3 m to 6 m
  - **After public comments, Novatech noted**  
"Reviewing existing properties that are zoned RLS it would appear many properties are narrow in size and the 6 m interior yard setback could be viewed as being too restrictive for future development."
- **Committee voted to retain 3 m at November 1 meeting**
- **Should same logic apply to all "small" properties?**

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### 3. SETBACKS (CONT'D)

- **Considerations**
  - Concern about effect on existing small properties is valid
  - A general zoning provision based on existing properties is inconsistent with new lot focus of zoning
  - Special Exception Zones would have to be applied to multiple properties in multiple zones
- **Recommendations**
  - Align RU and RLS zoning provisions
  - Make a general provision for small property interior side yard setback (i.e. 3 m)
  - Define "Small Property" (e.g. 0.4 ha or less)

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### SPECIAL ZONING SUMMARY

- **Lots on Private Roads are Not Unique**
- **Zoning Provisions should Focus on New Lots**
- **Development on Waterfront and Natural Heritage Controlled through General and Specific Use Provisions**
- **Small Lot Considerations**
  - Development Density not an issue for actual existing lot fabric
  - Development and Use controlled by sewage system capacity
  - Special Allowances for small lots defined as general provisions
  - Define Small Lots as 0.4 ha or less

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### PRIVATE ROAD ISSUES



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## RLS SPECIFIC PROVISIONS

- **Uses**
  - **Reasons to Limit**
  - **Second Dwelling Units**
- **Provision of Emergency Services**

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## RLS SPECIFIC USES

- **Reasons to Limit Uses**
  - **Reduce Potential Conflict**
  - **Road Wear and Tear**
    - **Maintenance costs shared by all**
    - **Lower standards = Faster Deterioration**
  - **Population Density - Short Term Residents**
    - **Increase in Average Population affects neighbourhood**
      - **Noise and other disruptions**
      - **Compliance with local standards such as speed limits**
    - **Potential to overload septic systems**

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## RLS SPECIFIC USES (CONT'D)

- **Limit Uses that increase**
  - **Average non-resident traffic**
  - **Average population density above septic design standards**
- **Consider Special Exemptions (Minor Variance?)**
  - **Applied to specific uses**
  - **Shown to minimize impact**
  - **Have community support**
  - **Offset additional community costs**

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## RLS SPECIFIC USES (CONT'D)

- **Allow Second Dwelling Units**
  - **Draft Zoning By-Law (May 2021)**

**SECOND DWELLING UNIT** shall mean one or more habitable rooms designed and occupied as an independent dwelling in which living, kitchen, and bathroom facilities are provided and which is located entirely within a single dwelling, semi-detached dwelling or townhouse dwelling, as defined herein.
  - **Density statistics support**
  - **Subject to septic system capacity**
- **Second Dwellings could be a Special Exemption**

**SECOND DWELLING** shall mean an accessory building which contains one or more habitable rooms designed and occupied as an independent dwelling in which living, kitchen and bathroom facilities are provided and which is located on the same lot as a single dwelling, semi-detached dwelling or townhouse dwelling, as defined herein.

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## EMERGENCY SERVICES

### ➤ Official Plan

5.3.19 Where access to properties is provided by private roads, municipal services such as snow ploughing or road maintenance and improvement are neither available nor the responsibility of the Township. Additionally, in some cases other public services such as school bussing and protection to persons/property from services including police, fire and ambulance may be unavailable or limited in nature. The Township shall attempt to recognize such limitations through the mechanisms of the Zoning By-law and/or municipal agreements.

### ➤ Draft By-Law Removes This Notification

### ➤ Extant Limitations not Recognized

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## EMERGENCY SERVICES (CONT'D)

### ➤ Recommended Action

- Survey Current Status of Emergency Service Limitation
  - Advise Property Owners
  - Set Realistic Minimum Standards for Roads
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## ZONING BY-LAW REVIEW

### Questions

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**From:** [noreply@esolutionsgroup.ca](mailto:noreply@esolutionsgroup.ca)  
**To:** [Wendy Van Keulen](#)  
**Subject:** Zoning Bylaw Review Feedback from Vicki Cameron  
**Date:** March 24, 2022 10:35:45 AM

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Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday March 24th 2022 10:32 AM with reference number 2022-03-24-007.

- **Your Name**

Vicki Cameron

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0G 1T0

- **Please share your feedback**

I noted some uproar about the zoning for RVs. Please note I do not own an RV, and do not intend to buy or use one. The issue seems to be whether to allow people to use their RVs while they are parked on their own property.

I would suggest approaching it like a burn permit. If you have an RV, and you want to live in it for the weekend while you paint your house, fill in a permit to give you that amount of time. Having a buddy come up from Nova Scotia for a week? Fill in a permit, specifying licence and description of vehicle and length of time it will be in use. Building a new house and need to stay on site? Fill in a permit for the three months needed. Contractor running late? Ask for an extension on the permit. Expecting 40 RVs to your outdoor music festival? Fill in a permit for 40 vehicles, unknown plates. Spending the day at the Fair? Fill in a permit to allow you to use the RV all day and stay over after you have spent too much time in the beer tent.

Each permit would stand on its own merits, and can be revoked if the person abuses the privilege. Nobody wants to see someone living in the driveway for months, with lawn furniture and old tires scattered around.

**If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

No, thanks

[This is an automated email notification -- please do not respond]

Township Zoning Review  
Request for Adjustment, Centre Street

1. I respectfully request and recommend the following change to the zoning bylaw: To designate, as Residential First Density, R1, the portion of Centre Street on the North side from number 18 exclusive, and on the South side from number 13 exclusive, with the exception of St. Laurence O'Toole church and Mulder's Welding, to the village boundary. And if appropriate, that it be part of the Official Plan Amendment; with my apologies for very late submission.
2. My reasons are:
  - a. A Pleasant and Comfortable Neighbourhood. The character of Centre Street, the village portion of the county highway that runs through it, has not yet been spoiled. Neighbours are friends, and pass the time of day in their yards and calling and wandering across the road, lend tools, mind each others' houses. Children play, and being children they are always in danger of straying onto the road, no matter how vigilant the parents. If some of the houses were to be replaced by commercial operations, this character would be lost, relationships wither; a less good place to raise children. The Quality of Life of present and future residents would be significantly diminished.
  - b. Attractive. This stretch of Centre Street is attractive to the eye, a pleasant-looking residential street. It attracts both visitors and prospective residents. The intrusion of commercial operations would spoil this effect.
  - c. Speed Calming. Already, too many drivers see the straight stretch of road out of town and use it to show off the acceleration (and noise) of their vehicles at irresponsible and illegal speed, right through the residential section. If commercial properties were part of the streetscape, this undesirable attraction would be greater, and more dangerous.
  - d. Character of the Village. Commercialisation of Centre Street would damage the whole village's character. The streetscape is as attractive part of the overall attractive, bucolic nature of Spencerville as a whole. Commercialisation would turn away visitors and new residents, thus reducing business at existing village businesses.
  - e. Unpleasant Effect of Commercialisation. The arrival of businesses in this sector of the village would make *the whole village* a less pleasant place to live. We don't want to turn Centre Street into Gasoline Alley, with or without gas stations. In the present zoning, only fuel stations are prohibited. A future planning committee could overturn this in a moment.
  - f. Coming Urban Sprawl. As population pressure in Ottawa, Kemptville and Brockville pushes potential residents toward our little village, we want it to remain attractive. The homes on Centre Street are good prospects for potential buyers, and the look of this street makes the rest of the village attractive to buyers. We want to attract the right sort of residents and visitors to this village: those who are attracted by the look and feel of the place. Centre Street is a major part of this.
  - g. Alternative Commercialisation. If more businesses and business tax base are needed to support the village and the township, they could be located elsewhere nearby: the vicinity of the Stove Store and Home Hardware would be suitable. More downtown businesses aren't really needed by residents of the village or nearby; nor by visitors. All the services needed by pedestrians are already present in the downtown core, and no more are required on Centre Street. The overall tax base of the larger village could likely be at least as great, or greater, if Centre Street were kept residential.
3. I urge the Planning Committee and the Council to re-zone Centre Street as R1 Residential.

Philip Bury

April 12, 2022

Township of Edwardsburgh Cardinal  
PO Box 129, 18 Centre Street  
Spencerville, ON K0E 1X0

Sent via email to: [wvankeulen@twpec.ca](mailto:wvankeulen@twpec.ca)

**ATTN: Wendy Van Keulen, Community Development Coordinator**

**RE: TWPEC, Public Meeting Notice - OPA and ZBL**

**Your File #: N/A**

**Our Reference #: ENB\_R220330-003ON**

Thank you for sending Enbridge notice of this project. B&A Planning Group is the land use planning consultant for Enbridge's Liquids Pipeline network across Canada. On behalf of Enbridge, we work with municipalities and stakeholders regarding planning and development in proximity to their pipeline infrastructure to ensure that it occurs in a safe and successful manner.

We request that this response package is provided in full to the landowner / applicant as it contains useful and important information, including certain requirements that must be followed, in respect of development in proximity of pipelines.

## **Description of Proposed Development**

We understand that this application is a notice that the Township of Edwardsburgh Cardinal will hold a public meeting on Thursday, April 21, 2022 regarding a proposed general amendment to the Township's Official Plan and a proposed new Comprehensive Zoning Bylaw. As demonstrated in **Attachment 01 | Approximate Location of Pipeline Infrastructure** the proposed Township's Official Plan and Comprehensive Zoning Bylaw is in proximity to Enbridge pipeline infrastructure.

## **Assessment & Requirements**

The Official Plan and the new Comprehensive Zoning was reviewed, and does not appear to contain any maps, statements or policies related to development in proximity of pipeline infrastructure. Therefore, Enbridge would like to recommend inclusion of the maps, statements and policies detailed in the recommendations below.

- 1) **Mapping:** We recommend that Enbridge's pipelines (and any other pipelines) and facilities be indicated on one or more maps within the Official Plan and the new Comprehensive Zoning.

<https://bapq.maps.arcgis.com/apps/webappviewer/index.html?id=0d7c4e858a834415bc85014e6398e493>

- 2) As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. To ensure that all development within the pipeline assessment area is referred to Enbridge for review and comment, we recommend inclusion of the following policy:

"When an area structure plan, an outline plan, a concept plan, a subdivision application or a development permit application is proposed that involves land within 200m of a pipeline, as demonstrated in "Map xx: \_\_\_\_" (per recommendation #1), Administration shall refer the matter to the pipeline company for review and input."

- 3) To ensure that no unauthorized ground disturbance or pipeline crossings occur when development progresses, we recommend the following policy be included within the Official Plan and new Comprehensive Zoning Bylaw.

"All development within 30m or crossings of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval."

- 4) To support Enbridge's maintenance of the pipeline and limit the risk of mechanical damage we recommend the following policy inclusions:

"Permanent structures shall not be installed anywhere on the pipeline right-of-way and should be placed at least \_\_\_\_ metres from the edge of the right-of-way and \_\_\_\_ metres from the edge of the pipeline."

## Future Development Requirements

Although the Official Plan and the new Comprehensive Zoning Bylaw: details a long-term future development vision, there are development requirements that will be mandatory at the subdivision and development stage that will be helpful to consider prior to application submission. Please review [Attachment 02 | Enbridge Development Requirements](#) for requirements for planning and development in proximity of pipelines. In addition, for more information about when written consent is required and how to submit an application, see [Attachment 03 | Enbridge Pipeline Crossing Guidelines](#). For additional resources on safe development in proximity of Enbridge's pipeline network please visit <https://www.enbridge.com/projects-and-infrastructure/public-awareness/brochures>.

Please continue to keep us informed about the outcome of the project and any future policy, land use, subdivision, and development activities in proximity to Enbridge's pipelines and facilities.

Application referrals, project notifications and any questions regarding land use planning and development around pipelines should be sent to [notifications@Enbridge.com](mailto:notifications@Enbridge.com). Thanks again for providing us with the opportunity to provide comments on this project and we look forward to working with you in the future.

Sincerely,



**Joanna Ilunga**

Community Planner | BA (Hons), MScPI

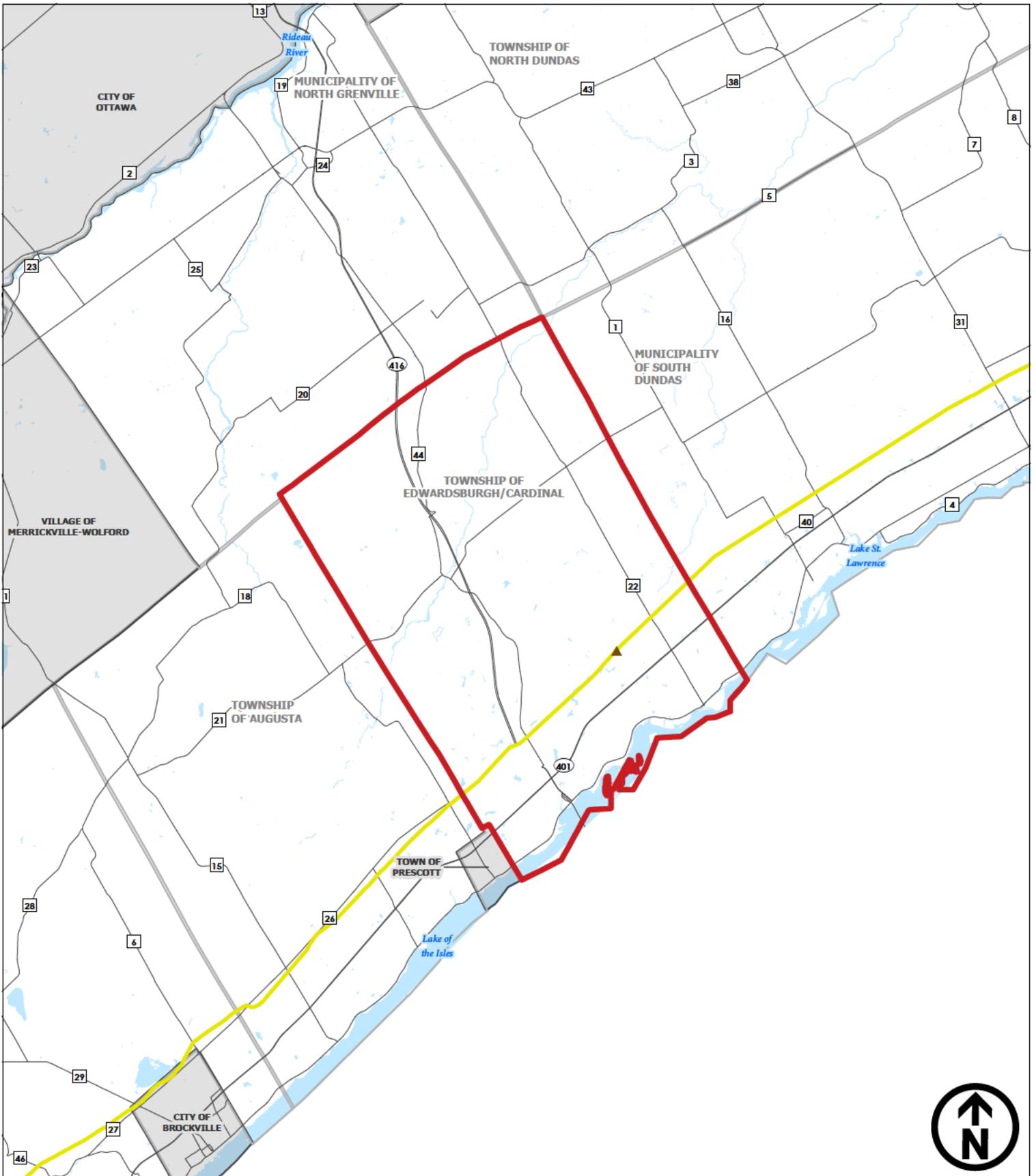
403.692.5231 | [jilunga@bapg.ca](mailto:jilunga@bapg.ca)

B&A Planning Group | 600, 215 – 9 Avenue SW | Calgary, AB T2P 1K3 | [www.bapg.ca](http://www.bapg.ca)

**Attachment 01 | Approximate Location of Pipeline Infrastructure**

**Attachment 02 | Enbridge Development Requirements**

**Attachment 03 | Enbridge Pipeline Crossing Guidelines**



Geographic Coordinates: 75 5008, 44 8345  
 Coordinate System: NAD 1983 UTM Zone 18N  
 Date Saved: Mar 30, 2022  
 Map File: Referral\_Mapping.aprx

0 1 2 3 4 kilometres 1:250,000



**Legend**

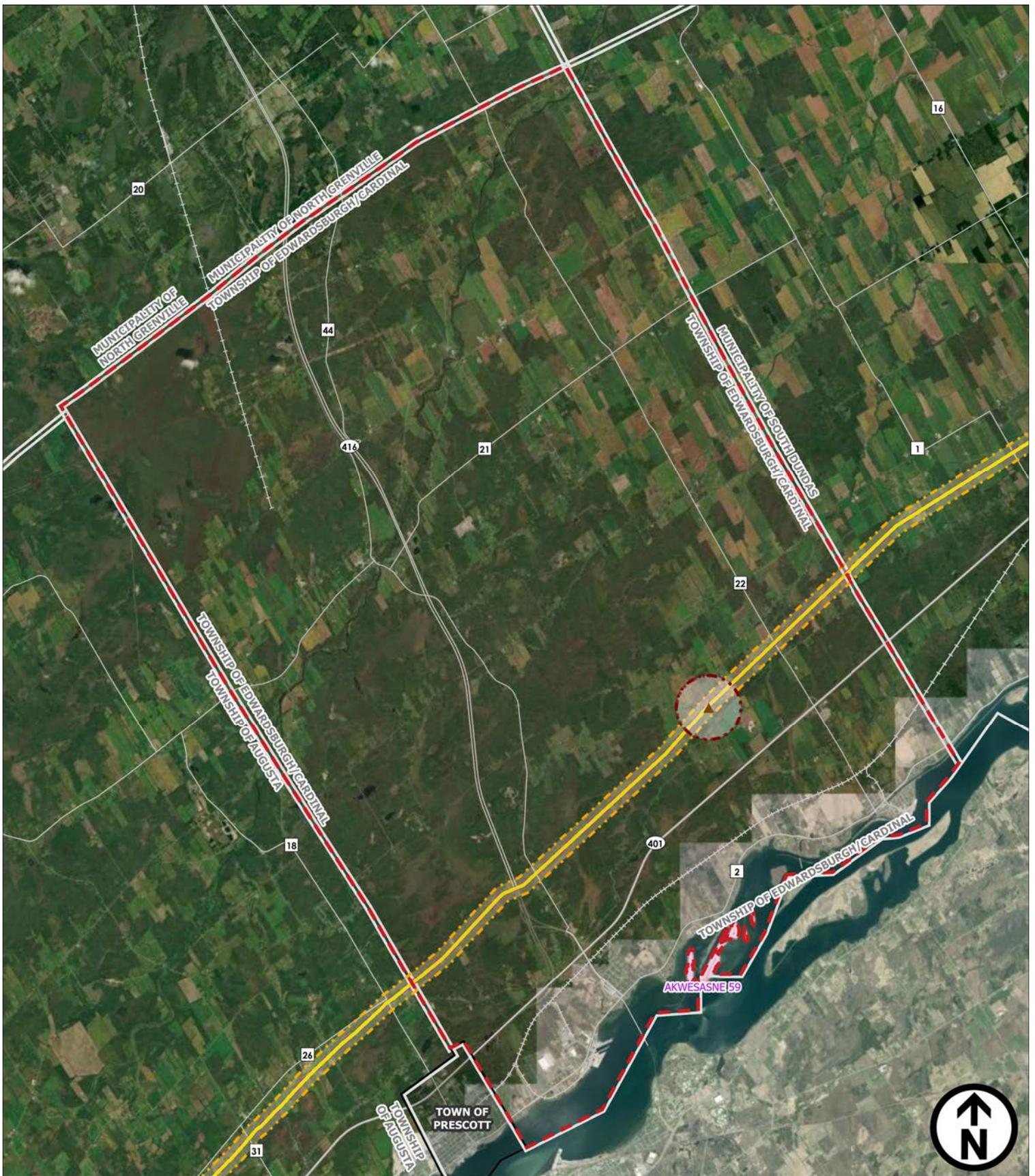
- Subject Site
- Major Road
- Municipality Urban
- Enbridge Facility
- Aboriginal Reserve
- Waterbody
- Enbridge Pipeline
- Municipality Rural

**Regional Context**

**Municipal Plan**  
 Township of Edwardsburgh/Cardinal  
 Referral ID: R220330-0030N



March 2022



Geographic Coordinates: -75.5008, 44.8345  
 Coordinate System: NAD 1983 UTM Zone 18N  
 Date Saved: Mar 30, 2022  
 Map File: Referral\_Mapping.aprx

0 1,000 2,000 3,000 4,000 metres **1:130,000**



**Legend**

-  Subject Site
-  Enbridge Facility
-  Enbridge Pipeline
-  Facility Assessment Area (800m)
-  Pipeline Assessment Area (220m)
-  Prescribed Area (30m)
-  Railway
-  Aboriginal Reserve
-  Municipality - Rural
-  Municipality - Urban

**Local Context**

**Municipal Plan**

Township of Edwardsburgh/Cardinal  
 Referral ID: **R220330-0030N**

March 2022

## Attachment 02 | Enbridge Development Requirements

### Definitions

- A **Right-of-Way (ROW)** is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it.
- The **Prescribed Area** is an area of 30 m (100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a “controlled area” or “safety zone”.
- The **Pipeline Assessment Area** identifies lands on either side of a pipeline in which new development must be monitored by the pipeline operator. The requirement for and scope of this monitoring is governed by the Canada Energy Regulator (CER) and CSA Z662:19. Depending on the pipeline location, operator, and regulator this may also be known as the “notification zone”, “referral area” or “class location assessment area”.

### Locating the Pipeline | Click Before You Dig

Any person planning to construct a facility across, on, along or under a pipeline (including the right-of-way), conduct a ground disturbance activity within 30 metres of the centreline of a pipe, or operate a vehicle or mobile equipment across a right-of-way, must first request a locate service. To identify the precise alignment of the pipeline on the subject lands, Locate Requests can be made online, via mobile apps, or via phone (see table below),

The locate request must be made a minimum of three (3) business days in advance of the construction, ground disturbance, or vehicle or mobile equipment crossing. The One-Call Centre will notify Enbridge to send a representative to mark the facilities, explain the significance of the markings and provide you with a copy of the locate report. Enbridge requests a minimum of five (5) business days’ notice for any work involving explosives.

Canadian One-Call Centres			
Province	Phone	Website	Mobile App
British Columbia	1.800.474.6886	www.bc1c.ca	
Alberta	1.800.242.3447	www.albertaonecall.com	Dig Info AB
Saskatchewan	1.866.828.4888	www.sask1stcall.com	Sask1st Call
Manitoba	1.800.940.3447	www.clickbeforeyoudigmb.com	
Ontario	1.800.400.2255	www.on1call.com	
Quebec	1.800.663.9228	www.info-ex.com	Info-Excavation
Nova Scotia & New Brunswick	1.800.344.5463	www.info-ex.com	Info-Excavation
Northwest Territories	Contact pipeline and facility owner directly		
<a href="http://www.clickbeforeyoudig.com">www.clickbeforeyoudig.com</a>			

## **Right-of-way**

A right-of-way is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it:

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.
- Enbridge must have the ability to access Enbridge's pipeline right-of-way at all times for construction, maintenance, operation, inspection, patrol, repair, replacement and alteration of the pipeline(s). Therefore, the Enbridge pipeline right-of-way shall be maintained as green space, park belt or open space.
- No work shall take place on Enbridge's pipeline right-of-way without the presence of an Enbridge representative.
- Storage of materials and/or equipment, grading or placing fill on Enbridge's pipeline right-of-way is not permitted without prior written consent from Enbridge.

## **Written Consent**

Any proposed crossings of the pipeline right-of-way or ground disturbance within the Prescribed Area or pipeline right-of-way are subject to Enbridge's written consent in accordance with the Canadian Energy Regulator Act and regulations including the Canadian Energy Regulator Pipeline Damage Prevention Regulations as amended or replaced from time to time (or for pipelines contained within Alberta, the Pipeline Act (Alberta) and Pipeline Rules as amended or replaced from time to time).

The applicant will require Enbridge's written consent or a crossing agreement prior to undertaking the following activities:

- Constructing or installing a facility across, on, along or under an Enbridge pipeline right-of-way;
- Conducting any activity that would cause ground disturbance (excavation or digging) on an Enbridge's pipeline right-of-way or within 30m perpendicularly on each side from the centerline of Enbridge's pipe (the "Prescribed Area");
- The operation of a vehicle, mobile equipment or machinery across an Enbridge pipeline right-of-way; outside of the travelled portion of a highway or public road;
- Using any explosives within 300m of Enbridge's pipeline right-of-way.

For more information about when written consent is required and how to submit an application, please see [Attachment 03 | Enbridge Pipeline Crossing Guidelines](#).

## **Prescribed Area**

The Prescribed Area is an area of 30 m (approximately 100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a "controlled area" or "safety zone".

For pipelines crossing provincial boundaries, Enbridge is regulated by the Canada Energy Regulator and is subject to the Canadian Energy Regulator Act and its regulations as amended or replaced from time to time.

- Section 335(1) of the Canadian Energy Regulator Act prohibits any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the Prescribed Area unless the construction or activity is authorized by the pipeline company.
- Section 335(2) of the Canadian Energy Regulator Act prohibits any person to operate a vehicle or mobile equipment across a pipeline unless the vehicle or equipment is operated within the travelled portion of a highway or public road or such operation is authorized under section 13(1) of the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations).

For pipelines contained within Alberta, Enbridge is regulated by the Alberta Energy Regulator and is subject to the Pipeline Act and Pipeline Rules as amended or replaced from time to time.

- As per the Alberta Energy Regulator, any person who plans to engage in an activity that causes a ground disturbance within the pipeline right-of-way must obtain the written consent of the pipeline company.

### Crossings

- Written consent from Enbridge is required for all crossings of the pipeline.
- The written authorization request must include:
  - Drawings with cross sections of the proposed new road and road widening to verify the depth of cover from both sides of the road.
  - Drawings should include any new utilities that will cross the ROW.
- No vehicles or mobile equipment, including heavy machinery, will be permitted to cross Enbridge's pipeline right-of-way without the prior written consent of Enbridge. Please complete Enbridge's Equipment Specification and Data Sheet(s) to make an application for temporary equipment crossing including timeframe, type and weight of equipment per axle together with the name of the applicant, address, contact name and phone number/email.
- Where future development such as a roadway or a parking area is proposed over the pipeline right-of-way, Enbridge may be required to carry out pipeline inspection and recoating of the existing pipeline(s) prior to the start of the development. **The costs of Enbridge's design, inspection, recoating work and any other pipeline alteration as a result of the crossing will be borne by the Developer.**

### Ongoing Activities

- Written consent must be obtained from Enbridge for ongoing activities such as mowing or maintenance of the pipeline right-of-way on public lands.

## **Class Monitoring in the Pipeline Assessment Area**

As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. Therefore, please keep us informed of any additional development being proposed within the Pipeline Assessment Area indicated in **Attachment 01 | Approximate Location of Pipeline Infrastructure**.

- If a pipe replacement is necessary because of the proposed development, temporary workspace shall be granted to Enbridge on terms and conditions to be (or as) negotiated. This workspace will be adjacent to the existing pipeline right-of-way and may be up to a maximum of 15m wide on either or both sides. Grading or landscaping of the workspace is not permitted until the replacement has been completed.

## **Subdivisions**

- Lot lines are not to be incorporated over Enbridge's pipeline right-of-way. If lot lines are incorporated over Enbridge's pipeline right-of-way, the owner agrees, in writing to include the following warning clause in all offers of sale and purpose and/or lease:  
*"Future residents are advised that Enbridge owns and operates \_\_\_\_\_ pipeline(s) within an \_\_\_\_\_ m pipeline right-of-way on the property. As a result, there are conditions that apply to various activities over the pipeline right-of-way that must be approved by Enbridge."*
- All display plans in the lot/home sales office shall identify the Enbridge pipeline right-of-way-corridor within the proposed linear park block(s).

## **Structures and Setbacks**

Development setbacks from pipelines and rights-of-way are recommended in support of damage prevention and to allow both pipeline operators and developers buffer lands for operations and maintenance purposes.

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.

## **Other Development**

### **Wells / Septic Systems**

Wells or septic systems shall not be located on Enbridge's pipeline right-of-way. Construction of any septic system within 30m of the pipeline right-of-way requires prior written notification to Enbridge to ensure the septic bed will not adversely impact the integrity of the pipeline and pipeline right-of-way. Written consent from Enbridge must be received prior to the start of any work.

### **Aerial Power Lines**

Aerial power lines crossing the pipeline right-of-way require aerial warning devices installed and properly maintained. No poles, pylons, towers, guys, anchors or supporting structures of any kind are permitted on the pipeline right-of-way.

## **Pathways, Fencing & Landscaping**

### **Fencing Along ROW**

- For development along an Enbridge right-of-way, permanent fencing shall be erected and maintained by the Developer at the Developer's cost along the limits of Enbridge's pipeline right-of-way. The fence erected must meet Enbridge's and the governing municipality's specifications concerning type, location and height. Any excavations for fence posts on, or within 30m of the pipeline must be done by hand or hydrovac. There shall be no augers operated on the pipeline right-of-way. The Developer shall notify Enbridge three business (3) days prior to any excavation for fence posts located on or within 30m of the pipeline.
- Limits of the pipeline right-of-way parallel to the pipeline shall be delineated with permanent fencing to prevent gradual encroachment by adjacent landowners. Suitable barriers shall be installed at all road accesses to prevent unauthorized motor vehicles from entering Enbridge's pipeline right-of-way.
- Enbridge's written consent must be obtained and One Call notifications must be completed prior to any fence installations.

### **Landscaping**

No landscaping shall take place on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted such landscaping must be performed in accordance with Enbridge's Pipeline Crossing Guidelines, as follows:

- The landowner / developer shall ensure a 5m continuous access way in the pipeline right-of-way is provided for the Enbridge repair crews.

In order to maintain a clear view of the pipeline for the purposes of right-of-way monitoring, which is required by federal regulation, trees and shrubbery planted in proximity to the pipeline must meet the following criteria:

- Enbridge permits the following vegetation within the pipeline right-of-way: Flowerbeds, vegetable gardens, lawns and low shrubbery (under 1 m in height), and
- The mature growth height of vegetation does not exceed 1.5 m (5 ft) at maturity and must maintain a minimum distance of 3 m (10 ft) from the nearest pipeline.

### **Pathways / Trails**

No pathways shall be installed on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted pathways must be designed in accordance with Enbridge's requirements:

- A pathway crossing Enbridge's pipeline right-of-way shall be installed as close as possible to a ninety (90) degree angle to the Enbridge pipeline(s).
- The width of the pathway shall not exceed 3m.
- A parallel pathway within Enbridge pipeline right-of-way shall maintain a minimum 5m separation from the edge of the Enbridge pipeline(s).
- Enbridge's pipeline(s) must be positively identified at certain intervals as directed by Enbridge's representative for parallel installation.
- Enbridge shall install pipeline markers at all road, pathway and other crossings throughout the development area at Developer's cost.

## **Drainage and Erosion**

- The Developer shall ensure drainage is directed away from the pipeline right-of-way so that erosion will not adversely affect the depth of cover over the pipeline(s).
- Any large-scale excavation adjacent to the pipeline right-of-way, which is deeper than the bottom of the pipe, must maintain a slope of 3:1 away from the edge of the pipeline right-of-way.
- Depth of cover over Enbridge pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.

## **Construction**

- During construction of the site, temporary fencing must be erected and maintained along the limits of the pipeline right-of-way by the Developer to prevent unauthorized access by heavy machinery. The fence erected must meet Enbridge's specifications concerning type, height and location. The Developer is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction. The Developer is responsible for the cost of material, installation and removal.
- Original depth of cover over the pipeline(s) within Enbridge's pipeline right-of-way shall be restored after construction. This depth of cover over the pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.
- In the event Enbridge's pipeline(s) suffer contact damage or other damage as a result of construction, work shall stop immediately and Enbridge to be immediately notified.

## **Liability**

In no event shall Enbridge be liable to the developer and/or landowner(s) for any losses, costs, proceedings, claims, actions, expenses or damages (collectively "Claims") the Developer and/or landowner(s) may suffer or incur as a result of or arising out of the presence of Enbridge pipeline(s) and/or operations on the pipeline right-of-way. The Developer and/or landowner(s) shall be responsible for all costs and expenses incurred to install, repair, replace, maintain or remove the Developer's and/or landowner(s) installations on or near the pipeline right-of-way and shall indemnify and save harmless Enbridge from all Claims brought against, suffered or incurred by Enbridge arising out of the activities of the Developer and/or landowner(s) in respect of the development or arising out of the presence, operation or removal of the Developer's and/or landowner(s) installations on or near Enbridge's pipeline right-of-way.

# Enbridge Pipeline Crossing Guidelines, Canada

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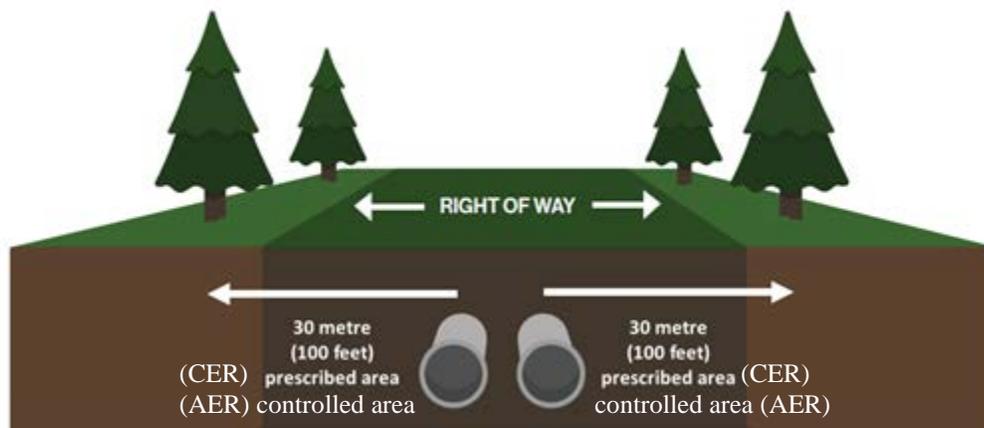
Application Guidance Details  
May 2020 v2.0

# Application Guidance Details

## 1. WHO REQUIRES CONSENT?

Consent is governed by the Canada Energy Regulator (CER) for interprovincial or international (federally regulated) pipelines and the Alberta Energy Regulatory (AER) for intra-provincial (provincially regulated) pipelines within the Province of Alberta. To ensure our pipelines and facilities operate safely written consent from Enbridge must be obtained in Canada before any of the following occur:

- ❖ Construction or installation of a new facility across, on, along or under Enbridge's pipeline and/or right-of-way;
- ❖ Ground disturbance activities in the prescribed area (CER) or controlled area (AER) which extends 30m from each side of the centerline of the pipeline;
- ❖ Operation or movement of vehicles, mobile equipment or machinery across Enbridge's right-of-way, outside of the travelled portion of a highway or public road;
- ❖ Using explosives within 300m of Enbridge's pipeline right-of-way;
- ❖ Use of the prescribed area or controlled area for storage or workspace purposes;
- ❖ Subdivision development across, on, along or over Enbridge's pipeline and/or right-of-way;
- ❖ Landowners wishing to install agricultural drainage tile across, on, along or under Enbridge's pipeline and/or right-of-way.



Activities that cause a ground disturbance include, but are not limited to, the following:

- 
- |                           |   |
|---------------------------|---|
| ❖ digging                 | ❖ clearing and stump removal  |
| ❖ excavation              | ❖ subsoiling  |
| ❖ trenching               | ❖ blasting/using explosives   |
| ❖ ditching                | ❖ quarrying   |
| ❖ tunneling               | ❖ grinding and milling of asphalt/concrete  |
| ❖ boring/drilling/pushing | ❖ seismic exploration   |
| ❖ augering                | ❖ driving fence posts, bars, rods, pins, anchors or pilings   |
| ❖ topsoil stripping       | ❖ plowing to install underground infrastructure   |
| ❖ land levelling/grading  | ❖ crossing of buried pipelines or other underground infrastructure by heavy loads off the travelled portion of a public roadway |
- 
- ❖ tree or shrub planting
  - ❖ installing agricultural drainage tile

Under section 2 of the Canadian Energy Regulator Act, ground disturbance does not include:

- ❖ Cultivation to a depth of less than 45cm below the surface of the ground
- ❖ Any activity to a depth of less than 30cm and that does not result in reduction of the depth of earth cover over the pipeline less than that approved at time of construction

## 2. CROSSING A PIPELINE WITH AN AGRICULTURAL VEHICLE OR MOBILE EQUIPMENT

For pipelines regulated by the Canada Energy Regulator, the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* provides that persons operating agricultural vehicles or mobile equipment across pipelines may do so in low-risk areas, under certain conditions:

- ❖ the loaded axle weight and tire pressures of the vehicle or mobile equipment are within the manufacturer's approved limits and operating guidelines; AND
- ❖ the point of crossing has not been the subject of a notification from the pipeline company that crossing at that location could impair the pipeline's safety or security.

This applies to vehicles or mobile equipment used for agricultural activities in the production of crops and the raising of animals and includes pasturing and cultivation activities such as tillage, plowing, disking and harrowing.

For pipelines regulated by the Alberta Energy Regulator, the *Pipeline Regulation (under the Pipeline Act)* provides that persons operating vehicles or equipment used for farming operations; or use of off-highway vehicles [as defined in section 117(a)(iii) to (viii) of the Traffic Safety Act] or use of private passenger vehicles (as defined in section 1(1)(jj) of the Traffic Safety Act) less than ¾ ton may temporarily cross over an AER regulated pipeline without further approval from Enbridge.

However, if neither of the above requirements can be met then an application must be submitted to Enbridge for further review and processing.

## 3. HOW TO APPLY FOR ENBRIDGE CONSENT

The applicant must submit a written request, either by completing the Application Form (attached) or a letter with equivalent information, together with the applicable drawing(s) to the respective Enbridge crossings department as set out in the *Contact Us* section of this document.

The drawing(s) must be prepared in accordance with the minimum standards as set out in the *Drawing Requirements* section of this document.

Enbridge's Equipment Specification and Data Sheet (attached) must also be completed for any vehicle/ mobile equipment crossing applications.

For federally regulated pipelines, the applicant may petition the Commission for approval of construction activity if:

- ❖ the applicant cannot comply with the terms and conditions as set out in the company's written consent;
- ❖ the applicant feels the terms and conditions in the company's written consent are excessive; or
- ❖ If the company refused to grant approval to the applicant for reasons of pipeline integrity, public safety or company policy.

An application can be filed with the Commission by writing to:

**Secretary of the Commission  
Canada Energy Regulator  
Suite 210, 517 – 10<sup>th</sup> Ave SW  
Calgary AB T2R 0A8  
Phone: 1-877-288-8803  
Online: [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca)**

Applications may be filed with the Commission by mail, courier or facsimile by calling the toll-free number at 1-877-288-8803. Applications can also be uploaded through the CER's Applications and Filings Portal on the CER website at Home / Applications and Filings / Submit Applications and Regulatory Documents / File under the CER Act / OPR: CER Act – Guide C (<http://www.cer-rec.gc.ca/pplctnflng/sbmt/nbpr-eng.html>).

#### 4. DRAWING REQUIREMENTS

The following represents the minimum information that is required to be shown on the drawing(s) in order for Enbridge to review your application. Dimensions must be shown on the drawing(s) and may be done in either imperial or metric units (if metric, then to one decimal point).

NOTE: incomplete drawings and/or an incomplete application will be rejected back to the applicant.

##### (a) Permanent Installations

All proposed permanent installation drawings MUST contain the following items:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area including:
  - ❖ Lot lines, road limits
  - ❖ Proposed facilities (including curbs, footing, guard rails, guy wires, poles, fences, etc.) with tie dimensions to lot survey line preferably along pipeline and/or right-of-way boundary
  - ❖ Location of cathodic test lead terminals (if applicable);
7. Cross section view and/or profile view including:
  - ❖ For surface structures, show profile along pipeline(s) with highest elevation
  - ❖ For underground facilities show profile along facility
  - ❖ Property lines, pipeline(s) and depth of cover
  - ❖ All underground facilities must maintain an even elevation across the entire width of right-of-way except for gravity type facilities or those facilities installed by HDD;
  - ❖ Drill path plan for HDD installations
  - ❖ Unsupported span (m) of Enbridge pipeline for open cut installations
8. Crossing Angle;
9. Crossing location circled in red;
10. Identify all affected Enbridge facilities, right-of-way(s) and pipeline markers;
11. Method of Installation (MOI) (*\*Refer to Interpretation/Definitions section*);
12. Minimum Clearance (*\*Refer to Interpretation/Definitions section*);
13. Facility specifications:
  - ❖ PIPE/CABLE: pipe diameter, pipe material, product conveyed, cable size, if cable is within a conduit, conduit material, cable voltage; unsupported span (meters) of existing pipeline if MOI is open cut;
  - ❖ ROAD: width of road, cover at ditch, cover at center of road, surface material, road type/use; design loading calculation; indicate if any Government or Provincial setback requirements
  - ❖ OVERHEAD POWER: pole number(s), location of pole/guy wire/anchors/etc., method of installation of pole/guy wire/anchors/etc., horizontal clearance to pipe from proposed pole/guy wire/anchors/etc., vertical clearance to ground/grade, voltage, type of power (AC/DC), AC mitigation plan may be required;
  - ❖ PIPE RACK: height of pipe rack, pile location(s), pile clearance to Grantor's facility, pile installation method; alternate access route provided for rural locations
  - ❖ DRAINAGE TILE: location of tiles and incremental cost analysis.
14. Complete the Equipment Specification and Data Sheet, when required.

## (b) Temporary Activities

All temporary drawings MUST contain the following:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area;
7. Temporary activities location circled in red;
8. Identify all affected Enbridge facilities, right of way(s) and/or PLA/easement ownership;
9. Facility specifications:
  - ❖ WORKSPACE: location, measurement of workspace, purpose;
  - ❖ ACCESS OF ROW: location, kilometer usage of ROW, width of access; egress/ingress points, complete the Equipment Specification and Data Sheet (attached);
  - ❖ EQUIPMENT CROSSING: complete the Equipment Specification and Data Sheet (attached);
  - ❖ ROAD USE: indicate road(s) to be utilized, km usage, reason required, frequency of use; complete the Equipment Specification and Data Sheet (attached);
  - ❖ GEOPHYSICAL: project/prospect name, number of reading units/lines, type of source, CER approval required (Y/N).

## 5. INTERPRETATION / DEFINITIONS

For crossing application purposes, Enbridge defines the following as:

**Grantee** means the applicant or the facility owner; a company, a person, a municipality or government body, etc.

**Method of Installation** means OPEN CUT or HDB or HDD; all defined as follows:

### *OPEN CUT*

Enbridge defines open cut as trench methodology wherein access is gained to the required level underground for the proposed installation, maintenance or inspection of a pipe, conduit or cable. The excavated trench is then backfilled and the surface restored.

### *HORIZONTAL DIRECTIONAL BORE (HDB)*

Enbridge defines horizontal directional bore as meeting ALL of the following:

- (a) The designed horizontal distance of the crossing shall be less than or equal to 150m (500ft) in length; AND
- (b) The depth of the pipeline installation shall be limited to 8m (25ft) to the centre (cross-section) of the pilot hole and measured to the corresponding surface location; AND
- (c) Straight alignment in the horizontal plane; AND
- (d) Pilot bit is steerable and trackable.

### *HORIZONTAL DIRECTIONAL DRILL (HDD)*

Enbridge defines horizontal directional drill as an *HDB* that DOES NOT meet all of the criteria for an *HDB*. An *HDD* will satisfy some but not all of: a, b and c above and will satisfy d.

**Minimum Clearance** means the required distance between the existing Enbridge facility and the proposed facility based on the selected *Method of Installation*.

Minimum clearance required for installation ABOVE Enbridge facility by OPEN CUT is 0.3m
Minimum clearance required for installation BELOW Enbridge facility by OPEN CUT is 0.6m
Minimum clearance required for installation BELOW Enbridge facility by HDB is 1.0m
Minimum clearance required for installation BELOW Enbridge facility by HDD is 3.0m
Minimum clearance required for road installation from bottom of ditch to top of Enbridge facility is 0.9m and from centerline of road to top of Enbridge facility is 1.2m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>uncased</i> facility is 1.83m and from centerline of rail bed to top of Enbridge <i>uncased</i> facility is 3.05m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>cased</i> facility is 0.91m and from centerline of rail bed to top of Enbridge <i>cased</i> facility is 1.68m

## 6. WRITTEN CONSENT

After applying for written consent, Enbridge will review the proposed installation and/or temporary activities application in order to ensure that the proposed work will not pose a risk to existing Enbridge facilities, as well as, to ensure that any access required to existing facilities for maintenance or in an emergency situation will not be impeded.

Some applications may require further engineering assessment which will require additional time to review the proposed installation and/or temporary activities prior to Enbridge issuing consent. All efforts will be made to provide an agreement within an appropriate timeframe, however, please ensure that your application request is submitted with ample lead time.

## 7. CONTACT US

To obtain written consent from Enbridge, please contact the respective office as set out below:

REGION	CONTACT INFORMATION
<b>LIQUIDS PIPELINES - WESTERN CANADA</b> (Alberta, Saskatchewan, Manitoba and Norman Wells)	Lands & ROW 330, 10180 – 101 Street Edmonton AB T5J 3S4  Email: <a href="mailto:crossingrequests@enbridge.com">crossingrequests@enbridge.com</a> Phone: 780-378-2228
<b>LIQUIDS PIPELINES - EASTERN CANADA</b> (Ontario and Quebec)	Lands & ROW 1 <sup>st</sup> Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2  Email: <a href="mailto:est.reg.crossing@enbridge.com">est.reg.crossing@enbridge.com</a> Phone: 1-800-668-2951
<b>GAS PIPELINES / STORAGE - BRITISH COLUMBIA</b>	Lands & ROW 200, 425 – 1 Street SW Calgary AB T2P 3L8  Email: <a href="mailto:crossings@enbridge.com">crossings@enbridge.com</a> Phone: 587-747-6538

<b>GAS STORAGE - ONTARIO</b>	3501 Tecumseh Road Mooretown ON N0N 1M0  Email: <a href="mailto:chris.pincombe@enbridge.com">chris.pincombe@enbridge.com</a> Phone: 519-862-6092
<b>GAS PIPELINE - ALLIANCE</b>	Lands & ROW 600, 605 – 5 Ave SW Calgary AB T2P 3H5  Email: <a href="mailto:crossings@alliancepipeline.com">crossings@alliancepipeline.com</a> Phone: 403-266-4464

For more information on Enbridge Gas Distribution please click the link: <https://www.enbridgegas.com/gas-safety/pipeline-safety.aspx>

## 8. ONE CALL CENTRES

Before putting a shovel in the ground, whether it is in your backyard or a commercial jobsite, please do a locate request to safely identify any buried utility lines at [www.clickbeforeyoudig.com](http://www.clickbeforeyoudig.com).

Your local one call centre can also be reached by phone as shown below:

CALL OR CLICK BEFORE YOU DIG!! Contact your respective one-call centre	
<b>British Columbia</b> <a href="https://www.bconecall.bc.ca/">https://www.bconecall.bc.ca/</a> 1-800-474-6886	<b>Alberta</b> <a href="http://albertaonecall.com">http://albertaonecall.com</a> 1-800-242-3447
<b>Saskatchewan</b> <a href="http://www.sask1stcall.com">www.sask1stcall.com</a> 1-866-828-4888	<b>Manitoba</b> <a href="http://www.clickbeforeyoudigmb.com/">http://www.clickbeforeyoudigmb.com/</a> 1-800-940-3447
<b>Ontario</b> <a href="http://www.on1call.com">www.on1call.com</a> 1-800-400-2255	<b>Quebec</b> <a href="http://www.info-ex.com">www.info-ex.com</a> 1-800-663-9228
<b>Northwest Territories</b> 1-867-587-7000 Or contact the pipeline company directly	

## 9. REGULATORS

In Canada, Enbridge has pipelines that are regulated by both the federal government and provincial governments. For more information on any of the regulators please visit their respective website.

Canada Energy Regulator: [www.cer-rec.gc.ca](http://www.cer-rec.gc.ca)

Alberta Energy Regulator: [www.aer.ca](http://www.aer.ca)

## 10. DEVELOPMENT ON OR NEAR THE RIGHT-OF-WAY

Enbridge should be consulted early in the design phase with regards to proposed subdivisions, roads and utilities, and municipal landscaping.

*Subdivisions* – Enbridge highly recommends that our right-of-way be used as a passive green space or as part of a linear park system. Permanent structures on the right-of-way are not permissible.

*Roads and Utilities* – Roads may be permitted to cross and/or run parallel to the right-of-way but no portion of a road allowance can be located on the right-of-way (apart from approved road crossings). Enbridge will review the location of utilities which are often proposed within the road allowance.

*Landscaping* – Projects such as pedestrian pathways may be permitted as long as they do not impede Enbridge's access along its right-of-way for operational and/or maintenance activities. Enbridge's written consent will specify the permitted landscaping requirements.

## 11. DAMAGE PREVENTION

Enbridge's underground facilities must be positively identified, to Enbridge's satisfaction, prior to the start of any proposed construction activities.

Enbridge's representative(s) have the authority to stop work at any time due to safety, environmental or operational concerns and/or unforeseen circumstances or emergency situations.

**\*\*IMMEDIATELY NOTIFY ENBRIDGE IF YOU COME INTO CONTACT WITH THE PIPE! \*\***

As a small scratch or dent in the pipeline's coating can impact long term safety of the pipeline and must be assessed by Enbridge.

Please note that obstacles or un-approved above ground installations located on an Enbridge right-of-way, such as sheds, trailers, boats and pools can interfere with Enbridge's access of their right-of-way. Permanent structures on the right-of-way are NOT permissible.

Enbridge must be contacted before conducting any blasting activities within 300m of the pipeline right-of-way so that Enbridge can review the proposed plans in order to see if there might be potential impacts to its facilities. Blasting activities related to prospecting for mines and minerals within 40m of a federally regulated pipeline right-of-way requires permission from the Canada Energy Regulator.

## 12. EMERGENCY SITUATIONS

In an emergency situation please provide as much notice, as is practicable, to Enbridge prior to commencement of any construction, excavation, installation or temporary crossing of existing pipelines and/or right-of-ways in order to access the emergency site.

Enbridge classifies an emergency situation as:

- ❖ A risk to human life;
- ❖ Required emergency repairs of public services; or
- ❖ To contain an environmental emergency.

In an emergency situation please call: **1-877-420-8800** (toll free) and/or contact your local One Call provider at the numbers listed in section 8.

**DISCLAIMER: THESE GUIDELINES ARE INTENDED TO PROVIDE USEFUL CROSSING APPLICATION GUIDANCE INFORMATION TO THE APPLICANT. SUBMISSION OF AN APPLICATION MEETING THE REQUIREMENTS AS SET OUT HEREIN DOES NOT CONSTITUTE WRITTEN CONSENT FROM ENBRIDGE. ALL APPLICATIONS WILL BE REVIEWED BY ENBRIDGE TO DETERMINE WHETHER THE APPLICATION WILL BE APPROVED.**

**APPLICANT INFORMATION**

Grantee\* Full Legal Name for Agreement:

Regulator:

Other:

Grantee Address for Service:

Grantor/Enbridge Entity

Application by Broker/Land Consultant

Yes  No 

Broker/Land Consultant Name:

Contact Person Name:

Contact Person Phone Number:

File Number:

Broker/Land Consultant Address:

**CROSSING INFORMATION**

Expected construction start and end date(s):

Permanent Installation Temporary Activities Crossing Drainage Tile Pole/Pile Installation Other Workspace Equipment Crossing Access of ROW Geophysical Road Use Proximity Other 

Location indicator including affected legal land description(s), PIN and GPS Coordinates (Latitude and Longitude Decimal Degree):

Grantor's Affected Disposition(s) (Alberta) (i.e. PLA # or License # or Line #):

Grantee's Field Contact Information:

Name:

Phone:

Email:

## Details of Grantee's Proposed Permanent Installation and/or Purpose of Temporary Activities

**Method of Installation\*** *(For permanent installations)*

Open Cut  HDB  HDD

**Drawing(s) Attached**

Yes  No

**Drawing Requirements Met \***

Yes  No

**Equipment Specification and Data Sheet Attached \***

Yes  No  N/A

**Notes/Additional Information:**

### SUBMIT TO:

LIQUIDS PIPELINES WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	LIQUIDS PIPELINES EASTERN CANADA (Ontario and Quebec)
<b>Department: Lands &amp; ROW</b>	<b>Department: Lands &amp; ROW</b>
<b>Address:</b> 330, 10180 – 101 Street Edmonton AB T5J 3S4	<b>Address:</b> 1 <sup>st</sup> Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2
<b>Email: <a href="mailto:crossingrequests@enbridge.com">crossingrequests@enbridge.com</a></b>	<b>Email: <a href="mailto:est.reg.crossing@enbridge.com">est.reg.crossing@enbridge.com</a></b>

# Equipment Specification and Data Sheet(s)



In order to properly conduct an analysis on the requested crossing the following general information and appropriate data sheets are required to be completed.

**Steps:**

1. Complete the *Applicant – Information and Details* document for each crossing application
2. Add and complete the *Data Sheet – Equipment or Vehicle with Tires* for EACH piece of equipment
3. Add and complete the *Data Sheet – Equipment with Tracks* for EACH piece of equipment
4. Return fully completed general information and data sheets and any other pertinent information

## Applicant Information

Applicant Name:	
Applicant Contact Person Name:	
Email:	
Phone Number:	
Applicant Reference/File Number:	

## Details

Description and Purpose of Crossing:			
Location Indicator (legal land description, PIN, etc.)			
GPS Coordinates:(Latitude and Longitude Decimal Degree)			
Duration:	Temporary <input type="checkbox"/>	Permanent <input type="checkbox"/>	
Start Date:		End Date:	
Equipment or Vehicle with Tires:	Yes <input type="radio"/>	No <input type="radio"/>	Datasheet: <input type="text"/>
Equipment with Tracks:	Yes <input type="radio"/>	No <input type="radio"/>	Datasheet: <input type="text"/>

Save Form

Reset Form

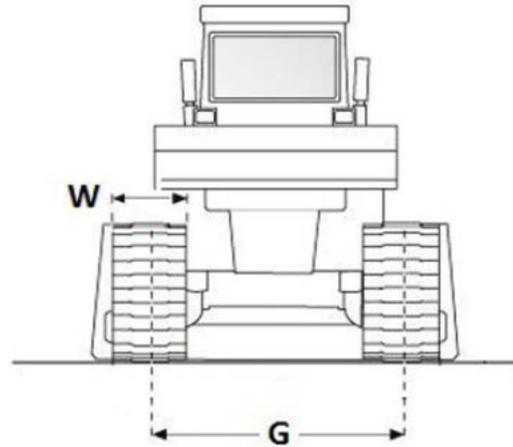
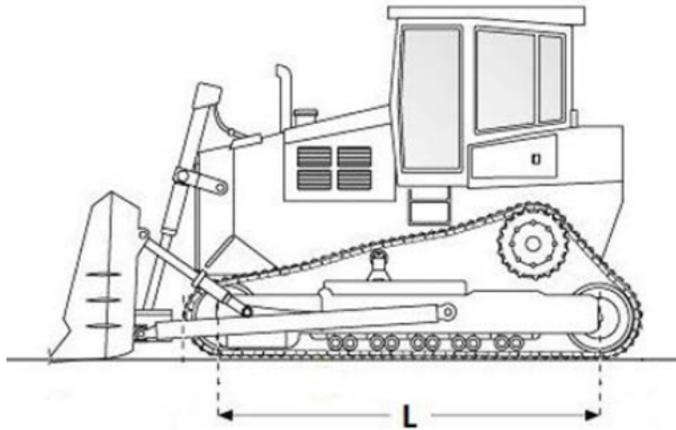
# Data Sheet – Equipment with Tracks

Complete this data sheet for each piece of equipment with tracks.

## Equipment with Tracks

### INDICATE UNITS

Manufacturer:			
Model:			
Equipment Description:			
Fully Loaded Gross Vehicle Weight:		Weight Unit	
	Track Shoe Width (refer to <b>W</b> below)	Track Length on Ground (refer to <b>L</b> below)	Track Gauge (on center) (refer to <b>G</b> below)
Units	Select Unit	Select Unit	Select Unit
Track			



Add Page

Delete Page

# Data Sheet – Equipment or Vehicle with Tires

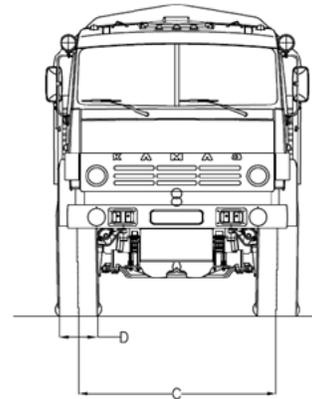
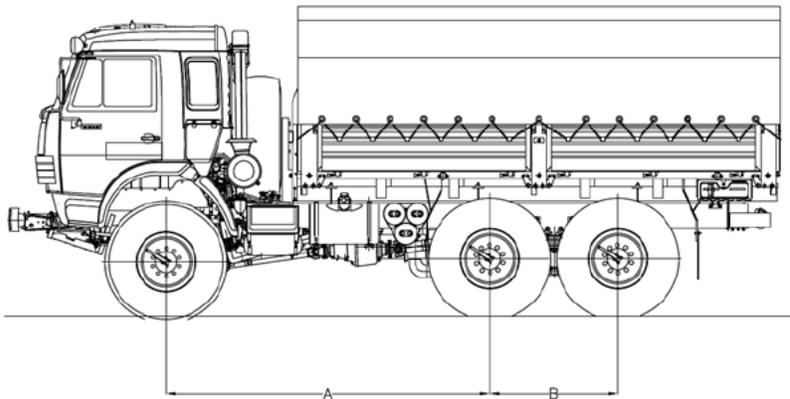


Complete this data sheet for **EACH** piece of equipment or vehicle with tires.  
**EXCLUSION:** pick up trucks of one ton or less

## Equipment or Vehicle with Tires

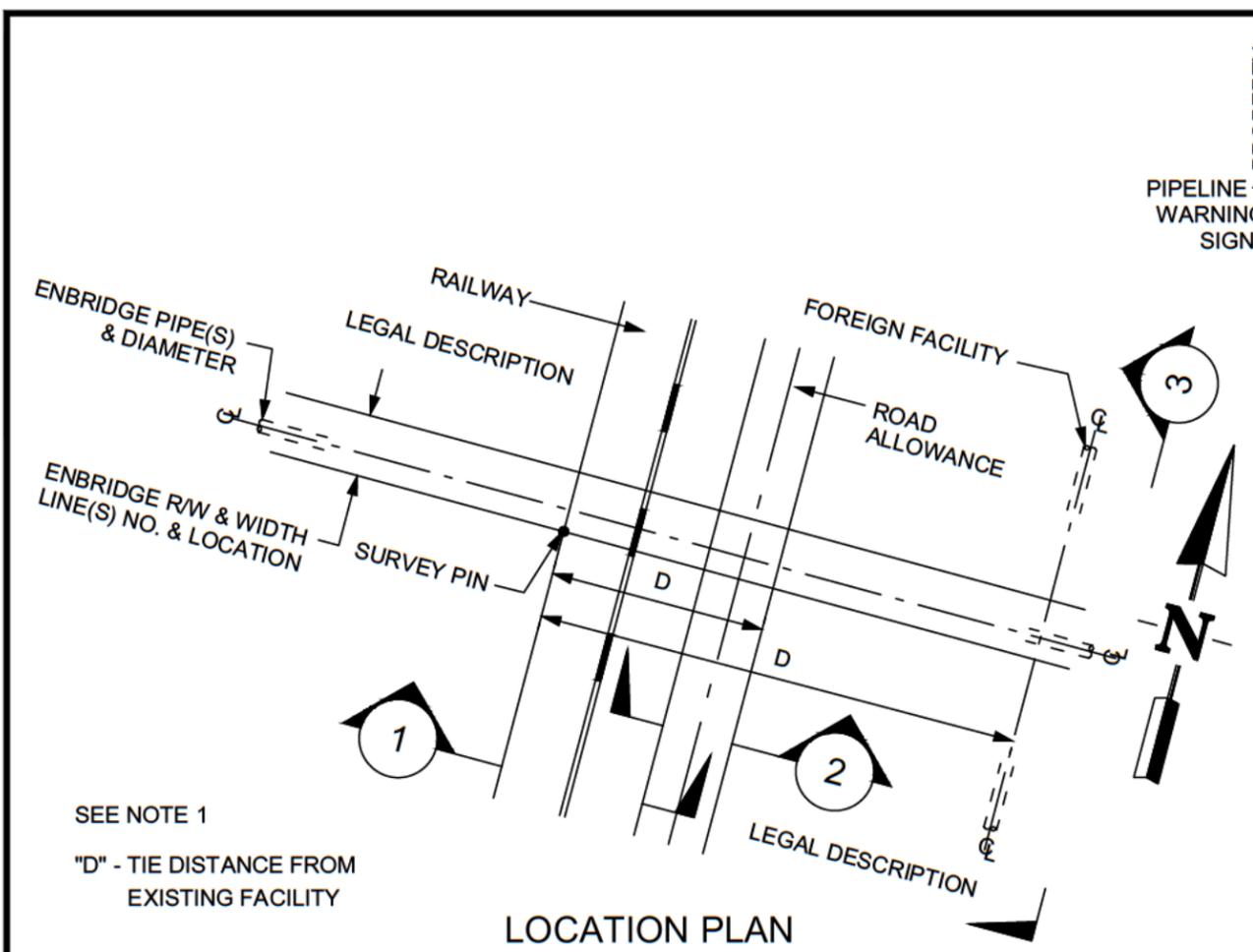
**INDICATE UNITS**

Manufacturer:						
Model:						
Equipment Description:						
Fully Loaded Gross Vehicle Weight:					Weight Unit	
Road legal without overweight permit?			Yes <input type="radio"/>		No <input type="radio"/>	
Axle	Maximum Loaded Weight PER Axle	Number of Tires PER Axle	Tire Width (refer to D below)	Tire Pressure	Distance between Tire Set Centerlines (refer to C below)	Centerline Distance to Previous Axle (refer to A below) (refer to B below)
Units	Select Unit		Select Unit	Select Unit	Select Unit	Select Unit
Steering						
2 <sup>nd</sup>						
3 <sup>rd</sup>						
4 <sup>th</sup>						
5 <sup>th</sup>						
6 <sup>th</sup>						
7 <sup>th</sup>						



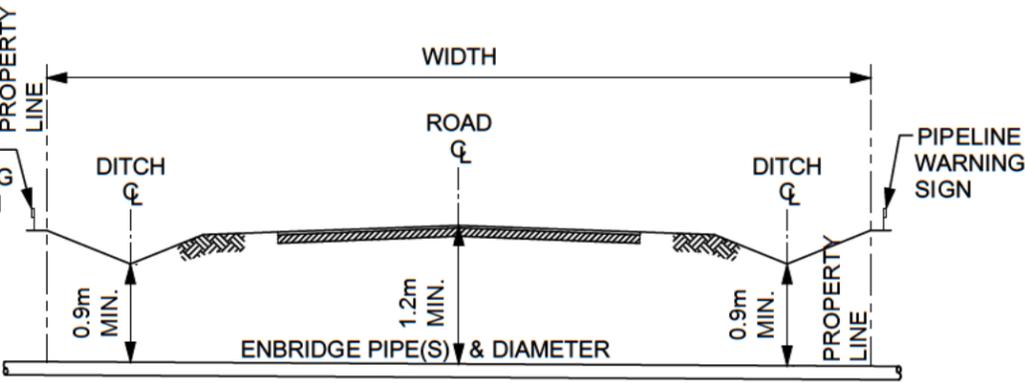
Add Page

Delete Page

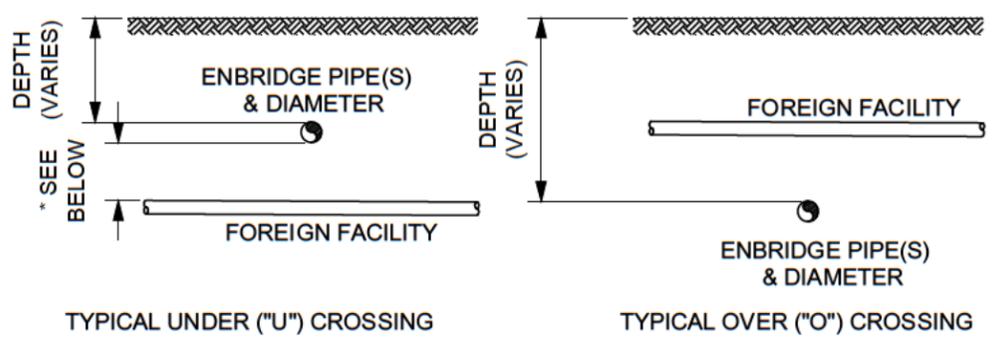


SEE NOTE 1  
 "D" - TIE DISTANCE FROM EXISTING FACILITY

**LOCATION PLAN**  
 N.T.S.

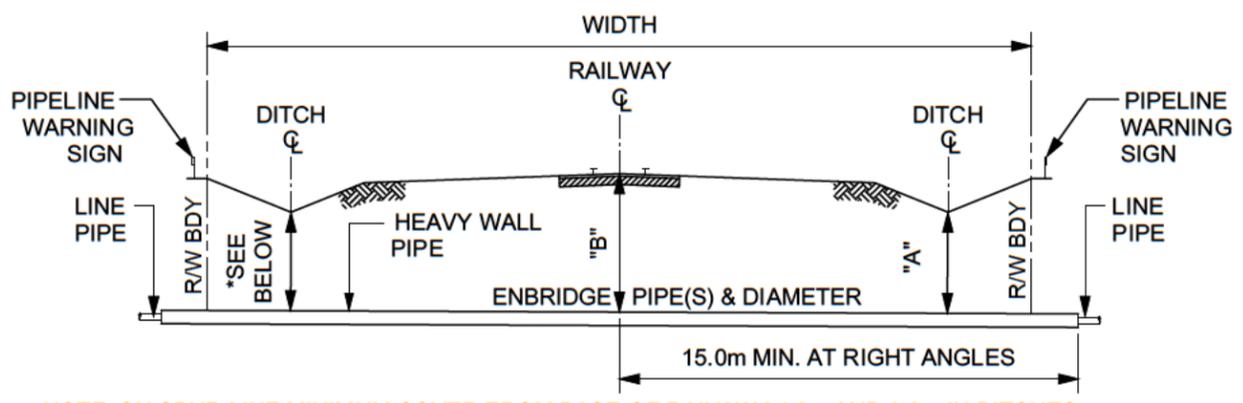


**2 TYPICAL ROAD CROSSING**  
 N.T.S.



**3 TYPICAL FACILITY CROSSING**  
 N.T.S.

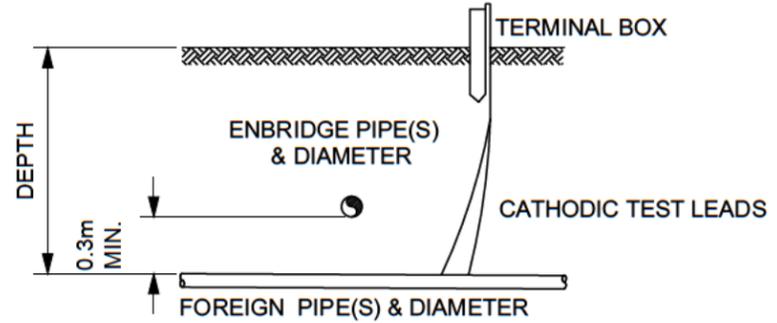
**\* MINIMUM CLEARANCE:**  
 -0.3m IF OPEN CUT ABOVE ENBRIDGE PIPES  
 -0.6m IF OPEN CUT BELOW ENBRIDGE PIPELINES  
 -1.0m IF HDB UNDER ENBRIDGE PIPELINES  
 -3.0m IF HDD UNDER ENBRIDGE PIPELINES



NOTE: ON SPUR LINE MINIMUM COVER FROM BASE OF RAILWAY 1.3m AND 0.8m IN DITCHES.

**1 TYPICAL MAINLINE RAILWAY CROSSING**  
 N.T.S.

* MINIMUM CLEARANCE:		
	"A"	"B"
CASED	0.91m	1.68m
UNCASED	1.83m	3.05m



**TYPICAL TEST LEAD CONNECTION**  
 N.T.S. (STEEL PIPELINES)

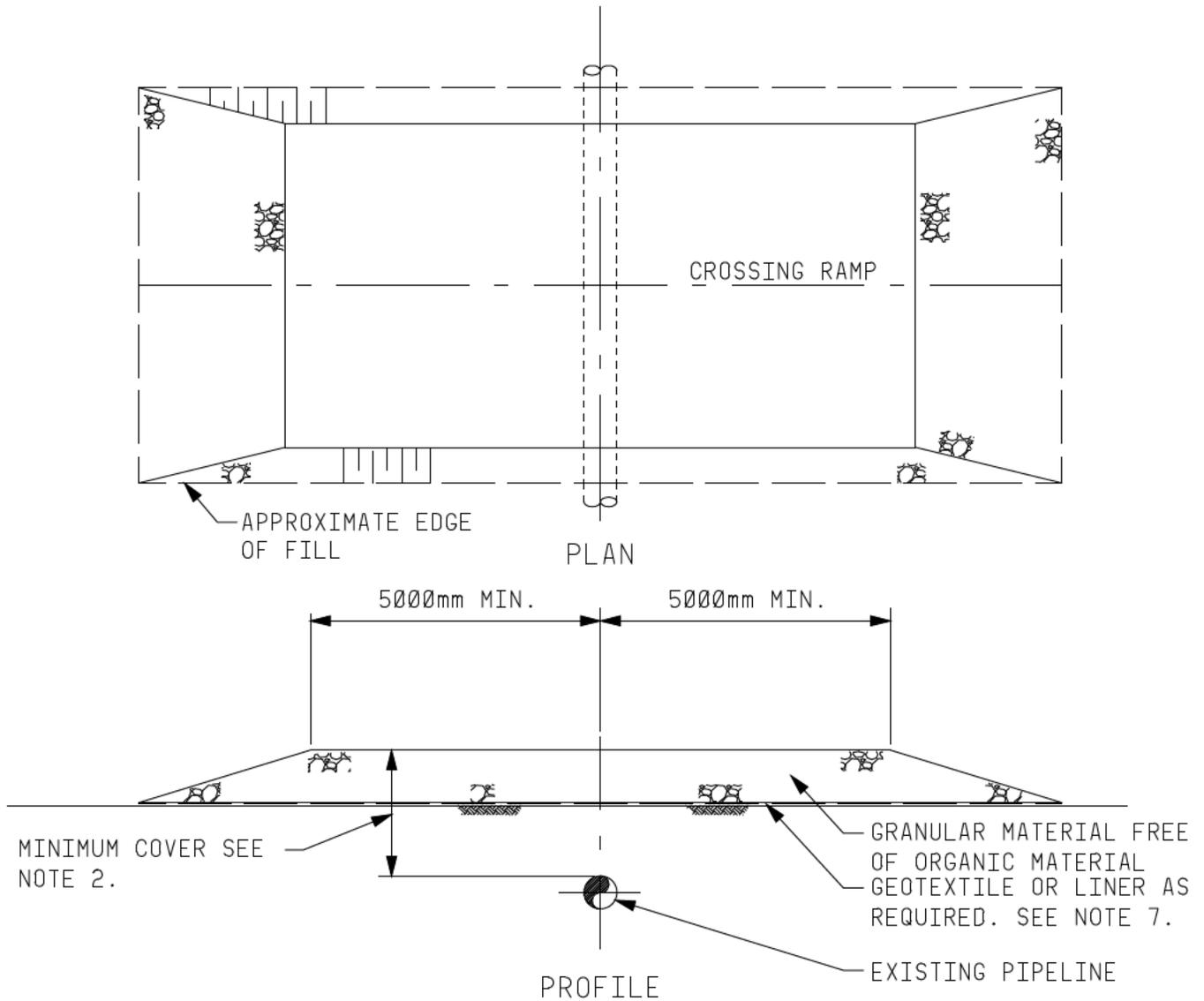
**NOTE:**  
 1. ENBRIDGE PIPELINES OPERATE UNDER HIGH PRESSURE THEREFORE ENBRIDGE REPRESENTATIVE(S) MUST BE PRESENT DURING CONSTRUCTION.  
 2. THIS DRAWING IS FOR REFERENCE ONLY. ACTUAL SITE DETAILS OR REQUIREMENTS MAY VARY.

REFERENCE DRAWINGS				
3	AS BUILT INTERNATL DRAFTING ID#434	02 AUG 18 JZ	BLB	ENB
2	REDRAWN FROM C-1.02-5052-0-0 & REVISED AS PER STANDARDS UPDATE	08 APR 13 MD	DRD/YD	DRD/YD
1	REVISED AS PER OPERATIONS INFORMATION	05 MAY 10		
REV. NO.	REVISION DESCRIPTION	DATE	CHK	APPR

**ENBRIDGE**

TYPICAL CROSSING DETAILS FOR THIRD PARTY APPLICANTS CROSSING ENBRIDGE PIPELINES CANADA

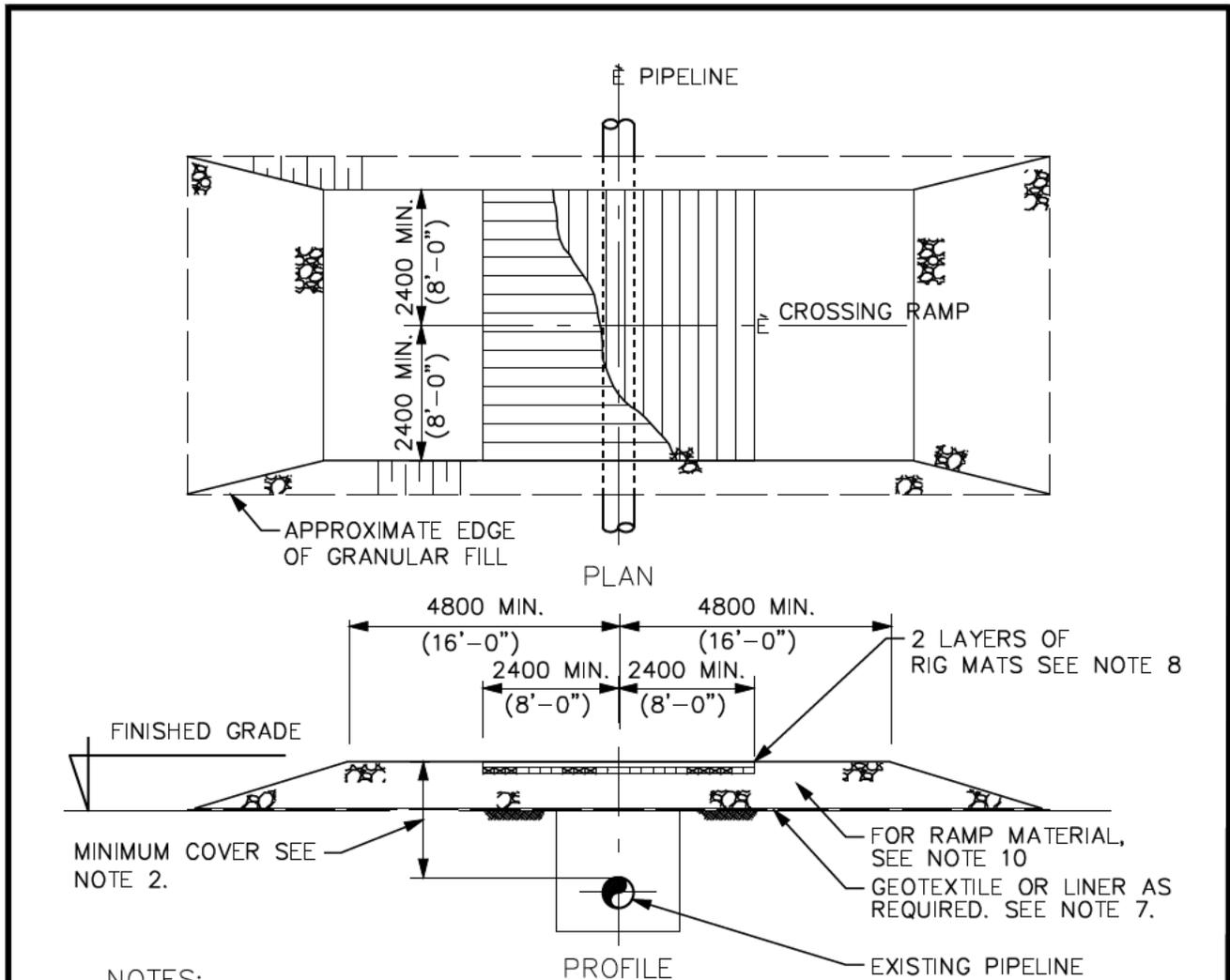
BY: ME	CHK: EH	ENG.: HCFROST	ENB APPR: GAFAULDER
DATE: 30 AUG 08	SCALE: NTS	STATUS: AS BUILT	
DWG NO.: B-1.02-5052-0			REV NO: 3



NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
4. RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
8. REFER TO DRAWING A-1.8-43105 FOR FRENCH VERSION. REFERE AU DESSIN A-1.8-43105 POUR VERSION FRANCAISE.

A-1.8-43105-0		TYPICAL DESIGN DETAIL		
REFERENCE DRAWINGS				
2	FRENCH TRANSLATION REFERENCE AS PER IOR 583	2019 JAN 11 MM	BLB	ENB
1	AS BUILT INTERNAL DRAFTING ID 304	20 MAR 18 BLB	GB	ENBRIDGE
REV NO.	REVISION DESCRIPTION	DATE BY	CHK	APPR.
<small>COPYRIGHT © THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.</small>				
<b>TYPICAL DESIGN DETAIL</b> <b>TYPICAL TEMPORARY CROSSING RAMP WITH EARTH</b>				
BY	CHK	ENG.	ENB APPR.	
DATE	14 FEB 18	SCALE	NTS STATUS AS BUILT	
DWG. NO.	A-1.8-42872-0			REV. NO
				2



NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
4. RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCR OACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED DURING SPRING, SUMMER AND FALL SEASONS.
8. RIG MATS SHALL BE STAGGERED OR PLACED IN A PERPENDICULAR ORIENTATION FROM THE PREVIOUS LAYER SO THAT THE EDGES DO NOT LINE UP
9. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
10. SNOW OR ICE CAN BE USED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
11. REFER TO DRAWING A-1.8-43106 FOR FRENCH VERSION. REFERE AU DESSIN A-1.8-43106 POUR VERSION FRANCAISE.

A-1.8- 3106-0		TYPICAL DESIGN DETAIL	
REFERENCE DRAWINGS			
3	AS BU LT DR. IDR 7 3	20 JUN 19 MF	AE ENB
2	FRENCH TRANSLATION REFERENCE AS PER IDR 583	11 JAN 19 MM	BLB ENB
1	AS BU LT INTERNAL DRAFTING ID 30	20 MAR 18 BLB	GB ENBRIDGE
REV. NO.	REVISION DESCRIPTION	DATE BY	CHK APPR.
<small>COPYRIGHT © THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.</small>			
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH RIG MATS			
BY: GB	CHK: GG	ENG.:	ENB APPR:
DATE: 14 FEB 18	SCALE: NTS	STATUS: AS BUILT	
DWG. NO.:	A-1.8-42873-0		REV. NO.:
			3

RECEIVED

Mr Ron and Mrs Joyce Perrin  
[redacted] Street East  
[redacted] Cardinal, On K0E 1E0

APR 14 2022

TOWNSHIP OF  
EDWARDSBURGH/CARDINAL

Monday April 11, 2022

Wendy Van Leulen, Community Development Coordinator  
Township of Edwardsburgh/Cardinal  
18 Centre Street; P O Box 129 Spencerville, On K0E 1X0

Re: Public Meeting Concerning Proposed  
Official Plan Amendment No 1 and  
New Comprehensive Zoning Bylaws  
Property PLAN 25-[redacted]  
16800.00SF 112.00FR 150.00D

Dear Ms Van Leulen,

In response to your notice of March 24<sup>th</sup>, please notify us of the Township of  
Edwardsburgh/Cardinal's proposed Official Plan amendments and New  
Comprehensive Zoning By-Laws and the subsequent approval by the United  
Counties of Leeds and Grenville.

This letter serves to register our participation in public meetings relating to  
these Bylaws and preservation of our rights to appeal.

Sincerely,



Ronald Albert Perrin



Joyce Marilyn Sheldrick-Perrin

RP



**Via E-mail ([wvankeulen@twpec.ca](mailto:wvankeulen@twpec.ca))**

April 14, 2022

Wendy Van Keulen  
Community Development Coordinator  
Township of Edwardsburgh Cardinal  
18 Center St., P.O. Box 129  
Spencerville, ON K0E 1X0

**Re: Proposed Comprehensive Zoning By-law - Township of Edwardsburgh Cardinal**

Dear Wendy Van Keulen,

South Nation Conservation (SNC) received a second draft of the proposed Comprehensive Zoning By-law for the Township of Edwardsburgh Cardinal on March 24, 2022. We appreciate the opportunity to review and comment on the draft Zoning By-law and are happy to answer any question you may have regarding our comments.

After considering the environmental impacts of the proposed zoning by-law amendment on the local environment, as outlined under Sections 2.1 (Natural Heritage), and 3.1 (Natural Hazards) of the Provincial Policy Statement, 2020, issued under Section 3 of the *Planning Act* and considering the Edwardsburgh Cardinal Official Plan, SNC offers the following comments:

1. SNCs comment letter dated October 1, 2021 identified opportunities to include provisions noting a when a South Nation Conservation permit may be required. The revised draft does not include these references. The intention of including these provisions is to provide transparency and predictability for residents, property owners and developers by ensure the need for an SNC permit is identified as early as possible when a property purchase or developing is considered.

Residents, property owners and developers are not always aware of the need for an SNC permit and what effect that may have on a potential project. The addition of the provisions proposed in our pervious letter dated October 1, 2021 would act as triggers for notifying project proponents to contact SNC and do not add any new restrictions or regulations. SNC continues to recommend inclusion of provisions that identify when an SNC permit may be required.

2. SNCs comment letter, dated October 1, 2021, recommended minimum lots sizes for lots on partial and private services be amended where development is on private sewage services (septic). SNC notes that we are not the septic approval authority for Edwardsburgh Cardinal and strongly encourage discussing these comments with your septic approval authority.



In the revised draft, the Residential Second Density, Residential Third Density, and Main Street Commercial Zone minimum lot sizes on partial and private services (where a septic system would be required) are not large enough to allow for a conventional septic system.

It is our understanding, based on a discussion with Jordan Jackson, that the proposed minimum lot sizes for partial and private services (where a septic system is required) were intentionally small to facilitate increased density in development on private services.

SNC supports this goal, however, the minimum lot sizes proposed are not large enough to accommodate a septic system based on the setback and sizing requirements as set out in the Ontario Building Code (OBC) and as per MECP D-5-4. These sizing and setback requirements are established to ensure that septic systems will be functional and safe and to reduce the probability of groundwater contamination which could be dangerous.

SNC encourages a minimum lot size of 0.4 ha where a private septic system is required. A site specific terrain analysis with scaled site plan demonstrating that that the proposed development and system meet D-5-4 and OBC setbacks should be required to support a reduction in the minimum required lot size.

3. South Nation Conservation discussed the minimum required lots sizes for Partial service – municipal sewage and private wells and though no changes to these minimum lot sizes are suggested, our hydrogeologist expressed concern regarding the density of water taking in small areas if lots of the minimum size identified in the proposed zoning by-law continue to be permitted. SNC strongly encourages undertaking a water quantity assessment to determine the quantity of water available in the aquifers where there are higher densities of wells if that has not yet been undertaken.

### **Recommendation**

**SNC does not object to the proposed comprehensive zoning by-law; however, we recommend that the above comments be considered and incorporated, where appropriate.**

I trust the above is to your satisfaction. Should you have any questions please do not hesitate to call our office.

Sincerely,

Alix Jolicoeur  
Senior Planner  
South Nation Conservation

April 21, 2022

Please copy to Council RP

Mr Ron and Mrs Joyce Perrin  
41 Adelaide Street East  
P O Box 201 Cardinal, On K0E 1E0  
Wednesday, April 20, 2022

Mr Hugh Cameron, Ward 1  
Councillor Town of Cardinal  
Township of Edwardsburgh/Cardinal  
18 Centre St, P O Box 129  
Spencerville, On K0E 1X0

Subject: Public Meeting April 21, 2022  
Concerning Proposed Official Plan  
Amendment No 1 and  
Re: New Comprehensive Zoning Bylaws  
Property PLAN 25 PT BLK C REG  
16800.00SF 112.00FR 150.00D

Dear Mr Cameron,

We first learned from Ms Wendy Van Leulen on April 8, 2022 that our property at 41 Adelaide St and Shanley Road (Route 22) here in the town of Cardinal is presently zoned Community Commercial (CC).

We stand opposed to the current zoning designation proposed to (R2) residential for some of the following reasons:

- our property consists of two (2) civic addresses at 41/43 Adelaide St.
- According Ms Van Leulen, Community Development Coordinator our property area of 1650 m2 is well within the present zoning criteria for Community Commercial (CC).
- Some of the properties going north on Shanley Road Route 22 don't comply with the minimum area of 1000 m2 and are still classified as Community Commercial (CC). It is also noted that one other bylaw-zoned property is designated as MCR also under this minimum area 1000 m2 guideline.
- By The Township of Edwardsburgh/Cardinal relegating our property to the R2 designation will depreciate our property values and our options to solicit commercial buyer(s) for our property, etc...

These are some of the rational for why our property should continue to be zoned as Community Commercial (CC). Thank you.

Sincerely,

Ronald Albert Perrin

Joyce Marilyn Sheldrick-Perrin

RP/

Edwardsburgh-Cardinal Township  
Application for a Change  
to the Draft Zoning Bylaw

Centre Street Spencerville

Philip Bury  
2 May 2022

1

Proposed Zoning

**To Zone (most of) Centre Street  
Residential R1**

2

Draft\* Zoning  
Downtown Spencerville

\*and present

3

Draft\* Zoning  
Centre Street

7.2 Main Street Commercial / Residential (MCR) Zone

1. Permitted Uses

- *all* permitted uses in the MC zone
- *all* permitted uses in the I zone
- *all* permitted uses in the R3 zone, in accordance with all provisions of Section 6.3

*A drastic change to the present street, and to the village*

\*and present

4

### MCR: Some Permitted Uses

- apartment building
- antique shop
- bank
- catering establishment
- clinic
- commercial parking lot
- community service
- custom workshop
- day nursery
- existing automobile service station
- funeral home
- hotel
- instructional facility
- laundromat or dry cleaners
- microbrewery
- motel
- open market
- personal service
- place of assembly
- place of worship
- professional or business office
- recreational establishment
- retail store
- restaurant
- service outlet
- specialty food store
- veterinary clinic

### Proposed Zoning Centre Street

Why commercial? Why R3?

What do people need in a village like this?

- Grocery / convenience store ✓
- Post office ✓
- Bank ☹️
- Restaurants ✓✓
- Hardware ✓
- Feed and seed ✓
- Recreation ✓
- Worship ✓
- Increased tax base? Hypothetical ☹️
- If, in the years to come, there were a need for re-zoning to R2 or MC, that would be the time to do it. At present there is no need.

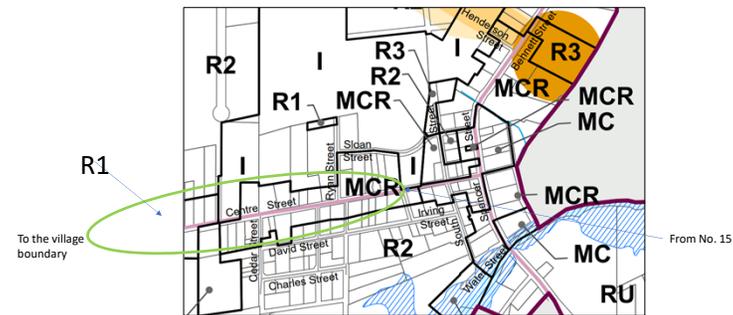
### Proposed Zoning Centre Street

#### 6.1 Residential First Density (R1)

##### 1. Permitted Uses

- single dwelling

### Proposed Zoning Centre Street Spencerville



## Proposed Zoning Centre Street

### Reasoning:

1. The status quo is single dwellings (with exceptions), and no one seems to mind. Now is the time to make it official
2. A pleasant and comfortable neighbourhood with a neighbourhood character. Commercialisation or intensification would spoil it
3. Integral to the attractive heritage character of the village
4. Attractive to passersby and future residents
5. The ambience encourages safe driving. Commercialisation would make speeding easier
6. Commercialisation or intensification would spoil the character of the whole village
7. As urban sprawl approaches, we want to attract residents who are looking for a place like this
8. If / if more commercialisation is necessary, there are other places
9. Centre Street seems to be zoned the way it is because it always has been. Not a good reason

9

## Proposed Zoning Centre Street

### Good text I couldn't pass up:

Stolen (apologies) in a related context from Stephanie Summers's submission 8 September 2020:

"...The village is a heritage village with a farming / agricultural background. Keeping the integrity of the village and the quality of life for residents is important. Condensing the village into a tight bedroom community will not support the local businesses and will destroy the appeal of the village.

Community Development Committee 1 November 2021 (about Sloan Street, the same zone):

"Committee discussed possible complications with the current MCR zoned lots located between Sloan and Centre Street, highlighting previous issues dealt with on David St. Members noted possible issues with future severance of the lots, the repercussions of the addition of secondary dwelling units and the appropriate approach to addressing the perceived issue. Members noted their concern of intensification of the area through the development of multiresidential housing due to the smaller street sizes, narrow lots and surrounding public amenities such as the arena or the fairgrounds. Members noted the possibility of unnecessarily upsetting landowners by changing the current zoning of their properties."

10

## Proposed Zoning

To Zone (most of) Centre Street  
Residential R1

11

## Questions?

12

Thank you

May 3, 2022

Wendy Van Keulen  
Community Development Manager  
Township of Edwardsburgh/Cardinal  
18 Centre St. PO Box 129  
Spencerville, ON K0E 1X0

*sent via email to: [wvankeulen@twpec.ca](mailto:wvankeulen@twpec.ca)*

**RE: Zoning By-law Review  
Policy implications for provincially owned lands**

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Infrastructure Ontario (IO) is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Government and Consumer Services. Part of IO's mandate is to protect and optimize the value of the province's real estate portfolio, while ensuring real estate decisions reflect public policy objectives. We appreciate the opportunity to provide you with comments for consideration on the review of the draft of the Township of Edwardsburgh/Cardinal Zoning By-Law.

IO manages a large amount of land in the Township, majority of which are located in the Edwardsburgh Land Bank. These lands are subject to the proposed Rural, Environmental Protection-PSW, Highway Commercial and Agriculture zones. After reviewing the draft Zoning By-Law policies, it appears that the list of permitted uses within these zones have decreased significantly from the current permitted uses under Zoning By-Law 2013-35. The exclusion of many uses results in fewer potential uses for these provincially owned lands, leading to potential difficulties in tenancing the site, detracting from their marketability and adding a further challenge to the disposition process. We would also suggest that is preferable from a municipal viewpoint to have a wider array of uses to ensure lands are kept in active use.

We kindly request that the current uses permitted in the Rural, Environmental Protection, Highway Commercial and Agricultural Reserve Zones in Zoning By-Law 2013-25 continue to be permitted in the Rural, Environmental Protection-PSW, Highway Commercial and Agriculture Zones in the proposed new Zoning By-Law. In particular, we have the following concerns for which we would like confirmation:

- Within the new By-law, "Single Dwelling" could be any one of the previously permitted residential built forms including: Dwelling, Apartment Unit; Dwelling, Converted; or, Dwelling, Single Detached
- Many of the uses previously listed now fall within broader uses defined ie. "Automobile Service Station" captures all of the previous individual auto uses, or "Agriculture Use" captures retail sales of crops/product etc.
- Home-Based Businesses and Bed and Breakfast will continue to be permitted within the Rural and Agriculture Zones given the economic changes due to COVID-19

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In addition, we would request that you keep Infrastructure Ontario informed of your Zoning By-law review processes.

We thank Staff for considering our comments and. Please feel free to contact us if you have any questions. Contact information is as follows:

Joanna Craig, Portfolio Analyst  
Infrastructure Ontario  
1 Dundas St. W., Suite 2000  
Toronto, ON M5G 2L5  
Tel: 647-326-1233  
[joanna.craig@infrastructureontario.ca](mailto:joanna.craig@infrastructureontario.ca)

Sincerely,

A handwritten signature in black ink that reads 'Joanna Craig'.

Joanna Craig  
Portfolio Analyst

cc. Michael Coakley, Senior Planner  
Amy Emm, Director Land Use Planning

**From:** [Marilyn Mootrey](#)  
**To:** [Wendy Van Keulen](#)  
**Subject:** Letter to Council and Committee  
**Date:** May 4, 2022 11:29:43 AM

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Reference : Vacant property adjacent to 5067 Rock Street (parcel 070170103511150) severed in 2008

I would like to request that Council and Committee consider site-specific zoning for this property that would provide relief from the proposed 500m setback from the Tackaberry quarry lands.

The current setback is 300m and this site has been zoned residential vacant land since the severance was granted in 2008 and property taxes have been paid on this basis from that time until currently.

I had also made contact with Township Building Department, namely Dwayne Crawford and was assured that there would not be an issue in getting a building permit for a severed parcel and specifically this parcel. Never was there any mention of proposed new bylaws which could impede that process.

My above mentioned parcel of vacant land has a current offer to purchase which is being jeopardized by this zoning issue.

I would request an expedited response to my above mentioned request in writing ( before new bylaws take effect) in order to be able to complete the sale.

Thank you for your prompt attention to this matter.

Yours truly,

Marilyn Mootrey

## Zoning By-Law (ZBL) Review

### Proposed Changes to Draft 2 - February 2022

1. **Eliminate the RLS Zone (see Appendix A)**

- Planning objective, i.e. preventing overdevelopment, can be achieved through compliance with regulations such as OBC, EPA, SNCA, etc. and general provisions of Zoning By-Law (ZBL) (Appendix B)
- Objective of identifying all properties accessed by private road is not achieved in Draft (Appendix D)
- Uses restricted through ZBL use provisions and definitions (Appendix H)
- Provides equality for all similarly sized properties with water frontage (Appendix C)
- Re-zone all current RLS to RU

\*\*\*\*\* **IF #1 IS NOT POSSIBLE THEN #2: \*\*\*\*\***

2. **Maintain RLS maximum lot coverage at 20% vs. proposed 10%**

- Per recommendation at para 2e of NOVATECH Memorandum, "PUBLIC AND AGENCY COMMENT SUMMARY – NEW COMPREHENSIVE ZONING BY-LAW REVIEW" dated Nov 1, 2022 (Appendix E)
- Provides equality for all similarly sized properties with water frontage (Appendix C)
- Actual coverage on lots will likely be less as setbacks and septic system requirements define the real space available. Development of small lots automatically controlled. (Appendix B)

3. **Remove access by private road restriction for additional residential unit**

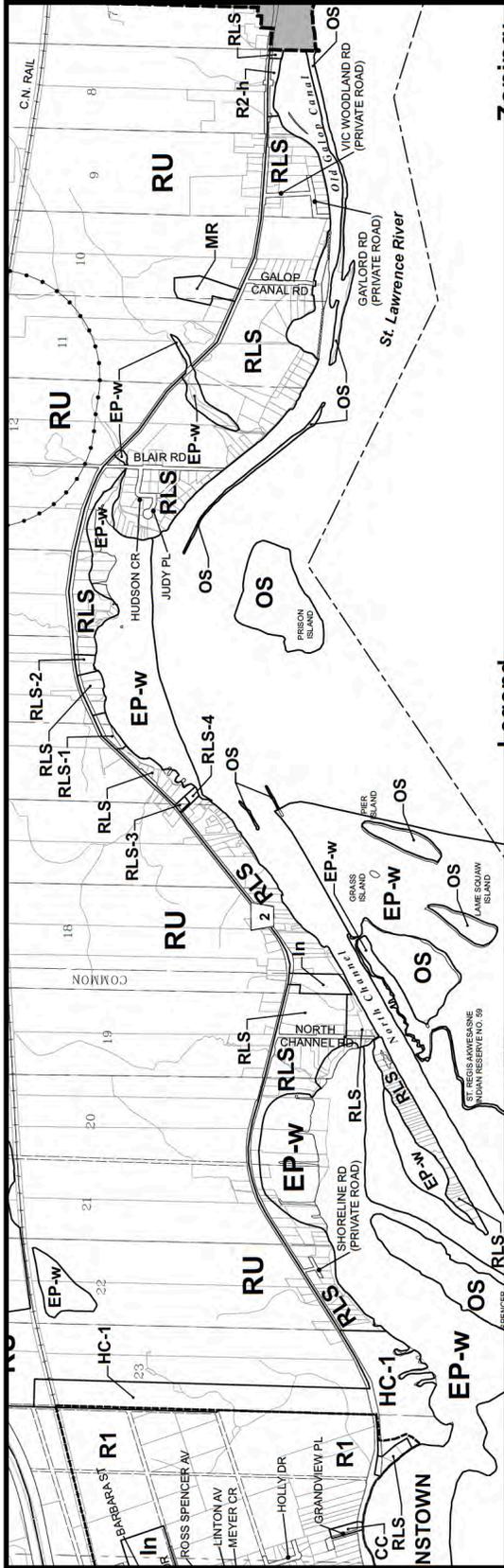
- No impact on development for most lots with water frontage as septic capacity will automatically limit total number of residential units (Appendix B)
- Permits use on RU lots accessed by private road and with frontage on a public road but restricted from direct access to the public road
- Requires coordination with Official Plan amendment 1 change to para 6.2.1.2

4. **Define the Minimum Road Standards to permit emergency service access on private roads**

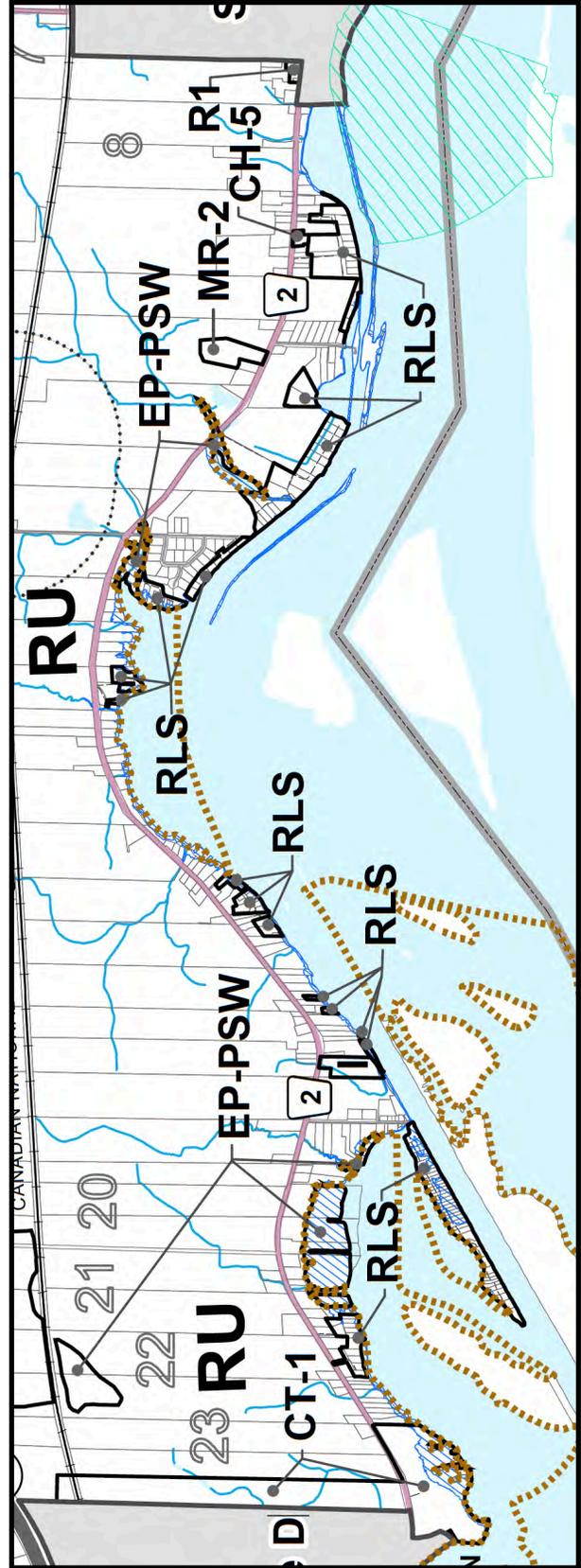
- Meets intent of TWPEC OP para 5.3.19.
- Applies to private road and all other access roads throughout Township
- Facilitates improvement of safety of all residents

5. **Schedule Corrections**

- Shape of RH zones in Draft ZBL Schedule A is different than Settlement Area boundaries in TWPEC OP Schedule B for Pittston, Shanly, Hyndmann and Ventnor. (Appendix E)
- Draft ZBL Schedule A border with USA is incorrect. (Appendix F)



SCHEDULE D - ZBL 2012-35



SCHEDULE A - ZBL DRAFT #2

## REGULATION OF DEVELOPMENT

1. A stated objective for the RLS zone is to control over development of properties on lands adjacent to the St Lawrence River. Certain lots accessed by private road and with no frontage on a public road have been identified as requiring special attention for controlling development and zoned RLS. The reason for focusing on these lots is apparently based on the perception that they are unusually small or uniquely located in environmentally sensitive areas. However, as shown in APPENDIX C, the proposed RLS properties and the proposed RU properties share similar characteristics in terms of size and water frontage.
2. The only difference between the proposed RLS and proposed RU properties is access by private road, and as shown in APPENDIX D, this is not consistently applied. Clearly, if the objective is to control development on lots adjacent the river, the means of access to these lots has little relevance. Development is controlled by limiting the creation of new lots and establishing regulations to ensure current environmental and safety requirements are met in the context of the property's location.
3. "Over development" is a non-specific and contextual term. It means different things in a city and in the country, or in an environmentally sensitive area, or where resources such as potable water are limited. It has both aesthetic (e.g. rural or natural character, enjoyment of property) and practical (e.g. preventing pollution, protecting wildlife) components.
4. Waterfront development is limited by federal, provincial and local regulation regulation in the following ways:
  - a. Minimum setbacks from the water;
  - b. Mandating environmental impact assessments for certain development adjacent natural heritage features;
  - c. Regulating development through the Conservation Authority;
  - d. Zoning provisions such as yard setbacks and lot coverage;
  - e. Building Code waste treatment system minimum sizing and setback requirements; and
  - f. Well location restrictions with respect to waste treatment.
5. On small rural waterfront lots the greatest restriction to development are the waste treatment regulations, which severely limit the size of a possible dwelling unit and the number of bedrooms and plumbing fixtures. It will likely be found that many existing small lots cannot be further developed.
6. The draft zoning by-law implies that the development restrictions provided by current regulations are insufficient to adequately control development and, for example, reduced lot maximum coverage for certain properties. However, there are several issues with this proposal;
  - a. No over development or environmental issues resulting from the current regulations have been identified as having occurred or likely to occur;
  - b. New development restrictions cannot apply only to certain lots along the river without compromising the objective of protecting the entire river;
  - c. A number of lots not fronting on the river have been included in the proposed RLS zone.
7. A separate RLS zone is neither required nor sufficient to control development on the St Lawrence River. If additional development restrictions are required for properties adjacent the river, then these need to apply to all. However given the lack of evidence of a current or impending problem, no additional restrictions are required and the RU zoning can serve for all such properties

**RLS VS RU PROPERTY STATISTICS**

1. These statistics are for the properties currently zoned RLS in by-law 2012-35.\* The zoning indicated in the charts reflects Draft 2 of the revised zoning by-law. (See schedule A.)

2. They indicate both the proposed RLS and RU properties share similar characteristics of size and St Lawrence water frontage and that focusing additional development restrictions only on RLS lots is counter to the objective of “controlling development” on the waterfront.

3. The first set of tables shows the number of properties assigned to each zone by “Area Group”, which is the property area range for the properties. The left table is properties with waterfront on the St Lawrence and the right table properties with no waterfront.

ON WATER TRUE

Count of PROPE	ZONE	RLS	RU	Grand Total
AREA GP				
1 .01-.24 ha		98	21	119
2 .25-.49 ha		23	40	63
3 .5-.74 ha		3	15	18
4 .75-.99 ha		2	5	7
5 1-1.49 ha			5	5
6 1.5-1.99 ha			1	1
7 > 2ha			1	1
Grand Total		126	88	214

ON WATER FALSE

Count of PROPE	ZONE	RLS	RU	Grand Total
AREA GP				
1 .01-.24 ha		4	40	44
2 .25-.49 ha		4	25	29
3 .5-.74 ha			4	4
4 .75-.99 ha		1	1	2
5 1-1.49 ha		2	1	3
6 1.5-1.99 ha			1	1
7 > 2ha			6	6
Grand Total		11	78	89

4. The second set of tables shows the average area of the properties

ON WATER TRUE

Average of area	ZONE	RLS	RU	Grand Total
AREA GP				
1 .01-.24 ha		0.14 ha	0.16 ha	0.14 ha
2 .25-.49 ha		0.35 ha	0.36 ha	0.36 ha
3 .5-.74 ha		0.65 ha	0.63 ha	0.63 ha
4 .75-.99 ha		0.85 ha	0.83 ha	0.84 ha
5 1-1.49 ha			1.17 ha	1.17 ha
6 1.5-1.99 ha			1.90 ha	1.90 ha
7 > 2ha			6.32 ha	6.32 ha
Grand Total		0.20 ha	0.52 ha	0.33 ha

ON WATER FALSE

Average of area	ZONE	RLS	RU	Grand Total
AREA GP				
1 .01-.24 ha		0.13 ha	0.19 ha	0.19 ha
2 .25-.49 ha		0.26 ha	0.34 ha	0.33 ha
3 .5-.74 ha			0.52 ha	0.52 ha
4 .75-.99 ha		0.81 ha	0.99 ha	0.90 ha
5 1-1.49 ha		1.18 ha	1.19 ha	1.18 ha
6 1.5-1.99 ha			1.55 ha	1.55 ha
7 > 2ha			5.00 ha	5.00 ha
Grand Total		0.43 ha	0.67 ha	0.64 ha

5. The table below shows the average waterfront along the St Lawrence.

WATER TRUE

Average of WvFrontage	ZONE	RLS	RU	Grand Total
AREA GP				
1 .01-.24 ha		30.9 m	32.2 m	31.1 m
2 .25-.49 ha		43.4 m	44.9 m	44.4 m
3 .5-.74 ha		36.4 m	72.9 m	66.8 m
4 .75-.99 ha		34.3 m	51.4 m	46.5 m
5 1-1.49 ha			89.2 m	89.2 m
6 1.5-1.99 ha			159.1 m	159.1 m
7 > 2ha			23.7 m	23.7 m
Grand Total		33.4 m	50.6 m	40.6 m

\* Almost all properties south of CR2 between Cardinal and Johnstown

**PROPERTIES ACCESSED BY PRIVATE ROAD BUT ZONED RU**

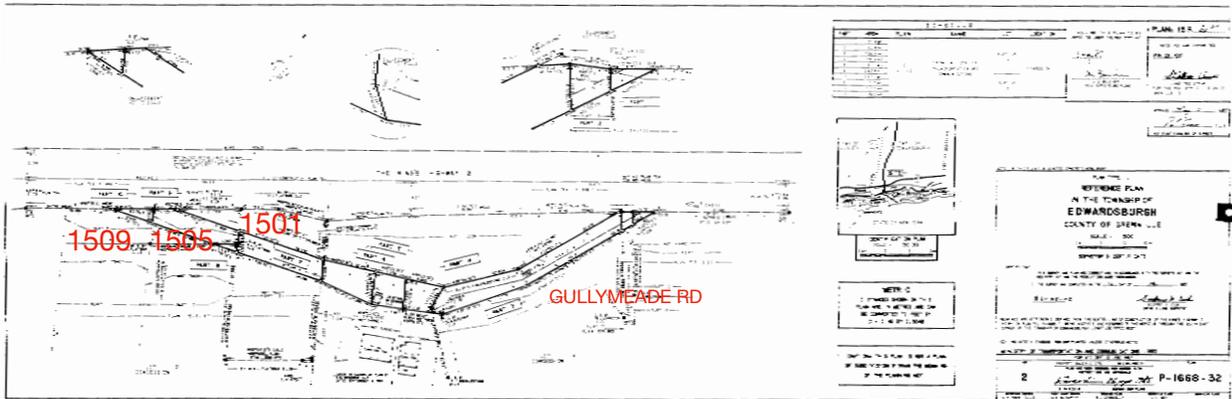
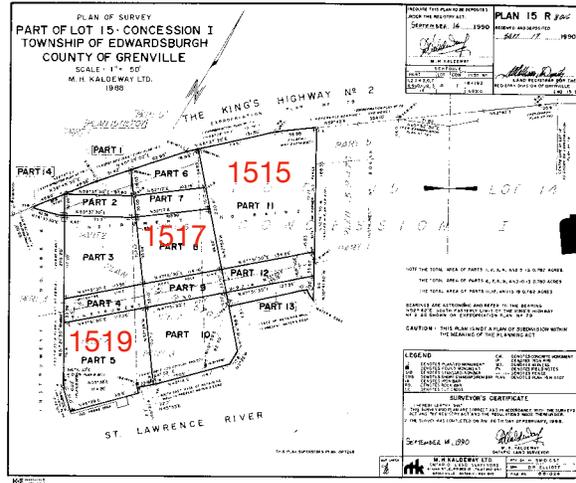
**DEFINITION OF PRIVATE ROAD**

2. Private road is defined in the Township Official Plan as “rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes”.

**RU ZONED LOTS ON PRIVATE ROADS**

3. The drawings, right and below, show properties at 1501 to 1519 County Road 2 as accessed by private road, but which have been zoned RU. Other such properties are listed in the table below.

4. **NOTE.** 1509 has direct access to CR 2 without crossing another property and could be zoned RU.



5. All of the properties listed in the table, at right, have frontage on County Road 2. In most cases access is provided by private road because creating direct access to the public road is not possible or practical.

RU LOTS ON PRIVATE ROADS		
1501 County Road 2	1529 County Road 2	1635 County Road
1505 County Road 2	1625 County Road 2	13 Riddell Rd
1515 County Road 2	1627 County Road	2 Village Edge Rd
1517 County Road 2	1631 County Road	
1519 County Road 2	1633 County Road	

**PROPOSED ZONING DOES NOT REDUCE STAFF EFFORT**

6. One of the objectives of assigning properties to a zone is to reduce Township staff workload by allowing them to make decisions on property related requests, such as an application for an additional dwelling unit or other use, by identifying properties for which such uses are prohibited. Clearly this is not the case for uses restricted on private roads, necessitating additional staff effort.

## PROPOSE REVISIONS - RLS 20% LOT COVERAGE - 2022-05-05

<b>SECTION</b>	<b>SUBJECT</b>	<b>PAGE</b>
REF	NOVATECH RECOMMENDATIONS - 1 NOV 21	E-2/3
REF	CDC DECISION - MINUTES OF NOV 1 MEETING	E-3/3

## PROPOSE REVISION - LOT COVERAGE - NOVATECH RECOMMENDATION



restrictive to future development opportunities. A Floor Space Index provision is a common zoning tool often used to limit development on smaller properties that are adjacent to natural heritage features including watercourses and lakes, and works in tandem with the lot coverage provision.

**Should the Committee wish to rely only on lot coverage, the FSI provision can be removed.**

*c) Lot Frontage*

Comments suggest that the minimum lot frontage of 45 m in the draft Zoning By-law is too restrictive and not reflective of actual lot frontages of existing lots in the RLS zone. While there may be existing properties that do not meet the minimum lot frontage provisions recommended for all zone categories in the Zoning By-law, Section 3.2 (Existing Undersized Non-Complying Lots) of the By-law addresses existing lots of record that may not meet the minimum lot frontage provisions of a particular zone. Section 3.2 of the draft Zoning By-law would allow these lots to be used in accordance with the permitted uses and other provisions of the By-law. The minimum lot frontage of 45 m is proposed as the frontage is more proportionate to the proposed minimum lot area provision of 1.0 ha.

**No changes are recommended to the draft Zoning By-law with regards to minimum lot frontage provisions of the RLS zone.**

*d) Interior Yard Setbacks*

Comments suggest that the minimum interior yard of 6 m in the RLS zone is too restrictive and does not account for the actual lot fabric of existing lots in the RLS zone. Reviewing existing properties that are zoned RLS it would appear many properties are narrow in size and the 6 m interior yard setback could be viewed as being too restrictive for future development.

**The minimum interior yard provision of the RLS zone could be reduced from 6m to 3m in the draft Zoning By-law, on a basis consistent with the current RLS standards.**

*e) Maximum Lot Coverage*

Comments suggest that a maximum lot coverage reduction from 20% of 10% in the RLS zone is restrictive to future development. Majority of properties where the RLS zone is applied to are lots adjacent to waterbodies. The intent of a reduced lot coverage provision is to control development on lots adjacent to natural features and to minimize site disruption that could impact these features.

**It is suggested that the maximum lot coverage provision of the RLS zone could be increased from 10% to 20% in the draft Zoning By-law, on a basis consistent with the current RLS zone standards.**

*f) Schedule Amendments for RLS Zone Boundaries*

A list of properties within the Township was provided noting where the RLS and RU zone may have been incorrectly identified on a particular property.

M:\2020\120087\DATA\DRAFT BY-LAW\MAY 2021 - DRAFT 1 - PUBLIC & AGENCY COMMENTS\20211028\_CDC-PUBLICOPENHOUSESUMMARYREPORT.DOCX

PROPOSE REVISION - LOT COVERAGE - COMMITTEE DECISION

contained within the current draft zoning bylaw that outlines requirements for residential properties. Members suggested that Novatech review and consider alternate options to present to Committee at a later date. Members briefly discussed how recreational vehicles could also refer to watercraft/atv's etc and if these additional forms of recreational vehicles should be included. There was a brief discussion amongst Committee regarding the number of RV's permitted to be stored and the definition of a recreational vehicle as it pertains to the zoning bylaw.

There was consensus of Committee to have Novatech review and present alternate wording outlining the ability to store an RV on commercial properties.

Residential Limited Services (RLS): Minimum & Maximum Lot Coverage

Novatech planners outlined the proposed reduction to the minimum/maximum lot coverage and noted mapping issues required to be addressed. Members inquired why it was recommended to reduce the lot coverage maximum from 20% to 10%. It was noted that 10%-20% lot coverage is a standard in many zoning bylaws where development should be carefully regulated. Developed lots exceeding the maximum lot coverage were noted to be grandfathered in, however, on a go-forward basis, the maximum lot coverage recommendation is 10%.

There was a brief discussion on possible issues with reducing the maximum lot coverage, the number of public comments received on this topic, and the request for reduction of minimum lot size from 1-hectare to 1-acre. It was noted that there were minimal comments received in relation to this matter. It was noted that the RLS zone is within the Rural Policy Area of the Official Plan, which requires a minimum lot size of 1ha. This applies when a new lot is being created. The current and draft zoning bylaw allows development on existing lots that are less than 1ha. It was noted that the planner's report does not recommend any changes to the minimum lot coverage. There was a general consensus to reduce the maximum lot coverage to 10%.

Interior Yard:

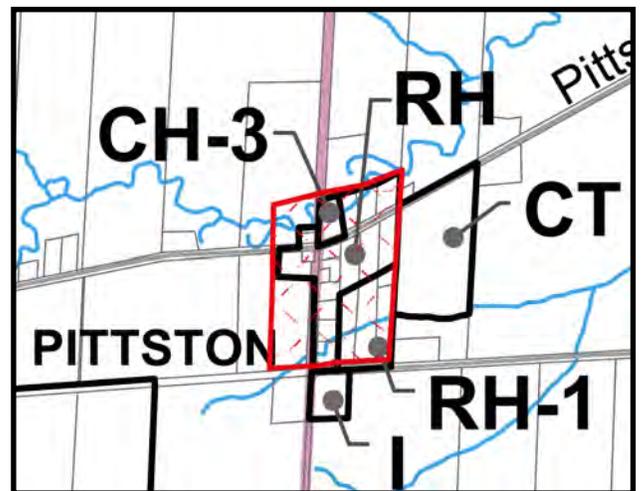
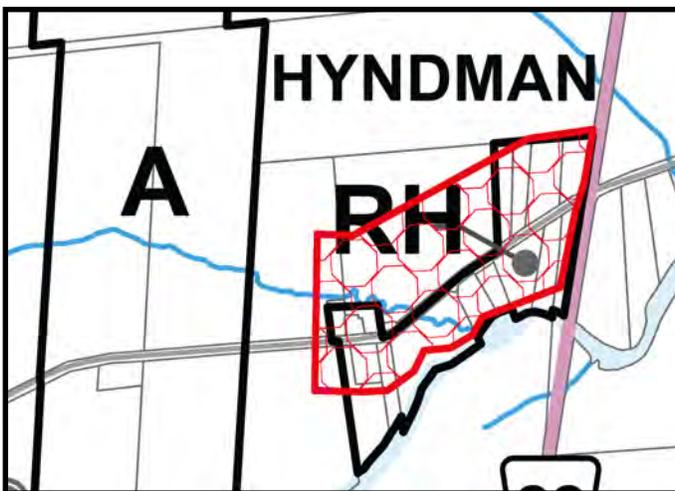
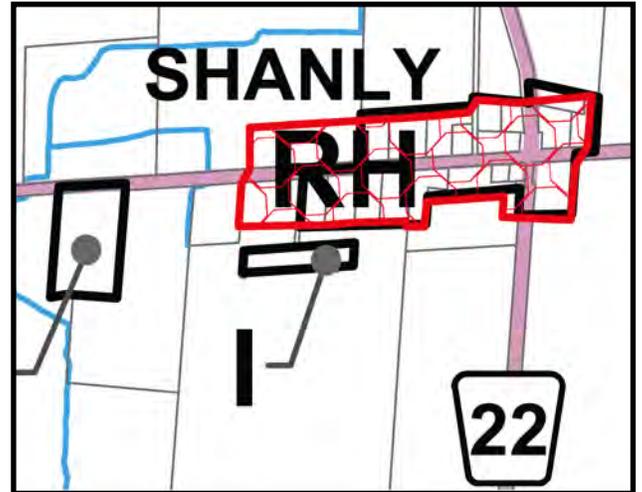
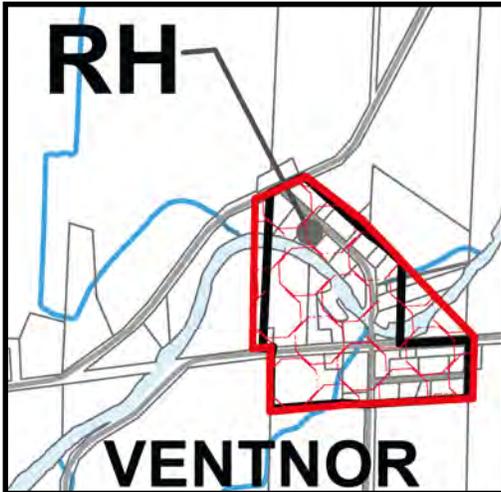
It was noted that there was a recommendation in the planners report to reduce the proposed 6m interior yard setback to 3m, which is consistent with the current RLS provisions. There was consensus from Committee to reduce the interior yard setback to 3m.

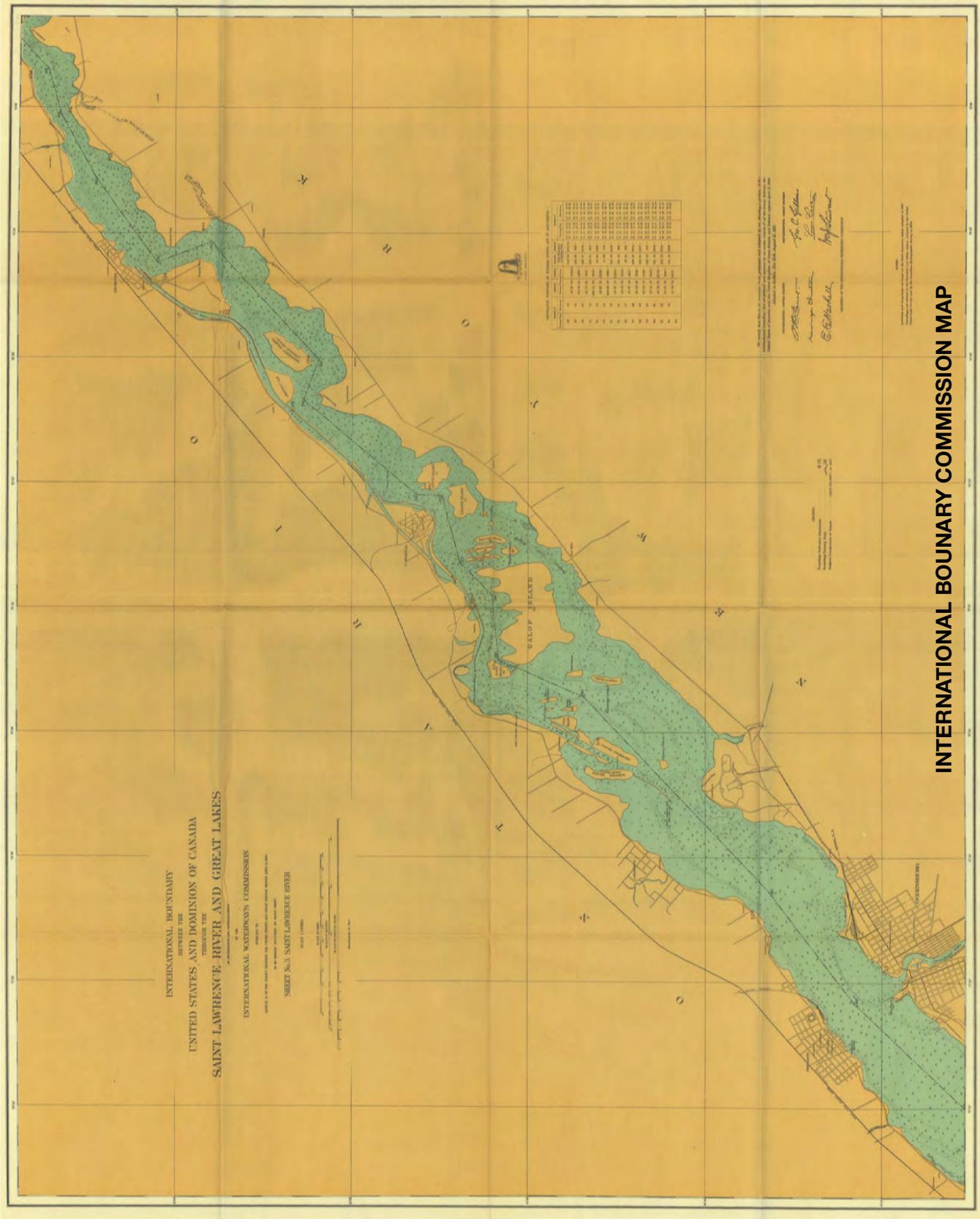
Floor Space Index (FSI):

**RH ZONING VS HAMLET SETTLEMENT AREA**

Black Outline - ZBL Schedule A Draft 2 - Zoning

Red Outline - TWPEC OP Schedule B - Settlement Area Boundaries







**REGULATION OF OVER USE**

1. A stated purpose of the RLS zone is to restrict uses on certain properties. However a separate zone is not required to set or enforce these restrictions. The draft Zoning By-Law provides for numerous restrictions that are not zone specific, but apply to all properties in any zone that meets the specified criteria. An example of such a use restriction is for additional residential units which specifies that they are restricted to properties where access is provided directly off an improved street.

**4.8 Additional Residential Units**

Notwithstanding any provision of this By-law to the contrary, where a single dwelling, a semi-detached dwelling or a townhouse dwelling is permitted as a principal use in a zone, a second dwelling unit and/or second dwelling, as defined herein, are permitted on the same lot in accordance with the following provisions.

**1. General**

1. The second dwelling unit and/or second dwelling shall be located on a lot where driveway access is provided by an improved street.

2. All use restrictions that are considered appropriate for waterfront lots can be handled in a similar manner without a specific zone.

NUMBER	STREET	LOT AREA	WATER FRONTAGE	ON ST LAWRENCE	ON PSW	LOT EMPTY	PRIVATE ROAD ACCESS	2012-35 ZONE	DRAFT 1 ZONE	DRAFT 2 ZONE
118	Bay Lane	0.27 ha	40.40 m	YES	YES		YES	RLS	RLS	RLS
122	Bay Lane	0.24 ha	30.30 m	YES	YES		YES	RLS	RLS	RLS
124	Bay Lane	0.46 ha	21.50 m	YES	YES		YES	RLS	RLS	RLS
126	Bay Lane	0.17 ha	23.80 m	YES	YES		YES	RLS	RLS	RLS
128	Bay Lane	0.17 ha	30.20 m	YES	YES		YES	RLS	RLS	RLS
130	Bay Lane	0.08 ha	18.00 m	YES	YES		YES	RLS	RLS	RLS
132	Bay Lane	0.07 ha	16.60 m	YES	YES		YES	RLS	RLS	RLS
134	Bay Lane	0.06 ha	14.80 m	YES	YES		YES	RLS	RLS	RLS
136	Bay Lane	0.21 ha	72.70 m	YES	YES		YES	RLS	RLS	RLS
1205	Blair Road	6.32 ha	23.70 m	YES	YES			RLS	RU	RU
1206	Blair Road	0.22 ha						RLS	RU	RU
N/A	Blair Road	0.20 ha				YES		RLS	RU	RU
1214	Blair Road	0.22 ha						RLS	RU	RU
1220	Blair Road	0.21 ha						RLS	RU	RU
N/A	Blair Road	0.21 ha				YES		RLS	RU	RU
1223	Blair Road	0.21 ha						RLS	RU	RU
N/A	Blair Road	0.21 ha				YES		RLS	RU	RU
1226	Blair Road	0.21 ha						RLS	RU	RU
N/A	Blair Road	0.21 ha			YES	YES		RLS	RU	RU
1229	Blair Road	0.48 ha			YES			RLS	RU	RU
N/A	Blair Road	0.22 ha			YES	YES		RLS	RU	RU
801	CR 2	0.17 ha	40.50 m	YES				RLS	RU	RU
825	CR 2	0.28 ha	58.10 m	YES				RLS	RU	RU
827	CR 2	0.41 ha	78.10 m	YES				RLS	RU	RU
903	CR 2	0.44 ha	79.60 m	YES				RLS	RU	RU
907	CR 2	0.35 ha						RLS	RU	RU
909	CR 2	0.44 ha						RLS	RU	RU
911	CR 2	0.46 ha	54.80 m	YES				RLS	RLS	RLS
N/A	CR 2	0.99 ha						RLS	RU	RU
921	CR 2	0.35 ha						RLS	CH	CH
925	CR 2	0.18 ha						RLS	RU	RU
929	CR 2	0.20 ha						RLS	RU	RU
931	CR 2	0.15 ha						RLS	RU	RU
933	CR 2	0.40 ha						RLS	RU	RU
N/A	CR 2	5.46 ha				YES		RLS	RU	RU
1015	CR 2	0.26 ha						RLS	RU	RU
1019	CR 2	0.28 ha						RLS	RU	RU
1025	CR 2	0.21 ha						RLS	RU	RU
N/A	CR 2	4.58 ha				YES		RLS	RU	RU

1111	CR 2	0.86 ha	37.40 m	YES				RLS	RLS	RLS
1113	CR 2	0.83 ha	31.20 m	YES				RLS	RLS	RLS
N/A	CR 2	3.11 ha				YES		RLS	RU	RU
1225	CR 2	1.55 ha			YES			RLS	RU	RU
1313	CR 2	0.45 ha	91.20 m	YES	YES			RLS	RU	RU
N/A	CR 2	0.42 ha	60.70 m	YES	YES	YES		RLS	RU	RU
1341	CR 2	0.43 ha	47.50 m	YES	YES	YES		RLS	RU	RU
1403	CR 2	0.70 ha	102.80 m	YES	YES	YES		RLS	RU	RU
1405	CR 2	0.79 ha	52.60 m	YES	YES			RLS	RU	RU
1409	CR 2	0.69 ha	48.00 m	YES	YES	YES		RLS	RU	RU
1411	CR 2	1.08 ha	71.70 m	YES	YES	YES		RLS	RU	RU
1427	CR 2	0.23 ha			YES			RLS	RLS	RU
1501	CR 2	0.38 ha	46.40 m	YES	YES		YES	RLS	RU	RU
1505	CR 2	0.33 ha	38.50 m	YES	YES		YES	RLS	RU	RU
1509	CR 2	0.26 ha	38.00 m	YES	YES			RLS	RLS	RU
1515	CR 2	0.33 ha	55.00 m	YES	YES		YES	RLS	RLS	RU
1517	CR 2	0.36 ha	44.10 m	YES	YES		YES	RLS	RU	RU
1519	CR 2	0.34 ha	43.50 m	YES	YES		YES	RLS	RU	RU
1521	CR 2	0.26 ha	33.40 m	YES	YES			RLS	RU	RU
1523	CR 2	0.24 ha	35.10 m	YES	YES			RLS	RU	RU
1525	CR 2	0.33 ha	53.80 m	YES	YES			RLS	RU	RU
1529	CR 2	0.63 ha	193.70 m	YES	YES		YES	RLS	RLS	RU
N/A	CR 2	0.24 ha	92.90 m	YES	YES	YES		RLS	RU	RU
1623	CR 2	0.12 ha	40.80 m	YES	YES			RLS	RU	RU
1625	CR 2	0.12 ha	27.10 m	YES	YES		YES	RLS	RU	RU
1627	CR 2	0.14 ha	18.60 m	YES	YES		YES	RLS	RU	RU
1631	CR 2	0.30 ha	100.80 m	YES	YES		YES	RLS	RU	RU
1633	CR 2	0.15 ha	24.60 m	YES	YES	YES	YES	RLS	RU	RU
1635	CR 2	0.22 ha	35.20 m	YES	YES		YES	RLS	RU	RU
1637	CR 2	0.47 ha	57.10 m	YES	YES			RLS	RU	RU
1701 a	CR 2	0.20 ha			YES			RLS	RLS	RU
1703	CR 2	0.31 ha	45.50 m	YES	YES			RLS	RLS	RU
1705	CR 2	0.16 ha			YES			RLS	RU	RU
1709	CR 2	0.38 ha			YES			RLS	RLS	RU
1711	CR 2	0.83 ha	11.80 m	YES				RLS	RLS	RU
1717	CR 2	0.27 ha	3.92 m	YES				RLS	RLS	RU
1721	CR 2	0.19 ha						RLS	RU	RU
1723	CR 2	0.28 ha						RLS	RU	RU
N/A	CR 2	0.59 ha	26.20 m	YES		YES		RLS	RU	RU
N/A	CR 2	0.60 ha	31.60 m	YES		YES		RLS	RU	RU
1735	CR 2	1.32 ha	129.60 m	YES				RLS	RU	RU
1801	CR 2	0.46 ha	33.50 m	YES				RLS	RU	RU
1803	CR 2	0.54 ha	44.20 m	YES				RLS	RU	RU
1807	CR 2	0.49 ha	47.80 m	YES				RLS	RU	RU
1811	CR 2	0.36 ha	24.20 m	YES				RLS	RU	RU
1813	CR 2	0.15 ha	21.90 m	YES				RLS	RU	RLS
1817	CR 2	0.34 ha	34.60 m	YES				RLS	RU	RU
1819	CR 2	0.16 ha						RLS	RU	RU
1823	CR 2	0.13 ha	7.30 m	YES				RLS	RU	RU

1825	CR 2	0.06 ha	12.50 m	YES				RLS	RU	RLS
1827	CR 2	0.09 ha	31.40 m	YES				RLS	RU	RLS
1833	CR 2	0.78 ha	69.70 m	YES				RLS	RU	RU
1835	CR 2	0.39 ha	57.20 m	YES				RLS	RU	RU
1837	CR 2	0.38 ha	26.60 m	YES				RLS	RU	RU
1839	CR 2	0.28 ha	19.90 m	YES				RLS	RU	RU
1843 1	CR 2	0.19 ha						RLS	RU	RU
1843	CR 2	1.17 ha	92.80 m	YES				RLS	RU	RU
1927	CR 2	1.19 ha			YES			RLS	RU	RU
2001	CR 2	0.93 ha	87.50 m	YES	YES			RLS	RU	RU
2005	CR 2	0.26 ha			YES			RLS	RU	RU
2007	CR 2	0.32 ha			YES			RLS	RU	RU
2011	CR 2	0.72 ha	29.90 m	YES	YES			RLS	RU	RU
2017	CR 2	1.90 ha	159.10 m	YES	YES			RLS	RU	RU
2031	CR 2	1.20 ha	123.60 m	YES	YES			RLS	RU	RU
2035	CR 2	0.67 ha	56.50 m	YES	YES			RLS	RU	RU
2103	CR 2	0.47 ha	52.60 m	YES	YES			RLS	RU	RU
N/A	CR 2	0.57 ha	69.30 m	YES	YES	YES		RLS	RU	RU
2109	CR 2	0.21 ha	33.40 m	YES	YES			RLS	RU	RU
2111	CR 2	0.25 ha	33.40 m	YES	YES			RLS	RU	RU
2113	CR 2	0.67 ha	55.80 m	YES	YES			RLS	RU	RU
2119	CR 2	0.41 ha			YES			RLS	RU	RU
2127	CR 2	0.31 ha			YES			RLS	RU	RU
2129	CR 2	0.29 ha			YES			RLS	RU	RU
2203	CR 2	0.53 ha			YES			RLS	RU	RU
N/A	CR 2	0.30 ha			YES	YES		RLS	RU	RU
2215	CR 2	0.18 ha	24.80 m	YES	YES			RLS	RU	RU
2217	CR 2	0.17 ha	17.20 m	YES	YES			RLS	RU	RU
2221	CR 2	0.22 ha	34.00 m	YES	YES			RLS	RU	RU
2225	CR 2	0.49 ha	52.50 m	YES	YES			RLS	RU	RU
2227	CR 2	0.30 ha	30.10 m	YES	YES			RLS	RU	RU
2229	CR 2	0.32 ha	27.30 m	YES	YES			RLS	RU	RU
2231	CR 2	0.32 ha	45.20 m	YES	YES			RLS	RU	RU
2233	CR 2	0.30 ha	10.20 m	YES	YES			RLS	RU	RU
2235	CR 2	0.55 ha	81.60 m	YES	YES			RLS	RU	RU
2411	CR 2	0.31 ha	56.00 m	YES	YES			RLS	RLS	RLS
2413	CR 2	0.25 ha	90.70 m	YES	YES			RLS	RLS	RLS
3	Empire Hanna	8.69 ha						RLS	RU	RU
6	Empire Hanna	3.08 ha					YES	RLS	RU	RU
66	Empire Hanna	0.81 ha					YES	RLS	RLS	RLS
75	Empire Hanna	0.27 ha	48.90 m	YES			YES	RLS	RLS	RLS
78	Empire Hanna	0.61 ha	6.39 m	YES			YES	RLS	RLS	RLS
87	Empire Hanna	0.28 ha	65.40 m	YES			YES	RLS	RLS	RLS
93	Empire Hanna	0.17 ha	25.90 m	YES			YES	RLS	RLS	RLS
95	Empire Hanna	0.39 ha	25.80 m	YES			YES	RLS	RLS	RLS
97	Empire Hanna	0.46 ha	26.10 m	YES		YES	YES	RLS	RLS	RLS
99	Empire Hanna	0.15 ha	23.40 m	YES			YES	RLS	RLS	RLS
N/A	Empire Hanna	0.16 ha	46.60 m	YES		YES	YES	RLS	RLS	RLS
199	Empire Hanna East	0.44 ha	54.00 m	YES				RLS	RLS	RLS

201	Empire Hanna East	0.28 ha	30.90 m	YES				RLS	RLS	RLS
205	Empire Hanna East	0.64 ha	65.50 m	YES				RLS	RLS	RLS
207	Empire Hanna East	0.40 ha	39.60 m	YES				RLS	RLS	RLS
209	Empire Hanna East	0.38 ha	36.70 m	YES				RLS	RLS	RLS
211	Empire Hanna East	0.37 ha	36.70 m	YES				RLS	RLS	RLS
213	Empire Hanna East	0.38 ha	36.60 m	YES				RLS	RLS	RLS
215	Empire Hanna East	0.35 ha	36.60 m	YES				RLS	RLS	RLS
217	Empire Hanna East	0.37 ha	33.10 m	YES				RLS	RLS	RLS
N/A	Gallop Canal	0.34 ha				YES		RLS	RU	RU
109	Gallop Canal	0.34 ha						RLS	RU	RU
N/A	Gallop Canal	0.32 ha				YES		RLS	RU	RU
N/A	Gallop Canal	0.32 ha				YES		RLS	RU	RU
115	Gallop Canal	0.34 ha						RLS	RLS	RU
116	Gallop Canal	0.83 ha	35.50 m	YES				RLS	RLS	RU
N/A	Gallop Canal	0.33 ha				YES		RLS	RU	RU
118	Gallop Canal	0.49 ha	36.90 m	YES				RLS	RLS	RU
N/A	Gallop Canal	0.17 ha	56.70 m	YES		YES		RLS	RLS	RU
120	Gallop Canal	0.31 ha	32.60 m	YES		YES		RLS	RLS	RU
N/A	Gallop Canal	0.22 ha				YES		RLS	RLS	RU
N/A	Gallop Canal	0.16 ha	62.30 m	YES		YES	YES	RLS	RLS	RLS
123	Gallop Canal	0.17 ha	61.90 m	YES			YES	RLS	RLS	RLS
124	Gallop Canal	0.44 ha	188.00 m	YES				RLS	RLS	RU
125	Gallop Canal	0.16 ha	69.20 m	YES			YES	RLS	RLS	RLS
127	Gallop Canal	0.13 ha	69.70 m	YES			YES	RLS	RLS	RLS
1	Gaylord	0.17 ha	31.50 m	YES				RLS	RLS	RLS
3	Gaylord	0.16 ha	30.90 m	YES				RLS	RLS	RLS
5	Gaylord	0.17 ha	30.60 m	YES				RLS	RLS	RLS
7	Gaylord	0.17 ha	30.00 m	YES				RLS	RLS	RLS
9	Gaylord	0.18 ha	30.70 m	YES				RLS	RLS	RLS
11	Gaylord	0.17 ha	29.70 m	YES				RLS	RLS	RLS
1	Gullymeade	0.53 ha			YES		YES	RLS	RLS	RU
N/A	Gullymeade	0.64 ha	48.20 m	YES	YES	YES	YES	RLS	RLS	RU
12	Gullymeade	0.20 ha	36.80 m	YES	YES		YES	RLS	RLS	RLS
14	Gullymeade	0.07 ha	20.10 m	YES	YES		YES	RLS	RLS	RLS
15	Gullymeade	0.13 ha	22.40 m	YES	YES		YES	RLS	RLS	RLS
19	Gullymeade	0.69 ha	37.40 m	YES	YES		YES	RLS	RLS	RLS
21	Gullymeade	0.15 ha	28.40 m	YES	YES		YES	RLS	RLS	RLS
23	Gullymeade	0.23 ha	32.30 m	YES	YES		YES	RLS	RLS	RU
9	Hilltop	0.31 ha	27.90 m	YES	YES		YES	RLS	RLS	RLS
N/A	Hilltop	0.26 ha			YES	YES	YES	RLS	RLS	RLS
11	Hilltop	0.15 ha	22.30 m	YES	YES		YES	RLS	RLS	RLS
N/A	Hilltop	0.19 ha			YES	YES	YES	RLS	RLS	RLS
13	Hilltop	0.16 ha	21.00 m	YES	YES		YES	RLS	RLS	RLS
15	Hilltop	0.12 ha	18.80 m	YES	YES			RLS	RLS	RLS
17	Hilltop	0.16 ha	21.10 m	YES	YES		YES	RLS	RLS	RLS
19	Hilltop	0.29 ha	35.20 m	YES	YES		YES	RLS	RLS	RLS
4	Hudson Cres	0.23 ha						RLS	RU	RU
6	Hudson Cres	0.22 ha						RLS	RU	RU
8	Hudson Cres	0.23 ha						RLS	RU	RU

N/A	Hudson Cres	0.21 ha				YES		RLS	RU	RU
10	Hudson Cres	0.21 ha						RLS	RU	RU
N/A	Hudson Cres	0.23 ha				YES		RLS	RU	RU
14	Hudson Cres	0.21 ha				YES		RLS	RU	RU
N/A	Hudson Cres	0.22 ha				YES	YES	RLS	RU	RU
16	Hudson Cres	0.42 ha				YES		RLS	RU	RU
N/A	Hudson Cres	0.22 ha				YES	YES	RLS	RU	RU
20	Hudson Cres	0.22 ha				YES		RLS	RU	RU
N/A	Judy PI	0.22 ha				YES	YES	RLS	RU	RU
N/A	Judy PI	0.22 ha				YES	YES	RLS	RU	RU
N/A	Judy PI	0.35 ha	28.50 m	YES	YES			RLS	RU	RU
N/A	Judy PI	0.23 ha				YES		RLS	RU	RU
N/A	Judy PI	0.32 ha				YES		RLS	RU	RU
11	Judy PI	0.21 ha						RLS	RU	RU
103	Moore Road	0.12 ha	62.20 m	YES			YES	RLS	RLS	RLS
105	Moore Road	0.10 ha	44.60 m	YES			YES	RLS	RLS	RLS
109	Moore Road	0.17 ha	45.70 m	YES			YES	RLS	RLS	RLS
113	Moore Road	0.11 ha	38.70 m	YES			YES	RLS	RLS	RLS
117	Moore Road	0.14 ha	41.50 m	YES			YES	RLS	RLS	RLS
N/A	Moore Road	0.17 ha	33.50 m	YES		YES	YES	RLS	RLS	RLS
125	Moore Road	0.15 ha	35.40 m	YES			YES	RLS	RLS	RLS
129	Moore Road	0.12 ha	26.30 m	YES			YES	RLS	RLS	RLS
135	Moore Road	0.20 ha	52.60 m	YES			YES	RLS	RLS	RLS
N/A	North Channel	0.07 ha	30.90 m	YES		YES		RLS	RU	RU
101	North Channel	0.03 ha	11.20 m	YES				RLS	RU	RU
102	North Channel	0.18 ha	46.20 m	YES				RLS	RU	RU
103	North Channel	0.56 ha	215.80 m	YES				RLS	RU	RU
104	North Channel	0.06 ha	14.60 m	YES				RLS	RU	RU
105	North Channel	0.07 ha						RLS	RU	RU
106	North Channel	0.23 ha	52.00 m	YES				RLS	RU	RU
107	North Channel	0.04 ha				YES		RLS	RU	RU
109	North Channel	0.04 ha				YES		RLS	RU	RU
111	North Channel	0.04 ha	0.00 m	YES	YES			RLS	RU	RU
112	North Channel	0.59 ha	59.70 m	YES	YES			RLS	RU	RU
113	North Channel	0.08 ha				YES		RLS	RU	RU
114	North Channel	0.69 ha	30.30 m	YES	YES			RLS	RU	RU
N/A	North Channel	0.50 ha				YES	YES	RLS	RU	RU
N/A	North Channel	0.45 ha	30.10 m	YES	YES	YES		RLS	RU	RU
118	North Channel	1.10 ha	28.40 m	YES	YES			RLS	RU	RU
120	North Channel	0.50 ha				YES		RLS	RU	RU
122	North Channel	0.49 ha				YES		RLS	RU	RU
N/A	North Channel	0.28 ha	0.00 m	YES	YES	YES		RLS	RU	RU
124	North Channel	0.27 ha				YES	YES	RLS	RU	RU
125	North Channel	0.30 ha				YES		RLS	RU	RU
129	North Channel	5.07 ha				YES		RLS	RU	RU
133	North Channel	0.45 ha	0.00 m	YES				RLS	RU	RU
3	Riddell Rd	0.25 ha					YES	RLS	RLS	RLS
13	Riddell Rd	0.29 ha	11.50 m	YES			YES	RLS	RLS	RU
16	Riddell Rd	0.21 ha	16.70 m	YES			YES	RLS	RLS	RLS

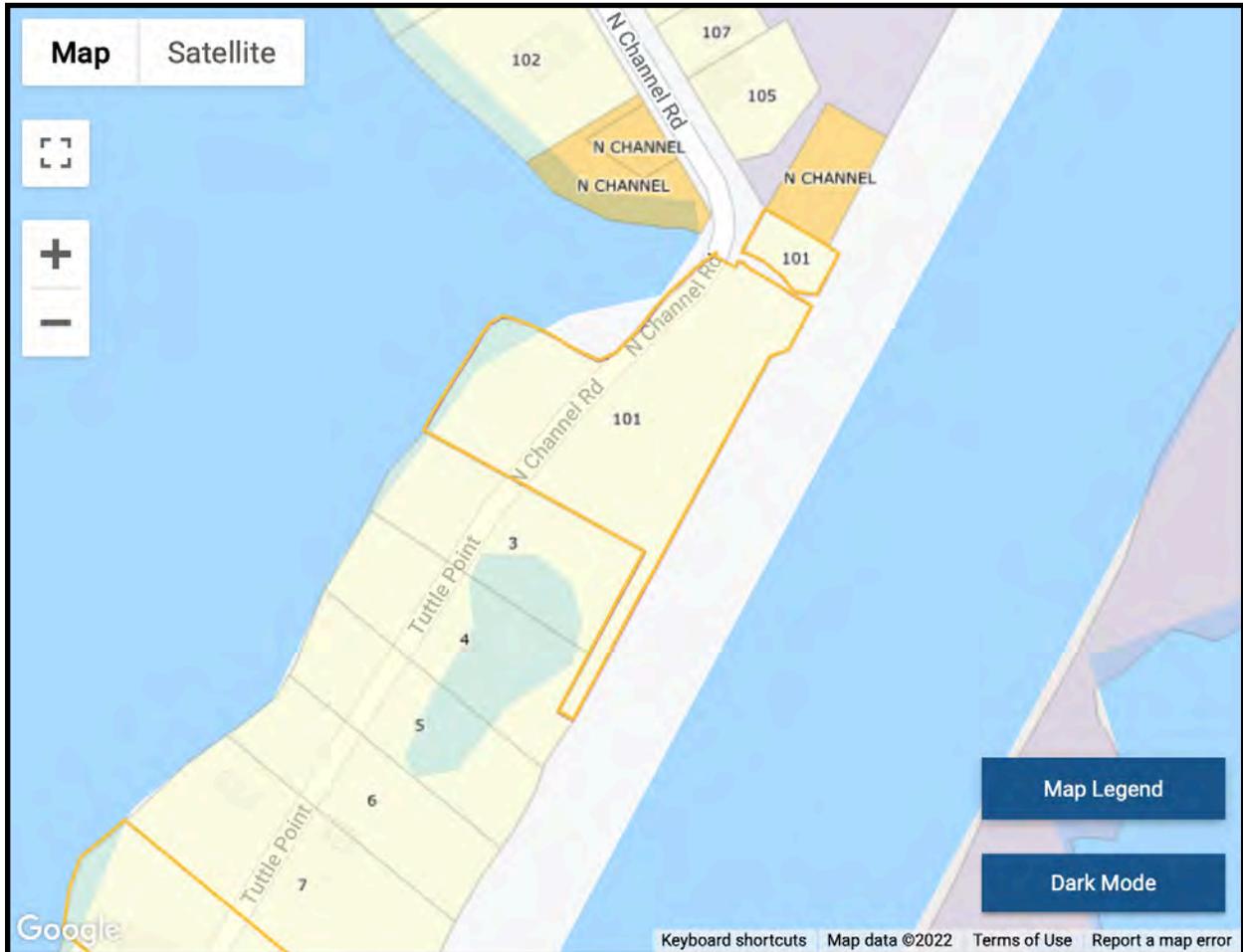
20	Riddell Rd	0.05 ha	16.70 m	YES			YES	RLS	RLS	RLS
22	Riddell Rd	0.37 ha	59.20 m	YES			YES	RLS	RLS	RLS
24	Riddell Rd	0.05 ha	19.60 m	YES			YES	RLS	RLS	RLS
31	Riddell Rd	0.14 ha	41.50 m	YES			YES	RLS	RLS	RLS
33	Riddell Rd	0.11 ha	30.60 m	YES			YES	RLS	RLS	RLS
35	Riddell Rd	0.10 ha	23.30 m	YES			YES	RLS	RLS	RLS
36	Riddell Rd	0.13 ha					YES	RLS	RLS	RLS
37	Riddell Rd	0.09 ha	32.20 m	YES			YES	RLS	RLS	RLS
38	Riddell Rd	0.07 ha					YES	RLS	RLS	RLS
39	Riddell Rd	0.05 ha	17.80 m	YES			YES	RLS	RLS	RLS
41	Riddell Rd	0.11 ha	36.10 m	YES			YES	RLS	RLS	RLS
47	Riddell Rd	0.07 ha	16.90 m	YES	YES		YES	RLS	RLS	RLS
49	Riddell Rd	0.09 ha	30.40 m	YES	YES		YES	RLS	RLS	RLS
51	Riddell Rd	0.20 ha	28.10 m	YES	YES		YES	RLS	RLS	RLS
3	Shoreline	0.28 ha			YES		YES	RLS	RLS	RLS
5	Shoreline	0.36 ha	52.50 m	YES	YES		YES	RLS	RLS	RLS
7	Shoreline	0.21 ha	30.10 m	YES	YES		YES	RLS	RLS	RLS
9	Shoreline	0.20 ha	33.00 m	YES	YES		YES	RLS	RLS	RLS
11	Shoreline	0.16 ha	30.60 m	YES	YES		YES	RLS	RLS	RLS
15	Shoreline	0.18 ha	29.20 m	YES	YES		YES	RLS	RLS	RLS
3	Tuttle Point	0.17 ha	24.60 m	YES			YES	RLS	RLS	RLS
4	Tuttle Point	0.17 ha	23.80 m	YES			YES	RLS	RLS	RLS
5	Tuttle Point	0.17 ha	23.40 m	YES			YES	RLS	RLS	RLS
6	Tuttle Point	0.14 ha	22.30 m				YES	RLS	RLS	RLS
7	Tuttle Point	0.16 ha	33.40 m	YES			YES	RLS	RLS	RLS
8	Tuttle Point	0.14 ha		YES			YES	RLS	RLS	RLS
9	Tuttle Point	0.12 ha		YES			YES	RLS	RLS	RLS
10	Tuttle Point	0.13 ha	33.60 m	YES	YES		YES	RLS	RLS	RLS
11	Tuttle Point	0.13 ha	18.40 m	YES	YES		YES	RLS	RLS	RLS
12	Tuttle Point	0.12 ha	16.50 m	YES	YES		YES	RLS	RLS	RLS
13	Tuttle Point	0.12 ha	15.90 m	YES	YES		YES	RLS	RLS	RLS
14	Tuttle Point	0.12 ha	15.50 m	YES	YES		YES	RLS	RLS	RLS
15	Tuttle Point	0.12 ha	15.80 m	YES	YES		YES	RLS	RLS	RLS
16	Tuttle Point	0.12 ha	16.60 m	YES	YES		YES	RLS	RLS	RLS
17	Tuttle Point	0.12 ha	15.00 m	YES	YES		YES	RLS	RLS	RLS
18	Tuttle Point	0.15 ha	19.70 m	YES	YES		YES	RLS	RLS	RLS
19	Tuttle Point	0.14 ha	16.10 m	YES	YES		YES	RLS	RLS	RLS
20	Tuttle Point	0.13 ha	16.10 m	YES	YES		YES	RLS	RLS	RLS
21	Tuttle Point	0.12 ha	15.20 m	YES	YES		YES	RLS	RLS	RLS
22	Tuttle Point	0.12 ha	15.50 m	YES	YES		YES	RLS	RLS	RLS
23	Tuttle Point	0.12 ha	15.80 m	YES	YES		YES	RLS	RLS	RLS
24	Tuttle Point	0.11 ha	15.00 m	YES	YES		YES	RLS	RLS	RLS
25	Tuttle Point	0.16 ha	22.70 m	YES	YES		YES	RLS	RLS	RLS
26	Tuttle Point	0.18 ha	22.50 m	YES	YES		YES	RLS	RLS	RLS
27	Tuttle Point	0.13 ha	16.60 m	YES	YES		YES	RLS	RLS	RLS
28	Tuttle Point	0.15 ha	29.40 m	YES	YES		YES	RLS	RLS	RLS
29	Tuttle Point	0.20 ha	44.90 m	YES	YES		YES	RLS	RLS	RLS
30	Tuttle Point	0.13 ha	48.80 m	YES	YES		YES	RLS	RLS	RLS
31	Tuttle Point	0.12 ha	54.10 m	YES	YES		YES	RLS	RLS	RLS

32	Tuttle Point	0.15 ha	49.40 m	YES	YES		YES	RLS	RLS	RLS
33	Tuttle Point	0.14 ha	28.40 m	YES	YES		YES	RLS	RLS	RLS
34	Tuttle Point	0.11 ha	16.20 m	YES	YES		YES	RLS	RLS	RLS
35	Tuttle Point	0.11 ha	13.80 m	YES	YES		YES	RLS	RLS	RLS
36	Tuttle Point	0.12 ha	15.10 m	YES	YES		YES	RLS	RLS	RLS
37	Tuttle Point	0.14 ha	27.00 m	YES	YES		YES	RLS	RLS	RLS
38	Tuttle Point	0.13 ha	24.10 m	YES	YES		YES	RLS	RLS	RLS
39	Tuttle Point	0.14 ha	27.10 m	YES	YES		YES	RLS	RLS	RLS
40	Tuttle Point	0.17 ha	39.60 m	YES	YES		YES	RLS	RLS	RLS
41	Tuttle Point	0.17 ha	47.50 m	YES	YES		YES	RLS	RLS	RLS
42	Tuttle Point	0.23 ha	106.80 m	YES	YES		YES	RLS	RLS	RLS
11	Vic Woodland	1.03 ha					YES	RLS	RLS	RLS
12	Vic Woodland	1.33 ha					YES	RLS	RLS	RLS
2	Village Edge	0.16 ha					YES	RLS	RLS	RU
4	Village Edge	0.14 ha					YES	RLS	RLS	RLS
6	Village Edge	0.26 ha					YES	RLS	RLS	RLS
8	Village Edge	0.27 ha	44.20 m	YES			YES	RLS	RLS	RLS
10	Village Edge	0.27 ha	45.00 m	YES			YES	RLS	RLS	RLS

## PROPOSED ZONING AMENDMENTS DRAFT 2

1. The maps below, from the MPAC website depict 101 North Channel Road and 2413 County Road 2 as having direct access to an improved road.
2. Suggest both should be zoned RU rather than RLS.

### 101 NORTH CHANNEL ROAD



2413 COUNTY ROAD 2



**94**

5072 Rock Street  
Spencerville, On  
K0E 1X0

[REDACTED]  
(Linda)

(Dave)

Wendy Van Keulen  
Community Development Coordinator  
Township of Edwardsburgh/Cardinal

**May 17, 2022**

**Re: New Zoning Bylaw 2022- Summary of Our Concerns and Recommendations.**

**To: Council and Committee for Community Development**

As we have property that is close to and overlaps the proposed zoning bylaw which changes the Area of Influence of a quarry from 300m to 500m, we are concerned that we or future owners, will not be able to build a dwelling on the properties, even though severances were granted for lots on Rock Street after the quarry was licenced and on the lot that was in existence long before the quarry was even applied for.

**Concern 1:**

Since we own property that is potentially impacted by the proposed zoning by-law to amend the Area of Influence of the Tackaberry stone quarry from 300m to 500m, we are concerned a dwelling will not be permitted on existing lots within the Area of Influence.

In order to get a building permit for a dwelling, the expense for applying for a Rezoning or Minor Variance for an Exemption to the Zoning By-law is prohibitive, especially should we be required to provide an Aggregate Impact Assessment to conform to the Official Plan and Zoning By-law, which was mentioned at the meeting of May 16, 2022.

**Recommendation 1:**

To resolve our concerns regarding the proposed change from 300m to 500m for Areas of Influence, we strongly recommend that Council and members of the Community Development Committee allow the building of dwellings on existing lots which were purchased as an investment or severed before or after the zoning of the Tackaberry quarry, by including a Grandfather Clause for existing lots within the Area of Influence.

**Rationale:**

In order to get a building permit for a dwelling, the expense for applying for a Rezoning or Minor Variance for an Exemption to the Zoning By-law is prohibitive, especially should lot owners of the affected lots be required to provide an Aggregate Impact Assessment to conform to the Official Plan and Zoning By-law, as was mentioned at the Community Development Committee Meeting held on May 16, 2022. A Grandfather Clause included by Council and the Committee for Community

Development would rectify the problems that will affect the existing lots within the proposed new 500m Area of Influence.

**Recommendation 2:**

We recommend that second dwellings such as tiny homes or in-law dwellings be allowed to be built in our Rural (RU) zone, within the proposed 500m Area of Influence, without an Application for Rezoning or Minor Variance for an Exemption to the Zoning By-law. We strongly recommend this be included in a Grandfather Clause in the new Zoning Bylaw.

**Rationale:**

Trends in changing demographics indicate that there will be a growing need to adapt existing building regulations to accommodate permanent tiny homes and in-law developments in rural communities across Ontario. Zoning and building permit restrictions should be adapted to this changing reality.

**Concern 2:**

The OMB rulings governing the Tackaberry Quarry of May 11, 1990 and agreement of its conditions by Edwardsburg Council (By-law 93-88) for the operation of the quarry on the Hunter property, state that no concrete or asphalt batching plants are allowed on the Tackaberry approved quarry site. There are also restrictions to the hours of operations. Will the OMB rulings be strictly followed for any and all licencing amendments? We are concerned that we may not be notified and have an opportunity to provide our input, especially if Tackaberry & Sons Construction should be allowed to operate a concrete or asphalt batching plant. We are requesting clarification on this matter, and what the Township position is on the original OMB ruling.

Thank you for your consideration.

Yours truly,

Linda and Dave Chapeskie

Property owners of Part Lots 17&18, Concession 6, Township of Edwardsburgh/Cardinal

Telephone: [REDACTED]

Marilyn Mootrey  
5067 Rock Street  
Spencerville, ON  
K0E 1X0

May 18, 2022

Wendy Van Keulen  
Community Development Coordinator  
Township Edwardsburg/Cardinal

**Re: New zoning bylaw review**

Thank you to Committee and Council for addressing the problem I experienced with my lot adjacent to 5067 Rock Street and the suggestion to proceed with Building Permit Application.

I would also submit the following concerns:

1.

Due to the upcoming changes for setback from 300m to 500m and time constraints imposed by the upcoming implementation of new zoning, I will need to purchase the building permit which would normally be a cost allocated to purchaser of the lot. There will also be additional costs for:

A: Transfer of permit to purchaser

B: Revision of permit to accommodate purchaser's house plans

C: There is a performance Bond deposit of up to \$2000 which is not refundable until Occupancy Permit is issued

I would suggest that all these extra fees be waived for my building permit and the performance Bond be attached to the purchaser at time of transfer.

2.

Further I would want to assure that purchaser would not be impacted by the 500m zoning in the process of building or future development of the lot.

A Grandfather Clause included by Council and the Committee for Community Development would rectify the problems that will affect the existing lots within the proposed new 500m Area of Influence.

Yours truly,

Marilyn Mootrey