



Staff Report

Planning and Development Services – Planning Division

Report To: Committee of the Whole
Meeting Date: February 23, 2021
Report Number: PDS.21.022
Subject: Windfall Phase 6 Public Meeting Follow Up Information Report
Prepared by: Shawn Postma, MCIP RPP, Senior Policy Planner

A. Recommendations

THAT Council receive Staff Report PDS.21.022, entitled “Windfall Phase 6 Public Meeting Follow Up Information Report” for information purposes.

B. Overview

The purpose of this report is to provide an update on the current review status of the Windfall Phase 6 Application for Redline Revision and Zoning By-law Amendment and to provide a consolidated summary of all comments received to date. This report also identifies the next steps in the file review process prior to bringing a recommendation report back to Council for consideration.

C. Executive Summary

Application File #: P2697 and 42T-2010-03

Application Received Date: December 12, 2018. **Revised Date:** July 3, 2020

Application Deemed Complete Date: January 28, 2019. **Revised Date:** October 16, 2020

County Official Plan Designation: Recreation Resort Area

Official Plan Designation: Residential Recreational Area

Zoning Bylaw Category: Residential ‘R1-3-62-h19’

STA Permissions: Not Permitted

Location: Block 40, Registered Plan 16M-42

The County has received an application for Redline Revision to Draft Plan of Subdivision 42T-2010-03. The Town has received an application for Zoning By-law Amendment to The Blue

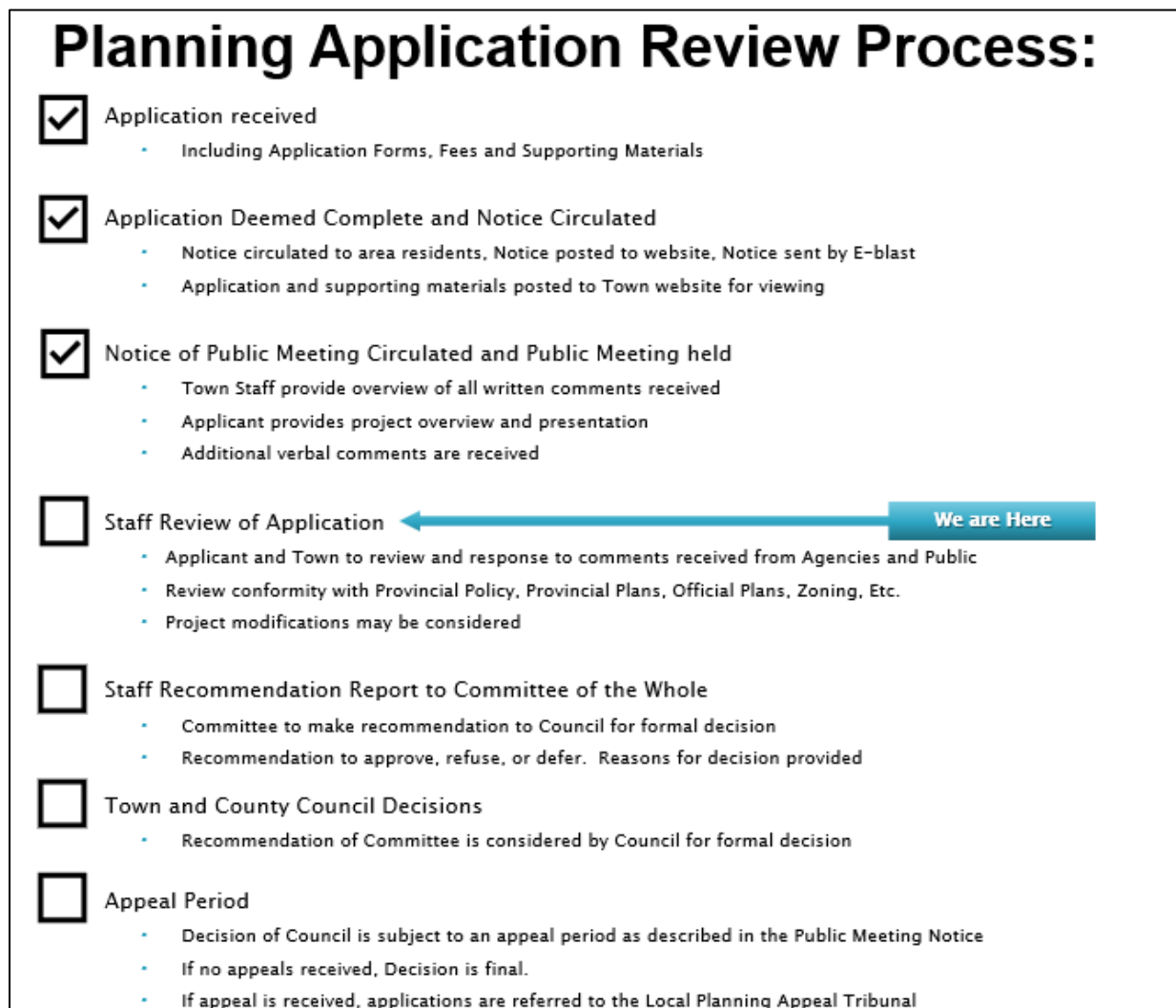
Mountains Zoning By-law 2018-65. The report pertains to the Town's review of both applications.

D. Background

The County of Grey and Town of The Blue Mountains received a request from Windfall GP Inc. proposing revisions to the existing draft approved Windfall subdivision. The proposed revisions would increase the total number of residential units within Phase 6 of the development to 166 dwelling units comprising of 58 single detached units and 108 semi-detached units. The overall residential units within the Windfall development would increase from 609 units to 659 units.

The Public Meeting as required under the Planning Act was held on November 30, 2020. In response, the Town and County received a number of written and verbal comments from area residents and outside agencies. All comments received prior to and after the Public Meeting have been summarized and consolidated into Attachment #1. Full versions of all written correspondence are included in Attachment #2.

Figure 1: Planning Application Process



All received comments, concerns and questions are currently under review.

Figure 1 above outlines the planning application process and the current status of this file.

Windfall has committed to review the comments received and to provide a response to Town and County Staff. As a result of their review, further modifications to the Draft Plan and/or Zoning By-law Amendment may be considered and presented to Staff and Council.

At the same time, Town and County Staff are reviewing all comments received and will include a response to the concerns and questions that have been raised in a future Staff Report. As part of the review, the County of Grey has engaged an independent third party to peer review the submitted Traffic Impact Study. The results of the peer review will also be considered prior to the final recommendation report to Council.

E. Analysis

A detailed Planning analysis and recommendation to Council will come in a future recommendation report.

F. Strategic Priorities

1. Communications and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders.

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

G. Environmental Impacts

There are no adverse environmental impacts anticipated from the recommendations contained within this report. Environmental impacts are being considered in the current review of these applications.

H. Financial Impact

There are no adverse financial impacts anticipated from the recommendations contained within this report. Financial impacts are being considered in the current review of these applications.

I. In consultation with

Trevor Houghton, Manager of Community Planning
Nathan Westendorp, Director of Planning and Development Services

J. Public Engagement

The topic of this Staff Report has been the subject of a Public Meeting which took place on November 20, 2020. Those who provided comments at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, have been provided notice of this Staff Report.

K. Attached

1. Attachment 1 – Public Meeting Comments Received (Summary)
2. Attachment 2 – Public Meeting Comments Received (Original Comments)

Respectfully submitted,

Shawn Postma, MCIP RPP
Senior Policy Planner

Trevor Houghton, MCIP RPP
Manager of Community Planning

Nathan Westendorp, RPP, MCIP
Director of Planning and Development Services

For more information, please contact:
Shawn Postma
planning@thebluemountains.ca
519-599-3131 extension 248

Public Meeting Comments Response Matrix

Project Name: Windfall Phase 6

File No.: P2697 and 42T-2010-03

Public Meeting Date: November 30, 2020

Comments Received By: Comments / Concerns / Questions Summary:		Response
AGENCY COMMENTS		
Bell Canada	1. Bell Canada requires the conveyance of necessary easements, the relocation of facilities and easements, installation of necessary infrastructure, and to be involved at the utility design stage of the project at the sole cost of the owner.	
Nottawasaga Valley Conservation Authority	1. We believe that our matters of interest being natural hazards, natural heritage and Stormwater management can be adequately addressed through current draft plan conditions. The proposed revisions are considered minor in nature and based upon our mandate and policies under the Conservation Authorities Act, have no objection to the proposed red-line revision or accompanying zoning by-law amendment.	
Historic Saugeen Metis	No objection or opposition	
PUBLIC COMMENTS		
Scandinave Spa Blue Mountain	1. Proposed increase in density on Phase 6 lands contravenes the original purchase and sale agreement for development on the 25 acres windfall purchased from the Spa. 2. Development on the Windfall and Mountain House lands has already been increased from the original concepts 3. Density is beyond what should be permitted on the site 4. The location of the requested density increase in proximity to the spa would impact the experience of visitors and continue to have a negative economic impact on the Spa.	
David and Caroline Harbinson Cindy and Roman Jozefiak Jacquelyn Patterson and Rob Schaefer Beata Szulc and John Wasiuk Ankica Oroz and Derek Day John Peden and Mary Ann Peden Alexandra Godwin and John Gallacher Anita Soni Andrea Newton and Gerry Wayland Laura Vanags Kevin and Martina Boughen Brenda and Don Brazier Angela Beatty Ingeborg Scholz Thomas Kochuta and Marian Watson Erroll Rowe Diana Garbutt Dianne Stoneman and John Stoneman Mike Hannalah and Marian Massoud	Area resident comments have been consolidated into themes including traffic, parking, recreation and open space, schools, water/sewer/stormwater servicing, density and design, construction activity, short term accommodation and other comments received..... Traffic: 1. That the area roads infrastructure are inadequate including: Crosswinds/Grey 19 Intersection; Grey 19/Mountain Road/Grey Road 21 intersection; Crosswinds connection to Jozo Weider Blvd; . 2. Concerned that the traffic data and methodology used to develop the Traffic Impact Study is insufficient. 3. That the proposed increase in density is premature and should not be considered until after the Master Transportation Study is completed by the Town in 2021. 4. Concerned that Crosswinds Blvd will become a County Road by-pass for visitors accessing Blue Mountain and the Village 5. Additional density in Phase 6 will result in additional vehicle traffic in Phase 3 through the road connection between Phase 6 and Phase 3 6. Road improvements to intersections should occur prior to any additional density being granted. 7. Phasing changes should be considered so that Phase 6 occurs prior to Phase 5 so that construction traffic can maintain existing traffic routes/access 8. Traffic concerns will be increased when Crosswinds Blvd is opened to Jozo Weider Blvd resulting in additional traffic from adjacent subdivisions travelling through windfall. 9. Concerned that traffic is travelling too quickly along Crosswinds Blvd	

Public Meeting Comments Response Matrix

Project Name: Windfall Phase 6

File No.: P2697 and 42T-2010-03

Public Meeting Date: November 30, 2020

Sam Hannaalla Karen Hurley Scott and Sylvia Bamford Mary Warrick Caroline Breton Robert and Jeri Wearing Karen and Mike Feeley Dominic Macchia Carl Spiess David Peters Jane McDonough	Parking 10. Semi-detached units have caused parking issues with most units having a small garage and one additional spot on the driveway. Lack of parking has led to a lot of cars parking on the street, some illegally, and winter parking is not permitted and creates nuisances related to snow clearing. Does the developer propose any improvements in this regard? 11. There are no overflow parking areas for guests/visitors. Especially in winter there is no space for overnight guest parking. 12. Some property owners resort to paying parking tickets as part of the cost of owning a home in windfall 13. General lack of Municipal By-law enforcement of winter overnight parking 14. Request that the developer provide additional parking areas 15. Boat and snowmobile parking in driveways lead to less parking available for cars 16. Parking is occurring on front lawns against restrictive covenants as there is no other available space for parking Recreation and Open Space 17. Concerned that the private recreational facility known as “The Shed” is currently undersized for existing units and that additional density will make this situation worse. 18. In addition, the existing open space and trails network is undersized for existing units and that additional density will make this situation worse 19. A number of landscaping commitments within built phases have not yet been completed and should be completed prior to considering changes to Phase 6 20. Request that the developer provide increased recreational facilities proportionately to the increase in density 21. Parks should be improved with playgrounds. None exist in the area 22. Excessive tree clearing has occurred in between Phase 2 and Phase 4 Schools: 23. There are no schools to support local families. Additional units will make this problem worse. Water / Sewer / Stormwater Management 24. Concerned that there are existing stormwater drainage issues with the built ditches and drains and these issues have not been addressed in the submitted materials 25. The sanitary sewer system design for existing phases is flawed and has not been addressed in the materials submitted with the Phase 6 applications. Density and Design 26. General opposition to adding more semi-detached units 27. Additional density results in increased privacy concerns. Original plan was for one single detached dwelling behind some existing lots. Revised plan is for a number of semi-detached dwellings behind some existing lots. 28. Additional semi-detached units are not a great look or fit for the community	
---	--	--

Public Meeting Comments Response Matrix

Project Name: Windfall Phase 6		File No.: P2697 and 42T-2010-03	Public Meeting Date: November 30, 2020
	29. Original sales and marketing at time of purchase from windfall was misleading to what is being proposed through these applications. Development should occur as originally intended. In addition, Phase 3 purchasers were advised that Phase 6 would comprise predominantly of single detached dwellings on premium lots. Change in design and density will impact property values and the premiums paid by Phase 3 purchasers. 30. Density calculations are misleading and should be recalculated to apply to the Phase 6 lands only 31. General comments received that the applications can potentially devalue the neighbourhood 32. Appreciation of the existing mix and ratio of single detached and semi detached dwellings. The proposed changes lead to an unbalanced mix and ratio 33. Snow storage from road plows and driveways is difficult to find. Snow storage should be reviewed in greater detail 34. Increased density was added to the Phase 2 lands with more semi-detached dwellings. Available space for lots and homes is tight. Construction Activity 35. Development of Phase 6 will inconvenience Phase 3 residents for 4-5 years awaiting full build out. 36. Use of Phase 3 backyard space is limited due to on-going construction activity including noise, dust, truck traffic and storage of construction materials. Increased density will just add to these issues Short Term Accommodation 37. Illegal STA use is already occurring 38. Increased density may lead to increase illegal short term rental uses 39. Special provisions should be added to approvals to not permit STA units Other 40. Covid pandemic has increased the ratio of permanent to part time residents. How has this change in occupancy been evaluated regarding the above noted concerns? 41. Comments received in objection to the proposed applications. 42. Comments received that Windfall is not being considerate enough to existing residents 43. That the proposed changes only benefit the developer in terms of profits and do not contribute anything to the Town or windfall community 44. Concerned that residents are subject to a quote un-quote “gag order”. Residents should have the right to voice opinions on neighbourhood matters		
NOVEMBER 30, 2020 MEETING COMMENTS			
Councillor Bordignon, Mayor Soever, Councillor Matrosovs, Deputy Mayor	1. Has a legal review been completed on any applicable covenants on the property (in particular the former Spa property)? 2. What is the proposed density (units per hectare) of the Phase 6 lands only?		

Public Meeting Comments Response Matrix

Project Name: Windfall Phase 6

File No.: P2697 and 42T-2010-03

Public Meeting Date: November 30, 2020

Potter, Councillor Hope, area resident James Young, area resident Andrea Newton, area residents Carl and Jennifer Spiess, area resident Laura Price, area resident Marian Watson	3. What lands (such as: roads / stormwater management facilities) have been included in the density calculations provided by the Developer? 4. Are the submitted traffic counts (from March Break 2017) in the Traffic Study sufficient to address the impacts of the proposed increase in density? 5. Should the traffic counts be updated to address increased visitor/resident traffic generated by Covid? 6. What stage is the County Transportation Master Plan at? Is the current status of the Master Plan suitable to provide direction on the proposed increase in density? 7. What comments will be provided by Grey County Transportation Services on roads/traffic/submitted reports? 8. Do the traffic studies evaluate the increase in the number of full time residents to seasonal residents in the area? 9. How has the school board been consulted? What comments have they provided? What can be done to determine the school needs for residents in the Windfall (and area) community? 10. Are there gaps in providing the required landscaping for the Windfall community? How are these obligations ensured that they will be completed? 11. Can the proposed increase in density meet the population parkland requirements of the Official Plan? How do the Official Plan policy requirements match up with the Planning Act requirements for Parkland? 12. Has the Conservation Authority been involved in the proposed Phase 6 revisions including the impacts on Stormwater Management? 13. Parking problems exist and need to be addressed. Can required parking be provided on residential lots? Does the developer rely on the Town right of way to provide parking? Is there opportunity to provide overflow parking areas? 14. Removal of 4-way stop at Yellow Birch is not supported and may result in safety concerns related to School Bus loading/unloading. 15. Addition of semi-detached units results in congested streets (as already seen in Phase 2). How does the density and impacts of density of Phase 2 compare to what can be anticipated with the Phase 6 revisions?	
POST PUBLIC MEETING COMMENTS		
Bluewater District School Board	1. No objections to the proposed revised development. 2. Requests additional information regarding target demographic Phase 6 will be marketed to in order to assess pupil yield 3. Recommend the following new Draft Plan conditions: 1. “That the owner(s) agree in the Subdivision Agreement to include in all Offers of Purchase and Sale a statement advising prospective purchasers that accommodation within a public school in the community is not guaranteed and students may be accommodated in temporary facilities; including but not limited to accommodation in a portable classroom, a “holding school”, or in an alternate school within or outside of the community.” 2. “That the owners(s) agree in the Subdivision Agreement to include in all Offers of Purchase and Sale a statement advising prospective purchasers that if school buses are required within the Subdivision in accordance with Board Transportation policies, as may be amended from time to time, school bus pick up points will generally be located on the through street at a location as determined by the Student Transportation Service Consortium of Grey Bruce.” 3. “That the Owner(s) shall agree in the Subdivision Agreement to provide sidewalks and pedestrian linkages throughout the subdivision to accommodate and promote safe walking routes to the nearby school property and elsewhere.”	

Public Meeting Comments Response Matrix

Project Name: Windfall Phase 6

File No.: P2697 and 42T-2010-03

Public Meeting Date: November 30, 2020

Grey County Transportation Services	1. Request a peer review of the Traffic Impact Study. The peer review will consider the proposed increase in density and impacts on the proposed/planned infrastructure improvements or the proposed timing for those improvements. The proportion of permanent vs. seasonal occupancy will also be reviewed.	
Area Residents	2. Question if Georgian has conducted exit surveys of potential buyers to see what they are interested in purchasing, how does Georgian determine the demand for semi-detached units over single-detached units, addition of 50 units does not fit the mold of the community 3. Application requests are beyond a reasonable increase 4. Additional requests to see modifications to the Draft Plan	

October 18, 2020

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3

Attention: Randy Scherzer,
Randy.scherzer@grey.ca

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0

Attention Corrina Giles, Clerk

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the “Application”)

Dear Sir/Madame;

We are property owners at [REDACTED]

We are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the *existing development and approvals* have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that interstation. Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic

study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?
3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jojo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jojo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.
4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.
5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is unconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.
7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?
8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the unfractured demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.
10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.
11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.
13. The semi detached homes have caused a parking issue in phase 2 and 3 and will continue as Windfall continues to build out and add more semi's. The semi's have a small one car garage and a single width driveway and most owners do not use the garage for parking so that there are always a large number of cars parked on the streets. The nature of the area attracts a lot of visitors so on weekends the roads are jammed with parked cars and they are often parked illegally (facing the wrong way, blocking sidewalks, blocking hydrants and at times almost blocking the street. This is even more of a problem during the winter with the nighttime parking restrictions. What is Georgian/Windfall going to do about this and how do they justify it with the increased semi density? Is the Town of Blue Mountain going to enforce their own parking laws?

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

David and Caroline Harbinson



Shawn Postma

From: Rowe, Erroll [REDACTED]
Sent: Tuesday, October 20, 2020 4:47 PM
To: randy.scherzer@grey.ca
Cc: Planning Info
Subject: Windfall Phase 6 Rezoning Application - Block 40, Registered Plan 16M-42, Part of Lot 16, Concession 1, Town of The Blue

Hi Randy;

I am sending you this email as I would like to voice my concerns regarding the proposed Windfall Phase 6 revisions. I am a current resident of Windfall in Phase 3. When I purchased my home Phase 6 was supposed to be Phase 4. I am extremely disappointed that Windfall swapped Phase 4 and Phase 6. This change has resulted in Phase 3 residents being inconvenienced for the next 4-5 years as there will be a construction zone directly behind us. I should note that it is impossible to use our back yard during the week and most Saturday's as windfall is using Phase 6 behind us for:

- Top soil storage and separation using a rotter. Very noisy and dusty.
- They have an access road that runs directly behind our house that dump trucks use every 5-10 minutes to transport dirt to the mountain of dirt behind us in Phase 6
- Windfall is doing very little, if any dust mitigation. We complain and they get better for a couple of days by spraying water but then they go back to status quo
- Storage of Phase 4 construction materials in Phase 6 directly behind our houses which also creates extra traffic and noise

Bottom line Windfall is not being particularly considerate of its existing residents.

My concerns regarding the Phase 6 rezoning application are as follows:

- Traffic & Parking
 - The addition of the 50 additional units will increase traffic significantly on our roads. Many more residents will be using our street (red pine) to access their homes.
 - Parking is already a problem for current semi residents. The streets are jammed with vehicles every weekend. I don't believe Windfall has adequately addressed this.
 - It is almost impossible to exit the windfall community onto Mountain Road on the weekends. With the addition of the additional residents I don't see this getting any better. And I don't think a traffic circle will be sufficient.
- Amenities – The community shed that will house a pool and hot tub is very small. With the addition of the 50 new homes I don't believe we will be able to get access to this facility as it will be too crowded. This has obviously not been very well thought out by Georgian and I believe needs to be addressed as part of this application.
- My backyard – Instead of a single, single family home being constructed behind me I will now have a number of semi's. This will have a big impact on privacy in my back yard.

Randy, I truly believe that the addition of the 50 additional homes to Phase 6 is a very bad idea and I wanted to make my thoughts known prior to the upcoming meeting on November 30th.

Regards,

Erroll

Erroll Rowe
Business Development Manager, DXC Eclipse

[REDACTED]

[REDACTED]

dxc.technology/dxceclipse / [Twitter](#) / [Facebook](#) / [LinkedIn](#)

DXC Technology Company - Headquarters: [REDACTED]

DXC Technology Company -- This message is transmitted to you by or on behalf of DXC Technology Company or one of its affiliates. It is intended exclusively for the addressee. The substance of this message, along with any attachments, may contain proprietary, confidential or privileged information or information that is otherwise legally exempt from disclosure. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient of this message, you are not authorized to read, print, retain, copy or disseminate any part of this message. If you have received this message in error, please destroy and delete all copies and notify the sender by return e-mail. Regardless of content, this e-mail shall not operate to bind DXC Technology Company or any of its affiliates to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

Shawn Postma

From: Scherzer, Randy <Randy.Scherzer@grey.ca>
Sent: Wednesday, October 21, 2020 6:20 PM
To: Colin Travis; Shawn Postma; Planning Info
Subject: FW: Application. Traffic and Roads Implications: Windfall Development

FYI – comments re: Windfall Phase 6 Revisions

Randy Scherzer

Director of Planning

Phone: +1 519-372-0219 ext. 1237



From: CINDY JOZEFIAK [REDACTED]
Sent: October 21, 2020 6:10 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>; townclerk@thebluemountains.ca
Subject: Application. Traffic and Roads Implications: Windfall Development

Dear Randy Scherzer, Corrina Giles:

As property owners at [REDACTED] we are writing to provide our comments concerning the subject :

Application- Traffic and Roads Implications, Windfall Development, Blue Mountains.

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated

study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the “Updated’ Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Best Regards,
Cindy and Roman Jozefiak



ReplyForward

Shawn Postma

From: Scherzer, Randy <Randy.Scherzer@grey.ca>
Sent: Wednesday, October 21, 2020 6:33 PM
To: Colin Travis
Cc: Shawn Postma
Subject: FW: Windfall - increased density

FYI – Comments Re Windfall Phase 6 revisions

Randy Scherzer

Director of Planning

Phone: +1 519-372-0219 ext. 1237



From: Jaquelyn Patterson [REDACTED]
Sent: October 21, 2020 6:24 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>
Subject: Windfall - increased density



October 21, 2020

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3

Attention: Randy Scherzer,
Randy.scherzer@grey.ca

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0

Attention Corrina Giles, Clerk

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")

Dear Sir/Madame;

We are property owners at [REDACTED]

We are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the “Updated’ Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Jaquelyn Patterson & Rob Schaefer

--

Sent from my iPhone

October 22, 2020

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3

Attention: Randy Scherzer,
Randy.scherzer@grey.ca

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0

Attention Corrina Giles, Clerk:

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application").

Dear Sir/Madame;

We are property owners at [REDACTED]

We are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been "on the books" for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection. Again, no firm commitment to that build has been made by either party, other than a vague reference to "traffic lights" in the fall of 2020 contained in the "updated" traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the "updated" traffic study supporting the Application as deficient. Firstly, the "update" was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The "updated" traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is

occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jojo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The "updated" traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional "local" traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town's master transportation plan process.

5. Even given the flaws noted above, the "updated" traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the "Shed" – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant's commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the "updated" storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Changing the density in the neighborhood also devalues our properties and not what we signed on for originally as purchasers.

Sincerely,



Ankica Oroz



Derek Day

Shawn Postma

From: Diana [REDACTED]
Sent: Monday, October 26, 2020 5:26 PM
To: Planning Info
Subject: Windfall increase semi s.

My husband and myself are opposed to more semi s. We live in [REDACTED] We purchased our lot in June 2015. I don't think it is fair or safe. There is no over flow parking and the streets are always full with extra cars from semi s because their driveways do not fit two vehicles in them. It is already so extremely busy in here as it is. Semi s are also not a great look or fit. When we purchased In 2015 that was extra semi s were not part of the plan. Thank-you for reading. Paul & Diana Garbutt. [REDACTED]

Sent from my iPhone

Shawn Postma

From: Scherzer, Randy <Randy.Scherzer@grey.ca>
Sent: Monday, October 26, 2020 7:12 PM
To: Colin Travis
Cc: Shawn Postma; Planning Info
Subject: FW: Subject: Objecting to Windfall Phase #6 Density Increase & Amendment to the zoning By-Law
Importance: High

FYI – comments re Windfall Phase 6 Revisions

Randy Scherzer

Director of Planning

Phone: +1 519-372-0219 ext. 1237



From: Stoneman [REDACTED]
Sent: October 26, 2020 12:16 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>; townclerk@thebluemountains.ca
Subject: Subject: Objecting to Windfall Phase #6 Density Increase & Amendment to the zoning By-Law
Importance: High

[EXTERNAL EMAIL]

To: Mr. Randy Scherzer
Ms. Corrina Giles

Good morning, my name is Dianne Stoneman and I, along with my husband John Stoneman are the registered owners of [REDACTED] which backs directly onto the phase 6 development of Windfall. I am writing, asking you to oppose any amendments to the original development plans and vote NO against amendment to the zoning By-Law to allow the increase in density in phase #6 at Windfall.

PHASE # 6			
Unit Type	Original Count	RedLine Count	# Change / % Change
Single	103	58	Decrease 45 / Decrease 56%
Semi-Detached	20	108	Increase 88 / Increase 540%

The proposal is drafted and presented in such away that it is very misleading about the density change being requested. The applicant has presented the change using all 6 phases and a total base of 616 original units, for a net increase of 43 units or an increase of 7%. In reality this net increase of 43 units is all directed to phase 6 for an increase of 34%. Based on the average demographics of 3 people and 2 vehicles per house that represents a total increase of 129 people and 86

vehicles, all into phase 6. And because phase 6 has two entrance/exit points, one that runs directly through our phase we will be faced with a 50% increase in traffic.

We purchased our home based on what Windfall was presenting and showing to the public in the sales centre which was predominantly single detached homes on premium lots with a low density, which we believed was reflective of the price we paid. Now Windfall is proposing to change the design to predominantly semi-detached homes with a higher density of occupants and vehicles which we believe will negatively impact the resale value of our home. We feel that we were sold a community which now we are not getting and feel misled.

And it turns out that if this is passed we now have semi's that will back on to our backyard. We paid quite a premium for this lot and the sales staff promised us when we bought that we would have a detached home behind us. Again, we feel we were misled by Windfall.

In summary I am asking you to oppose any amendments to the original development plans and vote NO against amendment to the zoning By-Law to allow the increase in density in phase #6 at Windfall.

Thank you

Dianne Stoneman

Shawn Postma

From: [REDACTED]
Sent: Tuesday, October 27, 2020 4:52 PM
To: Shawn Postma
Subject: Draft Plan of Subdivision (42T-2010-03) and ZBLA (P2697), Windfall Phase 6, The Blue Mountains.

2020-10-27

Shawn Postma

The Blue Mountains

, ,

Attention: Shawn Postma

Re: Draft Plan of Subdivision (42T-2010-03) and ZBLA (P2697), Windfall Phase 6, The Blue Mountains.; Your File No. P2697,42T-2010-03

Our File No. 88009

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for**

clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk
Manager - Municipal Relations

Network Provisioning



Email: planninganddevelopment@bell.ca

NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies. You are receiving this communication because you are listed as a current WSP contact. Should you have any questions regarding WSP's electronic communications policy, please consult our Anti-Spam Commitment at www.wsp.com/casl. For any concern or if you believe you should not be receiving this message, please forward this message to caslcompliance@wsp.com so that we can promptly address your request. Note that not all messages sent by WSP qualify as commercial electronic messages.

AVIS : Ce message, incluant tout fichier l'accompagnant (« le message »), peut contenir des renseignements ou de l'information privilégiés, confidentiels, propriétaires ou à divulgation restreinte en vertu de la loi. Ce message est destiné à l'usage exclusif du/des destinataire(s) voulu(s). Toute utilisation non permise, divulgation, lecture, reproduction, modification, diffusion ou distribution est interdite. Si vous avez reçu ce message par erreur, ou que vous n'êtes pas un destinataire autorisé ou voulu, veuillez en aviser l'expéditeur immédiatement et détruire le message et toute copie électronique ou imprimée. Vous recevez cette communication car vous faites partie des contacts de WSP. Si vous avez des questions concernant la politique de communications électroniques de WSP, veuillez consulter notre Engagement anti-pourriel au www.wsp.com/lcap. Pour toute question ou si vous croyez que vous ne devriez pas recevoir ce message, prière de le transférer au conformitelcap@wsp.com afin que nous puissions rapidement traiter votre demande. Notez que ce ne sont pas tous les messages transmis par WSP qui constituent des messages électroniques commerciaux.

Alexandra Godwin & John Gallacher



October 27, 2020

The Town of the Blue Mountains
32 Mill Street. PO Box 310
Thornbury ON N0H 2P0

Attn: Shawn Postma

RECEIVED

NOV 03 2020

TOWN OF THE BLUE MOUNTAINS
DEVELOPMENT ENGINEERING

PER Planning Services
SS

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")

File # P2697 & Grey County Plan of Subdivision File # 42T-2010-03

Dear Sir/Madame;

We are property owners at the above noted address, are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been "on the books" for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to "traffic lights" in the fall of 2020 contained in the "updated" traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the "updated" traffic study supporting the Application as deficient. Firstly, the "update" was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March

school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route - again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area.

This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the "updated" storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Thank you,



Alexandra Godwin & John Gallacher



October 29th 2020

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3

Attention: Randy Scherzer,
Randy.scherzer@grey.ca

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0

Attention: Corrina Giles, Clerk

RECEIVED
NOV 03 2020

TOWN OF THE BLUE MOUNTAINS
PER: _____

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")

Dear Sir/Madam ;

We are property owners at [REDACTED]

We are writing to provide our comments concerning the subject Application.

First, for the record, we wish to make it clear we neither directly or indirectly object to the increased density in the future as soon as all infrastructure commitments contained in the initial approval are fulfilled. However, we are very concerned about the level of the current infrastructure to support the application at this time.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the *existing development and approvals* have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been "on the books" for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved

for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the significant traffic pressures and safety issues currently at that intersection. Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as largely deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of the 2017 March school break when snow conditions were such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes? The engineering science employed in this study comes into question when one observes the current situation in real time.
3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate, greatly increasing traffic flow through our neighbourhood. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 19 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.
4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process. This is unacceptable.

5. Given the flaws noted above, the “updated” traffic study models demonstrate considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route - again without the consideration of any overall master plan. This safety issue is further exacerbated by the change in the population demographic due to Covid 19, which has resulted in more full-time residents that require daily school bus pickup and drop off on Cross Winds Blvd. This issue was never addressed in the studies.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure could support a further 90 to 100 individuals associated with the proposed density increase.
7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to proportionately add to this green space for the additional homes in the Application?
8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely 60 to 70% of the owners now being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by the number of permanent residents that exceed the installed or even planned infrastructure commitments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are barely enough schools to support the current change in demographic due to Covid 19 as it is. Adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.
10. The current development is often facing drainage issues related to inadequately planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is

actually occurring with drainage issues on the existing approval. The issue has less to do with the capacity of the storm water retention ponds, but more to do with the design and construction of the *current* drainage ditches/system, none of which was addressed by the Application.

11. The Applicant has made a number of landscaping and tree replacement commitments to the Town, Grey County, and homeowners related to the current approvals for the site that have not been met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.
12. The parking implications of increasing the density have received no attention in any of the studies provided. Current parking issues in Windfall Phases 2 and 3 indicate that the initial design did not provide sufficient parking for the actual number of vehicles present specifically for the semi-detached units. The recent change in the demographic in these Phases has caused significant congestion issues on a more frequent basis including frequent blockage of sidewalks. This is especially evident during winter when street parking restrictions are in place. Additional consideration of this issue should be included in any Application submission now or in the future.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application at this time as it is not supported by sufficient, current or accurate information on the impact of the increase in density. In particular, we respectfully request that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment as such. The main point is that no one can properly evaluate a density increase and the infrastructure needed to support that increase until the infrastructure that was supposed to support the currently approved density is installed, operational and available for a science based engineering study.

Respectfully Submitted


John G Peden


Mary Ann Peden

Shawn Postma

From: Anita Soni [REDACTED] >
Sent: Wednesday, November 4, 2020 8:29 AM
To: Scherzer, Randy
Cc: Shawn Postma; Corrina Giles; Planning Info
Subject: Re: Application to Increase Windfall Phase 6.

It appears that parking is already a concern among residents particularly with the bylaw prohibiting overnight parking from Nov 1- March 31 for snow plowing, with residents having no place to put a second vehicle or for overnight guests to park during those month. Adding more vehicles via semi detached homes and 50+ additional units will only exacerbate the issue.

Thank you for your attention to this matter.

Kind regards

Anita

Sent from my iPhone

> On Nov 4, 2020, at 4:03 AM, Scherzer, Randy <Randy.Scherzer@grey.ca> wrote:

>

> Thank you for your comments. We will share your comments with the Applicant and our respective Councils.

>

> Best regards,

> Randy

>

>

> Randy Scherzer

> Director of Planning

> Phone: +1 519-372-0219 ext. 1237

>

> -----Original Message-----

> From: Anita Soni [REDACTED]

> Sent: November 3, 2020 8:28 PM

> To: Scherzer, Randy <Randy.Scherzer@grey.ca>

> Subject: Re: Application to Increase Windfall Phase 6.

>

> [EXTERNAL EMAIL]

>

>

>

> November3, 2020

>

> County of Grey Planning Department,

> 595 9th Avenue East,

> Owen Sound, Ontario

> N4K 3E3

>

> Attention: Randy Scherzer,

> Randy.scherzer@grey.ca

>

> The Town of The Blue Mountains,
 > P.O Box 310 – 32 Mill St,
 > Thornbury, Ontario
 > NOH 2P0
 >
 > Attention Corrina Giles, Clerk
 >
 > Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the “Application”) Dear Sir/Madame;
 >
 > We will be property owners at [REDACTED] in the near future (end of November).
 >
 > I am writing to provide my comments concerning the subject Application.
 >
 > Traffic and Roads Implications:
 >
 > 1. I am quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.
 > Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?
 >
 > 2. I find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?
 >
 >
 > 3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.
 >

> 4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town's master transportation plan process.

>

> 5. Even given the flaws noted above, the "updated" traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

>

>

> Recreational Infrastructure Implications:

>

> 6. The current recreational facility for the Windfall development – the "Shed" – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

>

> As a comparable, Mosaic in the village at Blue Mountain, has a pool which is nearly 2x the size and services only 220 units. The spa and hot tub in Mosaic is similar sized to the one at the Shed and is often over capacity when trying to service 1/3 (220 units vs 609 units) as many units.

>

> 7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant's commitment to add to this green space for the additional homes in the Application?

>

>

> 8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

>

> Other Infrastructure Implications:

>

> 9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

>

> 10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the "updated" storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

>

> 11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

>

> 12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are

not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

>

>

>

> In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

>

> Kind Regards

> Anita

> Sent from my iPhone

Shawn Postma

From: Scherzer, Randy <Randy.Scherzer@grey.ca>
Sent: Thursday, November 5, 2020 8:33 AM
To: Colin Travis
Cc: Shawn Postma; Planning Info
Subject: FW: Application to Increase Windfall Phase 6.

FYI - additional comments re: Windfall Phase 6 Revisions

Randy Scherzer
Director of Planning
Phone: +1 519-372-0219 ext. 1237

-----Original Message-----

From: Anita Soni [REDACTED]
Sent: November 4, 2020 8:29 AM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>
Cc: Shawn Postma <spostma@thebluemountains.ca>; Corrina Giles <cgiles@thebluemountains.ca>;
planning@thebluemountains.ca
Subject: Re: Application to Increase Windfall Phase 6.

[EXTERNAL EMAIL]

It appears that parking is already a concern among residents particularly with the bylaw prohibiting overnight parking from Nov 1- March 31 for snow plowing, with residents having no place to put a second vehicle or for overnight guests to park during those month. Adding more vehicles via semi detached homes and 50+ additional units will only exacerbate the issue.

Thank you for your attention to this matter.

Kind regards

Anita

Sent from my iPhone

> On Nov 4, 2020, at 4:03 AM, Scherzer, Randy <Randy.Scherzer@grey.ca> wrote:

>

> Thank you for your comments. We will share your comments with the Applicant and our respective Councils.

>

> Best regards,

> Randy

>

>

> Randy Scherzer

> Director of Planning

> Phone: +1 519-372-0219 ext. 1237

>

> -----Original Message-----

> From: Anita Soni [REDACTED] >
> Sent: November 3, 2020 8:28 PM
> To: Scherzer, Randy <Randy.Scherzer@grey.ca>
> Subject: Re: Application to Increase Windfall Phase 6.
>
> [EXTERNAL EMAIL]
>
>
>
> November 3, 2020
>
> County of Grey Planning Department,
> 595 9th Avenue East,
> Owen Sound, Ontario
> N4K 3E3
>
> Attention: Randy Scherzer,
> Randy.scherzer@grey.ca
>
> The Town of The Blue Mountains,
> P.O Box 310 – 32 Mill St,
> Thornbury, Ontario
> N0H 2P0
>
> Attention Corrina Giles, Clerk
>
> Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the “Application”) Dear Sir/Madame;
>
> We will be property owners at [REDACTED] in the near future (end of November).
>
> I am writing to provide my comments concerning the subject Application.
>
> Traffic and Roads Implications:
>
> 1. I am quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.
> Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?
>
> 2. I find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study

was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

>

>

> 3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

>

> 4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

>

> 5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

>

>

> Recreational Infrastructure Implications:

>

> 6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

>

> As a comparable, Mosaic in the village at Blue Mountain, has a pool which is nearly 2x the size and services only 220 units. The spa and hot tub in Mosaic is similar sized to the one at the Shed and is often over capacity when trying to service 1/3 (220 units vs 609 units) as many units.

>

> 7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

>

>

> 8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

>

> Other Infrastructure Implications:

>

> 9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

>

> 10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

>

> 11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

>

> 12. The Sanitary sewer design is currently flawed and the “Updated’ Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection id blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

>

>

>

> In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

>

> Kind Regards

> Anita

> Sent from my iPhone

Shawn Postma

From: Andrea Newton [REDACTED] >
Sent: Wednesday, November 11, 2020 1:26 PM
To: randy.scherzer@grey.ca
Cc: Planning Info; amatrosovs@thebluemountains.ca; Alar Soever
Subject: TOBM Zoning By-law Amendment File #P2697 & Grey County Plan of Subdivision File #42T-2010-03

Re: **OPPOSITION TO THE PROPOSED ZONING BY-LAW AMENDMENT**

Dear Sir/Madame;

We are property owners at [REDACTED]

We are writing to provide our comments and why we oppose the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection. Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?
2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?
3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.
4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the “Updated” Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. **This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection id blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.**

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

NOT ONLY ALL OF THE ABOVE, the Amendment above can potentially DEVALUE OUR NEIGHBOURHOOD. The neighbourhoods in Windfall were to be a nice mix of single family homes and Semi’s and now it’s turning into a neighbourhood of an unbalanced ratio of Singles to Semi Detached. This was not the purposed future of Windfall when our family decided to settle here.

We, along with the majority of our neighbors, are strongly opposed to this application, and urge you also to oppose it. We do not see any benefits to this proposal, but we do see a lot of negatives: the fragile characteristic of this area is already being stressed by over 600 dwellings. The only advantage is to the pocket books of the developer!! We will be logging on to the Virtual Public Meeting.

We sincerely appreciate your careful consideration.

Andrea Newton and Gerry Wayland

Shawn Postma

From: Mike HANNALAH [REDACTED]
Sent: Wednesday, November 11, 2020 5:19 PM
To: randy.scherzer@grey.ca; Planning Info
Subject: Re: Block 40, Registered Plan 16M-42, Part of Lot 16, Concession 1, Town of The Blue Mountains - OPPOSITION-

OPPOSITION TO THE PROPOSED ZONING BY-LAW AMENDMENT Dear
Sir/Madame;

We are property owners at [REDACTED], Blue Mountain

We are writing to provide our comments and why we oppose the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been "on the books" for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to "traffic lights" in the fall of 2020 contained in the "updated" traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the "updated" traffic study supporting the Application as deficient. Firstly, the "update" was based upon traffic studies completed in March 2011 for Phase One of the development - just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 - essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The "updated" traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The "updated" traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further

additional "local" traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an

1

already approved application seems to be ignoring and even purposely overriding the Town's master transportation plan process.

5. Even given the flaws noted above, the "updated" traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development — the "Shed" - is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant's commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the "updated" storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application. 12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One, This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk Of flooding when the downstream connection id blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One. In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

NOT ONLY ALL OF THE ABOVE, the Amendment above can potentially DEVALUE OUR NEIGHBOURHOOD. The neighbourhoods in Windfall were to be a nice mix of single family homes and Semi's and now it's turning into a neighbourhood of an unbalanced ratio of Singles to Semi Detached. This was not the purposed future of Windfall when our family decided to settle here. We, along with the maiorityv of our neighbors, are strongly opposed to this application, and urge you also to oppose it. We do not see any benefits to this proposal, but we do see a lot of negatives: the fragile characteristic of this area is

already being stressed by over 600 dwellings. The only advantage is to the pocket books of the developer!! We will be logging on to the Virtual Public Meeting.

We sincerely appreciate your careful consideration.

Mike Hannalah and Marian Massoud



Shawn Postma

From: Sam Hannaalla [REDACTED]
Sent: Wednesday, November 11, 2020 5:43 PM
To: randy.scherzer@grey.ca; Planning Info
Subject: Block 40, Registered Plan 16M-42, Part of Lot 16, Concession 1, Town of The Blue Mountains - OPPOSITION-

OPPOSITION TO THE PROPOSED ZONING BY-LAW AMENDMENT Dear Sir/Madame;

I am property owner at [REDACTED]

We are writing to provide our comments and why we oppose the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been "on the books" for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to "traffic lights" in the fall of 2020 contained in the "updated" traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the "updated" traffic study supporting the Application as deficient. Firstly, the "update" was based upon traffic studies completed in March 2011 for Phase One of the development - just under 10 years ago! The updated study was based upon traffic volume counts over 2 days [March 17](#) and 18, 2018 - essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The "updated" traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The "updated" traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along

Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional "local" traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an

1

already approved application seems to be ignoring and even purposely overriding the Town's master transportation plan process.

5. Even given the flaws noted above, the "updated" traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development — the "Shed" - is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant's commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the "updated" storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application. 12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One, This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk Of flooding when the downstream connection id blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One. In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

NOT ONLY ALL OF THE ABOVE, the Amendment above can potentially DEVALUE OUR NEIGHBOURHOOD. The neighbourhoods in Windfall were to be a nice mix of single family homes and Semi's and now it's turning into a neighbourhood of an unbalanced ratio of Singles to Semi Detached. This was not the purposed future of Windfall when our family decided to settle here.

We, along with the majority of our neighbors, are strongly opposed to this application, and urge you also to oppose it. We do not see any benefits to this proposal, but we do see a lot of negatives: the fragile characteristic of this area is already being stressed by over 600 dwellings. The only advantage is to the pocket books of the developer!! We will be logging on to the Virtual Public Meeting.

We sincerely appreciate your careful consideration

Sam Hannaalla



November 16, 2020

By email: Town Clerk, Corrina Giles: townclerk@thebluemountains.ca

Nathan Westendorp
Director of Planning and Development Services
Town of The Blue Mountains
PO Box 310 – 32 Mill Street
Thornbury, ON
N4K 3E3

Mr. Randy Scherzer
Planning Director
County of Grey
595 9th Avenue East
Owen Sound, ON
N0H 2P0

Re: Windfall Phase 6, Revisions Application P2697, County File No. 42T-2010-03
Block 40, Registered Plan 16M-42, Part of Lot 16, Concession 1, TBMs

Dear Mr. Westendorp and Mr. Scherzer,

My family and I have been renting a home in the Windfall Subdivision for the past three winters, so I have first-hand experience with the area. I have also heard from neighbours various particulars of their understanding of the future development of Windfall during their purchase process.

I have reviewed the reline revision to the Windfall draft plan of subdivision to increase the total unit yield for the Windfall Community from 609 units to 659 units. Any further intensification of the development has the potential for increased issues associated with expanding the number of semi-detached units. The subject proposal will result in a residential density increase of close to 10% for a subdivision which is already above capacity for the struggling infrastructure in the area. Many residents move to the Blue Mountains area to get away from this type of density. According to a September 2020 quote from Mayor Alar Soever, *“COVID has caused people to consider and change where they live, and how they go about their daily lives”*. The Town of Blue Mountains (TBM) independently released an informal survey through a tax bill mail-out, where preliminary results demonstrate *“a potential tidal wave of incoming residents, with 43 per cent saying they are planning to make TBM their primary residence within the next year, and, of those, 73 per cent say COVID is the reason for the change.”* Infrastructure deficiencies in the area need to be addressed by the Town and County before any further densification of the area surrounding Blue Mountain Resort is permitted. There is already incredible stress on local roads, schools, parking and recreational spaces, such as beach accesses and trails.

Here are my comments and suggestions to ensure this area continues to be a great place to live, while allowing for the Blue Mountains to allow for sustainable, long term growth.

Parking and Snow Accumulation Issues

- The current areas of Windfall, phase 2 and 3, with lines of semi-detached units constantly have vehicles parked on the roads. On any given night, in any season, multiple vehicles are left parked on the roads overnight. Some owners have resolved to paying parking tickets as part of their home ownership expenses during the winter months. This creates issues for driving in this area as one needs to navigate between vehicles. There have been ongoing issues with snow removal due to all the vehicles, with snowplows going around vehicles leaving piles of snow and ice which then block water drainage during thaw events.
- For many existing semi-detached homes, it is only possible fit one vehicle between the garage and sidewalk. This results in vehicles often parked on the roads and over sidewalks, creating issues for pedestrians. In the winter months, vehicles are consistently parked over sidewalks, which I understand is a by-law offense which does not seem to be enforced. It would be

hypocritical to ticket owners for parking over sidewalks, when the Town has approved the plans for such limited parking. Approval of even more semi-detached homes would compound the issues further.



- In phase 2 and 3, where there are lines of semi-detached homes, it is physically impossible to find places to pile snow off roads, driveways and sidewalks. Many owners plow/blow driveway snow onto the sidewalks as there is no where else to put it.

Suggestion: As a condition of density approval, ensure there is enough room and extra parking available for the addition of more total unit yield in the development. It is unreasonable to think street parking and snow accumulation will not be an even larger issue if adding more semi-detached homes. If the application is approved in its current form, TBM should also cover the cost of trucking away excess snow, when needed.

Traffic Concerns on Mountain Road and Surrounding Area

- The updated traffic impact study submitted by the developer as part of this application is embarrassingly out of date. The COVID situation alone has massively changed the number of permanent residents in the area, and this trend is expected to continue, even after a COVID vaccine may be available. As quoted by Mayor Soever, *"TBM is looking at an increase of almost 1,400 households, and a population increase of 3,206 in the next year,"*
- Already, with only approximately 300 units in Windfall, navigating traffic in and out of the subdivision on Mountain Road is a serious concern, with multiple accidents occurring in this area. Even with widening of Mountain Road, adding the second entrance by phase 6 and stop lights or a traffic circle, the back ups already start around the Blue Mountain Resort. I can't imagine how almost 700 homes will circumnavigate in this area. In addition, the adjacent Second Nature developments will also be using Crosswinds Blvd. in the future to travel to Collingwood. This is already a recipe for gridlock, even before seeking further densification.

- The submitted traffic study concludes an additional one vehicle every two minutes would be added by expanding the density of the Windfall development. This may not sound significant, but firsthand experience indicates the result will be another vehicle every two minutes being stuck in traffic during busy hours.
- Local infrastructure is already beyond capacity. The situation is so bad the TBMs required by-law enforcement at each beach access area this summer, with challenges for residents in the area to use the local Georgian Bay parks, beach accesses, trails and parking. Further intensification near Blue Mountain Resort will put even more strain on the limited greenspace and recreational areas there are.
- Many neighbours in the Blue Mountains have decided to move here to get away from GTA like traffic. Any further residential density in the area will compound issues associated with limited infrastructure in the area.

Suggestion: Added further density of this area will require much more infrastructure development to handle the added traffic, including on Mountain Road and the intersection of County 19 and 21. No further density applications should be approved until infrastructure accommodations are complete. At some point, even with infrastructure upgrades, this will be beyond the capacity limits of the area, especially considering Blue Mountain Resort is expected to attract even more users in the future.

Owner's Understanding of the Condominium Shared Amenities and Greenspace/Treed Areas

- When purchasing, my neighbours received a disclosure statement from the developer outlining the condominium common elements which would be shared, such as the community outdoor gathering place, The Shed and pool. The disclosure outlines the total proposed development could amount to 600 homes, more or less. Increasing density to 659 homes represents a significant 10% increase over what purchasers were communicated when being sold on purchasing in the development.
- An increase of 10% from the original understanding will place added congestion on already minimal amenities, such as The Shed and pool area. As a comparison, the Lighthouse Point development has 597 units, which offers one large indoor pool with a 50 person capacity, large work out center, kids playroom, saunas, and a great room that can hold 200 people. There are also 3 other pools on the development, six tennis courts, beaches, etc. Another example is the Heritage Corners development on Settler's Way, which shares a similar sized pool facility to what Windfall is offering. This facility is already at maximum capacity most weekends in the summer with only 102 units.

Suggestion: The shared facilities for Windfall residents are already staggeringly small for 609 units. If density increases are allowed, a requirement should be for the developer to also expand facilities, greenspace, parking and recreation areas by 10%.

Many thanks for your consideration of these points when reviewing this expanded density development application. Over the past few years, my husband and children have enjoyed living in the Windfall subdivision and look forward to many more years to come.

Best regards,

Karen Hurley

Nov 24, 2020

Re: Notice of Complete Application and Public Meeting Grey County Plan of Subdivision
Application 42T-2010-03

To whom this may concern,

We are Scott and Sylvia Bamford. We reside at [REDACTED] in Phase One of the Windfall development.

We are writing to you today to submit our opinions regarding the Notice of Public Meeting ("Public Meeting") for the Notice of Complete Application for Grey County Plan of Subdivision Application 42T-2010-03.

We moved to this area as permanent residents in March 2015 from the London area. We were surprised shortly after moving in to find that the developer had applied for a red line revision, adding a number of semi detached units in Phase Two, but not actually changing the number of total units. This was accomplished by juggling the number of units in future phases to be built as single detached or semi's.

Now we see, once again, the developer has determined that the market for detached dwellings is not to his satisfaction or profit objectives and is requesting that some currently approved detached dwellings (in some cases the very detached units involved in the first switch) be converted to semi-detached units thereby increasing the total approved dwellings from 609 to 659 – a total increase of 50 units. The original total of 609 dwellings was a compromise with the developer some time ago, and now it appears that this original maximum is being gradually increased. This increase has implications on TRAFFIC LOAD, PARKING, GREENSPACE, STA USAGE, and drainage matters that need to be addressed.

Issues developed with the semi's that are built in Phase 2 and are well documented. The lots on which all the homes are built (semi's or single detached) are very small and space is, as a result, extremely tight. There are limited parking spaces and vehicles are constantly left on the streets even though there are winter parking restrictions. There have been numerous boat or snowmobile trailers parked in driveways and on front yards in direct violation of the restrictive covenants. It is evident as well that several of these units are being used as STA's and several bylaw infractions have been noted by your bylaw enforcement officer. It appears that the clientele that are purchasing the semi-detached units are less likely to be permanent residents and as such may be motivated to own in this area for other reasons. This goes against the spirit of community where non-permanent residents do not seem to have the same vested interest in their neighbourhood. **An increase in the density of these types of units will simply exacerbate this already evident situation.**

In addition, the proposed Application will increase the total traffic flow in the area and will test the limits of the existing road infrastructure feeding the area. At this point the planned roundabout that is to be constructed at the intersection of Crosswinds Blvd. and County Rd. 19 appears according to the latest reports to be delayed until at least 2023. Also the opening of Crosswinds Blvd. to Joso Wider/County Rd 19 is imminent. This will add a huge traffic load from both neighboring developments and vacationers transiting to and from Blue Mountain Village and Collingwood. The developer should be expected to complete this responsibility before any change in density is discussed.

The construction of the community pool and facility in the centre of the development is now nearing completion. It is vastly undersized for the development. The addition of another 50 units will only put more pressure on the capacity of that facility as well.

In the original plan the developer proposed and advertised that 44% of the development would be green space, which was based on the original planned density prior to the initial redline request and the request that is currently on the table. Although the green space area remains effectively unchanged with this request, the population density has now been increased twice with no increase in available green space.

If this application is to proceed, we are suggesting the following:

- Prior to the addition of an additional 50 units, the County, Town and Developer immediately build the proposed roundabout at Mountain Road and Crosswinds Blvd.;
- **The planners also need to insist that Phase 6 be built out before issuing building permits for Phase 5 since there now exists a construction access to that area through Phase 5. That access will disappear once Phase 5 is built forcing all construction traffic to access the Phase 6 construction area via Crosswinds Blvd. which has proven to be a huge safety risk to residents and school children. Construction traffic on Crosswinds Blvd is completely unacceptable!**
- As there is a shortage of parking, the developer should be required to redesign the plan to accommodate parking facilities for overflow parking.
- STA units are not permitted in the development and a restriction noting that needs to be added to the restrictive negative covenants on title for all units in the new Phases. This will help to reduce the effort needed by the bylaw enforcement department to track down and eliminate these illegal operations;

- The County, Town and the Developer need to be convinced that drainage issues in the existing Phases as well as the new Phases will be dealt with using improved engineering solutions superior to the design in the first 3 completed Phases.
- There are no schools or recreation facilities in this area. The county and township need to commit to addition of these types of facilities before even considering increase densities and the load that these new developments put on existing facilities.
- The Covid crisis has caused a lot of transient residents to consider living in this area as full time residents. This is also changing the dynamics and demographics of this township.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application because of the overload that this development has put on existing infrastructure. The original plan which was acceptable to all at the time should not be modified to suit the greed of the developer for more sales and profit. The town and county also must realize that these developments put a very large strain on the entire infrastructure and eco-system of the entire area.

Yours Truly,

Scott Bamford
Secretary GCE CC 100
Phase 1 Windfall

Sylvia Bamford

Phase One

From: [REDACTED]
To: randy.scherzer@grey.ca; [Planning Info](#)
Subject: Application for zoning amendment in Windfall development, phase 6
Date: Monday, November 16, 2020 3:16:45 PM

Hello,

I would like to express my concerns about the proposed change to the zoning density in my neighborhood:

Town of The Blue Mountains Zoning By-law Amendment File # P2697 &
Grey County Plan of Subdivision File # 42T-2010-03

I feel that the large increase in units will present a number of problems, particularly with respect to traffic and parking.

I live in phase 2 of the Windfall development, and find that the number of semi detached units that are in conjunction with each other creates issues with parking in that each driveway has a maximum of 2 parking spots so that any visitor parking must be on the street. Since the width of the semi frontages is small, often there is no room for a car there. In winter, this is a huge problem, as plows have a difficult time navigating the street, particularly on weekends when many more people are here. Also, many cars unfortunately block the sidewalk, as many vehicles are too long to fit in the driveway. The developer has no additional visitor parking anywhere in the development.

This is a large development, and currently has only one access off Mountain Road. Adding an additional 50 units means another 100 cars using Crosswinds Boulevard. Currently, there is no light at the intersection of Crosswinds and Mountain Road, and it is already difficult at times to turn in or out of the development. I understand that a roundabout is in the plans, but as it stands, I'm surprised there aren't more accidents at this spot.

Another issue is the amenity space know as "The Shed". Adding 50 more units means that the pools and other facilities will be that much more crowded.

I hope that you will take into consideration the issues I have brought up here, and decide to keep the original plan for Phase 6 of Windfall.

Another concern to me is the "gag order" clause in the purchase agreement with the developer. I don't understand how this is allowed! Citizens have the right to voice their opinions on matters of importance to their neighborhood. I am hoping that the Town of Blue Mountains can have some input as to whether such clauses are allowed in the future. We shouldn't have to sign our rights away just to purchase a house.

Sincerely,
Mary Warrick

[REDACTED]

Mary's mobile

From: [Scherzer, Randy](#)
To: [Colin Travis](#)
Cc: [Shawn Postma](#); [Planning Info](#)
Subject: FW: increase the total number of residential units Windfall
Date: Monday, November 16, 2020 8:16:24 AM

FYI – comments re proposed Windfall Phase 6 revisions

Randy Scherzer

Director of Planning

Phone: +1 519-372-0219 ext. 1237

Grey County



From: Caroline Breton [REDACTED]
Sent: November 15, 2020 8:57 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>
Subject: increase the total number of residential units Windfall

[EXTERNAL EMAIL]

Hi

I'm a resident of phase 3 and I oppose to having more units in phase 6

1. There is no parking for more townhouses. On summer weekends there is already too many cars parked on the road in phase 3. Where will they park during the winter?

PLEASE they should not end up parking in the community center. We have no visitor parking here.

2. Also it will be too much traffic

When we purchased , I chose this development for being quiet and not overcrowded

3. the town house folks end up renting short term to 'friends' and family' I see the rotation in some of the townhouse of phase 3.

I realize you will get more tax dollars but there is no infrastructure for it

Thanks,

Caroline

EVP Consumer Strategist



From: [Scherzer, Randy](#)
To: [Colin Travis](#)
Cc: [Shawn Postma](#); [Planning Info](#)
Subject: FW: Windfall Draft Plan Redline and Zoning Amendment
Date: Tuesday, November 17, 2020 7:49:27 PM

FYI – comments re Windfall Phase 6 revisions

Randy Scherzer

Director of Planning

Phone: +1 519-372-0219 ext. 1237



From: Kevin Boughen [REDACTED] >
Sent: November 10, 2020 5:58 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>; townclerk@thebluemountains.ca
Subject: Re: Windfall Draft Plan Redline and Zoning Amendment



November 10th, 2020

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3

Attention: Randy Scherzer,
Randy.scherzer@grey.ca

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0

Attention Corrina Giles, Clerk

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports
Town of The Blue Mountains (the "Application")
Dear Sir/Madame;

We are property owners at [REDACTED], The Blue Mountains, On L9Y 0Z3

We are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further

additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The

issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Kevin and Martina Boughen



From: [Scherzer, Randy](#)
To: [Colin Travis](#)
Cc: [Shawn Postma](#); [Planning Info](#)
Subject: FW: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")
Date: Tuesday, November 17, 2020 8:19:36 PM

FYI – comments re proposed revisions to Windfall Phase 6

Randy Scherzer

Director of Planning

Phone: +1 519-372-0219 ext. 1237



From: Laura Vanags [REDACTED] >
Sent: November 16, 2020 2:43 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>
Subject: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")



TO:

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3
Attention: Randy Scherzer,
Randy.scherzer@grey.ca

AND TO:

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0
Attention Corrina Giles, Clerk
VIA Mail

RE: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")

Dear Sir/Madam;

We are property owners at [REDACTED] and are writing to provide our comments concerning the subject Application. In short, we are of the opinion that the application should be denied as many obligations from original plans have not been met by the Builder/Developer and the increased density of the subdivision will cause traffic and shared common space usage difficulties.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approvals are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection. I understand traffic lights are to be installed shortly at Crosswinds and Hwy 19.

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when poor snow conditions lead to unusually slower resort traffic. This study is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes? An appropriate time would be in late January and early February when traffic is steady especially first thing in the morning and on Sundays between 3 and 6 pm. We often have to wait 3-8 minutes behind a row of vehicles to get out of the Windfall subdivision to turn left onto Mountain Road on Sunday afternoons.

3. The “updated” traffic study also does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further

additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town-wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of an overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of the existing approval, this space was considered barely adequate for the 609 homes. What is the Applicant’s commitment to this green space for the additional homes in the Application? Will there be an additional park and green space provided?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” stormwater management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the stormwater retention ponds, but the design and construction of the

current drainage ditches/system, none of which were addressed by the Application. Our property is quite swampy after a rainstorm. How and why did the County and the Town approve the drainage and swales between the Windfall homes?

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Sincerely

Laura Vanags

[REDACTED]
[REDACTED]
[REDACTED]

From: [Amy Knapp](#)
To: [Randy Scherzer \(randy.scherzer@grey.ca\)](#); [Shawn Postma](#)
Subject: NVCA Comments for Town of The Blue Mountains Zoning By-law Amendment File # P2697 & Grey County Plan of Subdivision File # 42T-2010-03
Date: Thursday, November 5, 2020 8:51:48 AM

Good Morning Randy and Shawn,

Thank you for the opportunity to provide comments on the applications to amend the current draft approved plan through an updated redline revision submission as well as submitted a new zoning by-law amendment for the Windfall Draft Plan of Subdivision. The proposed red-line revision would increase the total number of residential units within Phase 6 of the development to 166 dwelling units comprising of 58 single detached units and 108 semi-detached units. The overall residential units within the Windfall development would increase from 609 units to 659 units. The intent of the zoning by-law amendment is to reflect the proposed increase in the number of units from 609 to 659. No other changes to the applicable zoning by-law provisions are proposed.

Staff has reviewed this application as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2014) and as a regulatory authority under Ontario Regulation 172/06. The application has also been reviewed through our role as a public body under the Planning Act as per our CA Board approved policies.

We believe that our matters of interest (natural hazards, natural heritage and stormwater management) for this development can be adequately addressed through current draft plan conditions. The proposed revisions to the plan are considered minor in nature and based upon our mandate and policies under the Conservation Authorities Act, have no objection to the proposed red-line revision or accompanying zoning by-law amendment.

Should you require any further information, please feel free to contact the undersigned.

Sincerely

Amy Knapp | Planner III
Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON L0M 1T0
T 705-424-1479 ext.233 | F 705-424-2115
aknapp@nvca.on.ca | nvca.on.ca

I am currently working remotely as the Nottawasaga Valley Conservation Authority is taking preventative measures to limit the spread of COVID-19. You may experience some delays or disruptions as we follow recommendations of health professionals to slow the virus from spreading.

This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender and destroy all copies of the original message.

From: [Corrina Giles](#)
To: [Beata Szulc](#)
Cc: [council](#); [Jennifer Moreau](#); [Nathan Westendorp](#); [Ruth Prince](#); [Ryan R. Gibbons](#); [Shawn Carey](#); [Shawn Everitt](#); [Will Thomson](#); [Krista Royal](#); [Shawn Postma](#); [Trevor Houghton](#); [Tanya Staels](#)
Subject: RE: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")
Date: Thursday, October 22, 2020 5:02:17 PM
Attachments: [image001.png](#)
[image002.png](#)

Good afternoon,

I acknowledge receipt of your email with attached comments in response to the November 30 Public Meeting Notice and confirm I have forwarded the same to Council for their information and consideration. Your comments will be included in the record of the November 30 Public Meeting and attached to a followup staff report regarding this matter.

Kind regards,

Corrina Giles, CMO

Town Clerk

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 232 | Fax: 519-599-7723

Email: cgiles@thebluemountains.ca | Website: www.thebluemountains.ca

Please be advised that the Town of The Blue Mountains has reopened Town Hall. Town Hall is open from 8:30 – 4:30 pm Monday to Friday. Customers are reminded that for in-depth service needs, such as planning services, building services, applying for a marriage licence and the commissioning of documents, appointments are required. Appointments will need to be scheduled in advance by contacting the appropriate department. Contact information is available on the Town website by visiting: www.thebluemountains.ca/staff-directory.cfm or by calling 519-599-3131.

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Beata Szulc [REDACTED]
Sent: Wednesday, October 21, 2020 2:17 PM
To: Town Clerk <townclerk@thebluemountains.ca>
Subject: Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the "Application")

Attention: Corrina Giles

Dear Madam

We are property owners at [REDACTED]

We are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the “Updated’ Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Best Regards

Beata Szulc and John Wasiuk



ReplyForward

From: [Scherzer, Randy](#)
To: [Brenda Brazier](#); [Town Clerk](#)
Cc: [Don Brazier](#); [Shawn Postma](#); [Planning Info](#)
Subject: RE: Windfall Estates Zoning Amendment Application- property owner concerns
Date: Tuesday, November 17, 2020 8:25:05 PM

Thank you for your comments. We will be sure to share a copy with the Applicant.

Best regards,
Randy

Randy Scherzer
Director of Planning
Phone: +1 519-372-0219 ext. 1237

Grey County



From: Brenda Brazier [REDACTED]
Sent: November 17, 2020 4:31 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>; townclerk@thebluemountains.ca
Cc: Brenda Brazier [REDACTED]; Don Brazier [REDACTED]
Subject: Windfall Estates Zoning Amendment Application- property owner concerns
Importance: High

[EXTERNAL EMAIL]

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3
Attention: Randy Scherzer,
Randy.scherzer@grey.ca

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0
Attention: Corrina Giles, Town Clerk
townclerk@thebluemountains.ca

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports
Town of The Blue Mountains (the “Application”)

Dear Randy and Corrina;

We are property owners at [REDACTED], in Windfall Estates. We moved here earlier this year and are quite surprised and upset to hear about the Windfall zoning amendment.

We are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are VERY concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.

Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?

3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jojo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jojo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via

Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.

4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.

5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.

7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?

8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.

10. We understand the current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by

the Application.

11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.

In summary, we are URGING the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we respectfully request that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

We look forward to your response. We can be contacted by email or at the cell number below for additional feedback.

Sincerely,
Brenda and Don Brazier

[REDACTED]
[REDACTED]

October 21, 2020

County of Grey Planning Department
595 9th Avenue East
Owen Sound, Ontario N4K 3E3
Attention: Randy Scherzer, Grey County Planner
Randy.scherzer@grey.ca
519-372-0219 ex. 1237

Town of The Blue Mountains
PO Box 310 – 32 Mill Street
Thornbury, Ontario N0H 2P0
Attention: Shawn Postma, Town Planner
planning@thebluemountains.ca
519-599-3131 ex. 248

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the “Application”)

Dear Sir/Madame;

We are new property owners at [REDACTED] in the Windfall subdivision, having purchased our home in August 2020.

We are writing to provide our concern over the subject Application, of which we have only recently become aware. In short, our main concerns are regarding:

- a) adequate access in/out of Crosswinds to Grey 19, and future potential of Crosswinds becoming a through-fare to the Jozo Weider Blvd;
- b) adequate infrastructure including green space, maintenance of shared spaces, and access to the Shed given the proposal of increased density within the development;
- c) drainage, sanity sewage and landscaping concerns as raised by other residents, which would be severely damaging to our property and investment in the community.

Attached to this letter is a summary of issues shared to us by other residents of Windfall.

Having only been in the community a couple of months, we do not have perspective on all of the items mentioned below. We assume, however, that if claims are valid that there are some serious implications of the proposed Application, which we do not support – namely increased pressure on infrastructure and maintenance of the community.

We are very concerned by what appears to be a lack of fulfillment to commitments made at outset of development of this community, and trust that the Planning Department and Community of The Blue Mountains will reject the Application, requiring that updated traffic studies based on current and high/peak traffic volumes for the expanding area, along with reconsideration of adequacy of green space, and full examination of drainage and sanitary infrastructure in the community.

Angela & Andrew Beatty

Traffic and Roads Implications:

1. *We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the existing development and approvals have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly weather it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that intersection.*

Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. *We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?*
3. *The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jozo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jozo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.*
4. *The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.*
5. *Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.*

Recreational Infrastructure Implications:

6. *The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is inconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.*
7. *The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?*
8. *COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the infrastructure demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?*

Other Infrastructure Implications:

9. *There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.*
10. *The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.*
11. *The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.*
12. *The Sanitary sewer design is currently flawed and the “Updated” Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.*

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

October 18, 2020

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3

Attention: Randy Scherzer,
Randy.scherzer@grey.ca

The Town of The Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0

Attention Corrina Giles, Clerk

Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports Town of The Blue Mountains (the “Application”)

Dear Sir/Madame;

I/We are property owners at [REDACTED], Windfall phase 2a

I/We are writing to provide our comments concerning the subject Application.

Traffic and Roads Implications:

1. We are quite concerned that the Applicant has decided to proceed with a request to Grey County and the Town for an increase in density for Phase 6 when the pressures of the current approval are not being met by existing road infrastructure in the area. In particular, it is inappropriate for the County of Grey to even consider this Application is complete and ready to proceed in the planning process when planned infrastructure supporting the *existing development and approvals* have not yet been built as agreed to by various parties including Grey County. At the time the current approvals were provided, Grey County committed to build a roundabout at Highway 19 and 21, and while this project has been “on the books” for some time, there is no firm commitment by the County to build this critical piece of roadway, or frankly whether it will even properly serve and support the needs of what is already planned and approved for the area. In addition, the Applicant and the County also agreed to build a roundabout at Highway 19 and Crosswinds to relieve the considerable traffic pressures and safety issues currently at that interstation. Again, no firm commitment to that build has been made by either party, other than a vague reference to “traffic lights” in the fall of 2020 contained in the “updated” traffic

study. How can the County and the Town even consider an application to increase traffic demands on these critical pieces of road infrastructure when even current commitments to support the current approvals have not been met?

2. We find the “updated” traffic study supporting the Application as deficient. Firstly, the “update” was based upon traffic studies completed in March 2011 for Phase One of the development – just under 10 years ago! The updated study was based upon traffic volume counts over 2 days March 17 and 18, 2018 – essentially the last 2 days of 2017 March school break when snow condition was such that resort traffic was low. This is not reflective of traffic volumes during peak use and should be fully discounted and rejected as inadequate. How did the County find such a short and inappropriate study time frame to be adequate and complete for the Application purposes?
3. The “updated” traffic study does not consider what actually happens or is likely to happen with real traffic flows once Crosswinds is fully connected with Jojo Weider Blvd. If the study consultants truly wanted to see what is occurring during high traffic volumes in the area, they would have studied the traffic congestion that occurs now at the existing traffic circle at Highway 19 and 119 during high traffic volume time periods and not a shoulder season day when traffic volumes are relatively low. During periods of high traffic volume, traffic exiting the resort backs up along 19 heading east and entering the traffic roundabout as well as along Gord Canning Blvd. Once Crosswinds is connected to Jojo Weider, traffic exiting the resort will see the backlog along 19 at the roundabout and take Crosswinds as an alternate. The “updated” traffic study tries to model this traffic volume going through the roundabout at 10 and 119 and not exiting the resort via Crosswinds. This diverted traffic will very likely back up past Snow Apple along Crosswinds. Again, this traffic pressure on Crosswinds at 19 was not properly considered. It seems to us that no further additional “local” traffic volume should be added to Crosswinds until a study of the impact of real traffic flows is completed and also after the construction of the traffic circle at Crosswinds and Highway 19.
4. The Town of The Blue Mountains is in the process of developing a Town wide master transportation study that will not be completed until 2021. To approve any significant increase in traffic volumes by adding density to an already approved application seems to be ignoring and even purposely overriding the Town’s master transportation plan process.
5. Even given the flaws noted above, the “updated” traffic study models considerable traffic volumes from a County highway along what is essentially an internal residential street. Adding to that volume as the Applicant suggests will further exacerbate the safety issues associated with turning an internal residential street into a County highway bypass route -again without the consideration of any overall master plan.

Recreational Infrastructure Implications:

6. The current recreational facility for the Windfall development – the “Shed” – is seriously undersized to support the existing 609 home approval. It is unconceivable how this structure can support a further 90 to 100 individuals associated with the proposed density increase.
7. The existing approval contemplates a series of blocks of property for trails and green space. At the time of approval of the existing approval, this space was considered barely adequate for the 609 homes in the approval. What is the Applicant’s commitment to add to this green space for the additional homes in the Application?
8. COVID has dramatically changed the mix of permanent and temporary residents in the area with very likely now 60 to 70% of the owners being permanent residents in the area. This change has dramatically changed the unfractured demands in the area by permanent residents that exceed the installed or even planned investments. What has the Applicant provided as further information to assure the County and The Town that the Application will meet the needs of a COVID impacted change in occupancy levels?

Other Infrastructure Implications:

9. There are no schools to support local families as it is, so adding additional residential units with school demands is unacceptable and will only further exacerbate an already serious problem.
10. The current development is often facing drainage issues related to poorly planned and installed drainage infrastructure. We seriously question the “updated” storm water management report as it simply does not reflect what is actually occurring with drainage issues on the existing approval. The issue is less the capacity of the storm water retention ponds, but the design and construction of the current drainage ditches/system, none of which were addressed by the Application.
11. The Applicant has made a number of landscaping commitments to the Town, Grey County, and homeowners related to the current approvals for the site that are not met. We would suggest that Grey County and the Town ask the Applicant to attend to their commitments in the current approval before proceeding with the Application.

12. The Sanitary sewer design is currently flawed and the "Updated" Functional Servicing Report fails to recognize this deficiency that will only be exacerbated by the adding additional users to the system. Sanitary sewers servicing Phase One flow into the system lines that will be serviced by Phase 5 and 6. Any blockage to the downstream system will cause significant flooding to the sanitary system in Phase One. This has already occurred in 2019. Phase One homes are not built with sanitary backflow valves, so they are at a risk of flooding when the downstream connection is blocked. This needs to be rectified before any additional demands are placed on the downstream system from Phase One.
13. The semi detached homes have caused a parking issue in phase 2 and 3 and will continue as Windfall continues to build out and add more semi's. The semi's have a small one car garage and a single width driveway and most owners do not use the garage for parking so that there are always a large number of cars parked on the streets. The nature of the area attracts a lot of visitors so on weekends the roads are jammed with parked cars and they are often parked illegally (facing the wrong way, blocking sidewalks, blocking hydrants and at times almost blocking the street. This is even more of a problem during the winter with the nighttime parking restrictions. What is Georgian/Windfall going to do about this and how do they justify it with the increased semi density? Is the Town of Blue Mountain going to enforce their own parking laws?

In summary, we are urging the County and the Town of The Blue Mountains to reject the Application as it is not supported by sufficient, current nor accurate information on the impact of the increase in density. In particular, we demand that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they even consider any amendment to such.

Thank You,

Ingeborg Scholz



November 23, 2020

County of Grey Planning Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3
Attention: Randy Scherzer,
Randy.scherzer@grey.ca
The Town of Blue Mountains,
P.O Box 310 – 32 Mill St,
Thornbury, Ontario
N0H 2P0
Attention Corrina Giles, Clerk

**Re: Windfall Draft Plan Redline and Zoning Amendment Supplemental Applications and Reports
Town of Blue Mountains (the “Application”)
Block 40, Registered Plan 16M-42, Part of Lot 16, Con.1, Town Of The Blue Mountains**

Dear Sir/Madam;

We are property owners at Windfall, [REDACTED], Town of the Blue Mountains.
We are writing to provide our comments for circulation amongst council concerning the subject Application.

Our Ask:

That the County and the Town of the Blue Mountains reconsider said “Application”. We expect that Grey County, the Town, and the Applicant attend to their current infrastructure commitments for the existing approvals before they consider any amendment.

There should be no further consideration given this “Application” until:

1. Georgian fulfills its contractual obligation to “the Town” to secure the necessary permits, land and budget to construct the roundabout mentioned in the Traffic Impact Study Report, with firm start and end dates, and
2. Installation and operationalization, with firm start and end dates, of signal controls at Crosswinds and 19 be completed by the end of December 2020. (Five weeks from the date of this correspondence), finally
3. Before any consideration be given the “Application” The Town of The Blue Mountains town wide master transportation study be taken into consideration. (Not to be completed until 2021).

Our Concern:

There are currently considerable traffic pressures which makes the intersection of 19 and Crosswinds increasingly dangerous. Additionally, where there are semi-detached units currently, on-street parking is an issue and will be a greater problem with the proposed increase in density. Nowhere in the Traffic Impact Study Report was there any commentary from town services (snow plowing), EMS, Police or Fire Services.

Currently there are 3 occupied phases in Windfall with 3 more planned, along with the planned development at Blumont and Crestview which will add stress to the traffic flow and congestion within the community at large.

For Your Consideration:

It's irresponsible to ask for increased future density when the current density needs have not been addressed. Delay this application until the builder has fulfilled their present obligations. That is an equitable solution.

Let's fix and finish the projects currently in process before we consider increasing the density on a currently inadequate infrastructure.

Regards

Robert and Jeri Wearing

Watson/Kochuta

November 24, 2020

Randy Scherzer
County of Grey Planning Department

Shawn Postma, Town Planner
The Town of The Blue Mountains

Re: Public Meeting related to Windfall Phase 6 Proposal

Dear Sir/Madam,

We have been property owners in the Blue Mountains for over 30 years. Our new property, [REDACTED], is our full-time residence. We are writing to provide our concerns related to the proposed revisions to Windfall Phase 6. We are concerned the increase density requested is beyond what the community can accommodate.

Traffic and Roads Implications

1. Roads within the community and surrounding area already under significant pressure. Specifically, the proposal includes more semi-detached properties which provide little space for on property parking. This has resulted in significant on street parking near semidetached units for residents, guests, and contractors. This makes the streets very congested and dangerous for other vehicles and pedestrians.
2. The increased properties in Windfall Phase 6 will result in increased in traffic on the smaller streets and Crosswinds Blvd. Already, Grey Road 19 (and further east, Mountain Road) carries significant traffic and often is very congested. As the traffic flow gets heavier on Grey Road 19, Crosswinds Blvd will become area "short cut" making it difficult for Windfall residents to get onto Crosswinds and go where they want.

Recreational Facility Implications

3. The Windfall recreational facility, the Shed, is undersized for 609 properties. Clearly an additional 50 properties, about 100 more people, will only exacerbate this issue. In a time when we are supposed to be keeping our distance from others, this congestion will make our neighborhood less safe. This is a concern now that many more people make Windfall their full-time residence.

Full-time versus Part-time Residents

4. The residency of Windfall has changed dramatically. With COVID 19 there has been a significant increase in the number of full-time residents in our community. Windfall, a weekend location for many owners just a year ago, now has many more full-time residents. This means Windfall services and infrastructure are more heavily utilized and stretched. The increase in full-time residents results in congested roads and overused recreational facilities.

We feel our community is a great place to live, but it is congested now. We do not support the increase density of Windfall Phase 6.

Thank you
Thomas Kochuta & Marian Watson

From: [Scherzer, Randy](#)
To: [Colin Travis](#)
Cc: [Shawn Postma](#); [Planning Info](#)
Subject: FW: Comments for Public Meeting November 30th 2020 Windfall application
Date: Tuesday, November 24, 2020 5:45:18 PM

FYI – comments re proposed Windfall Phase 6 revisions

Randy Scherzer

Director of Planning

Phone: +1 519-372-0219 ext. 1237

Grey County



From: Karen Feeley [REDACTED] >
Sent: November 24, 2020 4:22 PM
To: Scherzer, Randy <Randy.Scherzer@grey.ca>; planning@thebluemountains.ca
Subject: Comments for Public Meeting November 30th 2020 Windfall application

[EXTERNAL EMAIL]

Hello Randy/ Planning Department

I am writing to comment on the revision to the existing draft approved subdivision plan known as Windfall. My husband and I live at [REDACTED] which is directly across from the proposed Windfall phase 6. While we are extremely happy with our house which we moved into on September 17th, 2020, we feel that the construction is causing excessive noise that is affecting our home and work lifestyles. We knew that other phases were going to be built. However, the builder did not declare these additional 50 units which will create construction for several more years.

I work from home due to the COVID virus and am on conference calls all day. The sound of heavy equipment driving past our house makes it difficult for me to concentrate and speak on the calls. I believe the builder had an obligation to advise prospective buyers regarding the number of years that this construction would continue. These added 50 units will extend construction for a year or 2 at least. As you are a representative of the people here in Town, I respectfully request you consider the home owners wishes in this area and turn down the proposal at this time.

In addition, the services of the Town will not be able to keep up with the demand by all these additional units. For example the post office in Collingwood advised us we would not get mail delivery for years due to the large number of streets being built. In addition, how will the town be able to support all the added services such as garbage pick up, snow removal, traffic issue etc., This will be an added cost to the Town which will not have the funds or resources to provide appropriate services. Please consider postponing this proposal at this time,

Thank you for the opportunity to comment

Karen and Mike Feeley
[REDACTED]



COVID-19 Update: During this time, email is our preferred method of contact and we are monitoring it frequently. To facilitate Government recommendations for social distancing, we have closed our office to the public and have reduced the number of on-site staff. Staff working remotely are supporting on-site staff by responding to email requests and queries.

November 26th, 2020



ATTENTION: Town Clerk
Town of The Blue Mountains
32 Mill Street, P.O. Box 310
Thornbury, On. N0H 2P0

Re: Windfall GP Inc. Proposed Increase of 50 Residential Units Within Phase 6 of the Windfall Development

6352987 Canada Inc. (herein referred to as "Scandinave Spa Blue Mountain" or "the Spa") has received and reviewed Windfall GP Inc. Notice of Complete Application which is located immediately to the west of Scandinave Spa Blue Mountain.

The Spa's relationship with Windfall GP Inc. began in early 2008 as we negotiated a partial land sale agreement for 25 acres directly west of our location. This land sale represents what is now predominately referenced as Phase 6 of the Windfall development application. The negotiations of the sale, which concluded in mid-2010, revolved around how Windfall would minimize the number of single-family homes on this original parcel of Scandinave Spa Blue Mountain land. In the 2008 purchase agreement, both parties agreed that a maximum of 5 units per hectare would be developed. Windfall GP Inc. is fully aware that agreeing to this clause was fundamental in finalizing the sale agreement.

Furthermore, a 2010 draft plan of all single-family homes with lot frontages of 21.3m directly behind the Spa property was presented and signed by Scandinave Spa Blue Mountain and Windfall GP Inc. Since then, the lot count has increased, and frontages have shrunk to 15.24m. In this most recent application, the lots bordering Scandinave Spa Blue Mountain property are designated as semi-detached units, not singles. In that 2010 draft plan the total number of Windfall units, including the future Medium Density development (now Mountain House), was 747 units.

Windfall and Mountain House land is designated in the Town of The Blue Mountains Official Plan (June 2016) as Residential/Recreational Area. Both developments represent a combined total of 64.77 hectares (59.929 for Windfall and 4.84 for Mountain House). As outlined in the Town of the Blue Mountains Official Plan, Section B3.7.4.1, Residential/Recreational Area Development lands, are to only have a maximum density of 10 units per hectare. Furthermore, if Block G, I, J, Y & Z are considered "Hazard Land" and "Environmental Buffers," 10.889 hectares of Windfall GP Inc.'s land should not be included for the "purpose of calculating permitted development density."

B3.7.4.1 Density and Open Space Requirements

The calculation of the open space component shall be based on the whole of the proponent's holdings included in any draft plan of subdivision. Lands designated Wetland or Hazard Lands may be included within the required open space component, however, such lands are not included for the purpose of calculating maximum permitted development density, unless otherwise specifically provided under this Plan.

Current development approvals for Windfall GP Inc. already permit for 609 units and the 242 units for Mountain House. This totals 851 units on 53.881 hectares. The application proposal for Phase 6 would increase the total to 901 units or 16.7 units per hectare for the total combined "permitted development density." In addition, during Windfall GP Inc.'s application process for the Mountain House development, their team argued that approving higher density for units would offset density in the Windfall development.

**SCANDINAVE SPA
BLUE MOUNTAIN**

152 Grey Road 21 Blue Mountains, ON L9Y 0K8
T: 705-443-8484 SCANDINAVE.COM

We urge Town Staff and Council deny Windfall's request for additional density as the current number of units per hectare exceed the maximum density allowance. The location of this requested density increase, in proximity to the Spa, would impact the experience of visitors "quiet escape and relaxation in the heart of nature" and will continue to have a negative economic impact to Scandinave Spa Blue Mountain business operations. Lastly, it also contravenes the mutually agreed upon intent to minimize density on the lands that Windfall GP Inc. purchased from the Spa in 2010.

Thank you for your consideration,

Rob Cederberg, Mylisa Henderson & Lesley Cederberg
Scandinave Spa Blue Mountain
Owners Operators / Residents Town of Blue Mountains

From: [Corrina Giles](#)
To: [REDACTED]
Cc: [council](#); [Jennifer Moreau](#); [Nathan Westendorp](#); [Ruth Prince](#); [Ryan R. Gibbons](#); [Shawn Carey](#); [Shawn Everitt](#); [Will Thomson](#); [Shawn Postma](#); [Trevor Houghton](#)
Subject: FW: Public Meeting Re Windfall Revisions - Phase 6.pdf
Date: Wednesday, November 25, 2020 2:59:54 PM
Attachments: [Public Meeting Re Windfall Revisions - Phase 6.pdf](#)
[image001.png](#)
[image002.png](#)

Good afternoon Mr. Macchia,
I acknowledge receipt of your comments in response to the November 30 Public Meeting Notice and confirm I have forwarded the same to Council for their information and consideration. Your comments will be included in the record of the November 30 Public Meeting, and attached to a followup staff report regarding this matter.

Kind regards,

Corrina Giles, CMO

Town Clerk

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 232 | Fax: 519-599-7723

Email: cgiles@thebluemountains.ca | Website: www.thebluemountains.ca

Please be advised that the Town of The Blue Mountains has reopened Town Hall. Town Hall is open from 8:30 – 4:30 pm Monday to Friday. Customers are reminded that for in-depth service needs, such as planning services, building services, applying for a marriage licence and the commissioning of documents, appointments are required. Appointments will need to be scheduled in advance by contacting the appropriate department. Contact information is available on the Town website by visiting: www.thebluemountains.ca/staff-directory.cfm or by calling 519-599-3131.

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

-----Original Message-----

From: Dominic MACCHIA [REDACTED]
Sent: Tuesday, November 24, 2020 3:06 PM
To: Corrina Giles [REDACTED]
Subject: Public Meeting Re Windfall Revisions - Phase 6.pdf

Hi Corrina,

Further to the attached, as a resident of the Windfall development, I wish to formally confirm my opposition to the application to revise housing density in Phase 6.

I believe the increased density request has not be properly offset with sufficient plans to accommodate the additional requirements for services, schooling, road parking, traffic flow and green space.

Please let me know should you need additional details.

Kind regards,

Dominic Macchia

From: [Jane McDonough](#)
To: randy.scherzer@grey.ca; [Planning Info](#); [Town Clerk](#)
Subject: Increased Density Proposal - Windfall - Phase 6
Date: Thursday, November 26, 2020 9:25:32 PM

County of Grey Planning Department

595 9th Avenue East
OWEN SOUND, ON N4K 3E3

Attention: Randy SCHERZER,
Randy.scherzer@grey.ca

The Town of Blue Mountains
P.O. Box 310 – 32 Mill Street
THORNBURY, ON N0H 2P0

Attention: Corrina GILES, Clerk

Re: Windfall Draft Plan Redline and Zoning Amendment
Supplemental Applications and Reports Town of Blue Mountains (the “Application”)

Dear Sir/Madame;

I am the property owner at [REDACTED] BLUE MOUNTAINS, ON L9Y 0Z3.

I am writing to provide my comments and concerns regarding the subject Application.

When I first purchased in Windfall, I had first choice in lot selection and was shown a diagram of Phase 3 where all homes were single lots. I was never made aware of the changes made to Phase 3 which permitted semi-detached homes. That was very disappointing, since I now have to look at a swath of them from my front porch. Also, I was told by Sales Manager, Leanne MACKLE, Phase 6 would consist of executive homes, similar to those located at Braestone, Windfall Mountain Homes other site, located off Horseshoe Valley Road. Now, the Application is looking to increase density and build homes completely opposite to those executive homes as described by MACKLE. She stated the executive homes would increase the value of my property but I am concerned the increased density will do just the opposite and devalue my property.

With the exception of Phase 1, Windfall has altered every phase by increasing density and they have also changed their original plans for The Shed. Initially, it was going to consist of a large swimming pool, suitable for doing lengths; a tennis or pickle ball court and a park. Now, two small pools are being built; there is no room for either a tennis or pickle ball court and they have not made room for a park. The recreation facility is seriously undersized and insufficient to support the existing 609 home approval, let alone an additional 90 to 100 people associated with the proposed density increase.

The original proposal and vision of Windfall has been modified several times and the Developer has not committed to their original plans and ideas. There was supposed to be more parks but they have clear cut and even cut down Butternut trees, an endangered species, between Phases 2 and 4. Many residents are disappointed with such incidents and Windfall's failed promises and are now calling the subdivision, “Shortfall”.

On Facebook, there exists a Windfall residents group and below you will read about parking concerns in Phase 2, where there is an abundance of semi-detached homes. If the increased density is permitted in Phase 6, this will cause similar issues and frustrate both new and existing home owners. One person talks about parking at the model home overnight and not being ticketed while another speaks about parking on the street, and a third owner talks about how he has noticed

vehicles parked on the streets for prolonged time periods. This is what happens with increased density. There are too many vehicles and not enough driveway parking places to accommodate them. Winter snow removal will only be impeded by too many vehicles parking on the streets, as there exists no overflow parking.

Since moving to Windfall in MAY 20, I have been making observations on some homes close to my property. Before selling his property [REDACTED], the owner was using that dwelling as a short-term rental. On one occasion, three vehicles were parking along Red Pine Street as opposed to the driveway and when they departed that Sunday evening, the renters left five green garbage bags. None of the garbage bags was tagged and I was surprised they were all collected. Throughout the spring and summer, semi-detached house 152 Red Pine Street had both a multitude of vehicles and people linked to the property. Three vehicles were constantly parked on the street while the owner's boat is parked in the driveway, on weekends when they are in town.

With an increased amount of semi-detached homes, I fear more purchasers will be temporary residents who believe they will be permitted to rent their homes for short-term periods. This will change the dynamics of the community and also compromise the infrastructure.

Imagine the additional vehicles coming and going and parking in Phase 6, if the changes are permitted? I choose not to. Most recently, the Town of Blue Mountains announced the stop signs erected along Crosswinds Boulevard are to be removed because of the traffic signal being installed. Crosswinds Boulevard is going to become a dangerous road, since people already travel too quickly along this roadway. Residents attempting to access The Shed when crossing this street will need to be extremely cautious when doing so, since people already travel too quickly along this road. We do not need more people to contribute to that behaviour so please do not increase density.

I chose to purchase in Windfall to escape the congestion of the city. I did not move here to live in an abundance of semi-detached homes and for my street to be busy and occupied with parked vehicles. I came here to enjoy the recreational facilities, not to fight for my personal space at The Shed or on the walking trails.

I truly hope you will take into consideration the comments and concerns raised by current Windfall residents. We are the ones who will be living here; not Jamie MASSIE, not Leanne MACKLE or any of staff members from The Town of Blue Mountains. It is easy for Mr. MASSIE and others to apply for such a change because it generates more profit but when will enough be enough.

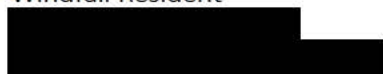
I noticed on the street sign by Mountain House, "Sold Out" but more Windfall Communities coming soon. How about allowing those new Windfall communities the opportunity for increased density. This would help preserve the "original" Windfall that I first found appealing. Today, Georgian Communities sent an email for people to express their interest in upcoming Phase 5. The message read they have an "overwhelming response" but has the Applicant conducted exit surveys to determine the demand for semis versus singles? I know when I purchased, single dwellings were more popular than semi-detached homes and sold out first. Now with COVID-19, the number of families relocating from the GTA will continue, as will the demand for single family homes. Take Blumont, for example. That project of single detached homes sold out very quickly, verifying the need and demand for single dwellings in the area.

Increased density does not support the infrastructure causing strain on recreational facilities and amenities and other infrastructure will be stressed. Increased traffic and parking are also very concerning. Increased density was something Georgian Communities never advertised when I purchased my property and I am clearly disappointed in their lack of effort and commitment to what was initially promised. Like many residents, I do not want to call it "Shortfall" but I am concerned it will become just that, should the amendments be permitted.

Respectfully submitted,

Jane McDonough

Windfall Resident



From: [Corrina Giles](#)
To: [DAVID SOCIETY OF MGMT ACCO](#)
Cc: [council](#); [Jennifer Moreau](#); [Nathan Westendorp](#); [Ruth Prince](#); [Ryan R. Gibbons](#); [Shawn Carey](#); [Shawn Everitt](#); [Will Thomson](#); [Shawn Postma](#); [Trevor Houghton](#)
Subject: RE: site Block 40 registered plan 16m-42 part of lot 16 conscession 1 town of the blue mountains Windfall phase 6 to increase density from 609 ti 659
Date: Wednesday, November 25, 2020 3:26:57 PM
Attachments: [image001.png](#)
[image002.png](#)

Good afternoon Mr. Peters,

I acknowledge receipt of your comments in response to the November 30 Public Meeting Notice and confirm I have forwarded the same to Council for their information and consideration. Your comments will be included in the record of the November 30 Public Meeting, and attached to a followup staff report regarding this matter.

Kind regards,

Corrina Giles, CMO

Town Clerk

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 232 | Fax: 519-599-7723

Email: cgiles@thebluemountains.ca | Website: www.thebluemountains.ca

Please be advised that the Town of The Blue Mountains has reopened Town Hall. Town Hall is open from 8:30 – 4:30 pm Monday to Friday. Customers are reminded that for in-depth service needs, such as planning services, building services, applying for a marriage licence and the commissioning of documents, appointments are required. Appointments will need to be scheduled in advance by contacting the appropriate department. Contact information is available on the Town website by visiting: www.thebluemountains.ca/staff-directory.cfm or by calling 519-599-3131.

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: DAVID SOCIETY OF MGMT ACCO [REDACTED]
Sent: Saturday, October 24, 2020 3:07 PM
To: Town Clerk [REDACTED]
Subject: site Block 40 registered plan 16m-42 part of lot 16 conscession 1 town of the blue mountains Windfall phase 6 to increase density from 609 ti 659

I am resident david peters at [REDACTED]. the town of blue mountains planning departed should not allow this . how can a community this large have no parks or playgrounds for kids in all their phases.

i find it shamefull that the town does no get something from the developer except for the taxes we pay. i want also to re-iterate that the area is becoming residential instead of just a weekender 's place to be. ie where are schools going to be when tbm will have an influx of families full time and parks. Mayor and council should wake up to this idea since pandemic came as we see the group from wasaga beach in the east

to tbm in the west. i guess bussing will be the only way kids will go to schools. should get monies and land from developers to feed the growth. thanks dpeters

From: [Corrina Giles](#)
To: [Spiess Family](#)
Cc: [Shawn Postma](#); [Trevor Houghton](#); [Liz Saunders](#); [Sarah Merrifield](#); [Krista Royal](#)
Subject: RE: Windfall 4/5/6 planning meeting
Date: Wednesday, November 25, 2020 3:02:16 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Thank you Mr. Spiess. I will include you on the list of speakers, and can remove your name if you are able to provide your written comments in advance.

Kind regards,

Corrina Giles, CMO

Town Clerk

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 232 | Fax: 519-599-7723

Email: cgiles@thebluemountains.ca | Website: www.thebluemountains.ca

Please be advised that the Town of The Blue Mountains has reopened Town Hall. Town Hall is open from 8:30 – 4:30 pm Monday to Friday. Customers are reminded that for in-depth service needs, such as planning services, building services, applying for a marriage licence and the commissioning of documents, appointments are required. Appointments will need to be scheduled in advance by contacting the appropriate department. Contact information is available on the Town website by visiting: www.thebluemountains.ca/staff-directory.cfm or by calling 519-599-3131.

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Spiess Family [REDACTED]
Sent: Tuesday, November 24, 2020 3:34 PM
To: Corrina Giles <cgiles@thebluemountains.ca>
Cc: Shawn Postma <spostma@thebluemountains.ca>; Trevor Houghton <thoughton@thebluemountains.ca>; Liz Saunders <lsaunders@thebluemountains.ca>; Sarah Merrifield <smerrifield@thebluemountains.ca>; Krista Royal <kroyal@thebluemountains.ca>
Subject: Re: Windfall 4/5/6 planning meeting

Hi Corrina:

My intention is to provide written comments prior to the meeting but in case my workload this

week does not allow that, I would like to be able to provide verbal comments.

Full name: Carl Spiess

Mailing Address:

Telephone:

Participation via Microsoft Teams

Many thanks,

Carl

On 2020-11-23 3:50 p.m., Corrina Giles wrote:

Good afternoon Mr. and Mrs. Spiess,

This email is being sent to those that wish to appear as an agent or owner, or a member of the public wishing to provide verbal comments in response to the Public Meeting listed below and included on the **November 30, 2020** Council Meeting (Virtual Meeting) Agenda.

[Notice of Public Meeting, November 30, 2020](#)

Public Meeting: Block 40, Registered Plan 16M-42, Part of Lot 16, Concession 1, Town of The Blue Mountains (Windfall)

The following is additional information regarding virtual Public Meetings, provided to you in point form for ease of reference:

1. If you wish to watch the Public Meeting online, please click on the link below just before 10:00 am on November 30
[Council Meeting Live Stream - Town of The Blue Mountains, ON](#)
1. Please note that the meetings are recorded and will be posted to the website after the meeting. To access the recording of the Public Meeting, please click on the link below after the Public Meeting
2. [Agendas, Minutes and Reports - Town of The Blue Mountains, ON](#)
1. If you wish to provide your written comments in response to the Public Meeting Notice, please submit the same to me and I will then circulate the comments to Council for their information and consideration. Your written comments will be included in the record of the Public Meeting and will be attached to a followup staff report regarding this matter.
1. If you wish to provide your verbal comments at the Public Meeting, you are required to pre-register with me (see "Verbal Comments" below). I will then provide you with information on how you can access the virtual public meeting, either via telephone or virtually.

How to Provide Verbal Comments at the Public Meeting:

I am providing the link below so that you are able to join the meeting virtually, either via "Microsoft Teams", or via telephone. If you wish to join the meeting virtually, please click on the link "Join Microsoft Teams Meeting". If you wish to appear via telephone, please call the toll free number and use the Conference ID # noted below.

Kindly acknowledge receipt of this email and please provide me with the following information as soon as possible:

1. Your full name
2. Your mailing address
3. Your telephone number
4. How you wish to participate in the meeting, either via telephone or via "Microsoft Teams".

If you would like to complete a test of the system, please feel free to click on the link now, or let us know as soon as possible so that we can complete a test of the system with you, well in advance of the meeting.

[Join Microsoft Teams Meeting](#)

[REDACTED]
[REDACTED]
[REDACTED]

[Local numbers](#) | [Reset PIN](#) | [Learn more about Teams](#) | [Meeting options](#)

If you have issues connecting during the Special Meeting of Council meeting, please contact:

1. Sarah Merrifield at smerrifield@thebluemountains.ca or 519-599-3131 ext 306
2. Liz Saunders at lsaunders@thebluemountains.ca or 519-599-3131 ext 237.

Please note, that the conference identification numbers listed above are not to be shared.

If you have any questions, please feel free to contact me.

[REDACTED]
[REDACTED]

logo 2017 BEST VERSION" /> **Corrina Giles, CMO**

Town Clerk

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 232 | Fax: 519-599-7723

Email: cgiles@thebluemountains.ca | Website: www.thebluemountains.ca

Please be advised that the Town of The Blue Mountains has reopened Town Hall. Town Hall is open from 8:30 – 4:30 pm Monday to Friday. Customers are reminded that for in-depth service needs, such as planning services, building services, applying for a marriage licence and the commissioning of documents, appointments are required. Appointments will need to be scheduled in advance by contacting the appropriate department. Contact information is available on the Town website by visiting: www.thebluemountains.ca/staff-directory.cfm or by calling 519-599-3131.

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

-----Original Message-----

From: Family Spiess [REDACTED]

Sent: Sunday, November 22, 2020 6:39 PM

To: Town Clerk townclerk@thebluemountains.ca

Subject: Windfall 4/5/6 planning meeting

Hi,

We would like to register for the town hall meeting regarding Windfall phase 4/5/6 on Nov 30th @ 10am.

Town of The Blue Mountains Zoning By-law Amendment File # P2697 & Grey County Plan of Subdivision File # 42T-2010-03

Just moved here and interested in providing feedback once we learn more.

Thanks,

Carl & Jennifer Spiess
[REDACTED]
[REDACTED]
[REDACTED]



Bluewater District School Board

P.O. Box 190, 351 1st Avenue North
Chesley, Ontario N0G 1L0
Telephone: (519) 363-2014 Fax: (519) 370-2909
www.bwdsb.on.ca

December 3, 2020

Shawn Postma
Town Planner
Town of The Blue Mountains
P.O. Box 310 – 32 Mill Street
Thornbury, ON N0H 2P0
planning@thebluemountains.ca

Dear Shawn,

RE: Windfall Phase 6 Redline Revisions Plan of Subdivision No. 42T-2010-03

Thank you for circulating a copy of the Notice of Complete Application and Public Meeting for Redline Revisions for Plan of Subdivision No. 42T-2010-03, and Zoning By-law Amendment No. P2697. The Bluewater District School Board (BWDSB) has reviewed the proposed Plan of Subdivision No. 42T-2010-03, located in the Town of The Blue Mountains. The proposed revisions would increase the total number of residential units within Phase 6 of the Windfall development to 166 dwelling units comprising of 58 single detached units and 108 semi-detached units. The overall residential units within the Windfall development would increase from 609 to 659 units.

BWDSB Planning staff have no objection to this development or redline revision. Planning staff request updated information regarding the target demographic that Windfall Phase 6 will be marketed to due to the proposed increase in residential units and changes in dwelling type. Given the minimal elementary pupil yields generated throughout Phases 1-3 to date, BWDSB is interested in any change of marketing strategy that will target a younger family oriented demographic which could generate a higher pupil yield than the previously constructed phases.

BWDSB Planning staff request the following standard conditions be included as part of the amended draft plan approval for Phase 6:

1. "That the owner(s) agree in the Subdivision Agreement to include in all Offers of Purchase and Sale a statement advising prospective purchasers that accommodation within a public school in the community is not guaranteed and students may be accommodated in temporary facilities; including but not limited to accommodation in a portable classroom, a "holding school", or in an alternate school within or outside of the community."
2. "That the owners(s) agree in the Subdivision Agreement to include in all Offers of Purchase and Sale a statement advising prospective purchasers that if school buses are required within the Subdivision in accordance with Board Transportation policies, as may be amended from time to time, school bus pick up points will generally be located on the through street at a location as determined by the Student Transportation Service Consortium of Grey Bruce."
3. "That the Owner(s) shall agree in the Subdivision Agreement to provide sidewalks and pedestrian linkages throughout the subdivision to accommodate and promote safe walking routes to the nearby school property and elsewhere."

Please do not hesitate to contact us by telephone at 519-363-2014 ext. 2101 or by email at shelley_crummer@bwdsb.on.ca if you have any questions, concerns or for more information.

Sincerely,
Shelley Crummer, Business Analyst

c.c.: Rob Cummings, Superintendent of Business Services
Dennis Dick, Manager of Plant Services
Jayme Bastarache, Supervisor Project Development

From: [Randy Scherzer](#)
To: [Colin Travis](#); [Shawn Postma](#)
Cc: [Trevor Houghton](#)
Subject: Windfall Phase 6 Proposed Revisions
Date: Friday, December 4, 2020 12:04:24 PM

Hi Colin and Shawn,

We have received comments from the County Transportation Services indicating that they are going to request a peer review of the Traffic Impact Study submitted for the proposed revisions to Windfall Phase 6. They want to make sure that the proposed increase in lots will not change the proposed/planned infrastructure improvements or the proposed timing for those improvements associated with this development as well as the road improvements within the immediate area. They also want to review the increase in units in combination with the potential increase in permanent versus seasonal occupation and whether this causes an impact to the proposed improvements and timing of improvements. RJ Burnside has been engaged by County Transportation Services to investigate improvements associated with Grey Road 19 including a Study looking at the potential improvements and timing of those improvements between the proposed roundabout at Grey Road 19/21 to the existing roundabout to Jozo Weider. County Transportation Services will be getting a quote from RJ Burnside for the peer review of the Windfall TIS and we will let you know the cost for this peer review once the quote is received. Happy to discuss further at the meeting next week once a date has been determined for that meeting.

Best regards,
Randy

Randy Scherzer
Director of Planning
Grey County
595 9th Avenue East
Owen Sound, ON N4K 3E3
Phone: +1 519-372-0219 ext. 1237
Fax: +1 519-376-7970
Randy.Scherzer@grey.ca
<https://www.grey.ca>
<http://www.visitgrey.ca>
<http://www.greyroots.com>



From: [Shawn Postma](#)
To: [REDACTED] "[Scherzer, Randy](#)"
Subject: FW: Request to Participate - Public Meeting - Windfall Phase 6 - 30 NOV 20
Date: Tuesday, December 1, 2020 1:57:00 PM
Attachments: [image001.png](#)
[image002.png](#)

FYI - Windfall Comments

From: Corrina Giles <cgiles@thebluemountains.ca>
Sent: Monday, November 30, 2020 9:51 PM
To: Jane McDonough [REDACTED]
Cc: council <council@thebluemountains.ca>; Jennifer Moreau <jmoreau@thebluemountains.ca>; Nathan Westendorp <nwestendorp@thebluemountains.ca>; Ruth Prince <rprince@thebluemountains.ca>; Ryan R. Gibbons <rgibbons@thebluemountains.ca>; Shawn Carey <scarey@thebluemountains.ca>; Shawn Everitt <severitt@thebluemountains.ca>; Will Thomson <wthomson@thebluemountains.ca>; Shawn Postma <spostma@thebluemountains.ca>; Trevor Houghton <thoughton@thebluemountains.ca>
Subject: RE: Request to Participate - Public Meeting - Windfall Phase 6 - 30 NOV 20

Hello Ms. McDonough,
I acknowledge receipt of your email and confirm I have forwarded the same to Council for their information. I am sorry you were unable to provide your verbal comments at the Public Meeting, but confirm that your comments below will be included in the followup staff report regarding this matter.

Kind regards,

Corrina Giles, CMO

Town Clerk

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 232 | Fax: 519-599-7723

Email: cgiles@thebluemountains.ca | Website: www.thebluemountains.ca

Please be advised that the Town of The Blue Mountains has reopened Town Hall. Town Hall is open from 8:30 – 4:30 pm Monday to Friday. Customers are reminded that for in-depth service needs, such as planning services, building services, applying for a marriage licence and the commissioning of documents, appointments are required. Appointments will need to be scheduled in advance by contacting the appropriate department. Contact information is available on the Town website by visiting: www.thebluemountains.ca/staff-directory.cfm or by calling 519-599-3131.

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Jane McDonough [REDACTED]

Sent: Monday, November 30, 2020 12:34 PM

To: Corrina Giles <cgiles@thebluemountains.ca>

Subject: Re: Request to Participate - Public Meeting - Windfall Phase 6 - 30 NOV 20

Hi Corrina,

I was actually following the meeting but I didn't log in properly and missed the opportunity to speak when my name was called.

My comments were going to involve whether or not Georgian Communities has conducted exit surveys of potential buyers to see what they are interested in purchasing. How did GC determine an alleged demand for semi-detached homes versus single detached homes? As Mr. Young said, it could be for a \$40 million profit anticipated by Georgian Communities.

Mr. Beech stated Georgian Communities has been meeting their commitments. I tend to disagree. With the exception of Phase 1, the developer has made changes to every phase in Windfall, diverting from their original application. Please tell him that 50 additional semi-detached homes does not "fit the mold of the community" as he referenced.

Thank you,

Jane McDonough
[REDACTED]

From: Young, James (SISP)
To: Sha, A Postma
Cc: Planning Info; Alar Soever
Subject: Re: Windfall phase 6 zoning changes
Date: Tuesday, January 26, 2021 11:39:57 AM
Attachments: image001.png

Hi Shawn

Thank you for the information below.

I note that the redline that is posted on the Blue Mountains web site is different from the presentation materials we reviewed in the public meeting. I note your comment that "each lot could accommodate a single detached or both semi-detached units". I believe that the space the dwelling will occupy on the lot will be quite different and that presents an important design consideration – for example if a side walk and storage area is required for snow clearance then the impact of the selection of dwelling type is a very important issue from both a practical and safety perspective. I believe that sidewalks are an important element in any development plan. The plan should consider the functional aspects of this important resource. We already have very difficult conditions in the current phases which should serve to guide future plans.

Reviewing the design in context with the prevailing climate impose restrictions on reasonable plan designs. The type of dwelling on a lot is not a random element in the plan in my opinion and should be locked in place with any approval. It should reflect the constraints on snow clearance and temporary parking facilities in accordance with the density these changes include. It appears now that the developer is making lot use changes without properly informing those concerned with this review?

For this reason I was asking if the developer had actually submitted a revision to the redline plan – i.e. the drawing that they showed at the public meeting? If so could it be added to the public record and posted to the web site for review?

Regards

Jim

From: Shawn Postma <spostma@thebluemountains.ca>

Date: Monday, 25 January 2021 at 6:24 PM

To: Jim Young [REDACTED]

Cc: Planning Info <planning@thebluemountains.ca>; Alar Soever <asoever@thebluemountains.ca>

Subject: RE: Windfall phase 6 zoning changes

Good Evening James

Staff Report PDS.19.24 was an information report prepared for the original Windfall Phase 6 Public Meeting scheduled on February 25, 2019. That public meeting did not occur. It was first rescheduled due to weather (meeting was cancelled) and prior to the rescheduled meeting Windfall requested to defer their applications as they wanted to review the written comments that had come in and consider some revisions before going back to a Public Meeting.

There was no decision or ruling by Council at the time. The applications were essentially put on hold until the revisions would come forward and be considered under a new public meeting and subject to the notification requirements prior to the meeting.

It took over a year but Windfall came back with the Phase 6 proposal that was circulated and considered at the November 2020 public meeting.

The original Windfall approvals were for a total of 609 units. The lot layout was designed in a way that each lot could accommodate a single detached or both semi-detached units. The final location of the single detached and semi-detached units were conceptually provided on the draft plan and were confirmed at the time each phase was to be developed. The unit numbers in previous staff reports were based on actual build out numbers and future conceptual phases.

Copies of the redline (marked up) plan that was shared at the public meeting as well as a planning justification report and other submitted documents can be viewed on our website here: https://www.thebluemountains.ca/windfall-phase-4-5-6.cfm?is_26

As for next steps I do have a notification list of those who provided an email address or otherwise submitted comments for the November public meeting (and the February 2019 public meeting). Notice will be provided when a Staff Report will be circulated to Council. Comments on this file are welcome and will be received and included as information to Council prior to them rendering a decision on the application. At this time we do not have a scheduled date to bring a final recommendation report back to Council for consideration. Prior to that report Town and County Staff are examining all of the issues that have been raised through the public process and when completed those issues and responses will be included in the recommendation report.

If you have any further questions or wish to discuss further we can arrange a phone conversation this week.

Shawn



Shawn Postma, MCIP RPP

Senior Policy Planner – Planning Services

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 248 | Fax: 519-599-7723

Email: spostma@thebluemountains.ca | Website: www.thebluemountains.ca

IMPORTANT INFORMATION

IMPORTANT INFORMATION

January 4 – February 11: To be proactive and to encourage physical distancing during the Provincial shutdown, the Town of The Blue Mountains has closed all municipal facilities with the exception of the landfill. The landfill will operate with reduced hours. Town staff will continue to be available to assist residents over the phone and by email during regular business hours. Online services can also be accessed 24/7 by visiting www.thebluemountains.ca/online-services.cfm

To contact a staff member, please call 519-599-3131 or email the appropriate department as listed on the staff directory of the Town website: www.thebluemountains.ca/staff-directory.cfm

For additional information regarding the Provincial Shutdown, please visit the Province of Ontario website at <https://covid-19.ontario.ca> or the Grey Bruce Health Unit website at www.publichealthgreybruce.on.ca.

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Young, James (SISP) [REDACTED]
Sent: Monday, January 18, 2021 2:49 PM
To: Shawn Postma <spostma@thebluemountains.ca>
Cc: Planning Info <planning@thebluemountains.ca>; Alar Soever <asoever@thebluemountains.ca>
Subject: Re: Windfall phase 6 zoning changes

Dear Mr. Postma,

Further to my previous email I am reviewing PDS.19.24 which seems to have limited the increase in proposed density to 616 units, 99 for phase 5 and 123 for phase 6.

I am trying to understand the ruling that was made at the time.

I note that the request for Phase 4 was 163 (total units) and that appears to have been capped at 124. Phase 5 request was 124 but that appears now to be capped at 99. And then we come to the Phase 6 request which was at the time 120 units which appears to have been adjusted to 123. It would appear that the applicant has already filed a request for a zoning by-law amendment concerning Phase 6 and that the application has already been reviewed and a decision rendered.

Is there a record of the 2019 ruling on 42T-2010-03? I would like to compare the decision to the currently proposed Phase 6 application.

Would you be able to respond to my previous requests for information?

Regards,
James Young
[REDACTED]
[REDACTED]

From: Jim Young [REDACTED]
Date: Tuesday, 12 January 2021 at 3:19 PM
To: Shawn Postma <spostma@thebluemountains.ca>
Cc: Planning Info <planning@thebluemountains.ca>; Alar Soever <asoever@thebluemountains.ca>
Subject: Re: Windfall phase 6 zoning changes

Hi Mr. Postma,

Thank you for your kind reply and the information you provided. It sounds like winter is returning to us again next week. I will pass along further observations that may be of interest in this matter.

During the public meeting there was a new version of the planned revision shown by the developer – this version provided new markups detailing the proposed changes to the lots in question. Did the developer provide this new information and is

there access online to this new revision? I believe the online version is Bousfields June 15 2020 0765-130RL

Could you please advise what next steps will be taken in this matter? How will our home-owner group be able to follow the new information provided?

Regards
James

From: Shawn Postma <spostma@thebluemountains.ca>
Date: Monday 4 January 2021 at 11:12 AM
To: Jim Young [REDACTED]
Cc: Planning Info <planning@thebluemountains.ca> Alar Soever <asoever@thebluemountains.ca>
Subject: RE: Windfall phase 6 zoning changes

Good Morning Mr. Young,

Thank you for your email and comments. My name is Shawn Postma, and I am the Town Planner working on the Windfall Phase 6 Zoning and Draft Plan changes.

Any comments or additional information you may wish to provide will be received and shared with Council leading up to a future recommendation report and final decision by Town Council. It is not necessary to reiterate comments already received, but if new comments are available, or if you wish to add to existing comments please forward them to myself and I will be sure the comments are shared with Council and are included in a future staff report.

Town Staff are aware of the parking situation in Windfall. Parking was definitely one of the most common concerns raised at the public meeting. This issue is currently being reviewed in greater detail by the developer who had indicated at the Public Meeting that they were considering options. Over the Christmas holidays, I personally drove through areas of Windfall to witness the parking situation. I did notice that By-law Enforcement had been out ticketing cars that were illegally parked. Although this is not a solution to the issue, compliance with the parking by-laws is one part in improving the current situation.

At this time, we are awaiting to hear back from the developer on how they might be able to address the parking concerns (as well as the other concerns raised by Area Residents, Council and Town Staff).

If you do have photos to share, please send them along and we can add them to our files.

If you wish to discuss this or any other issue further, please do not hesitate to contact me at anytime.

Shawn

Shawn Postma, MCIP RPP
Senior Policy Planner - Planning Services
Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
Tel 519-599-3131 ext. 248 | Fax 519-599-7723
Email spostma@thebluemountains.ca | Website http://secure-web.cisco.com/1UAFslJmlspI0H8qb8dxCrIrg0DGV8fV092_JhO55aJfc6QNnzsZw1Rf4IY0SXbWzEz01fg5hyVyF5MCi60SyPE6r5GyMAIZlgTVYSUr0da-q8XiTVIvYyJlHlHlprFKpwiuc63-11AS5DYkpgilLEPOKO9IzduxjLzFdaa_z6LPUMEB96hdjc76Z-U8yTW9I0IGlmcIIJmu9IsumNawjYdunFrTLpMDsriqEzCmZlC1wm8RwJX1zAiSpV9WMGsEmWNcZME8HSIOd5_Y58f_W5_vMYyUwslnOcXjgdEibNrUvrDgcXbwAkiKdisegPGO/http%3A%2F%2Fwww.thebluemountains.ca

-----Original Message-----

From: Alar Soever <asoever@thebluemountains.ca>
Sent: Thursday, December 31, 2020 10:32 AM
To: Young, James (SISP) [REDACTED]
Cc: Shawn Postma <spostma@thebluemountains.ca>; Nathan Westendorp <nwestendorp@thebluemountains.ca>; Shawn Everitt <severitt@thebluemountains.ca>
Subject: RE: Windfall phase 6 zoning changes

Thank you for your comments. Your thoughts, comments and input are important and valued input on this issue.

You can be assured that all emails and letters that I, Council or Staff receive are carefully read, reviewed and taken into consideration. I am aware of these issues, and particularly the parking issue, and expressed this concern at the public meeting on this development application. I have by this e-mail forwarded your concerns to staff.

Best Regards,
"Alar Soever"
Mayor

asoever@thebluemountains.ca
Mayor
Town of The Blue Mountains
32 Mill Street, East, Box 310
Thornbury, ON N0H 2P0
519-599-3131 ext 400
Cell 519-375-1775

This e-mail is intended only for the named recipient(s) and may contain legally privileged and confidential information which is exempt from disclosure under applicable law. Any unauthorized use, distribution or copying is strictly prohibited. If you have received this e-mail in error, or are not the intended recipient, please notify the sender immediately by reply e-mail, and permanently delete the original message. Please be aware that Internet communications are subject to the risk of data corruption and other transmission errors. By submitting your or another individual's personal information to the Town of The Blue Mountains you agree, and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with the Municipal Freedom of Information and Protection of Privacy Act.

-----Original Message-----

From: Young, James (SISP) [REDACTED]
Sent: Monday, December 28, 2020 11:52 AM
To: Alar Soever <asoever@thebluemountains.ca>
Subject: Windfall phase 6 zoning changes

Dear Mr. Mayor Soever,

We met virtually during the public meeting discussion on the request to increase the density of phase 6. I am the property owner at 112 Red Pine street- lot 89 on the application.

I would like to understand the process that will continue to deal with this matter. I have been informed that the applicant has had further discussions on the matter. I wonder if the council is still interested in some additional information from the residents perspective?

As we discussed in the meeting the amount of room available for parking is already insufficient with the current density of development. All of the concerns regarding parking in the streets at night actually happen most nights and certainly every weekend. Over the holidays ever space in the sales office lot was taken for overnight parking. Yet the streets were still plugged with cars.

All of the sidewalks were not cleared which means people must walk in the street. This is a very dangerous outcome and should be addressed.

It becomes very difficult for driveways and sidewalks to be cleared in front of rows of adjacent semi town homes with side walks. In this case there is barely room for a single vehicle in front of the home if sidewalks are to be left clear.

Again this design given the street widths and lack of parking areas leads to a dangerous outcome in the winter months.

I would be happy to provide some pictures to illustrate the point if that would be useful.

I hope that we can continue to interact as this application is considered. I would very much like an opportunity to discuss this matter further.

Sincerely,
James Young

[REDACTED]

From: [Randy Scherzer](#)
To: [John Wasiuk](#)
Cc: [Shawn Postma](#); [Planning Info](#)
Subject: RE: Windfall phase 6
Date: Monday, December 14, 2020 3:12:30 PM

Hi John,

Thank you for your email.

The current draft approved plan permits a total of 609 residential units. The applications submitted by Windfall to both the County and the Town are seeking approval to increase the total number of units to 659 residential units (total increase of 50 residential units). The proposed revisions are focused on the phase 6 lands and would result in Phase 6 having 166 dwelling units comprising of 58 single detached units and 108 semi-detached units. There are no townhouses being proposed.

Please do not hesitate to contact the County or the Town if you have any further questions.

Best regards,
Randy

Randy Scherzer
Director of Planning
Phone: +1 519-372-0219 ext. 1237

-----Original Message-----

From: John Wasiuk [REDACTED]
Sent: December 14, 2020 12:27 PM
To: Randy Scherzer <Randy.Scherzer@grey.ca>
Subject: Windfall phase 6

[EXTERNAL EMAIL]

Good afternoon Randy
I am a resident of phase 3.
Just a few questions about the proposal for the additional 50 unit request from the developers.
This request is for 50 townhouses
Am I correct in this?
If so this is really not 50 homes but homes for 100 families.
My opinion is way beyond a reasonable increase.
Awaiting your reply.
Thanks Randy
John Wasiuk

Sent from my iPhone