

01 February 2022

Andrew Pascuzzo, MCIP, RPP  
Pascuzzo Planning Inc.  
173 Ste Marie Street,  
Collingwood, Ontario, L9Y 3K4

***By E-mail***

Andrew,

**Re: Long Point Road - Reply to TOBM Comment**

This letter is in regard to Part Lot 85, Plan 529, on Long Point Road in the Town of the Blue Mountains (TOBM), Ontario. This letter has been prepared in response to recent comments<sup>1</sup> from TOBM staff engineers regarding the subdivision application for the Property in question. Specifically, this letter addresses comment #5:

*"Provide written comments from the EIS author indicating they can support the proposed tree removal in Block 25 based on the attached figure. Previous letter from Neil Morris, dated Feb 12, 2021, does not note the significant tree removal that likely would occur due to construction of the proposed drainage features."*

The response herein to this comment takes into consideration the following:

- the content and findings of the full EIS report<sup>2</sup>, last revised and submitted in February 2021,
- pre-design consultation with project engineers regarding the design of drainage swales and service access routes to consider possible impacts on woodland cover in Block 25, and
- the subsequently revised grading and stormwater drawings<sup>3</sup>

At the outset, it should be noted that the dimensions of the linear servicing corridor (drainage swale and access trail, combined) have now been reduced compared to those originally illustrated and referenced in the TOBM comments. The corridor now has a width of 9-10 m along most of the perimeter of Block 25, and only 4 m along the western

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<sup>1</sup> Memo to Andrew Pascuzzo (planning consultant) from Denise McCarl (TOBM Planner). Re: Long Point Road Subdivision - Municipal Comments. 03 December 2021. TOBM files P2677 and P2678.

<sup>2</sup> Environmental Impact Study- Long Point Road. Report Prepared for Tony Lesiak and Isabelle Lehmann. Report prepared by Neil Morris, Consulting Ecologist. 09 January 2018. Report Reference # 17-08.3

<sup>3</sup> Crozier Consulting Engineers. Long Point Road Subdivision - Grading and Storm Sewer Plan. Project #1988-5783, Figure 4. Issued 21 January 2022.

**Reference: Long Point Road - Reply re TOBM Comment #5**

edge of the Block adjacent to the existing municipal drain. The installation of the service corridor will require the removal of some trees within the immediate confines of the corridor. The reduction in corridor width serves to partly mitigate the impacts of tree removal.

The access trail will be occupied by a granular permeable surface, and its construction will not require sub-surface excavation. The grassed swale does require excavation to a depth of about 1 m, but it is located to the outer edge of the corridor and is expected to be largely outside of the dripline of retained trees in Block 25. Overall, the nature of the corridor is such that there is very limited risk of indirect impacts (through root damage, compaction, or drainage impairment) on trees in Block 25 that outside of the confines of the corridor. The direct loss of trees within the confines of the corridor is the primary issue to consider.

The findings of the EIS indicate that the Birch/Poplar forest cover within Block 25 is relatively young, and most trees are less than 30 cm diameter at breast height (DBH). This forest cover does facilitate minor local linkage function, but this linkage is not significant in sustaining the local Natural Heritage System (NHS). There is no indication of significant habitat function of Block 25 for fauna of any type. The only habitat function of note is associated with very limited observations of Eastern Wood-pewee (a species of conservation concern) in or near this forest block. Overall, the loss of tree cover within a 9-10 m band on the periphery of this block is not expected to result in loss or significant impairment of the ecological function of this Block as part of the local NHS. There are various measures recommended to mitigate the already low risk of impact, as follows:

- Clearing of the service corridor should be timed to avoid the active bird nesting period (i.e., from May to August) and the period when roosting bats might be present (May to September).
- Standard tree protection measures (e.g. barrier fencing) should be implemented during construction to avoid damage to trees outside of the corridor.
- At the detailed design stage, the alignment of the corridor or its subcomponents could be subject to slight adjustment to avoid direct impacts on larger tree specimens where possible and if feasible in consideration of functional constraints.
- Consideration should be given for post-construction naturalization plantings on the margins of the drainage swales, with an emphasis on woody vegetation, if feasible from the servicing and maintenance perspective.

Consideration should also be given to maximizing the overlap of the proposed access lane on the western perimeter with the existing cleared space on the immediate east side of the existing municipal drain. The western edge of Block 25 encompasses some of the more mature and longer-lived tree specimens within the Block. Accommodation of the full width of the access trail within the existing cleared area would avoid the potential loss of such tree specimens.

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Andrew Pascuzzo  
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**Reference: Long Point Road - Reply re TOBM Comment #5**

If you or any other party has questions or concerns regarding the content of this letter, please do not hesitate to contact me at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Neil Morris". The signature is written in a cursive, flowing style.

Neil Morris, Consulting Ecologist  
2480 Olde Baseline Rd.  
Caledon, Ontario  
L7C 0J3

cc: Corey DiCarlo, Terra Brook Homes  
Travis Gibson, P. Eng, Crozier Consulting Engineers.

