

No.	Town of The Blue Mountains Compiled Comments: 06/14/22	Responder	Response
1	Town of The Blue Mountains, Development Engineering, Deanna Vickery, P.Eng. 1. Based on feedback from Town of Collingwood, and outcome of the meeting between the Town of Blue Mountains and Tatham, water servicing is not available for the four proposed lots at this time. The Town does not support extension of new Town of Blue Mountain watermain from Highway 26 on Grey Road 21 by the Developer. Water servicing will be dependant upon supply capacity becoming available from the Town of Collingwood and upgrades at the Town of Blue Mountains Arrowhead booster pumping station could be required.	Tatham	The Town of Collingwood has confirmed via email (attached) they will provide a service connection to each lot. No upgrades are required at the Arrowhead Booster Pumping Station to supply water to the 3 proposed lots. A water servicing brief is enclosed.
	2. Further investigation will be required to confirm sanitary servicing capacity for this development, as there are known theoretical future capacity constraints in the existing downstream sewer, and at the Craigleith Main Lift Station under existing wet weather condition and future dry weather conditions. It is noted that once the Town completes the EA for the new sewers on Longpoint Rd and the headworks improvements at the Craigleith Wastewater Treatment Plant, sanitary servicing capacity should be available. This capacity will become available since the trunk sewer on Grey Rd 21 will be re-routed to discharge north across Hwy 26 and along Longpoint Rd to the Craigleith Wastewater Treatment Plant, avoiding the constrained areas mentioned above.	Tatham	The Town’s 2021 Year End Water and Wastewater Capacity Assessment confirms there is sufficient capacity in both the WWTP and the Craigleith WWPS to accommodate the 3 new sewer and water connections. In addition, the Town completed a capacity assessment of the “Jumper Pipe” along Highway 26, the results confirm that under actual conditions there is sufficient capacity in the jumper pipe to accommodate flows from the 3 new sewer and water connections.
	3. Any lot grading to consider vegetation/tree preservation requirements, if any, identified in the EIS.	Tatham	A site development plan is enclosed and details the proposed grading design for the proposed lots. The site development plan was prepared based on the findings and recommendations of the EIS. Grey Sauble Conservation Authority and the Saugeen Ojibway Nation has confirmed in writing they can support the creation of the proposed lots from a Natural Heritage and Natural Hazards perspective.
		Birks	Acknowledged. As per the EIS Section 7.2: <i>It is recommended that sediment and erosion controls along the limits of the severance area, and along the road facing lot lines, be installed prior to all construction activities. Sediment and erosion controls are to be installed prior to all construction activities and should remain in place until site works have been completed and the risk of sedimentation is no longer a concern. <u>No development activities (i.e., material and equipment storage, grading, equipment activity) are permitted within the adjacent retained natural areas.</u> Equipment maintenance during and post construction should be undertaken in an appropriate area. Tool and vehicle maintenance and cleaning should be completed away from the retained natural areas in a manner that does not encourage the movement of cleaning or maintenance products including cleaners, oils or fuel into the neighbouring swamp/forested areas. Fuel and chemical storage should follow appropriate legislation to ensure that it is maintained and stored in a way that will not result in accidental release or spills to the adjacent forested areas, wetlands or watercourses.</i>
	4. High groundwater table is anticipated in this area. Groundwater monitoring to be conducted to confirm the seasonally high groundwater table elevation. In addition to flood proofing provisions, basement floor slabs, if any, must be a minimum of 0.3 m above seasonal high ground water table in accordance with the Town Engineering Standards.	Tatham	A geotechnical investigation has been completed. The report is enclosed. Minimum Basement floor elevations have been specified on the Site Development Plan to ensure that basements are located a minimum of 0.3 m above the estimated seasonal high groundwater elevation.

	<p>5. Approval from Grey Sauble Conservation Authority (GSCA) will be required.</p>	Tatham	<p>Correspondence from GSCA is enclosed which states no objections to the application (to create proposed lots) along with recommendations for conditions to be added to the severance approval.</p> <p>Acknowledged. Consultation with GSCA staff was undertaken as part of the EIS, including the establishment of a Terms of Reference. As per the EIS Section 7.5:</p> <p><i>The Study Area falls within the jurisdiction area of GSCA and a portion of the Study Area is regulated due to the presence of Natural Hazard Areas and watercourses. Therefore, the GSCA review and approval will be required.</i></p> <p>GSCA has reviewed the EIS and has provided comment. Birks NHC has addressed those comments within the attached response letter. GSCA accepted the response December 21, 2022.</p>
	<p>6. New entrances on Grey Rd 21 will require approval from County and verification of adequate distance from Hwy 26 intersection. They could also be located within Ministry of Transportation (MTO) control zone and may require MTO approval.</p>	Tatham	<p>Grey County has reviewed the proposal to create the proposed lots with the relocation of an existing driveway and the construction of 2 new driveways connected to Grey Road 21 and have provided written correspondence dated April 27, 2023 (enclosed) to confirm they are confident the proposed lots will not negatively impact the intersection at the Highway.</p> <p>The MTO has reviewed the proposal to create the new lots and have provided written correspondence dated February 3, 2023 (enclosed) to confirm they have reviewed the application and “look forward to the advancement of the development”. Upon approval of the consent the owner will be required to obtain permits from the MTO.</p>
2	<p>Allison Kershaw, Manager of Water and Wastewater Services, Town of The Blue Mountains</p> <p>Good morning, This property does not front TBM water. The water servicing will need to be discussed with the Town of Collingwood.</p>	Tatham	<p>Acknowledged. Refer to response to Planning Comment 1 above.</p>
3	<p>Jim McCannell Manager of Roads and Drainage, Operations Department</p> <p>The entrances seem very close to the intersection. I would check to see if MTO or the County have any comments on set backs from the intersection.</p> <p>In the near future there will be traffic lights (or a Round-about) and the entrances could interfere with the future works.</p>	Tatham	<p>Acknowledged. Refer to response to Planning Comment 6 above.</p>
4	<p>Riel Warrilow Resources & Infrastructure Associate, 10129 Hwy 6, Georgian Bluffs, ON N0H 2T0 saugeenojibwaynation.ca T: (519)534-5507 ex 111</p> <p>Aanii and thank you for initiating consultation about this project.</p> <p>The Saugeen Ojibway Nation does not support any further development of the Silver Creek Wetland complex without considerable mitigations.</p> <p>Please note: We will respond to consultation requests in the order in which they are received. No response does not mean that SON does not require consultation on your proposal.</p>	Tatham	<p>The proponent provided the Saugeen Ojibway Nation (SON) with the Archaeological Assessment and Environmental Impact Study and engaged in meaningful consultation with SON.</p> <p>Written correspondence from the SON dated October 17, 2022 (enclosed) related to the archaeological assessment confirms that no further archaeological studies are required and that the findings of the report have been accepted.</p> <p>Written correspondence from the SON dated June 5, 2023 (enclosed) related to the review of the Environmental Impact Study provides some Natural Heritage recommendations to be addressed and also confirms no concerns with the hydrogeological and archaeological reviews.</p>

		Birks NHC	<p>Recommendations for the protection of natural heritage features and functions have been provided in Section 7 of the EIS prepared by Birks NHC. In summation, the following measures have been deemed appropriate for this application:</p> <ol style="list-style-type: none">1) Delineation of the limit of wetland habitat and defining a development limit outside of the Silver Creek Wetland complex and a naturalized setback.2) Timing windows for the removal of vegetation and site alteration.3) Application of naturalized setbacks to natural heritage features (Provincially Significant Wetland).4) Sediment and erosion control measures until soils have stabilized with vegetation.5) Preparation of an enhancement plan whereby historically altered areas within the proposed wetland setback are re-naturalized with native vegetation. <p>A formal response from SON was received by the project team on June 7, 2023. Birks NHC has prepared a response, attached to this resubmission.</p>
5	<p>County comments for P3165 Grey Road 21 Date: July 7, 2022 10:11:13 AM Hiba Hussain</p> <p>Hello TBM, Please see below for the County comments for Zoning application P3165 Grey Road 21 - Rhemm Properties Ltd.</p> <p>The proposed application is to re-zone a portion of the subject lands from the Rural Residential (RUR) and Hazard (H) zones of the former Township of Collingwood Zoning By-law 83-40 to the Residential One (R1-1) zone of the Town of the Blue Mountains Zoning By-law 2018-65. The effect would be to permit the development of lands for four (4) single detached residential dwelling units, with four individual residential building lots proposed to be created through the consent process.</p> <p>Schedule A of the County Official Plan is designates the subject lands as 'Recreation Resort Areas' and 'Provincially Significant Wetlands'. Section 3.8 (1) of the OP allows for residential development in areas that are fully serviced by municipal services. County Planning staff have no concerns regarding the the Recreation Resort Area designation.</p> <p>Section 7.3.1 (2) of the OP states</p> <p><i>No development or site alteration may occur within the adjacent lands of the Provincially Significant Wetlands and Significant Coastal Wetlands land use type unless it has been demonstrated through an environmental impact study, as per Section 7.11 of this Plan, that there will be no negative impacts on the natural features or their ecological functions.</i></p> <p>Development or site alteration within the adjacent lands of the Provincially Significant Wetlands and Significant Coastal Wetlands land use type will require a permit from the appropriate conservation authority.</p> <p>An EIS was complete as part of the justification for the proposed development. Several mitigation recommendations have been provided in the EIS including the recommendation of maintaining a 30 metre setback from the wetlands. County Planning staff recommend that all recommendations provided in EIS be implemented through this or future site plan process.</p> <p>Appendix B also identifies the existence of 'significant woodlands' and 'other wetlands' on the subject property. Recommendations provided in the EIS also address these natural heritage features.</p>	Tatham	<p>Based on comments received, subsequent correspondence with approval authorities, and engineering requirements, the proposal was revised from 4 lots to 3 lots.</p> <p>County Transportation Services – refer to response to Planning Comment 1 above.</p>

	<p>County Transportation Services has reviewed the subject application and provided the following comments.</p> <p>No objection to the zoning application. Separation of entrances does not meet County criteria of 100 m, that will require an exemption request to the Director of Transportation to obtain. The County Setback policy appears from the drawing to be in order.</p> <p>Transportation Services requests a road widening and Entrance permit is required.</p> <p>Provided that the Conservation Authority is satisfied with the EIS and Transportation Service requirements of a Road Widening and entrance permit are met, County Planning staff have no concerns.</p> <p>Please note, a paper copy will not be provided unless requested.</p> <p>Let us know if you have any questions. Best, Hiba Hussain</p>		
6	<p>Town of Collingwood, Peggy Slama Proposed Water Service Connections</p> <p>I had an opportunity to discuss this with Summer and Heather. As you are well aware, the Town currently has a pause on development within the municipality of the Town of Collingwood and the approval of developments is only happening through exemptions to the Interim Control By-law, and granted to developments that have been evaluated through the municipalities newly adopted Servicing Capacity Allocation Policy. The Town has limited capacity to allocate until the completion of a water treatment plant expansion, which is planned to be complete end of 2025/early 2026.</p> <p>Based on the restrictions currently in place related to development within the Town of Collingwood, we are not in a position to provide water to Town of the Blue Mountain properties at this time. The Town would be willing to support connections to our water system following the water treatment plant expansion, scheduled for 2026. Alternatively, if Town of the Blue Mountains was in agreement, the lots could be connected to the Collingwood system and supported from the water allocation provided to TBM through our supply contract (i.e. Collingwood would minus the allocated SDUs from the 1,250m3/d allocated to TBM).</p> <p>I hope this provides you with the information you and your client require for your consent meeting. Peggy</p>	Tatham	Refer to the Water Servicing Brief.
7	<p>Grey Sauble Conservation Authority July 29, 2022 GSCA File: P22339 Jake Bousfield-Bastedo, Watershed Planner 237897 Inglis Falls Road Owen Sound, ON N4K 5N6 www.greysauble.on.ca</p>		
	<p>Grey Sauble Conservation Authority (GSCA) has reviewed the subject application in accordance with our mandate and policies for Natural Hazards, and our advisory comments related to Natural Heritage and Water policies as per the Memorandum of Agreement with the Town of the Blue Mountains and relative to our policies for the implementation of Ontario Regulation 151/06. We offer the following comments.</p>	Tatham	Grey Sauble Conservation Authority (GSCA) has provided written correspondence dated March 2, 2023 which confirms they have reviewed the supporting studies and have no objection to the subject application. GSCA has provided recommended conditions to be added to the severance approval.

	Subject Proposal The purpose of the subject proposal is to re-zone a portion of the subject lands from the Rural Residential (RUR) and Hazard (H) zones of the former Township of Collingwood Zoning By-law 83-40 to the Residential One (R1-1) zone of Town of The Blue Mountains Zoning By-law 2018-65. The effect of the application is to permit the development of the lands for four (4) single detached residential dwelling units, with four individual residential building lots proposed to be created through Consent Applications B04-2022, B05-2022, B06-2022, and B07-2022.	Tatham	Refer to response above.
	GSCA Regulations The subject property is regulated under Ontario Regulation 151/06: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. The regulated areas are related to the flooding and erosion potential associated with the watercourse and wetland features that are present on and adjacent to the subject lands. The regulated areas are generally indicated on the attached map. Permits will be required for any development on the subject property. Under this regulation a permit is required from this office prior to the construction, reconstruction, erection or placing of a building or structure of any kind; any change to a building or structure that would have the effect of altering the use or potential use of the building or structures, increasing the size of the building or structure, or increasing the number of dwelling units in the building or structure; site grading; or, the temporary or permanent placing, dumping or removal of any material originating on the site or elsewhere, if occurring within the regulated area. Also, a permit is required for interference with a wetland, and/or the straightening, changing, diverting or in any way interfering with an existing channel of a river, lake, creek stream or watercourse.	Tatham	Refer to response above.
	Provincial Policy Statement 2020 3.1 Natural Hazards The natural hazards present on the subject lands include watercourse and wetland features. In support of a Master Drainage Plan for the Town of The Blue Mountains, draft existing conditions mapping was completed in October 2021 by Tatham Engineering which included mapping of the regulatory floodplain. The study shows substantial portions of the area proposed for development on the subject property within the regulatory floodplain. Development within a regulatory floodplain would not be supported by the GSCA. GSCA has reviewed the servicing brief provided in support of the application which notes that “preliminary modelling results indicate the 100-year and Timmons storm water surface elevations for the adjacent is approximately 182.00 m and 182.17 m respectively” and notes that the existing ground elevations for the proposed lots is generally 182.00 m or higher. We note that the Site Development Plan included with the servicing brief shows many points in the proposed development area at existing elevations between 181.50 m and 182.00 m. The servicing brief proposes fill placement to elevate portions of the lot above the regulatory floodplain. Filling within a regulatory floodplain to accommodate new development would not be supported by the GSCA. Given that new information is available which shows the majority of the proposed development area has the potential to be existing floodplain, a site specific floodplain study should be prepared to refine the floodplain mapping on site. The study would need to demonstrate that the subject property has suitable development area outside of the existing regulatory floodplain as filling within the regulatory floodplain to accommodate new development would not be supported. The GSCA is of the opinion that the application is not consistent with the section 3.1 policies of the PPS without a supportive floodplain study having been completed.	Tatham	Refer to response above.

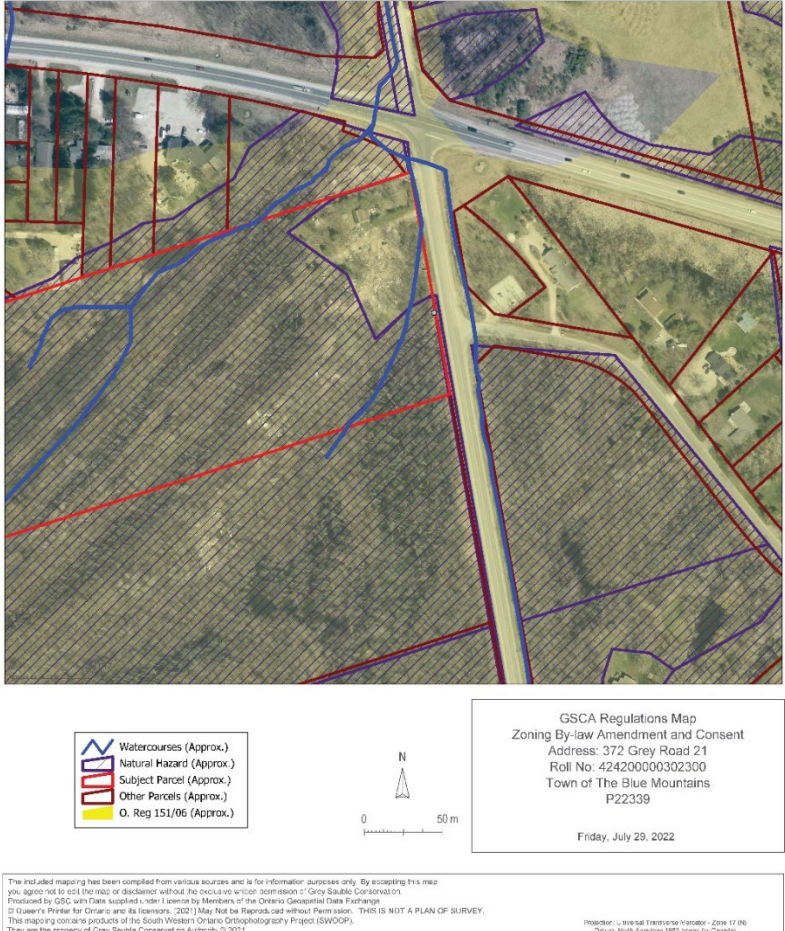
<div><div><div>2.1 Natural Heritage</div><div><p>The natural heritage features on and adjacent to the subject lands include fish habitat, significant woodland as identified in the County of Grey OP, provincially significant Silver Creek Wetland Complex, unevaluated wetland, potential for significant wildlife habitat, and potential habitat for threatened or endangered species. An Environmental Impact Study was completed by BIRKS Natural Heritage Consultants, Inc., File No. 04-010-2021, dated March 2022. Through this study, the natural heritage features identified on and adjacent to the site included wetlands, significant woodlands, significant wildlife habitats, habitat for threatened and endangered species, and Townline Creek watercourse (fish habitat). We note the following based on our review:</p><ul style="list-style-type: none">• The study proposed a delineation of the existing wetland and a 30m setback from the wetland. The setback was identified to have been taken from the Grey County Official Plan. The GSCA is generally supportive of a 30m setback to the wetland.• The study also supported a reduction in the setback for portions of the development. An “average” setback of 25.25m is shown following the encroachment; it is not clear how this average was provided although it appears to have been calculated using the distances shown in Figure 3. We would not consider these to be accurate distances as they are shown as straight line distances, where natural heritage setbacks are typically applied as buffers (as has been done with the mapped 30m setback). The GSCA is generally understanding of some reduction in the setback given the practicality of providing rectilinear lots, and of the justification provided that the disturbed portions of the lot are of limited ecological function. However, the rear lot line appears to have been derived from the westernmost point of the 30m setback which has not been clearly justified.• Of specific concern is lot four: the majority the building envelope (as per zoning setbacks) is shown to be within the 30m setback. We understand that the minimum lot frontage requirements prevent the narrowing of the lots to reduce this encroachment, and as such we are of the opinion that this lot is not consistent with the section 2.1 policies of the PPS.• The EIS provided specific recommendations related to erosion and sediment control; a detailed plan should be prepared which reflects the recommendations of the EIS.• The EIS proposed an enhancement area to compensate for the reduction in the wetland setback. A detailed planting plan should be prepared by an ecologist to support the proposed development.• The EIS proposed a permanent fence be constructed to ensure that the adjacent woodlands and wetland setback remain protected from future encroachment. Such a fence should be shown on a site plan.<p>The GSCA is generally accepting of the methodology and findings of the EIS but we are unable to accept the report at this time as the natural hazard constraints noted above are anticipated to limit development further than the natural heritage concerns, and the EIS is currently based on a development plan which may be altered by further hazard studies.</p></div></div></div> <div><div>Tatham</div><div>Refer to response above.</div></div>
<div><div><div>2.2 Water</div><div><p>An increase in imperviousness is expected following construction in the area proposed for severance. GSCA is generally supportive of the approach to stormwater management outlined in the servicing brief. We are of the understanding that a hydrogeological investigation is being conducted – this may have implications for development as the area is within the area of interference of the nearby wetland and development would need to remain above the water table. This can be resolved at a later date should the development proceed to the GSCA permitting stage, but we note that the proposed Underside of Footing elevations may not be supportable.</p></div></div></div> <div><div>Tatham</div><div>Refer to response above.</div></div>
<div><div><div>Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Plan</div><div><p>The subject property is not located within an area that is subject to the Source Protection Plan.</p></div></div></div> <div><div>Tatham</div><div>Refer to response above.</div></div>


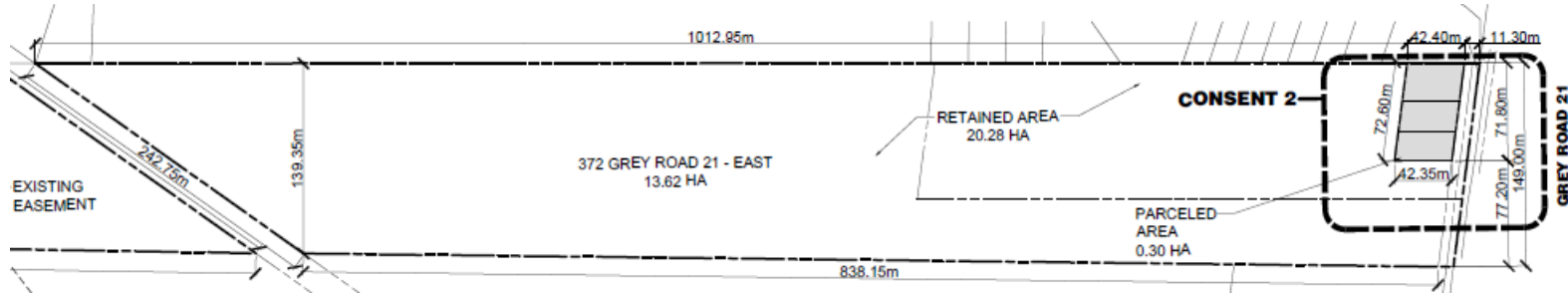
	<p>Recommendations</p> <p>The proposed severances have not demonstrated consistency with PPS policies noted above, and GSCA staff are of the opinion that the applications should be deferred. We anticipate that the regulatory floodplain will be the primary constraint of development on the site. Should a site-specific flood plain study be provided which does support severances, the above noted natural heritage constraints should be considered. We note the following:</p> <ol style="list-style-type: none">1. A site-specific floodplain study should be prepared to refine the floodplain mapping on site. To support severances, this study must demonstrate sufficient area for development outside of the existing regulatory floodplain without the requirement for infilling of the floodplain.2. The EIS should clarify the methodology for determining the encroachment in wetland setback.3. Lot four should be removed from the development proposal as it represents a significant encroachment into the wetland setback.4. Detailed plans should be provided which outline the erosion and sediment control, enhancement planting and fencing recommendations of the EIS.	<p>Tatham</p> <p>Birks</p>	<p>Refer to response above.</p> <p>3. The orientation of the lot fabric was contemplated within the project team in consideration of numerous moving parts: flood hazards, wetland habitat, existing disturbances, lot size requirements, and future expropriation of lot frontage in anticipation of widening of Grey Road 21. The EIS identified an average wetland setback based on the indicated measurements provided in Figure 2 of the EIS. The GSCA is correct in assuming that the averaged wetland setback value was obtained by calculating the average of the distances indicated in Figure 3 of the EIS (March 2022).</p>
8	<p>Grey Sauble Conservation Authority (GSCA), December 21, 2022 GSCA File: P22339, Justine Lunt, Environmental Planner</p>		
	<p>Grey Sauble Conservation Authority (GSCA) has reviewed the additional information in support of the subject application in accordance with our mandate and policies for Natural Hazards, and our advisory comments related to Natural Heritage and Water policies as per the Memorandum of Agreement with the Town of the Blue Mountains and relative to our policies for the implementation of Ontario Regulation 151/06.</p> <p>Our previous comments, dated July 29th, 2022, were provided on the initial application. At that time we had requested that a site-specific floodplain study be completed, some clarification on items in the submitted EIS, and detailed plans outlining the proposed sediment and erosion control measures, enhanced planting and fencing recommendations of the EIS. Additional information to address these concerns was provided to our office for review, and we offer the following comments.</p>	<p>Tatham</p>	<p>Refer to response above.</p>
	<p>GSCA Regulations</p> <p>The subject property is regulated under Ontario Regulation 151/06: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses. The regulated areas are related to the flooding and erosion potential associated with the watercourse and wetland features that are present on and adjacent to the subject lands. The regulated areas are generally indicated on the attached map. Permits will be required for any development on the subject property. A permit for the culvert improvement on the north neighbours property will need to be applied for by the landowner of that property, and this will need to be completed in its entirety, including certification of works, before other permits proceed for works upstream.</p> <p>Under this regulation a permit is required from this office prior to the construction, reconstruction, erection or placing of a building or structure of any kind; any change to a building or structure that would have the effect of altering the use or potential use of the building or structures, increasing the size of the building or structure, or increasing the number of dwelling units in the building or structure; site grading; or, the</p>	<p>Tatham</p>	<p>Refer to response above.</p>

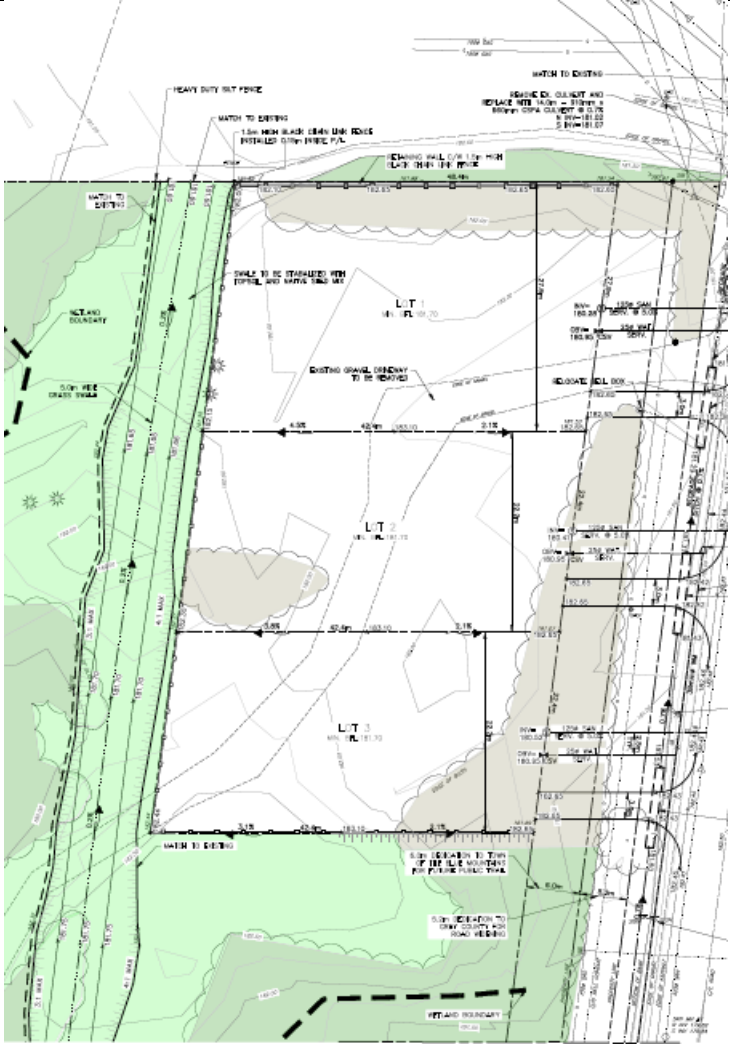
	<p>temporary or permanent placing, dumping or removal of any material originating on the site or elsewhere, if occurring within the regulated area. Also, a permit is required for interference with a wetland, and/or the straightening, changing, diverting or in any way interfering with an existing channel of a river, lake, creek stream or watercourse.</p> <p>Provincial Policy Statement 2020 3.1 Natural Hazards The site-specific floodplain study was completed, and confirmed that the flooding on the property was as a result of a spill. Further, the study concluded that provided the measures outlined in the study were adhered to, that the development would have no impact on flood elevations on neighbouring properties, and a negligible impact on flood elevations on two properties to the south that contain wetland features. GSCA generally agrees with the findings of the assessment, and recommends that the appropriate mitigation measures as outlined in the report are adhered to.</p> <p>Of specific importance is the requirement for the downstream neighbour’s culvert to be upgraded in order to ensure no impacts to neighbouring properties. As this improvement is necessary to allow for the development to proceed, and it relies on approval by the owners of the adjacent property to the north, located at what appears to be 378 Grey Road 21 (utilities property). GSCA recommends that this downstream improvement be a mandatory condition of the severance, to be the first thing completed. The application for the improvements will need to be made by the landowner of that property. If the landowner of the neighbouring property does not agree to the culvert improvements, GSCA would not be in support of the current application.</p> <p>2.1 Natural Heritage</p> <p>The responses provided by the EIS consultants adequately addressed the natural heritage concerns as outlined in the first set of comments provided by GSCA.</p> <p>The GSCA is generally accepting of the methodology and findings of the EIS at this time.</p>		
	<p>2.2 Water</p> <p>An increase in imperviousness is expected following construction in the area proposed for severance. GSCA is generally supportive of the approach to stormwater management outlined in the servicing brief. We are of the understanding that a hydrogeological investigation is being conducted – this may have implications for development as the area is within the area of interference of the nearby wetland and development would need to remain above the water table. We recommend that completion of this report, and satisfactory results that indicate development can be located above the water table, be a condition of the severance.</p>	Tatham	Refer to response above.
	<p>Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Plan</p> <p>The subject property is not located within an area that is subject to the Source Protection Plan.</p>	Tatham	Refer to response above.
	<p>Recommendations</p> <p>GSCA generally has no objection to the subject application, however there are two items that may prove to be a barrier to the proposals continued consistency with the policies of the PPS and the Ontario 151/06 regulation policies. As such, we recommend the two following conditions for the severance:</p> <p>1. GSCA recommends that the downstream improvement to the neighbouring properties culvert be a mandatory condition of the severance, to be the first thing completed. The application for the improvements will need to be made by the landowner of that property. If the landowner of the neighbouring property does not agree to the culvert improvements, GSCA would not be in support of the current application.</p>	Tatham	Refer to response above.

9	2. GSCA recommends that the completion of the hydrogeological report, and demonstration of results that show all development can be located above the water table, be a condition of the severance.		
	<p>Ministry of Transportation, Jessica Pegelo, Corridor Management Planner (A) RE: 121088: 372 Grey Road 21 - Application to Sever Lots - MTO Comments, February 3, 2023</p> <p>Thank you for submitting the attached site layout for MTO review.</p> <p>The following are MTO’s comments:</p> <p>Document Reviewed – Site Layout, Prepared By: Tatham Engineering, dated December 2022, lastly revised January 26, 2023.</p> <p>The Ministry of Transportation (MTO) have completed a review of the proposed subject development. The proposal has been considered in accordance with the requirements of the Public Transportation and Highway Improvement Act, MTO’s Highway Access Management Policy and all related policies. The following outlines our comments.</p> <p>The subject property is located within MTO’s Permit Control Area (PCA), and as such, MTO permits are required before any demolition, grading, construction or alteration to the site commences.</p>	Tatham	<p>The MTO has reviewed the proposal to create 3 lots and have provided written correspondence dated February 3, 2023 (enclosed) to confirm they have reviewed the application and “look forward to the advancement of the development”.</p> <p>Upon approval of the consent the owner will be required to obtain permits from the MTO.</p>
	<p>Building and Land Use</p> <p>The Proponent shall submit an acceptable Site Plan, Grading Plans, Drainage Plans and Site Servicing Plans for MTO review and approval. These plans shall clearly identify all structures/works and parking (existing and proposed).</p>	Tatham	Acknowledged. Upon approval of the consent the owner will provide the MTO with the required plans for review and approval.
	<p>Storm Water Management</p> <p>The grading/drainage plans shall identify any storm drain infrastructure including - outlets, swales, tiles, direction of flow, etc. If the site drainage will outlet into the municipal system MTO will require confirmation from the municipality that they are accepting of the proposed stormwater management.</p> <p>The applicant should be directed to MTO’s Stormwater Management Requirements for Land Development Proposals using the following link: Stormwater Management Planning and Design Manual Ontario.ca</p> <p>MTO reserve the right to request a Stormwater Management Report for MTO review and approval.</p>	Tatham	Acknowledged. Upon approval of the consent the owner will provide the MTO with the required plans for review and approval.
	<p>Access & Traffic Impact Review</p> <p>Access to the severed lots shall be taken off of Grey Road 21. Entrances must be located a minimum of 45 of the end of radius of Highway 26.</p>	Tatham	Acknowledged. The first driveway is located a minimum of 45 m from the end of the radius at Highway 26.


	Signs Any/all signage visible from Highway 26, including temporary development signs, must be identified on the plans, must conform to MTO policies and guidelines, and will require a valid MTO Sign Permit before installation.	Tatham	Acknowledged. Upon approval of the consent the owner will provide the MTO with the required plans for review and approval.
	Encroachments Any encroachments and works identified within the Highway 26 property limits are subject to MTO conditions, approval and permits, prior to construction. All provincial highway property encroachments are strictly regulated and must meet all conditions set out by MTO.	Tatham	Acknowledged. Upon approval of the consent the owner will provide the MTO with the required plans for review and approval.
	General Comments MTO look forward to the advancement of this development, and we anticipate receiving additional details for review and comment as the project progresses. Upon approval of the consent, and prior to the installation of the entrances to Grey Rd 21, the owner(s) shall obtain MTO Building and Land Use Permits. Application for MTO permits can be made by clicking on the following link: www.hcms.mto.gov.on.ca	Tatham	Acknowledged. Upon approval of the consent the owner will provide the MTO with the required plans for review and approval. A permit will be secured from the MTO.


10	<p>Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (Ontario Regulation 151/06) - Duncan Bristow RE: P3165 - 372 Grey Road 21 (Public Meeting, June 13, 2022)</p> 	Team	Acknowledged.
	<p>Blue Mountain Watershed Trust, Duncan Bristow</p> <p>1. Does this development maintain the minimum required buffer to the nearby Provincially Significant Wetland?</p>	Birks	<p>In the completion of the EIS comprehensive field surveys were undertaken, including the delineation of any wetland habitat within the property. The resulting wetland limit is presented on Figure 2 within the EIS report. The resulting wetland delineation was subsequently approved by the Ministry of Natural Resources and Forestry and has been incorporated within their online mapping tool available at https://geohub.lio.gov.on.ca/datasets/mnrf::wetlands/explore?location=44.660427%2C-80.418959%2C7.86</p> <p>No encroachments into wetland habitat are proposed as part of this application, as shown on the EIS Figure 3., nor in the updated site plan prepared by Tatham Engineering.</p> <p>As per the EIS prepared by Birks NHC (March 14, 2022):</p> <p><i>An average setback of 25.25 m to the wetland limit has been included to provide a buffer to wetland functions. Due the minimum lot frontage requirements, an encroachment into the 30 m wetland setback of 1,130m² has been proposed in order to allow for the creation of Lot 4 and to allow for the provision of a 6m municipal trail along Grey Road 21. As such, an enhancement area of 2,425m² is being proposed to offset the encroachments. This offsetting strategy would be completed at a ration higher than 2:1 replacement to loss.</i></p>

			Since completion of the EIS, the site plan has been altered to consider a 3 lot severance and drainage swale along the rear yards. A buffer area of 2,034.74 m ² and an enhancement area of 2,708.87 m ² is now proposed.
	2. There is typically flooding in this area (Town Line Creek), and we're concerned about maintaining the function of the watershed and ecosystem. Two of the proposed properties are directly impacting a wetland designated area (see attached map). Has there been or will there be an assessment with respect to the impact of this development on the hydrologic function of this wetland area?	Tatham	A site-specific floodplain study was completed by Tatham Engineering and reviewed by GSCA. Impacts of the proposed development are considered negligible. GSCA has accepted the findings of the study and confirmed in writing “no objection to the subject application”.
	<p>The attached map is one I created by overlaying the proposed development (taken from the public meeting notice) onto a provincial heritage map (Make a natural heritage area map ontario.ca) which shows the PSW (blue) and other wetland features (light green). The development is semi-transparent to show the wetland features beneath it). This overlaid map is an approximation only and should be used as such.</p> 	Birks NHC	Acknowledged.
11	<p>My name is Martin Kilby. I am an owner that abuts on to the subject property along Timmons St.</p> <p>I do not object to the proposed plan to change the zoning to create the smaller building lots along Grey 21.</p> <p>I am however, concerned that the entire balance of the 50 acre property would be changed to R1 thus eliminating the Hazard portion that abuts many of the property owners along Timmons street. These hazard portions are a haven for deer and ducks and turtles. It is typically very swampy for most of the year.</p> <p>Will the effect of removing the Hazard zoning and replacing it with R-1 along the whole of the property create a window of opportunity to future development of these lands from the other abutting land owner to south?</p> <p>Is it not possible to maintain the H zoning in those portions if it is not the owner’s intention to ever develop?</p>	Loft	<p>Acknowledged.</p> <p>The Retained parcel (noted below in diagram) will be zoned Hazard (H) and Wetland (WL). The only portion to be zone R1 are the severed lots (noted below in diagram).</p> 

			
	<p>A future owner could also just create an access road off of Timmons St. With R-1 zoning on that acreage, the possibilities become financially feasible.</p> <p>In my opinion, such a drastic change would be unwelcome to neighbouring owners who purchased along Timmons St with the understanding that there was significant wetland areas that would prevent any future development.</p> <p>I would support maintaining the H zoned areas and protect our wetlands and grant the owner the R-1 to develop as proposed with this Zoning amendment.</p>	Loft	<p>See note above. The only portion to be rezoned are the severed lands. The retained lands as per diagram above will be zoned Hazard (H) and Wetland (WL) as per EIS. With regard to the lands east of Georgian Trail, there would be no potential for connectivity to Timmons Road. The lands west of the Georgian Trail are proposed for future development with connectivity via development to the west (not Timmons Road).</p>
12	<p>Submitted on Thu, 05/12/2022 - 08:55 Submitted by: Madi Hayles</p> <p>In reference to Application for Zoning By-law Amendment Property location: 372 Grey Road 21</p> <p>I do not support this application for ZONING AMENDMENT. No development. This area is part of the Silver Creek Wetlands.</p>	Loft	<p>Acknowledged.</p>


13	<p>Lucy J. Richmond, May 26, 2022 Re: Notice of Public Meeting - June 13, 2022, Application for Zoning By-law Amendment - 372 Grey Road 21</p> <p>The purpose of this letter is to provide, to the best of my ability, comprehensive information about how this property relates to the neighborhood. The letter is addressed to the Town of the Blue Mountains for distribution by you, Madame Clerk. I also request that the content of this letter be included in the public record for this matter which will come before the Public Meeting to be held on June 13, 2022, at 1 :00 pm, in Hybrid format. Hopefully, the information will serve as a foundation for review, discussion, and informed decision-making on the part of all stakeholders with regards to this matter.</p>	Birks NHC	<p>In the completion of the EIS comprehensive field surveys were undertaken, including the delineation of wetland habitat within the property. The resulting wetland limit is presented on Figure 2 within the EIS report. The resulting wetland delineation was subsequently approved by the Ministry of Natural Resources and Forestry and has been incorporated within their online mapping tool available at https://geohub.lio.gov.on.ca/datasets/mnrf::wetlands/explore?location=44.660427%2C-80.418959%2C7.86</p> <p>No encroachments into wetland habitat are proposed as part of this application, as shown on the EIS Figure 3.</p> <p>As per the EIS prepared by Birks NHC (March 14, 2022):</p> <p><i>An average setback of 25.25 m to the wetland limit has been included to provide a buffer to wetland functions. Due the minimum lot frontage requirements, an encroachment into the 30 m wetland setback of 1,130m² has been proposed in order to allow for the creation of Lot 4 and to allow for the provision of a 6m municipal trail along Grey Road 21. As such, an enhancement area of 2,425m² is being proposed to offset the encroachments. This offsetting strategy would be completed at a ration higher than 2:1 replacement to loss.</i></p> <p>Since completion of the EIS, the site plan has been altered to consider a 3 lot severance and drainage swale along the rear yards. A buffer area of 2,034.74 m² and an enhancement area of 2,708.87 m² is now proposed</p>
	A. Much of 372 Grey Road 21 sits over a Provincially Significant Wetland and development there is discouraged by the Provincial Policy Statement (PPS): Setbacks from watercourses, significant woodlands and Provincially Significant Wetlands must also be protected, as legislated.	Birks	Acknowledged.
	B. The Town's Transportation Master Plan has not been completed and the effects of widening Grey Road 21 in the near future have not been considered.	Loft	Acknowledged. Road Widening has been requested as part of pre-consultation and will be required as a condition of consents. The road widening is identified on the consent sketch.
	C. 372 Grey Road 21 and the surrounding lands flood seasonally and intermittently. There is no Town Drainage Master Plan to mitigate these events on this property or on the as-built neighbourhood.	Loft	See Engineering submission and response to comments.
	D. The Town does not practice "Watershed-based Planning", yet, as described in legislation that has been drafted by the Province on the matter. Each of the three (3) sub-watersheds mentioned and the as-built areas adjacent to this property will be affected by any disruption in the dynamic watershed functions of the area, as a whole.	Loft	See Engineering submission and response to comments.
	E. The proposal is poorly aligned with the Provincial Policy Statement (PPS) and the Town's Official Plan. A Master plan for both segments of 372 Grey Road 2, and one more Public Meeting about the Master Plan, is required in order to understand and manage development in the area, wisely.	Loft	Comment acknowledged.
	<p>If the Town is to act on its Declaration of a Climate Crisis, this is the time to amplify the Town's OP mandates regarding "Watershed-based Planning". There will never be a better opportunity than the one before Council NOW to PROTECT the dynamic watershed functions in the narrow band of land between the Niagara Escarpment and Georgian Bay, two important Biospheres recognized globally and designated by the United Nations. The Province, Grey County and the Citizens of the Town are all waiting to see how we manage today's drainage and flooding challenges and, together with developers pave a creative path into a more reliably sustainable future.</p> <p>Conclusion: This application is incomplete and pre-mature. As such, it qualifies as a matter for a second full public review and consideration before coming before County or Town Council for approval. The application is to be denied at this time.</p>	--	--

<p>PS For those who worry that the County Official Plan has been approved and we must comply, please know that Amendment # 11 to Grey County's Official Plan has not yet been approved, to the best of my knowledge, and further amendments have been requested.</p> <p>The Town's OP 2016 prevails until changes to it are approved. Changes are only to be made if they will better serve the Town, its citizens, and the lands they live on.</p> <p>When conflicts arise, we, as citizens of the Second-Tier Municipality have recourse, in Provincial Legislation, if the Town's Council has not approved activities that are against the best interests of the Town, its citizens and the lands they live on.</p>	Loft	Consolidated May 8, 2023 Includes Official Plan Amendments 1, 2, 3, 4, 5, 6, 7, 10, 11*, 12, and 14 *Only those portions of Official Plan Amendment # 11 that are not under appeal have been included in this Official Plan consolidation
<p>FULL ANALYSIS OF THE APPLICATION FOR ZONING BY-LAW AMENDMENT-372 GREY ROAD 21</p> <p>A. The map, below, shows the location of 372 Grey Road 21 in 2 segments. The East Block (highlighted) is the subject property. The West Block is also identified as Municipal Number 372 and located just to the south-west. The Georgian Trail dissects the parcel. (Zoom to 500% if you need to expand the image.) Only the East Block is considered in the proponents' application at this time.</p> 	Loft	Acknowledged.
<p>B. The Roads Infrastructure of the Town is being addressed in the Blue Mountains Transportation Master Plan which is under-way but not complete.</p> <p>It is important to note that Grey Road 21 borders the property on its East side. The County will be widening this roadway soon to accommodate heavy use. The exact location and width of the County's Right-of-Way could come forward as an integral part of the Town's Transportation Master Plan, in due course, but this information is not yet available.</p> <p>There is no access to the West Block except by the Georgian Trail which is shown as a straight path between the East Block and the West Block of the parcel identified as 372.</p> <p>The Grey Road 21 Right-of-Way "future design" needs to be considered before the development is approved and before any Official Plan (OP) or By-Law amendments are granted. because the infrastructure is simply not in place. The Provincial Policy Paper (PPS) directs new development to areas where infrastructure is in place or planned. An idea is not a plan.</p>	Loft	<p>Road widening has been requested as part of pre-consultation and will be included as a condition of consent. The consent sketch includes the road widening.</p> <p>The west block will be provided access via Eden Oak. This plan is approved and detailed engineering is underway. This also is not related to the current planning application.</p> <p>County and Town have provided comment on Transportation.</p>

<p>C. How WET is 372 Grey Road 21?</p> <p>The darker blue areas shown below are identified, by the province, as Provincially Significant Wetlands (PSW). When you zoom in to 500%, you can also see the blue lines that represent water courses. The light turquoise area is designated by the Grey Sauble Conservation Authority (GSCA) as a "Meander". The original dwelling was located within the meander at the far northeastern corner of the property. Note: it was not built in the PSW.</p> <p>See below.</p>  <p>The area is inundated intermittently and seasonally.</p> <p>The large, pale blue dip along the top of the map is Georgian Bay. The Blue Mountain Village Ski Runs can be seen in the southwestern quarter of the map. At the narrowest part, the distance between the Escarpment and the Bay is about 4 kilometers - a good hike. Both Georgian Bay and the Niagara Escarpment are United Nations designated Biospheres.</p>	Birks	Acknowledged with thanks.
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<p>Below, please find 2 photos of the property taken in April of 2019, when the MNR was supervising environmental clean-up of the illegally dumped construction materials and rusting equipment on the land. The authority to clean-up was designated to the Ministry by the Town under the Town's active, "Fill" By-Law as it was deemed too big a job for the Town to clean up with the equipment the Town had at the time. The property had been listed For Sale since before 2014.</p> <p>Note the pools of water.</p>  <p>After this MNR clean-up the property was sold, in 2021.</p> <p>This third photo shows the entry driveway where it connects to Grey Road 21, looking westward, into the property. It was taken just after the extreme rain event in September of 2021. The County roadside, and the driveway in front of and behind the gate, are impassibly flooded. The new owners propose continuing to use this property access point.</p> 		
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	<p>The Town's pending Master Drainage Plan could mitigate some of the many drainage problems in this area of the Town. They have been documented in the Town in; Staff Report CSOPS.22.039, Drainage Master Plan PIC 1 Follow-up. The Plan has not been completed, yet.</p> <p>D. Watersheds will be affected.</p> <p>The next map shows the boundary of the Townline Creek Sub-watershed as mapped out by the GSCA (the more intensely blue area within the outline). The property lies just below the Timmins Street Development.</p> <p>The Townline Creek Sub-Watershed is a highly functional, dynamic component of the Blue Mountains Watershed System that supports the Silver Creek Sub-watershed to the East, and the Camperdown/Craigleith Sub-watershed to the West. The Townline Creek Sub-watershed straddles Grey Road 21 between Highway #26 and Monterra Road. Monterra Road's east end was ravaged by floods in the extreme water event of 2021. Cold-water fish use the ditches of the road as watercourses, spring, and fall, in their life-cycle migrations to and from the Bay and their spawning grounds.</p>		
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	<div data-bbox="186 211 1258 685"></div> <p>The Townline Creek Sub-Watershed is a highly functional, dynamic component of the Blue Mountains Watershed System that supports the Silver Creek Sub-watershed to the East, and the Camperdown/Craigleith Sub-watershed to the West. The Townline Creek Sub-watershed straddles Grey Road 21 between Highway #26 and Monterra Road. Monterra Road's east end was ravaged by floods in the extreme water event of 2021. Cold-water fish use the ditches of the road as watercourses, spring, and fall, in their life-cycle migrations to and from the Bay and their spawning grounds.</p> <p>Watershed systems and their ecosystems are irreplaceable. Their Trees and other green flora absorb huge amounts of water and carbon-dioxide and release copious amounts of these elements to the atmosphere in the form of purified water and oxygen for the use of all living things. Traditional development and construction methods remove all the vegetation and topsoil covering the parcels to be developed and attempt to replace this functionality with inferior infrastructure systems in imitation of the real thing. Even the small amount of new development in the proposal under discussion in this letter will significantly disrupt the natural drainage systems in the area. The PPS advises those who would build new developments in PSW's be prohibited from doing so. Imagine being an owner of a new home, here, only to find out, too late, that it had been built in an area that floods seasonally, and intermittently!</p> <p>The narrow band of dynamic watershed functionality, between the Escarpment and Georgian Bay, requires the Town's protection against continuing urban sprawl. Protection of the Watershed functions is the Town's most effective and efficient protection against flooding. There are many ways to accomplish objective. Building new developments over Provincially Significant Wetlands is not one of them!</p>	<p>Birks</p> <p>NHC</p>	<p>Acknowledged.</p> <p>In the completion of the EIS, comprehensive field surveys were undertaken, including documentation of flora and fauna utilizing the property and the delineation of wetland habitat within the property. The resulting wetland limit is presented on Figure 2 within the EIS report. The resulting wetland delineation was subsequently approved by the Ministry of Natural Resources and Forestry and has been incorporated within their online mapping tool available at https://geohub.lio.gov.on.ca/datasets/mnrf::wetlands/explore?location=44.660427%2C-80.418959%2C7.86</p> <p>No encroachments into wetland, Significant Woodland or critical habitats supporting wildlife are proposed as part of this application, as outlined in Section 6 of the EIS. Further, anticipated impacts and mitigations to prevent them are described in Section 6 and 7 of the EIS report. The report and conclusions of the study have been accepted the by Town’s review agency (GSCA for this application) as noted herein</p>
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<p>E. How does this proposal align with the Town's OP and Land Use and Development policies?</p> <p>The following is the Legal description of the parcel as shown on Grey County Interactive Maps on May 26, 2022: <i>"Legal description: PL 529 PT LT 147,148 & 149:RP16R801 PT 1 TO 2 PART 4; SUBJ TO EASEMENT OVER PARTS:6 & 7 PL 16R 3613 Property use: Seasonal/recreational dwelling not located on water Assessment: 1206000 Acres: 33.5533 (as mapped by Teranet, may differ from MPAC. See additional attributes for MPAC's assessed area)".</i></p> <p>The Parcel, 372 Grey Road 21, is in the "Residential/Recreational (RRA) Land Use Area" of the Town, currently. The Town's OP 2016 clearly states that the formula for calculating Density in RRA Lands is:</p> <p>"10 Units per Gross Hectare (and Gross Hectare is further defined as: Hectares, net of Wetlands and Hazard Lands, in the Glossa1y to the Town's OP 201 6), PLUS, 40% Open Space" (See the chart on page 70 of the Town's OP 2016).</p> <p>The Owner's Agent has mistakenly used only the first part of the formula, "10 Units per Gross Hectare” and justified 4 Units in the East Block; the rest of the formula was overlooked.</p> <p>Using the Town's OP 2016 formula, the approximate Density calculation is:</p> <ul style="list-style-type: none">• [33.55 Acres) divided by (2.2 acres per Hectare = 15.25 Hectares, the area for the East and West Blocks, combined.• About 80% is Wetland and Hazard Land, or about 12 Hectares (i.e. must be left untrammeled).• About 20%, therefore, can be Developed, or about 3 Hectares (@10 Units/ha=30 Units).• Requirement for Wetland and Hazard Land exceeds the stated 40% parameter for Open Space. 80% is meant to be left open for Wetlands and Hazard Lands.• Setbacks from watercourses and Provincially Significant natural features are documented in legislation and must be respected. <p>This leaves only a portion of the West Block (which is not a part of this application), and possibly the footprint of the demolished East Block building (1 building envelope, only), with Development potential if the Town agrees to Development on the full parcel and allows a new building on the footprint of the former single-family dwelling.</p> <p>It doesn't matter what the revised OP will say in 2-years' time, or more, when the Official Plan Review and redrafting is scheduled to conclude. The Current OP 2016 prevails until Council and County both approve a new one. Changes in either the OP or the governing Zoning By-Law are subject to public review.</p> <p>Because there are two Blocks planned for this development, a Master Plan, and one more opportunity for public engagement, would re-assure Council, and the citizens Council represents, that this opportunity will be managed in the interests of all stakeholders. This is a watershed moment</p>	Loft	<p>As a result of comments received, the proposal has been amended to create 3 lots on the east side.</p> <p>Maximum density in the RRA designation is 10 units per gross hectare. The proposal has been amended to three (3) proposed severed parcels as a result of technical studies and response to agency/department comments. An updated density calculation is provided below:</p> <p>Density Calculation</p> <p>Developable lands in the east block: 0.3 ha.</p> <p>Developable lands in the west block (approximate): 3.67 ha</p> <p>Total Developable lands: 3.97 ha</p> <table><tr><td></td><td>Units</td><td>Developable Lands</td><td>Density</td></tr><tr><td>East Block only</td><td>3 units</td><td>0.3 ha</td><td>10 UPH</td></tr><tr><td>Entire Lands</td><td>3 units</td><td>3.97 ha</td><td>0.75 UPH</td></tr></table> <p>When looking at the entire the site, the proposed Consent for the creation of three building lots, has a residential density of 0.75 UPH, meeting the maximum density in the RRA designation.</p> <p>Open Space</p> <p>Total lot area: 20.58 ha</p> <p>Total developable area: 3.97 ha</p> <p>Open Space: 20.58 ha – 3.97 ha = 16.61 ha</p> <p>Open Space Component: 16.61 ha / 20.58 ha = 81%</p>		Units	Developable Lands	Density	East Block only	3 units	0.3 ha	10 UPH	Entire Lands	3 units	3.97 ha	0.75 UPH
	Units	Developable Lands	Density											
East Block only	3 units	0.3 ha	10 UPH											
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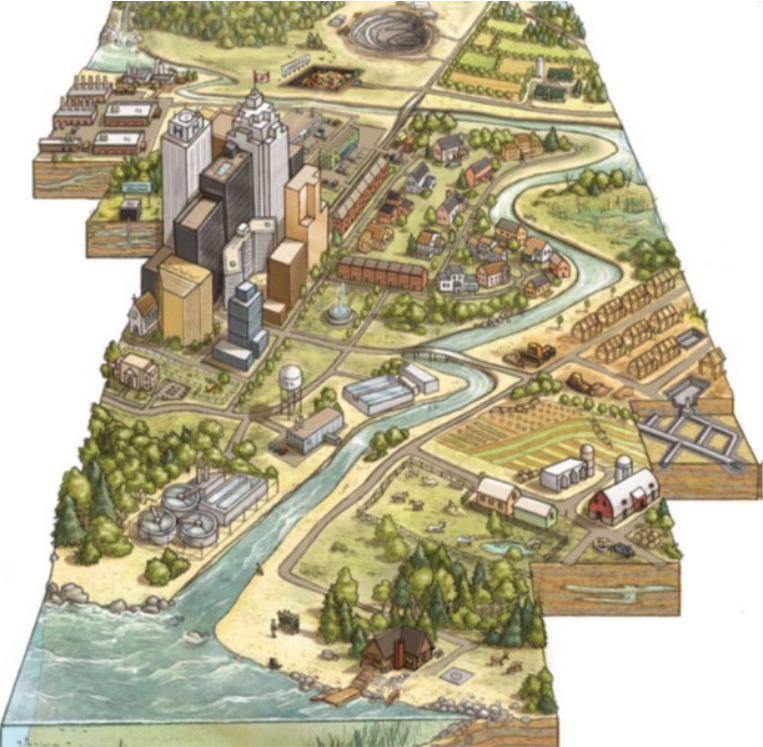
	<p>Summary:</p> <p>A. Much of 372 Grey Road 21 sits over a Provincially Significant Wetland and development there is discouraged by the Provincial Policy Statement (PPS): Setbacks from watercourses, significant woodlands and Provincially Significant Wetlands must also be protected, as legislated.</p> <p>B. The Town's Transportation Master Plan has not been completed and the effects of widening Grey Road 21 in the near future have not been considered.</p> <p>C. 372 Grey Road 21 and the surrounding lands flood seasonally and intermittently. There is no Town Drainage Master Plan to mitigate these events on this property or on the as-built neighbourhood.</p> <p>D. The Town does not practice "Watershed-based Planning", yet, as described in legislation that has been drafted by the Province on the matter. Each of the three (3) sub-watersheds mentioned and the as-built areas adjacent to this property will be affected by any disruption in the dynamic watershed functions of the area, as a whole.</p> <p>E. The proposal is poorly aligned with the Provincial Policy Statement (PPS) and the Town's Official Plan. A Master plan for both segments of 372 Grey Road 2, and one more Public Meeting about the Master Plan, is required in order to understand and manage development in the area, wisely.</p> <p>If the Town is to act on its Declaration of a Climate Crisis, this is the time to amplify the Town's OP mandates regarding "Watershed-based Planning". There will never be a better opportunity than the one before Council NOW to PROTECT the dynamic watershed functions in the narrow band of land between the Niagara Escarpment and Georgian Bay. The Province, Grey County and the Citizens of the Town are all waiting to see how we manage today's drainage and flooding challenges and, together with developers, pave a creative path into a more reliably sustainable future.</p> <p>Conclusion:</p> <p>This application is incomplete and pre-mature. As such it qualifies as a matter for a second full public review and consideration before coming before County or Town Council for approval. The application is to be denied at this time.</p> <p>Sincerely, Lucy Richmond</p> <p>PS For those who worry that the County Official Plan has been approved and we must comply, please know that Amendment # 11 to Grey County's Official Plan has not yet been approved, to the best of my knowledge, and further amendments have been requested.</p> <p>The Town's OP 2016 prevails until changes to it are approved. Changes are only to be made if they will better serve the Town, its citizens, and the lands they live on.</p> <p>When conflicts arise, we, as citizens of the Second-Tier Municipality have recourse, in Provincial Legislation, if the Town's Council has not approved activities that are against the best interests of the Town, its citizens and the lands they live on.</p>	<p>Birks</p> <p>NHC</p>	<p>Acknowledged, as per above. (repeat of comments)</p>
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14	<p>Pamela Spence, Comments for Public Meeting June 13, 2022</p> <p>1) Public meeting is Premature As of June 1, 2022 there were no agency comments on file with the Town. GSCA or NVCA need to do a review of the EIS and provide comments or recommendations which are not on file. Secondly, the MTO must give driveway permits for this proposal and their position is not known. Furthermore, there is talk of a roundabout at Grey Rd 21 and Hwy 26 therefore traffic/turning conflicts need to be assessed and there is not traffic study on file.</p>	Loft	Acknowledged.
	<p>2) EIS The EIS is poorly done. Due to its proximity to Silver Creek wetland which is provincially significant, the environmental assessment should be done for 120m from the boundary of the wetland. There is no hydrological study in the EIS, and the study area is not correct.</p> <p>Figure 2 in the EIS is inadequate. The information is unclear there is no explanation of yellow line, watershed boundary or forest count/area</p> <p>The Significant Woodland is recognized by EIS in the body of the report but no mapping has been done for the 3.5 ha identified</p> <p>The source for boundaries shown on Figure 3 is not substantiated. Key Natural Heritage Features are not shown on Fig 3 so overlap is indeterminate</p> <p>The 30m setback from watercourses and wetlands, which is required in the Official Plan Section C2, could be maintained if lots were not so deep. Lot 4 is almost entirely in setback area. The average setback number is not relevant and probably does not even include the intrusion into Lot #4.</p> <p>Setback enhancement area ownership is not clear and the zoning for that enhancement area needs to be clarified.</p> <p>Mitigation measures offered pertain only to construction time period; long term measures need to be outlined.</p>	Birks NHC	<p>Birks NHC has received and reviewed comments provided by the Town of the Blue Mountain’s natural heritage review agency (GSCA) pertaining to the EIS.</p> <p>At the time of review, the Town of the Blue Mountains had entered into an agreement with the GSCA which facilitated the agency to provide peer review services for applications within the Municipality that have the potential to impact natural heritage features and functions. Birks NHC received comments regarding the EIS (March 14, 2022) from Grey Sauble Conservation Authority (GSCA) dated July 29, 2022. The Birks NHC response to the comments has been discussed during a meeting with the GSCA (October 4, 2022), the outcome of which has been formalized within the attached letter. GSCA accepted this response in December 2022.</p>
	<p>3) Tatham Report</p> <p>a. Speaks to full services yet EIS speaks of septic services so EIS misinformed</p> <p>b. Lots of historical flooding in this proximity not identified/addressed in this report</p> <p>c. MTO permit required but no dialogue prior to or since March 15 2022</p>	Tatham	<p>The lots to be created will be on municipal sewer and water.</p> <p>A site-specific floodplain study was completed by Tatham Engineering and reviewed by GSCA. Impacts of the proposed development are considered negligible. GSCA has accepted the findings of the study and confirmed in writing “no objection to the subject application”.</p> <p>The MTO has reviewed the proposal for severance and confirmed in writing “MTO look forward to the advancement of this development”.</p>

	<p>4) Planning Justification Report</p> <p>a. Does not conform to PPS as it is within the 120m PSW limits without better EIS and proper understanding of hydrological/drainage consequences of house location</p> <p>b. Misquotes the EIS</p> <p>c. Can not be compliant with County Official Plan til GSCA signs off and entrance permit granted</p> <p>d. Sec. 4.4 is miscalculated – area being rezoned is only the 4 lots which is 1/3 of Hectare and therefore 3.3 units are permitted not 10</p> <p>e. Does not conform to Town OP as it does not conform to 30m setback, the EIS does not definitively address natural heritage features or protection</p> <p>f. Seemingly too close to proposed turning circle to be built at Hwy 26 and Grey Rd 21</p>	Loft	<p>a. Birks comments above regarding EIS technical review.</p> <p>b. Noted.</p> <p>c. Birks comments above re GSCA review.</p> <p>d. Noted. Consent proposal has been amended to three (3) as a result of agency/department comments.</p> <p>e. Birks comments above re GSCA review.</p> <p>F. Transportation review comments will be received from County and Town.</p>
	<p>5) TBM Zoning By-law</p> <p>a. Lots are massively larger than standards for R-1; lot size reduction could accommodate setback measures and still be generous and meet R-1 standards</p> <p>b. Zone designation needed for proposed enhancement area with clarity of ownership and easement to Town</p> <p>c. Is enhancement area in lieu of parkland dedication/payment or is trail?</p> <p>d. The footprint shown on the Consent Sketch 2 is over 4000 sq ft – another monster home Such uniformity is boring; could be staggered and permit better visibility entering onto busy County Rd.</p>	Loft	<p>a. Consent proposal has been reduced to three (3) as a result of agency/department comments. Also incorporated is road widening and trail blocks.</p> <p>b. The enhancement area will be appropriately rezoned and mitigation measures will be implemented through a development agreement. There is no proposed easement to Town at this time.</p> <p>c. Enhancement area is not in lieu of parkland dedication.</p> <p>d. Noted.</p>
15	<p>Lucy J Richmond, June 26 – Follow up to June 13th Public Meeting</p> <p>I attended the Open House regarding 372 Grey County; Request for by-Law Amendment, June 13, and, having heard the extreme extent of shortfalls in Municipal, County and Provincial infrastructures required to service this proposal, I, hereby, formally withdraw my support for any Zoning By-Law amendment for this holding, for any reason, whatsoever (including the building of any Attainable Housing units during the Town's housing crisis).</p> <p>The municipality has a duty in legislation to serve the best interests of the Province, the Town, its Citizens, and the Lands where they live, work and play, as codified in Town's Official Plan and By-Laws. Two concerns regarding this request remain:</p>	Loft	<p>Noted.</p>

	<p>1. Provincial interests would not be served if the request were to be approved at this time because adequate infrastructure is not in place to support the proposal, nor is it planned.</p> <p>See: Attachment A1. Provincial laws direct new development to settlement areas where infrastructure is in place or planned.</p> <p>2. The best interests of the Town, it's Citizens and the Lands where they live work and play would not be best served, in the sho1i or long te1m, if the request for re-zoning were to be approved at this time.</p> <p>See: Attachment A2. Only if the Zoning remains Development "D" Zone, can the Town, conserve and protect this holding, from seasonal and intermittent flooding and the continued loss of dynamic, natural, watershed functions, over time. The Town's Fill By-Law addresses this matter.</p> <p>There is too great an infrastructure gap (as replied at the June 13 Public Meeting) in this area of the Town, both regarding water/wastewater infrastructure, including the ability of the Municipality to provide adequate wastewater services (including sewage and drainage systems), and regarding local transportation systems that are meant to integrate town, county, and provincial roads, trailways and cycle paths.</p> <p>In the interim, until the missing infrastructure has been put in place, or is planned and "shovel-ready", and as more complete information is being gathered, the granting of permissions, under the Town's "Fill" By-Law, for site alterations must be formally PROHIBITED. This prohibition would include the accepting and/or removing of "fill" of any kind (earth, gravel, sand, tree-trunks, canopy, and ecosystems. Only if the Zoning remains Development "D" Zone, can such a permission be denied.</p> <p>Please give these two matters your consideration before deciding about the request for Zoning By-Law Amendment for 372 Grey Road 19 that was proposed at the June 13, Open House. Those who have commented, so far, in the public forum, as a matter of record, are not satisfied that adequate consideration has been given to all the factors that affect these and neighboring lands, nor are they satisfied, yet, that the proposal would be in the best interests of the province, the Town, residents and the highly functional, working, Watershed Ecosystems within which they live. Watershed Ecosystems can easily be enhanced and expanded by those who know how to do that task by employing the principles and techniques of sound, watershed-based planning. The watershed-based planning act, for Ontario can help with that. (See: Building Better Communities and Conserving Watersheds Act, 2017, S.O. 2017, c. 23 - Bill 139)</p> <p>Attachment A A1. Provincial laws direct new development to settlement areas where infrastructure is in place or planned.</p> <p>A. The Provincial Policy Statement 2020 (PPS): Section 1.1.1 g) page 7, states, "Healthy, liveable and safe communities are sustained by . . . ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs," and, Part IV, page 6 . . . the PPS "directs development away from areas of natural and human-made hazards."</p> <p>B. The "Places to Grow Act 2005 - current": Purposes 1(b) To promote a rational and balanced approach to decisions about growth that . . .make efficient use of infrastructure"</p> <p>C. The Municipal Act: Municipalities, both the upper and lower tiers, have the authority, responsibility, and accountability for 11 Municipal Functions: "Transportation systems; public utilities (sewage treatment, collection of sanitary sewage, collection of storm water and other drainage from land, water production treatment and storage, water distribution); Drainage and flood control. . . "</p> <p>D. The Planning Act: Regarding approvals of plans of subdivision:</p>		
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	<p>"Regarding the authority for approval of certain planning matters, the Town's authority, under the Planning Act, Section 51, Subsections (5) and (6), the Act clearly states: . . . "Prescribed lower-tier municipality (6) If land is in a prescribed lower-tier municipality, the lower-tier municipality is the approval authority for the purposes of this section and section 51.1. 2002, c. 17, Sched. B, s. 19 (3)."</p> <p>A2. Only if the Zoning remains Development "D" Zone, can the Town, protect these lands, from seasonal and intermittent flooding and the continued loss of their dynamic, natural, watershed functions, over time. See: The Town of the Blue Mountains By-Law No. 2002-78, (the "Fill" By-Law) as amended.</p> <p>The Municipality must serve the best interests of the Province, the County, the Town, its Citizens, and the Lands where they live, work and play. It would not be in the interests of the residents living near this holding, now or in the future, to grant this request until the infrastructure "gap" is filled. Only by maintaining the Zoning as Development "D" on this holding can we protect this holding until proper assessment of the as-built conditions and hydrodynamics are analyzed and considered in preparation for the adequate infrastructure plans that would follow.</p> <p>The Municipality must prohibit the granting of any permit or permission that could allow site alteration including the accepting and/or removing of "fill" of any kind (earth, gravel, sand, tree-trunks, canopy, and ecosystems, included) as defined under the Town's "Fill" By-Law.</p> <p>A change in the Zoning By-Law from "D" Development to anything else would make it possible for the proponent to ask for such permissions, by permit, and therefore, to alter the existing grade of the land, and natural drainage patterns, before a Development Agreement has been struck between the Town and the Proponent. Such a request is PROHIBITED if the holding continues to be zoned Development "D". (See item 3.ii, below). Only if the Zoning remains Development D Zone, can such a permission be denied</p> <p>Town of the Blue Mountains "Fill" By-Law An Excerpt:</p> <p>"Under section, 2. PROHIBITION 1) No person shall place or dump fill, or alter the existing grade of any land, except in accordance with the provisions of this By-law. 2) No person shall place, or dump, "fill" or alter the existing grade of any land that is defined as environmentally significant land. 3) No person shall place or dump fill, or alter the existing grade of any land, defined, and zoned as: . . . (i) Hazard H Zone, Private Open Space OS2 Zone, Development D Zone, Deferred Development DD Zone and Holding h Zone by Zoning By-law No. 83-40 of the Corporation of the Township of Collingwood, as amended, or (ii) Hazard H Zone, Development D Zone and Holding h Zone by Zoning By-law No. 10-77 of the Corporation of the Town of Thornbury, as amended."</p> <p>No permit has been issued for this holding to the best of my knowledge, to date, under the Town's "Fill" By-Law. Nor shall any permit or permission be granted that would allow site alteration including the accepting and/or removing of "fill" of any kind (earth, gravel, sand, tree-trunks, canopy, and ecosystems, included) until:</p> <p>I. It has been confirmed that no site alterations have occurred on the holding since June 13, 2022 II. All missing/incomplete information requested at the Public Meeting has been received and duly circulated, and, III. Council has made their decision with regards to the request for Zoning By-Law amendment in connection with the proponent's submission of a complete Draft Master Plan the Town's approval.</p>		
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	<p>IV. The Master Plan has been approved.</p> <p>V. The missing infrastructure has been put in place or is planned and "shovel-ready".</p> <p>In these ways, the Town can assure itself that all the environmentally significant features are protected, in the interim. Only if the Zoning remains Development "D" Zone, can such a permission be denied.</p> <p>Attachment B: from "Conservation Ontario", the Ontario Conservation Authority is responsible for:</p> <p>"Watershed Management, Development, Interference & Alteration Regulation" regarding, " . . . development & activities in or adjacent to river or stream valleys, Great Lakes and large inland lakes shorelines, watercourses, hazardous lands & wetlands".</p> <p>"Everyone lives downstream."</p> 		
16	<p>Pamela Spence, Comments following Public Meeting June 13, 2022</p> <p>1) Public meeting is Premature There were no comments available ahead of or at the meeting from GSCA, MTO or other agencies which are directly impacted by this proposal. Furthermore, the response came back that there is no water or sewer to the sight now or in the foreseeable future.</p> <p>This application is premature and must be turned down.</p> <p>2) EIS The comments from Ms. Loft to my question was that the diagram she referenced was in the EIS. I have perused it several times and do not find her illustration used in her presentation.</p> <p>I do note that the most southerly lot is almost entirely in the setback allowance, there is no math illustrating how the “average” calculation was made and there is no hydrological report.</p> <p>Water monitoring informs a hydrological study but does not constitute the requirement and no further study was promised.</p>	<p>Loft</p> <p>Birks NHC</p>	<p>Noted.</p> <p>The EIS has been reviewed and accepted by the GSCA (the Town’s designated authority to undertake natural heritage review) as per correspondence received December 21, 2022.</p> <p>Clarification regarding establishment of the PSW limit as well as appropriate setbacks to the feature has been described within the EIS and further elaborated upon within Birks NHC’s response letter to GSCA, dated July 29, 2022</p>

	<p>The EIS is poorly done. Significant Woodland areas and Key Natural heritage features are not sufficiently shown. Silver Creek wetland is inadequately research.</p> <p>Because this area is in the Silver Creek wetland which is provincially significant proposal should be turned down.</p>		
	<p>3) Planning and Zoning Problems</p> <p>Lots are massively larger than standards for R-1; lot size reduction could accommodate setback measures and still be generous and meet R-1 standards. The footprint shown on the Consent Sketch 2 is over 4000 sq ft – we do not need more monster homes – furthermore, the uniformity is boring. The lots could be staggered which would permit better visibility entering onto busy County Rd 21.</p> <p>The 30m setback from watercourses and wetlands, which is required in the Official Plan Section C2 is not maintained because the lots are so deep. Lot 4 is almost entirely in setback area. The average setback number is not relevant and probably does not even include the intrusion into Lot #4.</p> <p>Ownership of the setback enhancement area is not clear and the zoning for that enhancement area is not defined.</p> <p>Finally, the matter of illegal fill on the site to alter the hydrology of the site, affect the provincially significant wetland is very concerning. If illegal the owner should have to remove it and be fined. At a minimum it should be stopped until such matters as compliance and reparation to fill by-laws are met, water and sewer are available and comments from other agencies are received.</p> <p>This application should be stopped and not waste any more Council and staff time, as it should not be permitted in a Provincially Significant Wetland at all!!!</p>	Loft	Noted.

010129 Highway 6,
Georgian Bluffs, ON
N0H 2T0
(519) 534-5507
saugeenojibwaynation.ca



June 7, 2023

SENT VIA EMAIL

Rhemm Properties, Ltd.

VIA

John Rodgers
john@rhemmproperties.com

Re. Saugeen Ojibway Nation conditions for 372 Grey Road 21, a development by Rhemm Properties, Ltd. at 372 Grey Road 21 - East Parcel, Town of the Blue Mountains

The Saugeen Ojibway Nation ("SON") Environment Office and **Rhemm Properties, Ltd.** entered into a Letter of Agreement on March 28, 2023 with respect to our mutual goal to set out a framework for consultation and accommodation with SON regarding the proposed **372 Grey Road 21** development in SON's Territory.

This agreement was intended to support SON's participation in and input into the technical assessments being undertaken as part of the application process. More specifically, this agreement allows SON and the **Rhemm Properties** to identify a plan for addressing any potential impacts of the **372 Grey Road 21** on SON's lands and constitutionally protected Aboriginal and Treaty rights, proven and asserted, including SON's land claims. This enabled a process that ensured appropriate and meaningful consultation and accommodation of SON's rights and interests throughout the life of the Proponent's proposed operation.

Rhemm Properties, Ltd. has proposed to develop four detached homes at 372 Grey Road 21 - East Parcel, Town of Blue Mountains.

The Project is located on lands within SON's Territory and may include sensitive species and natural heritage features of specific cultural value to SON, archaeological importance, or other environmental concerns. SON members exercise their constitutionally protected rights, both asserted and proven, throughout SON's Territory.

As per the Letter of Agreement, SON Environment Office has conducted peer reviewed documents to measure the impact of the development on SON's Indigenous rights and interests.

1. BIRKS NHC 04-010-2021 Environmental Impact Study [EIS], 372 Grey County Road 21 – East Parcel, Town of the Blue Mountains. 94 pp.

2. A Report to Rhemm Properties Ltd.: A GEOTECHNICAL INVESTIGATION for proposed residential development 372 Grey Road 21 West, Town of the Blue Mountains. REFERENCE NO. 2201-S051B, September 2022.
3. AMICKS CONSULTANTS LTD. Stage 1-2 Archaeological Property Assessment 372 Grey County Road 21, Part Lot 24 Concession 4 Geographic Township Collingwood, Town of Blue Mountains

The following summarises the findings of these reviews:

Natural Heritage Review Summary

- The EIS conclusions appear to be acceptable.
- Identified Knowledge / Information Gaps
 - The plant species list appears to be missing common species to be expected in the habitats present within the study area. Similarly, a number of expected common fauna species were not documented in the EIS.
- Cumulative Effects Considerations
 - The proposed development would result in an increase of four detached dwelling lots adjacent to a provincially significant wetland and a locally significant woodland. Development pressures are extremely high in the Collingwood – Craigeleith – Thornbury area. In addition to direct natural habitat loss (which would be minimal with the development in question), cumulative effects of residential development include: increased vehicle traffic (road mortality of wildlife, noise, reduced air quality); increased impermeable surfaces (hydrological and water quality impacts); introduction of invasive species (cultivars from gardens); increases in generalist and predatory wildlife populations that are attracted to settled areas (e.g., raccoons, skunks, foxes, crows, etc.); free-roaming pets (mortality of reptiles, amphibians, birds, small mammals); bird - window collisions; encroachment of gardens, footpaths, etc., into natural habitats; wildlife disturbance due to machinery noise (lawn mowers, leaf blowers, etc.).
- Other Outstanding Concerns
 - The plant list (Appendix E) includes Perennial Ragweed (*Ambrosia psilostachya*), a species of western Canada not known to occur in Grey County (OSFN 2023). Could this be a nomenclatural error and the species actually found on the site is the abundant Common Ragweed (*A. artemisiifolia*)? The plant list also includes Bristly Sarsaparilla (*Aralia hispida*), a rare species in Grey County (OSFN 2023), yet the abundant Wild Sarsaparilla (*A. nudicaulis*) is not on the list – could this also be a naming error? Also, given the extensive lowland and swamp forests within the study area, it is puzzling that no willow (*Salix* spp.) or lily (*Maianthemum* spp.) species were documented by the EIS.

Natural Heritage Recommendations

- Proponent must strictly adhere to all mitigation measures detailed in the EIS.
- Proponent must adhere to all (as a minimum) all compensation and enhancement measures detailed in the EIS.
- Proponent must maintain the minimum setback buffers recommended in the EIS.
- **Proponent to provide the complete list of native plants that will be used during habitat restoration/creation as part of the compensation measures for SON review and input prior to planting.**

- Proponent to include a monitoring and maintenance plan (watering, removal of invasive species, restocking of native plants if necessary) for the enhancement area for the first three years postplanting (to increase likelihood of successful habitat restoration/creation).
- Proponent's environmental consultant (Birks) shall verify whether the ragweed species found was a new species for Ontario, *Ambrosia psilostachya* rather than the common *A. artemisiifolia*, and that the sarsaparilla species found was the locally rare *Aralia hispida* not the common *A. nudicaulis*. If the plant identifications of the EIS were in fact correct, any necessary mitigation measures should be incorporated into the site plan to ensure that these rare species populations at the site are protected.
- Proponent to consider installing signage to educate local residents about:
 - SON history in the area, and SON values, rights and responsibilities to the land.
 - Impacts of off-leash pets, invasive species, garden encroachment, and disposal of litter and compost in natural areas.
 - The benefits of gardening with native plants.

Hydrogeological Technical Review Summary

The following are the key findings presented in the reports and additional research regarding potential water related impacts. It should be noted that there were no site specific hydrogeological studies available for this review.

- The proposed development will consist of 4 detached dwellings on a 0.33 ha parcel.
- Based on a site visit and observations of the adjacent properties on Silver Creek Drive it would be expected that the proposed development will be serviced with municipal water and sanitary services.
- Four onsite boreholes were drilled to depths of up to 1.8 m where they encountered bedrock.
- Shallow overburden consisted of topsoil and sand.
- Groundwater levels ranged from 0.9 to 1.2 below ground surface.
- Due to shallow groundwater and bedrock, it is recommended to remove topsoil and place engineered fill for site development.
- The proposed buildings will be constructed slab on grade 1.0 m above the highest groundwater level.
- Dewatering may occur and an appropriate dewatering drainage plan will be put in place.
- The Environmental Impact Study (EIS) has made recommendations for both setbacks and sediment control to protect the adjacent wetlands.

The potential impacts to the groundwater and surface water resources are not considered significant given the limited size of the development and the expectation that the proposed development will be on municipal services.

Hydrogeological Technical Review Recommendations

- There are currently no outstanding concerns related to this assessment.

Archaeological Review

There are currently no outstanding archaeological recommendations.

As per, the Letter of Agreement, the above recommendations from the technical review are to be incorporated into the final plans and applications for the development.

This is a finite landscape shared by many different forms of life that are inextricable from SON's rights, culture, ways of life, and the health of the lands and waters. In most parts of SON Territory, well over 50% of natural lands have been significantly altered. The pressures of development are ongoing, and increasing. Impacts occur at the scale of each individual project as well as on a cumulative scale. The conversion of forests, wetlands, grasslands and other natural habitats into developed lands (e.g., subdivisions, roads, utility corridors and other built environments) has led to significant impacts on healthy ecological functions (e.g., loss of habitat connectivity and biodiversity; declines in populations of plants and animals that are culturally important to SON; reduced carbon sequestration and ecological resilience in the face of climate change; introduction of invasive species) as well as impacts to fish habitat (e.g., due to shoreline alteration), surface water and groundwater quality and quantity (which can occur as a result of stormwater management and the infrastructure required for drinking water and sewage management). The combinations of these land and water related impacts are a major concern for SON, given the cumulative effects of multiple developments in a given area that typically occur over time. SON's uses of and relationships with its lands and waters since time immemorial are impacted, as are, by extension, SON's rights, interests, and responsibilities.

Miigwetch,



Manager of Resources and Infrastructure,
Environment Office of the Saugeen Ojibway Nation

Cc'

Jeremy Acres jacres@tathameng.com
Shawn Postma spostma@thebluemountains.ca

Jeremy Acres

From: Pegelo, Jessica (MTO) <Jessica.Pegelo@ontario.ca>
Sent: February 3, 2023 12:39 PM
To: Jeremy Acres
Cc: John Rodgers; Randy Simpson; Kristine Loft - Loft Planning Inc. (kristine@loftplanning.com)
Subject: RE: 121088: 372 Grey Road 21 - Application to Sever Lots - MTO Comments
Attachments: 121088-SD01 - East-Option 1.pdf

Good afternoon Jeremy,

Thank you for submitting the attached site layout for MTO review.

The following are MTO's comments:

Document Reviewed – Site Layout, Prepared By: Tatham Engineering, dated December 2022, lastly revised January 26, 2023.

The Ministry of Transportation (MTO) have completed a review of the proposed subject development. The proposal has been considered in accordance with the requirements of *the Public Transportation and Highway Improvement Act*, MTO's Highway Access Management Policy and all related policies. The following outlines our comments.

The subject property is located within MTO's Permit Control Area (PCA), and as such, MTO permits are required before any demolition, grading, construction or alteration to the site commences.

Building and Land Use

The Proponent shall submit an acceptable Site Plan, Grading Plans, Drainage Plans and Site Servicing Plans for MTO review and approval. These plans shall clearly identify all structures/works and parking (existing and proposed).

Storm Water Management

The grading/drainage plans shall identify any storm drain infrastructure including - outlets, swales, tiles, direction of flow, etc. If the site drainage will outlet into the municipal system MTO will require confirmation from the municipality that they are accepting of the proposed stormwater management.

The applicant should be directed to MTO's Stormwater Management Requirements for Land Development Proposals using the following link: [Stormwater Management Planning and Design Manual | Ontario.ca](#)

MTO reserve the right to request a Stormwater Management Report for MTO review and approval.

Access & Traffic Impact Review

Access to the severed lots shall be taken off of Grey Road 21. Entrances must be located a minimum of 45 of the end of radius of Highway 26.

Signs

Any/all signage visible from Highway 26, including temporary development signs, must be identified on the plans, must conform to MTO policies and guidelines, and will require a valid MTO Sign Permit before installation.

Encroachments

Any encroachments and works identified within the Highway 26 property limits are subject to MTO conditions, approval and permits, prior to construction. All provincial highway property encroachments are strictly regulated and must meet all conditions set out by MTO.

General Comments

MTO look forward to the advancement of this development, and we anticipate receiving additional details for review and comment as the project progresses.

Upon approval of the consent, and prior to the installation of the entrances to Grey Rd 21, the owner(s) shall obtain MTO Building and Land Use Permits. Application for MTO permits can be made by clicking on the following link: www.hcms.mto.gov.on.ca

If there are any questions, please let me know.

Kind Regards,

Jessica Pegelo
Ministry of Transportation
Corridor Management Planner (A)
Highway Corridor Management Section
659 Exeter Rd. London, ON N6E 1L3
Telephone: 519-379-4397 Fax: 519-376-6842
E-mail: jessica.pegelo@ontario.ca



From: Jeremy Acres <jacres@tathameng.com>

Sent: January 26, 2023 11:45 AM

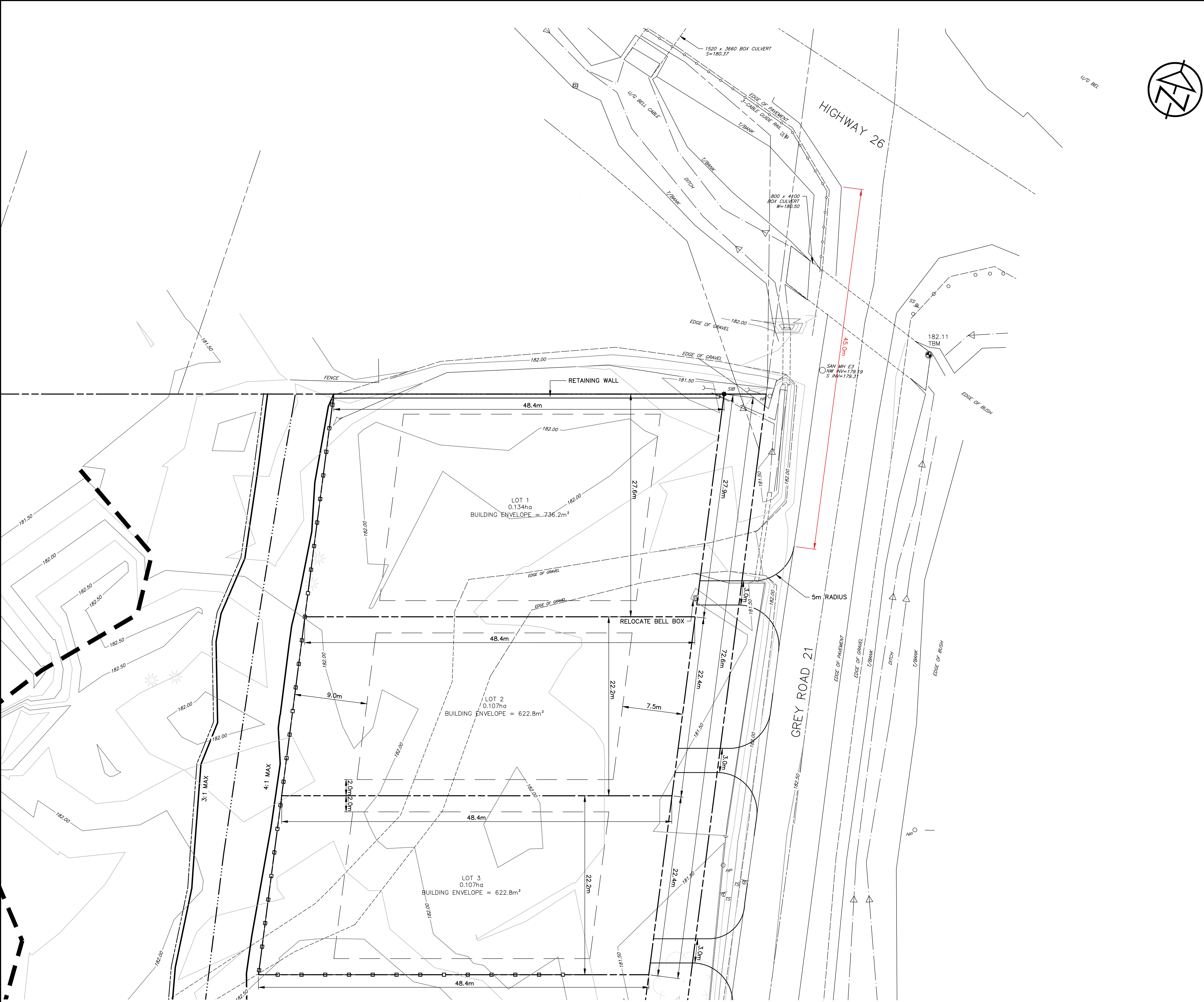
To: Pegelo, Jessica (MTO) <Jessica.Pegelo@ontario.ca>

Cc: John Rodgers <john@rhemmproperties.com>; Randy Simpson <rsimpson@tathameng.com>; Kristine Loft - Loft Planning Inc. (kristine@loftplanning.com) <kristine@loftplanning.com>


Subject: 121088: 372 Grey Road 21 - Application to Sever Lots - MTO Comments

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Jessica,



KEY PLAN (NOT TO SCALE)

DISCLAIMER AND COPYRIGHT CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST BE REPORTED TO THE ENGINEER BEFORE COMMENCING WORK. DRAWINGS ARE NOT TO BE SCALED. TATHAM ENGINEERING LIMITED CLAIMS COPYRIGHT TO THIS DRAWING WHICH MAY NOT BE USED FOR ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF TATHAM ENGINEERING LIMITED.	BENCHMARKS TBM#1 – ELEVATION 182.11m ELEVATIONS HEREON ARE GEODETIC AND REFER TO THE CUT CROSS ON NORTH CORNER OF CULVERT ON EAST SIDE OF GREY COUNTY RD 21, SOUTH OF HWY 26 INTERSECTION.	NOTES LEGAL SURVEY INFORMATION AND LOT DIMENSIONS SHOWN ON THIS PLAN ARE TAKEN FROM A SURVEY PLAN PREPARED BY J.D. BARNES LTD., DATED, 12/02/2021, WHICH MAY NOT BE FINAL AND ARE NOT GUARANTEED. THE FINAL REGISTERED PLAN SHALL BE REFERRED TO FOR CONFIRMATION OF THE DATA. TOPOGRAPHIC INFORMATION ON THE PLAN TAKE FROM A SURVEY PREPARED BY TATHAM ENGINEERING DATED FEBRUARY 9, 2022.	No.	REVISION DESCRIPTION	DATE	ENGINEER STAMP	372 GREY ROAD 21 TOWN OF THE BLUE MOUNTAINS		
			1.	FOR DISCUSSION	2023-01-26				
DRAFT							SITE LAYOUT		
							DESIGN: MG	FILE: 121088	DWG:
							DRAWN: MG	DATE: DEC 2022	S01
							CHECK: JPA/RS	SCALE: 1:250	

March 2, 2023

GSCA File: P22339

Town of the Blue Mountains
32 Mill Street, Box 310
Thornbury, ON
N0H 2P0

Sent via email: planning@thebluemountains.ca

**Re: Application for Zoning By-Law Amendment and Consent- Third Submission
Comments**

Address: 372 Grey Road 21

Roll No: 424200000302300

Town of the Blue Mountains

Applicant: Rhemm Properties

Grey Sauble Conservation Authority (GSCA) has reviewed the responses to our previous set of comments dated December 21, 2022 with regard to the subject application in accordance with our mandate and policies for Natural Hazards and relative to our policies for the implementation of Ontario Regulation 151/06. We offer the following comments.

1. Thank you for the clarification regarding the ownership and application requirements for the downstream culvert. We agree that a condition requiring downstream landowner permission would not be applicable. That being said, we still would request that a condition of the consent require that the downstream improvements be completed in their entirety as a mandatory condition of the severance. Improvement of this downstream culvert is necessary to ensure no negative impacts to adjacent properties, which is a determining factor is GSCA's support of the subject application. A permit will be required from this office for the proposed culvert upgrade.
2. We concur that the proposed condition of approval could be revised to reference the completion of a groundwater monitoring program instead of the hydrogeological report as previously recommended.

Recommendations

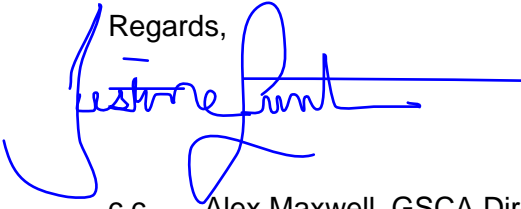
As previously noted, GSCA generally has no objection to the subject application, and we still recommend the following two conditions for the severance with some of the noted changes above:

Member Municipalities

Municipality of Arran-Elderslie, Town of the Blue Mountains, Township of Chatsworth, Township of Georgian Bluffs,
Municipality of Grey Highlands, Municipality of Meaford, City of Owen Sound, Town of South Bruce Peninsula

1. The downstream improvement to the culvert be completed in it's entirety and be certified by the project engineers as a condition of the severance. A permit for this work will be required from GSCA.
2. Completion of the groundwater monitoring program and demonstration of the results that demonstrate that all development is located above the water table.

Regards,

A handwritten signature in blue ink, appearing to read "Justin Hunt", with a long horizontal line extending to the right.

c.c. Alex Maxwell, GSCA Director, Town of The Blue Mountains
Building and Engineering, Town of The Blue Mountains

Jeremy Acres

From: Peggy Slama <pslama@collingwood.ca>
Sent: May 25, 2022 3:04 PM
To: Jeremy Acres
Cc: Summer Valentine; Heather McGinnity; Allison Kershaw
Subject: RE: 121088: 372 Grey Road 21 - Proposed Water Service Connections

Hi Jeremy,

I had an opportunity to discuss this with Summer and Heather. As you are well aware, the Town currently has a pause on development within the municipality of the Town of Collingwood and the approval of developments is only happening through exemptions to the Interim Control By-law, and granted to developments that have been evaluated through the municipalities newly adopted Servicing Capacity Allocation Policy. The Town has limited capacity to allocate until the completion of a water treatment plant expansion, which is planned to be complete end of 2025/early 2026.

Based on the restrictions currently in place related to development within the Town of Collingwood, we are not in a position to provide water to Town of the Blue Mountain properties at this time. The Town would be willing to support connections to our water system following the water treatment plant expansion, scheduled for 2026. Alternatively, if Town of the Blue Mountains was in agreement, the lots could be connected to the Collingwood system and supported from the water allocation provided to TBM through our supply contract (i.e. Collingwood would minus the allocated SDUs from the 1,250m³/d allocated to TBM).

I hope this provides you with the information you and your client require for your consent meeting.

Peggy

From: Jeremy Acres [mailto:jacres@tathameng.com]
Sent: May 17, 2022 4:07 PM
To: Peggy Slama <pslama@collingwood.ca>
Subject: RE: 121088: 372 Grey Road 21 - Proposed Water Service Connections

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Hi Peggy,

Attached is aerial imagery from Grey County Maps showing the eastern portion of 372 Grey 21 highlighted in blue and the proposed four lots highlighted in red. The remainder of the property is wetland and not suitable for development.

Let me know if you require anything else.

Thanks,

Jeremy



Jeremy Acres C.E.T.
Project Manager

jacres@tathameng.com T 705-444-2565 x2002 C 519-372-4884
115 Sandford Fleming Drive, Suite 200, Collingwood, Ontario L9Y 5A6

tathameng.com



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From: Peggy Slama <pslama@collingwood.ca>
Sent: May 17, 2022 3:52 PM
To: Jeremy Acres <jacres@tathameng.com>
Subject: RE: 121088: 372 Grey Road 21 - Proposed Water Service Connections

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Hi Jeremy, I need more perspective on this please. Can you put a dot on a google map for me so I understand the location of the proposed severances within the larger lot?
Thanks Peggy

From: Jeremy Acres [<mailto:jacres@tathameng.com>]
Sent: May 17, 2022 3:09 PM
To: Peggy Slama <pslama@collingwood.ca>
Cc: John Rodgers <john@rhemmproperties.com>; Kristine Loft - Loft Planning Inc. (kristine@loftplanning.com)
<kristine@loftplanning.com>
Subject: 121088: 372 Grey Road 21 - Proposed Water Service Connections

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Good afternoon Peggy,

As discussed, we have a client who has purchased the property at 372 Grey Road 21 in the Town of The Blue Mountains, with the intention to sever 4 residential lots fronting Grey Road 21 for single detached dwelling units. See attached plan.

Prior to Town of The Blue Mountains staff preparing a report for the Consent Application, they would like more clarity on how each lot could be provided with a water service. The Town of The Blue Mountain's preference would be to have the lots serviced from the Town of Collingwood's water system. There is currently one service from Collingwood's system to this property now; therefore, three additional (new) service connections would be required.

Are you able to confirm if new connections to these lots from Collingwood's water system are possible given the ICBL measures that are in place, and/or if you foresee any issues with timing? The owner is hoping to have the lots severed and serviced this year.

Happy to discuss at your convenience.

Sincerely,

Jeremy Acres, C.E.T.
Project Manager

Tatham Engineering Limited

115 Sandford Fleming Drive, Suite 200 | Collingwood | Ontario | L9Y 5A6

T 705-444-2565 x2002 | C 519-372-4884 | jacres@tathameng.com | tathameng.com



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Jeremy Acres

From: Pat Hoy <Pat.Hoy@grey.ca>
Sent: April 27, 2023 11:48 AM
To: Jeremy Acres
Cc: John Rodgers; Kristine Loft; Monica Scribner
Subject: RE: 121088: 372 Grey Road 21 - Request for Exemption
Attachments: Letter - 372 Grey Road 21 Rhemm Properties Roll #424200000302300.docx

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Jeremy,
Our engineering department has reviewed the configuration of a (potential) roundabout and appreciate the work that went into clarifying the proposal.

I apologize for the length of time we've taken to approve this, but as we've discussed, it was difficult to obtain any clarity from MTO. We appreciate the way you stepped in and eased all our worries regarding the location.

With the work you've completed, we are completely confident that the three (3) new lots will not negatively impact any future intersection upgrades to the intersection of Grey Road 2 and Hwy 26. I have copied Grey County planning on this email to add to their file.

Again, thank you, Mr. Rodgers, and Loft Planning for the all the work and patience on the file, and we wish the best of luck with the development.

Pat Hoy
Director of Transportation Services
Phone: +1 519-372-0219 ext. 1391



From: Jeremy Acres <jacres@tathameng.com>
Sent: April 20, 2023 2:42 PM
To: Pat Hoy <pat.hoy@grey.ca>
Cc: John Rodgers <john@rhemmproperties.com>; Kristine Loft <kristine@loftplanning.com>
Subject: RE: 121088: 372 Grey Road 21 - Request for Exemption

[EXTERNAL EMAIL]

Hi Patrick,

Further to my voice message, we wanted to follow up with you regarding the request for exemption of the driveway separation distances and the roundabout sketches that were sent (see attached). Wondering if you have had any luck with the MTO and/or had any questions, comments, or concerns.

The owner is looking to advance his application with the Town and is hoping to resolve this with the County. Would you have availability for a short online meeting (Teams) on Wednesday May 3?

Thanks,

Jeremy



Jeremy Acres C.E.T.
Project Manager

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From: Jeremy Acres <jacres@tathameng.com>

Sent: Wednesday, April 12, 2023 5:23 PM

To: Patrick Hoy - County of Grey (pat.hoy@grey.ca) <pat.hoy@grey.ca>

Cc: John Rodgers <john@rhemmproperties.com>; Kristine Loft - Loft Planning Inc. (kristine@loftplanning.com) <kristine@loftplanning.com>; John Velick <jvelick@tathameng.com>

Subject: FW: 121088: 372 Grey Road 21 - Request for Exemption

Hello Pat,

Please see the attached letter.

Thank you,

Jeremy



Transportation Services

595 9th Avenue East, Owen Sound, ON N4K 3E3
519-376-7337 / 1-800-567-GREY / Fax: 519-376-0967

April 27, 2023

VIA EMAIL

Tatham Engineering
115 Sandford Fleming Drive Suite 200
Collingwood, ON L9Y 5A6
jacres@tathameng.com

Re: 372 Grey Road 21 – Rhemm Properties Roll #424200000302300

Dear Jeremy:

We are in receipt of your request for Transportation Services to grant exemption to the Entrance Permit Policy for entrance separation.

The policy states the following with regards to entrance separation distance:

3.2.2 Class 3 and Class 4 Road

The minimum separation distance between entrances shall be 100 metres.

This letter is to confirm that the Entrance Permit Policy exemption is approved regarding the three (3) lots as shown in the latest submission..

Please contact our office if you have any questions.

Yours truly,

Pat Hoy
Director of Transportation Services
519-372-0219, Ext. 1391
pat.hoy@grey.ca
www.grey.ca