

NAME	COMMENT	RESPONSE
Bill Black	<ul style="list-style-type: none"> <li>Concerns with drainage, flooding &amp; SWM Plan</li> </ul>	<ul style="list-style-type: none"> <li>The Stormwater Management Plan for the proposed development features the use of Low Impact Designs (i.e. sand filters) which provide adequate storage to control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the downstream drainage system. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</li> </ul>
Ann & Bill Fairman	<ul style="list-style-type: none"> <li>Fairman's live at 350040 Bayshore Road &amp; own a portion of the unopened road allowance at the rear of their property. They have a steep driveway off Bayshore Road which is a safety concern in the winter. They wish to connect to the private common element condominium road, to have safer access.</li> </ul>	<ul style="list-style-type: none"> <li>This request should be made formally through the Fairman's solicitor.</li> </ul>
Doug McDougall	<ul style="list-style-type: none"> <li>Concerned that trees on top of ridge might be cut, thereby exposing the development for drivers along Bayshore Road</li> <li>Proposed development will set a precedent for other property owners along Bayshore Road</li> </ul>	<ul style="list-style-type: none"> <li>Based on the findings and recommendations in the Environmental Impact Study, a 15 m setback from the surveyed top of bank and the surveyed ephemeral swales (drainage features) has been implemented. No site disturbance or development is permitted within these buffer areas.</li> <li>The proposed development will not set a precedent. If other property owners wish to develop their lands, they must comply with the policies of the governing</li> </ul>

		designation in the Official Plan and the provisions of the Zoning By-law.
Rudy Meir	<ul style="list-style-type: none"> <li>• Does not understand how this property is considered shoreline</li> <li>• Concern with proposed private common element condominium road – dangerous location on a steep slope</li> <li>• Individual driveways should be off Bayshore Road</li> </ul>	<ul style="list-style-type: none"> <li>• The County of Grey Official Plan designates the subject lands Inland Lakes &amp; Shoreline and Hazard Lands. Low density residential dwellings are permitted within this designation.</li> <li>• The subject lands are designated Shoreline and Environmental Protection under the Municipality of Meaford Official Plan. The creation to a maximum of 5 new lots for residential use by the consent process can be considered, with a minimum lot area of 0.6 ha to ensure that any new lots can accommodate a proper means of sewage disposal.</li> <li>• A Sight Line Analysis was completed at the entrance to the proposed private common element condominium road and submitted to the Municipality for review.</li> <li>• Discussions with the Municipality &amp; the Conservation Authority resulted in the unopened road allowance being sold to the McCullough's to provide safe access.</li> </ul>
Donna Mitchell	<ul style="list-style-type: none"> <li>• Looking for information on development and notification of Public Meeting.</li> </ul>	<ul style="list-style-type: none"> <li>• Municipal responsibility.</li> </ul>
Kevin & Barbara Moffatt	<ul style="list-style-type: none"> <li>• Concern with development of 5 townhomes</li> <li>• Can this parcel of land be developed beyond 5 lots</li> <li>• What is the target demographic</li> </ul>	<ul style="list-style-type: none"> <li>• Townhomes are not being proposed. Four new residential lots and one retained lot are being proposed.</li> </ul>

	<ul style="list-style-type: none"> <li>• Concern with future water quality &amp; quantity</li> <li>• Concern with flooding, erosion as a result of too much drainage</li> <li>• Require more information on septic systems</li> <li>• Concern with tree preservation from Bayshore Road to top of ridge</li> </ul>	<ul style="list-style-type: none"> <li>• The policies of the Official Plan and the provisions of the Zoning By-law would not support any additional lots.</li> <li>• Target demographic need not be identified.</li> <li>• The Stormwater Management Plan for the proposed development features the use of Low Impact Designs (i.e. sand filters) which provide adequate storage to control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the downstream drainage system. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</li> <li>• The Sand Filters will also provide the required level of quality controls per the Ministry of the Environment, Conservation and Parks (MECP) Design Guidelines. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</li> <li>• An Erosion and Sediment Control Plan was prepared by C.F. Crozier and Associated and will be implemented within the subject lands and associated outlets prior to any construction works on-site to prevent erosion or sediment issues as a result of the activities on site.</li> </ul>
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Mary Wallace Morris	<ul style="list-style-type: none"> <li>• Concern with future quality &amp; quantity of water source</li> </ul>	<ul style="list-style-type: none"> <li>• The Stormwater Management Plan for the proposed development features the use of Low Impact Designs</li> </ul>

	<ul style="list-style-type: none"> <li>• Their pond is spring fed – concern of pond pollution</li> <li>• Impact of the 5 septic systems</li> <li>• Erosion concern if trees on ridge are cut down</li> </ul>	<p>(i.e. sand filters) which provide adequate storage to control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the downstream drainage system. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</p> <ul style="list-style-type: none"> <li>• The Sand Filters will also provide the required level of quality controls per the Ministry of the Environment, Conservation and Parks (MECP) Design Guidelines. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</li> <li>• C.F. Crozier completed a D-5-4 Assessment for the proposed development, which evaluates the cumulative impact of the proposed sewage systems to the local groundwater regime. The conclusions from the assessment indicated that the lots are sufficiently sized to meet provincial policy objectives with respect to nitrogen at the development boundary. Refer to the Supplemental Information Letter – Conceptual Onsite Sewage System Design prepared by Crozier for further details.</li> </ul>
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Dawn Tackaberry	<ul style="list-style-type: none"> <li>• Concern with loss of cedars on their western lot line boundary</li> </ul>	<ul style="list-style-type: none"> <li>• Any land disturbance for construction of the private common element road will only take place on the McCullough property.</li> </ul>
Ed Strengel	<ul style="list-style-type: none"> <li>• Concerned with SWM Plan</li> </ul>	<ul style="list-style-type: none"> <li>• The Stormwater Management Plan for the proposed development features the use of Low Impact Designs (i.e. sand filters) which provide adequate storage to control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the</li> </ul>

		<p>downstream drainage system. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</p> <ul style="list-style-type: none"> <li>• The Sand Filters will also provide the required level of quality controls per the Ministry of the Environment, Conservation and Parks (MECP) Design Guidelines. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</li> </ul>
Glenn Harada	<ul style="list-style-type: none"> <li>• Concerned with increased run-off</li> <li>• Concerned with tree preservation on top of the ridge</li> <li>• Concern with water contamination from septic systems</li> <li>• Are there plans for a culvert system to drain water down the right-of-ways</li> <li>• Assurance that no more than 5 lots will be developed.</li> </ul>	<ul style="list-style-type: none"> <li>• The Stormwater Management Plan for the proposed development features the use of Low Impact Designs (i.e. sand filters) which provide adequate storage to control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the downstream drainage system. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</li> <li>• C.F. Crozier completed a D-5-4 Assessment for the proposed development, which evaluates the cumulative impact of the proposed sewage systems to the local groundwater regime. The conclusions</li> </ul>

		<p>from the assessment indicated that the lots are sufficiently sized to meet provincial policy objectives with respect to nitrogen at the development boundary. Refer to the Supplemental Information Letter – Conceptual Onsite Sewage System Design prepared by Crozier for further details.</p> <ul style="list-style-type: none"> <li>• The proposed development includes culvert crossings under the proposed shared private condominium roadway to access the five (5) lots. Existing drainage patterns / drainage outlets will not be altered as part of the proposed development and the proposed sand filters will provide sufficient storage to control post-development flows to existing levels.</li> <li>• Based on the findings and recommendations in the Environmental Impact Study, a 15 m setback from the surveyed top of bank and the surveyed ephemeral swales (drainage features) has been implemented. No site disturbance or development is permitted within these buffer areas.</li> <li>• The policies of the Official Plan and the provisions of the Zoning By-law would not support any additional lots.</li> </ul>
Jean Koroway	<ul style="list-style-type: none"> <li>• Concern with flooding from run-off</li> <li>• Concern with water supply from septic bed failure</li> <li>• Concern with tree removal from top of ridge</li> </ul>	<ul style="list-style-type: none"> <li>• The Stormwater Management Plan for the proposed development features the use of Low Impact Designs (i.e. sand filters) which provide adequate storage to</li> </ul>

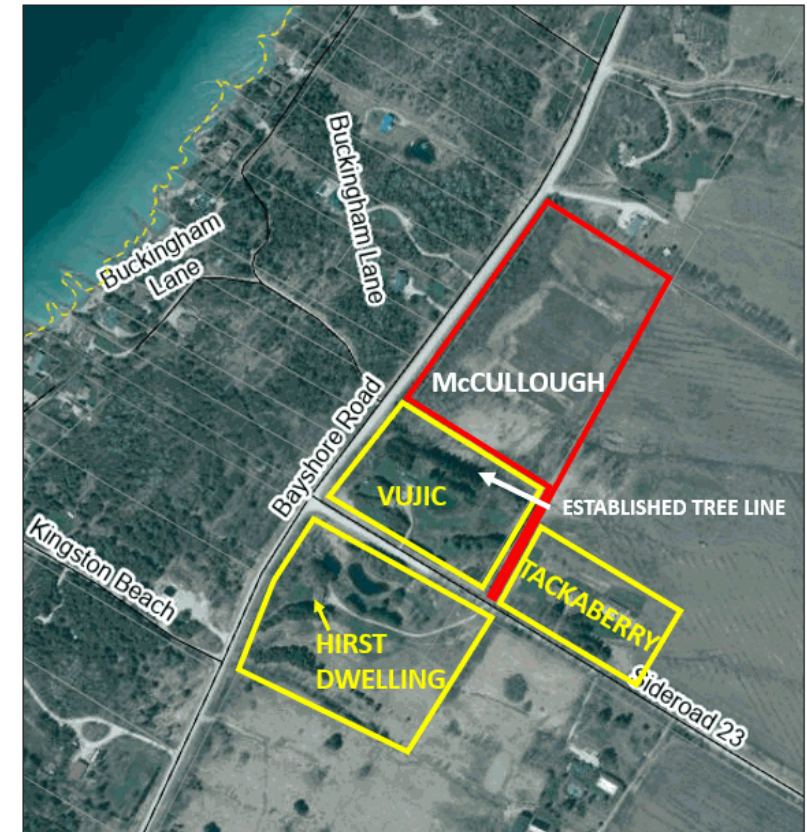


		<p>control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the downstream drainage system. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</p> <ul style="list-style-type: none"> <li>• C.F. Crozier completed a D-5-4 Assessment for the proposed development, which evaluates the cumulative impact of the proposed sewage systems to the local groundwater regime. The conclusions from the assessment indicated that the lots are sufficiently sized to meet provincial policy objectives with respect to nitrogen at the development boundary. Refer to the Supplemental Information Letter – Conceptual Onsite Sewage System Design prepared by Crozier for further details.</li> <li>• Based on the findings and recommendations in the Environmental Impact Study, a 15 m setback from the surveyed top of bank and the surveyed ephemeral swales (drainage features) has been implemented. No site disturbance or development is permitted within these buffer areas.</li> </ul>
Paul & Lynn Trask	<ul style="list-style-type: none"> <li>• Concern with run-off and flooding their property</li> <li>• Concern with tree removal from top of ridge</li> </ul>	<ul style="list-style-type: none"> <li>• The Stormwater Management Plan for the proposed development features the use of Low</li> </ul>

		<p>Impact Designs (i.e. sand filters) which provide adequate storage to control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the downstream drainage system. Refer to the Functional Servicing and Stormwater Management Report completed by C.F. Crozier and Associates for further details.</p> <ul style="list-style-type: none"> <li>• Based on the findings and recommendations in the Environmental Impact Study, a 15 m setback from the surveyed top of bank and the surveyed ephemeral swales (drainage features) has been implemented. No site disturbance or development is permitted within these buffer areas.</li> </ul>
Pamela Lerullo	<ul style="list-style-type: none"> <li>• Concern with drainage &amp; flooding of her property</li> </ul>	<ul style="list-style-type: none"> <li>• The Stormwater Management Plan for the proposed development features the use of Low Impact Designs (i.e. sand filters) which provide adequate storage to control post-development drainage to pre-development level. Therefore, the amount of runoff leaving the site will not be greater as a result of development and will not negatively impact the downstream drainage system. Refer to the Functional Servicing and Stormwater Management</li> </ul>

		Report completed by C.F. Crozier and Associates for further details.
Lorelie Spencer on behalf of Tackaberry, Vujic & Hirst	<ul style="list-style-type: none"> <li>• The applicant has approached both property owners in an effort to negotiate a consent for a portion of their properties in order to complete the construction of the proposed roadway.</li> <li>• Although the Hirst property is not located adjacent to the proposed roadway, the impact from increased traffic, noise and lighting is anticipated should the development be proposed.</li> </ul>	<ul style="list-style-type: none"> <li>• The McCullough's never approached the Tackaberry's to acquire additional land for the private road. Don McCullough did have an initial conversation with Nedo Vujic regarding the 10.0 m wide portion of the unopened road allowance that Vujic acquired when he purchased his property (343011 Sideroad 23), however, this was not pursued by the McCullough's.</li> <li>• The Hirst property is located on the south side of Sideroad 23, across the road from the Vujic property. Based on the Grey County GIS Mapping System, the Hirst dwelling is approximately 235 m (770 ft) from the southern-most lot line of the McCullough property, with a municipal road, the Vujic property and an established tree line along the northern property line of the Vujic property in between. The Hirst dwelling is approximately 183 m (600 ft) to the south-west of the entrance of the proposed private common element road off Sideroad 23. We question what traffic, noise and lighting will impact the Hirst property?</li> </ul>

- Kindly be advised that all parties noted above are not interested or willing to dispose of any portion of their lands to assist in the applications at hand.
- The purpose of the application is to create an additional five (5) lots within the 'inland lakes and shoreline' and 'hazard lands' designation.



- The McCullough's have no desire to acquire any portion of privately owned land from abutting land-owners.
- The purpose of the applications is to create 4 new residential lots, one retained lot and the private common element road.

	<ul style="list-style-type: none"> <li>• The width of the road is significantly less than the 20.0 metre standard which has created the need for the developer to approach the Tackaberry and Vujic parties to purchase a portion of the lands to accommodate the standards required. The present 10.0 metre width is insufficient and will create issues from a safety perspective for the future landowners, drastic changes to the topography of each property, in addition to the loss of privacy to both properties.</li> </ul> <ul style="list-style-type: none"> <li>• We further note that the Tackaberry lands are designated under the County Official Plan as 'rural'</li> </ul>	<ul style="list-style-type: none"> <li>• Crozier &amp; Associates Consulting Engineers have worked closely with the Municipality regarding the proposed private common element road. The 20.0m standard is for a publicly owned and maintained roadway and the intent for the proposed roadway has always been that it will be privately owned and maintained by the condo corporation. Therefore, the proposed roadway does not need to adhere to the 20.0m Municipal standard.</li> <li>• Despite the proposed roadway being private, Crozier &amp; Associates consulted with the Municipality throughout the design process for the 10.0m wide corridor and attempted to meet the Municipality's design standards where possible.</li> <li>• The proposed design does not alter grades on the neighbour's property. The horizontal alignment of the road was also shifted to the west to preserve the dripline of existing trees on the neighbour's property to maintain privacy.</li> <li>• A guard has also been proposed at the top of retaining walls within a portion of the 10.0m right-of-way (ROW) for added safety to residents.</li> </ul> <ul style="list-style-type: none"> <li>• It is unclear what the author is trying to state. No part of the Tackaberry lands are incorporated into the</li> </ul>
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	<p>which typically does not support this type of development. We understand that in order to achieve the development proposed, an official plan amendment to redesignate the lands to inland lakes and shoreline would be required in addition to alterations to the existing Plan of Condominium application.</p> <ul style="list-style-type: none"> <li>• The report failed to note the water source for both the Tackaberry and Vujic properties were not analyzed to determine if their water sources from the ponds would be affected.</li> <li>• As a further note, the reports provided were composed prior to the issuance of the 2020 Provincial Policy Statement. We question why updates to the reports were not provided when they were submitted after the 2020 PPS had come into effect.</li> <li>• In addition, the inability to secure the lands from private landowners has not been addressed in an addendum demonstrating the feasibility of drainage, servicing, traffic flows and the impact safety measures may have from a dark sky perspective.</li> </ul>	<p>McCullough development. The McCullough development does not require a County of local OPA.</p> <ul style="list-style-type: none"> <li>• The owner of the Vujic property was contacted to confirm their water source. After confirming the water source, an attempt to test the water at their properties was requested via a letter. No response was received from the owner.</li> <li>• The Tackaberry property is located upstream of the subject lands. Therefore, their water source is not impacted by the proposed development.</li> <li>• The Planning Opinion, the EIS and the Stage 1-2 Archaeological Assessment all refer to the 2020 PPS. The FSR, SWM and Hydrogeological reports submitted rely on the rules &amp; regulations of the Ministry of Environment, Conservation and Parks (MECP) and the Ontario Building Code (OBC). Update to the reports are not required to address the 2020 PPS.</li> </ul>
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- We note that none of the supporting documentation provided with the application fully reviews the road profile proposed that would impact the Tackaberry and Vujic properties. It appears that the consideration of this profile requires a further peer review of which we request a copy for the parties' review. Regardless of the parties' position on the property disposition proposed by the developer, the development will impact the privacy and separation of the land uses of each property under the current proposal. All parties question the applications at hand and remain concerned that the applications are being considered under pretenses indicating that a land exchange agreement has occurred.
- No agreement by the Tackaberry or Vujic properties has been entered into with the developer and neither party intend to do so going forward.

- All submitted reports for the proposed development are based solely on the lands owned by the McCullough's. No abutting landowner's property is part of the proposed development. The McCullough's have no desire to secure any additional lands from neighbouring private landowners. Submitted technical reports address drainage, servicing, traffic flows, safety.
- Plan and Profile drawings for the proposed roadway have been included in each submission. Refer to the Plan and Profile Drawing (C103A) for details.
- The proposed lots exceed the minimum .6 ha required. The smallest lot is .75 ha, with the largest being 1.1 ha. The lands directly across from the McCullough property is an agricultural parcel, with no dwelling units. The proposed development will not impact the privacy or separation of land uses of the Tackaberry, Vujic or Hirst properties.
- We require clarification and supporting documentation for the statement indicating that *"All parties question the applications at hand and remain concerned that the applications are being considered under pretenses indicating that a land exchange*

	<ul style="list-style-type: none"> <li>• The development proposed can be served through separate entrances that do not involve the construction of a common element condominium road.</li> <li>• he noise and light pollution that will be required to support an insufficient road access are not addressed in any report for consideration at this time.</li> </ul>	<p><i>agreement has occurred.”</i></p> <ul style="list-style-type: none"> <li>• The McCullough’s have no intention or any need to enter into any type of Agreement with the Tackaberry’s or Vujic’s.</li> <li>• Based on consultations with the Municipality and the Grey-Sauble Conservation Authority, it was deemed to be unreasonable to pursue driveway access from Bayshore Road, due to safety concerns. To facilitate the development of the lots, in December of 2016, the McCullough’s purchased part of the unopened road allowance that runs between Broken Front Concession and Concession A, to provide safe access to the proposed five lots from Sideroad 23.</li> <li>• The proposed private road and/or access is not insufficient. We question what noise and light pollution will be required to support this road.</li> </ul>
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