



# BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

## Appendix C

### Consultation Record

GR19 EA – Project Contact List	C1
Class Environmental Assessment Study – Public Notices (Notice of Commencement, Notice of PIC and Notice of Completion)	C2
EA Study Correspondence (Agency, Indigenous Communities, and Public)	C3
Public Open House Summary Report	C4

Agency/ Organization	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Provincial Agencies												
Hydro One Networks Inc.									<a href="mailto:SecondaryLandUse@HydroOne.com">SecondaryLandUse@HydroOne.com</a>		210514_Email. Hydro One noted that in the preliminary assessment, staff confirm there are no existing Hydro One Transmission assets in the subject area, based on current information, and if plans change or Study Area expands to contact staff ( <a href="mailto:Secondarylanduse@hydroone.com">Secondarylanduse@hydroone.com</a> ) to reassess.	210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Hydro One Networks Inc.	Kenneth	Aarup	Area Distribution Engineering Tech						<a href="mailto:kenneth.aarup@HydroOne.com">kenneth.aarup@HydroOne.com</a>		210504_Email. K. Aarup noted that Hydro One is currently designing a significant relocation project at the proposed roundabout at County Rd. 19; and the roundabout at Crosswinds intersection. Hydro One has a double circuit 44kV/8.3kV overhead pole line paralleling County Rd. 19 between these two roundabouts. The County has enquired if Hydro One's pole line is in conflict with the Grey Road 19 Project portion of the ultimate design of the 4 lane construction. K. Aarup notes that it would be practical and cost effective if these two projects could be reviewed with consideration of Hydro One's pole line. Hydro One wants to move this major line only once. K. Aarup requested that Burnside review the westerly construction limits at Crosswinds intersection to ensure relocated poles line up with Grey Road 19 pole line, 4 lane design for this section of widening, and provide design drawings.	210916_Email. Burnside emailed copy of No PIC. 210504_Email. Burnside responed that the Project Team will review and respond.
Hydro One Networks Inc.	Rachel	McFadden	Zone Distribution Planning Tech	45 Sarjeant Drive		Barrie	ON	L4M 5N5	<a href="mailto:CentralFBCplanning@HydroOne.com">CentralFBCplanning@HydroOne.com</a>	888-238-2398 x4817		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Infrastructure Ontario	Lisa	Myslicki	Environmental Specialist	1 Dundas Street, West, Suite 2000		Toronto	ON	M5G 1Z3	<a href="mailto:lisa.myslicki@infrastructureontario.ca">lisa.myslicki@infrastructureontario.ca</a>	416-557-3116		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Ministry of the Environment, Conservation and Parks - Southwest Region Technical Support Section									<a href="mailto:eanotification.swregion@ontario.ca">eanotification.swregion@ontario.ca</a>			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Ministry of the Environment, Conservation and Parks, South West Region	Mark	Badali	Environmental Resource Planner & Environmental Assessment Coordinator						<a href="mailto:Mark.Badali1@ontario.ca">Mark.Badali1@ontario.ca</a>	416-457-2155	210319_Email+Letter. M. Badali emailed an acknowledgement letter and supporting attachments "Areas of Interest" (to NOCm), to provide guidance. M. Badali noted that additional information is provided in "Areas of Interest" document relating to recent changes to the Act through Bill 197, <i>Covid-19 Economic Recovery Act 2020</i> . It was noted that the Indigenous communities to consult with are: Chippewas of Nawash First Nation and Saugeen First Nation, note these communities have indicated that all notices issued during MCEA to be provided to the Saugeen Ojibway Nation Environment Office with a copy to the Chiefs of both communities. M. Badali requested to review the draft report prior to the NOCp and filing final report, and that final notice and report be sent to eanotification.swregion@ontario.ca after draft report is reviewed and finalized. The letter attached covers Areas of Interest: Planning and policy; SWP; Climate Change; Air Quality, Dust and Noise; Ecosystem Protection and Restoration; Species at Risk; Surface Water; Groundwater; Excess Materials Management; Contaminated Sites; Servicing, Utilities and Facilities; Mitigation and Monitoring and Consultation. 221114_Email. M. Badali acknowledged receipt of Environmental Study Report and will provide commencts by December 9th. 221213_Email M. Badali provide comments on the draft ESR	210916_Email. Burnside emailed copy of No PIC. 221114_Email. Burnside emailed copy of Environmetal Study Report for MECP review as requested. 221213_Email. Burnside provided responses to comment on the ESR
Ministry of the Environment, Conservation and Parks Environmental Assessment and Permissions Branch									<a href="mailto:MEA.NOTICES.EAAB@ontario.ca">MEA.NOTICES.EAAB@ontario.ca</a>			
Ministry of Municipal Affairs and Housing Western Municipal Service Office	Erick	Boyd	Acting Manager, Community Plan & Development	Exeter Road Complex 659 Exeter Road	2nd Floor	London	ON	N6E 1L3	<a href="mailto:erick.boyd@ontario.ca">erick.boyd@ontario.ca</a>	519-873-4025		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Ministry of Natural Resources and Forestry Midhurst (Huronia) (Southern Region)	Ken	Mott	District Planner	2284 Nursery Road		Midhurst	ON	L9X 1N8	<a href="mailto:ken.mott@ontario.ca">ken.mott@ontario.ca</a>	705-725-7500		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Ministry of Natural Resources and Forestry Midhurst (Huronia) (Southern Region)	Kim	Benner	District Planner	2284 Nursery Road		Midhurst	ON	L9X 1N8	<a href="mailto:kim.benner@ontario.ca">kim.benner@ontario.ca</a>	705-725-7534		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Ministry of Citizenship and Multiculturalism (MCM)	Dan	Minkin	Heritage Planner						<a href="mailto:Dan.Minkin@ontario.ca">Dan.Minkin@ontario.ca</a>		211005_Email. D. Minkin comments, The presentation indicates that a Stage 1 Archaeological Assessment has been completed. To assist us in tracking, provide the Project Information Form (PIF) number(s) for any Archaeological Assessment reports undertaken in support of this project. Please inform us if any technical cultural heritage studies will be completed, it is unclear if there has been screening for impacts to built heritage resources and cultural heritage landscapes. If screening has identified no known or potential cultural heritage resources, or no impacts, then the completed checklist and any supporting documentation should be included in report. 210916_Email. D. Minkin notes he is currently on leave until October 12, 2021. 210305_Letter. D. Minkin notes the proponent is required to determine the Project's potential impact on cultural heritage resources. D. Minkin notes that this Project may impact archaeological resources and should be screened using the MHSTCI Criteria for Evaluating Archaeological Potential to determine if an archaeological assessment is needed. The MHSTCI Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes should be completed to determine whether there may be impact to cultural heritage resources. If potential or known heritage resources exist, MHSTCI recommends that a Heritage Impact Assessment (HIA), be completed. All technical cultural heritage studies and their recommendations are to be addressed and incorporated. D. Minkin requested whether any technical cultural heritage studies will be completed, and that MHSTCI be provided studies before NOCp or commencing any work on Site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, then a completed checklists and supporting documentation be included in the report.	211006_Email. Burnside responded noting that the PIF number for the Stage 1 Archaeological Assessment is: P380-0084-2020. A Cultural Heritage Resource Assessment is being completed, and will identify potential impacts of the project on the cultural heritage resources identified within and/or adjacent to the Study Area as well as appropriate mitigation measures. Report will be finalized once a Preferred Solution or detailed designs are available. Supporting studies, including the Stage 1 Archaeological Assessment and the Cultural Heritage Resource Assessment, will be included in EA report. 210916_Email. Burnside emailed copy of No PIC.
Ministry of Citizenship and Multiculturalism (MCM)	Karla	Barboza	Team Lead, Heritage (Acting)	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	<a href="mailto:karla.barboza@ontario.ca">karla.barboza@ontario.ca</a>	416-314-7120		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Niagara Escarpment Commission	Judy	Rhodes-Munk	Planner	99 King Street East	P.O. Box 308	Thornbury	ON	N0H 2P0	<a href="mailto:judy.rhodes-munk@ontario.ca">judy.rhodes-munk@ontario.ca</a>	519-599-3464	210916_Email. J. Rhodes-Munk responded that the NEC offices are currently closed to public until further notice, however staff are continuing to provide services via email and telephone. 210211_Email. J. Rhodes-Munk responded that the NEC offices are currently closed to public until further notice, however staff are continuing to provide services via email and telephone.	210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Ontario Provincial Police Operations Policy and Strategic Planning Bureau	Paula	Brown		777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3				210914_Mail. Burnside mailed copy of No PIC. 210208_Mail. Burnside mailed copy of NOCm.



Agency/ Organization	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
<b>Municipalities</b>												
Grey County			Clerk	595 9th Ave East		Owen Sound	ON	N4K 3E3				210914_Mail. Burnside mailed copy of No PIC. 210208_Mail. Burnside mailed copy of NOCm.
Simcoe County	John	Daly	Clerk	1110 Highway 28		Midhurst	ON	L9X 1N6	info@simcoe.ca			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Town of Blue Mountain	Adam	Fraser	Transportation Master Plan Project Coordinator	32, Mill Street	PO Box 310	Thornbury	ON	N0H 2P0	afraser@thebluemountains.ca	705-351-2630	210412_Email. Email sent by A. Fraser on behalf of Shawn Carey, Director of Operations with staff comments. Staff requested confirmation of traffic data and/or past studies that support the Project. Staff noted that Grey Rd. 19 should be designed to accommodate active transportation. Town staff recognize that 4 lane roads with roundabouts can pose a greater safety challenges for pedestrians and cyclists when not carefully designed with their consideration. Project should consider road sections integration with the abutting existing and future roundabouts, and recommend expanding the Project to include all Grey Rd. 19 northwards to Hwy 26 intersection. Consider future uncertainties of Hwy 26 and how potential new corridors, expanded corridors or other regional road developments may impact traffic; and the impacts of generated traffic and induced demand through assessing potential solutions to the defined problem and consider strategies outside of a 'predict and provide' paradigm. Staff note that widening options should carefully consider environmental protection (trees) in the Windfall area.	210916_Email. Burnside emailed copy of No PIC.
Town of Blue Mountain	Shawn	Everitt	CAO	32, Mill Street	PO Box 310	Thornbury	ON	N0H 2P0	severitt@thebluemountains.ca	519-599-3131 x232		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Town of Collingwood			Clerk	97 Hurontario St.	P.O. Box 157	Collingwood	ON	L9Y 3Z5	cao@collingwood.ca			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
<b>Indigenous communities</b>												
Beausoleil First Nation	Mike	Smith	Compliance Supervisor						msmith@chimnissing.ca,	705-247-2051	210916_Email to msmith@chimnissing.ca; failed; notices were also sent to emails below.	210916_Email. Burnside emailed copy of No PIC. 210323_Call. Burnside left message for M. Smith with Melissa. Burnside requested whether the NOCm had been received, what level of interest the community had in the project (e.g., to be kept informed; best way to keep informed). 210211_Email. Burnside emailed copy of NOCm.
Beausoleil First Nation	A. Dan	Monague	First Nation Administrator						lands@chimnissing.ca, cedd_info@chimnissing.ca,	705-247-2051		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Chippewas of Georgina Island	Natash	Charles	Community Consultation	R.R #2	P.O. Box N13	Sutton West	ON	L0E 1R0	natasha.charles@georginaisland.com	705-437-1337		210916_Email. Burnside emailed copy of No PIC. 210323_Call. Burnside left message for N. Charles. Burnside requested whether the NOCm had been received, what level of interest the community had in the project (e.g., to be kept informed; best way to keep informed). 210211_Email. Burnside emailed copy of NOCm.
Chippewas of Georgina Island	Donna	Big Canoe	Chief	R.R #2	P.O. Box N13	Sutton West	ON	L0E 1R0	NA	705-437-1337		210914_Mail. Burnside mailed copy of No PIC. 210208_Mail. Burnside mailed copy of NOCm.
Chippewas of Mnjikaning First Nation (Rama)	Sharday	James	Community Consultation Worker, Communications	5884 Rama Road	Suite 200	Rama	ON	L0K 1T0	shardayj@ramafirstnation.ca,	705-325-3611 ext. 1633		210916_Email. Burnside emailed copy of No PIC. 210323_Call. Burnside left message for S. James. Burnside requested whether the NOCm had been received, what level of interest the community had in the project (e.g., to be kept informed; best way to keep informed). 210211_Email. Burnside emailed copy of NOCm.
Chippewas of Nawash First Nation	Greg	Nadiwon	Chief	c/o Band Office	135 Lakeshore Blvd.	Neyaashiingmiling	ON	N0H 2T0	chiefsdesk@nawash.ca, juanita.meekins@saugeneoibwaynation.ca	519-534-1689 Admin Office		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Métis Nation of Ontario	Jesse	Fieldwebster	Consultation Assessment Coordinator	255 Cranston Crescent	P.O. Box 4	Midland	ON	L4R 4K6	consultations@metisnation.org	705-526-6335 ext. 220		210916_Email. Burnside emailed copy of No PIC. 210614_Call. Burnside made second follow-up call, however, message said that number was not in service. 210323_Call. Burnside called number, however, messages says customer is not available, please call later! there was no way to leave a message. 210211_Email. Burnside emailed copy of NOCm.
Nation Huronne-Wendat	Marie- Sophie	Gendron							Marie-Sophie.Gendron@wendake.ca		220414_Email. Marie-Sophie Gendron noted that HWN will collaborate, and requested an estimated duration project, to send a quote for FLR participation.	220419_Email. Burnside confirmed an estimate of two 8-hour days. ASI will be coordinate fieldwork schedule. 220413_Email. Burnside sent attached Stage 1 Archaeological Assessment (AA) previously sent to Maxime Picard, and noted that a Stage 2 AA is being planned for spring 2022, as Huron Wendat requested to participate in any Stage 2 fieldwork, kindly confirm the community's interest and availability and ASI will coordinate timing.
Nation Huronne-Wendat	Lori- Jeanne	Bolduc							Lori-Jeanne.Bolduc@wendake.ca		220421_Email. Community will give comments on this report and we will indeed want to send monitors for this upcoming fieldwork for archaeology and, depending on what's found, do some construction monitoring, as needed. 210929_Email. Are there any archaeological studies or fieldwork necessary as part of this project? If so please send shapfiles (.shp) of the project or Study Area, if there are any available.	220413_Email. Burnside sent attached Stage 1 Archaeological Assessment (AA) previously sent to Maxime Picard, and noted that a Stage 2 AA is being planned for spring 2022, as Huron Wendat requested to participate in any Stage 2 fieldwork, kindly confirm the communities interest and availability and ASI will coordinate timing.
Nation Huronne-Wendat	Mario	Gros-Louis							mario.groslois@cnihw.qc.ca,			210916_Email. Burnside emailed copy of No PIC.
Nation Huronne-Wendat	Louis	Lesage							cedd_louis.lesage@cnihw.qc.ca,			210916_Email. Burnside emailed copy of No PIC.
Nation Huronne-Wendat	Konrad	Sioui		255, place Chef Michel Javau		Wendake	QC	G0A 4V0	melanievincent21@yahoo.ca	Cell / SMS: (418) 580-4442		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Saugeen First Nation	Lester	Anoquot	Chief	6493 Highway 21	R.R #1	Southampton	ON	N0H 2L0	lester.anoquot@saugeneoibwaynation.org; cc: band.admin@saugeneoibwaynation.org	519-797-2781		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Chippewas of Nawash First Nation	Emily	Martin	Resources and Infrastructure Manager						manager.ri@saugeneoibwaynation.ca		220209_Email. At this point, the SON's Environment Office does not have the resources to engage in consultation on this project. We have no further comments on this project. If at any point anything of archaeological interest is revealed on site, contact SON Environment Office immediately. This is also a request to update your contacts for the SON as this type of email plugs the Chiefs inbox. If you could please update contact list to send similar notifications directly to the SON Environment Office, rather than both Band Offices (Saugen and Chippewas of Nawash) that would be appreciated. Best contact for this type of notification now is: myself manager.ri@saugeneoibwaynation.ca and my assistant Juanita at execassist.ri@saugeneoibwaynation.ca.	
Saugeen Ojibway Nation	Juanita	Meekins							juanita.meekins@saugeneoibwaynation.ca	519-534-5507	210326_Email. J. Meekins, noted that the only concern at this time is Archaeology Assessments on undisturbed land, and requested that any report be forwarded for peer review as project moves forward. 210323_Call between J. Meekins and Burnside regarding receipt of NOCm. J. Meekins confirmed that the NOCm was received, and requested whether there will be any archaeological assessment and what other environmental studies will be done. Burnside noted that this request would be referred to the EA Coordinator for a response and J. Meekins agreed with the approach.	210916_Email. Burnside emailed copy of No PIC. 210511_Email. Burnside communicated that a Stage 1 AA has been completed and attached a copy of the report for review. It was noted that any Stage 2 AA work will be forwarded to the community for peer review when available, and if a Stage 2 AA is not required the community will be updated during the NOCp. 210211_Email. Burnside emailed copy of NOCm.

Agency/ Organization	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
<b>Utilities</b>												
Bell Canada	Scott	Moon	Implementation Department	2115 Creeksbank Road.	3rd Floor, West Tower	Mississauga	ON	L4W 5R1	scott.moon@bell.ca	905-219-4558		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Bell Canada	Carol	O'Brien	Outside Plant Coordinator						carol.obrien@bell.ca	705-722-2405		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Bell Canada, Municipal Operations Centre	John	Lachapelle		100 Borough Drive	Floor 5 Blue	Scarborough	ON	M1P 4WZ	NA			210914_Mail. Burnside mailed copy of No PIC. 210208_Mail. Burnside mailed copy of NOCm.
Enbridge	Kevin	Schimus							Kevin.Schimus@enbridge.com	519-885-7400 ext. 5067506 519-635-9488		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Union Gas Limited	Amanda	Zocco	Sarnia/London contact						azocco@uniongas.com			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Enbridge Gas Distribution Inc.	Vince	Cina	Supervisor, Planning and Design	500 Consumers Road		North York	ON	M2J 1P8	vince.cina@enbridge.com			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Enbridge Pipelines Inc.									notifications@enbridge.com, mark-ups@enbridge.com,			
Rogers Communications	Marion	Wright	Planning Coordinator	3573 Wolfedale Road.		Mississauga	ON	L5C 3T6	NA	905-897-3914; 888-764-3771		210914_Mail. Burnside mailed copy of No PIC. 210208_Mail. Burnside mailed copy of NOCm.
Rogers Communications	Tony	Dominguez	System Planner	1 Sperling Drive		Barrie	ON	L4M 6B8	tony.dominguez@rci.rogers.com	705-737-4660 x6097		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Trans Canada Corporation MHBC Planning, Urban Design & Landscape Architecture	Darlene	Presley	Planning Co-ordinator, EA contact	442 Brant Street, Suite 204		Burlington	ON	L7R 2G4	dpresley@mhbcplan.com	905-639-8686 ext. 229 Cell: 705-627-2302	210211_Email. MHBC, on behalf of TC Energy (formerly TransCanada) emailed that TC Energy does not have any pipelines within Study Area.	210211_Email. Burnside emailed copy of NOCm.
Trans-Northern Pipelines Inc.	Cliff	Lee		45 Vogell Road	Suite 310	Richmond Hill	ON	L4B 3P6	clee@trpi.ca		210211_Email. C. Lee requested that Trans-Northern be removed from the Project Contact List as we have no assets or facilities within 70 km of Grey County.	210211_Email. Burnside emailed copy of NOCm.
Union Gas Limited	Younna	Ahmed	Hamilton District Engineering EIT II	918 S Service Rd		Stoney Creek	ON	L8E 5M4	YAhmed@uniongas.com	289-649-2060; Cell: 905-906-9311		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Union Gas Limited	Nadwa	Elbadri	Hamilton / Halton/ Haldiman	918 S Service Rd		Stoney Creek	ON	L8E 5M4	nelbadri@uniongas.com	289-649-2060		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Union Gas Limited	Laura	Howell	Kingston District Engineer	1653 Venture Drive		Kingston	ON	K7P 0E9	lhowell@uniongas.com			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Union Gas Limited	Amanda	Zocco	Sarnia/London contact						azocco@uniongas.com			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Zayo									Utility.Circulations@zayo.com	416-649-7527	211007_Email. There are no existing plant in the area indicated in your submission. No markup and no objection 210916_Email. Submission has been placed in the queue and will be replied to within 15 business days. 210221_Email. There are no existing plants in the area indicated in submission. No markup and no objection.	210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Epcor	Ted	Burrell							EBurrell@epcor.com		210916_Email. Out of the office and will be returning September 17/21	210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Epcor				43 Stewart Road		Collingwood	ON	L9Y 3Z5	media@epcor.com			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.

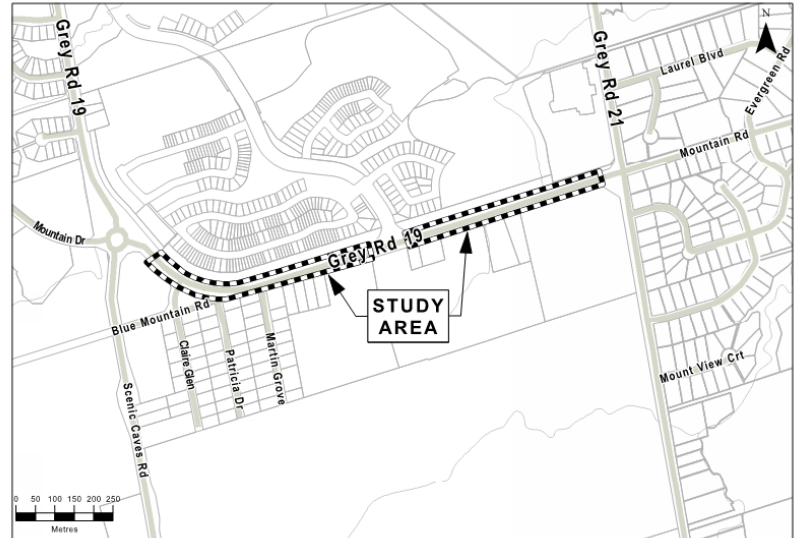
Agency/ Organization	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
<b>Other</b>												
Nottawasaga Valley Conservation Authority	Tyler	Mulhall	Planner	8195 Line 8 ESSA Township		Utopia	ON	L0M 1T0	<a href="mailto:tmulhall@nvca.on.ca">tmulhall@nvca.on.ca</a>		220211_Email. T. Mulhall noted that NVCA was sent Notice of PIC in September 2021, and it appears NVCA has not submitted comments, thus T. Mulhall is follow-up, and inquired whether comments are still being accepted, and if the preferred alternative has been chosen. NVCA has reviewed the plan provided and note that the proposed improvements are located within: a flood susceptible area; an erosion hazard area; Wetland area of interference; an area subject to this Authority's Development, Interference With Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 172/06). NVCA staff reviewed / commented on new development proposals located just north of Study Area and any changes to the existing flood elevations may affect these developments. NVCA requested that staff be kept informed of future meetings and proceedings.	
Nottawasaga Valley Conservation Authority			Planner	8195 Line 8 ESSA Township		Utopia	ON	L0M 1T0	<a href="mailto:admin@nvca.on.ca">admin@nvca.on.ca</a> , <a href="mailto:Planning@nvca.on.ca">Planning@nvca.on.ca</a>		210916_Email. NVCA noted that staff are making every effort to provide an initial response within 2 business days.	210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Grey County Historical Society	Styn	Furness	President	102599, Grey County Rd 18		Owen Sound		N4K 5N6				210914_Mail. Burnside mailed copy of No PIC. 210208_Mail. Burnside mailed copy of NOCm.
Paramedic Service	Kevin	McNab	Director of Paramedic Services	595 9th Avenue East		Owen Sound	ON	N4K 3E3	<a href="mailto:kevin.mcnab@grey.ca">kevin.mcnab@grey.ca</a>	519-376-2228		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Town of Blue Mountains Fire Department	Steve	Conn	Fire Chief (Interim)	32, Mill Street, PO Box 310		Thornbury		N0H 2P0	<a href="mailto:sconn@thebluemountains.ca">sconn@thebluemountains.ca</a>	519-599-3131 x103		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Bruce-Grey Catholic District School Board			Planner	799 16th Avenue		Hanover	ON	N4N 3A1	<a href="mailto:bruce_grey@bgcdsb.org">bruce_grey@bgcdsb.org</a>	519-364-5820		210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Bluewater District School Board	Troy	Costello	Transportation Route Planner						<a href="mailto:troy_costello@bgcdsb.org">troy_costello@bgcdsb.org</a>		210218_Email. T. Costello noted that the runs and routes for bussing/ special needs transportation in and around the Study Area, had been investigated; and requested responses to the following questions. (1) What is the projected start and finish date of the project? (2) Are both lanes of traffic going to be closed or is it going to be reduced to one lane of traffic during the rehabilitation? (3) Will the roundabout to the West of the construction area be left open/accessible to traffic? (4) Will the roundabout at the intersection of Grey Road 21 and Mountain drive be accessible for traffic? Or will it be closed due to construction?	210916_Email. Burnside emailed copy of No PIC. 210303_Email. Burnside responded that the 2 roundabout projects noted are not part of the current EA Study. Responses to questions are as follows: (1) Construction sequence is provisionally anticipated as follows: a) construction of the 2 lane roundabout at the intersection of Grey Rd 19/ Grey Rd 21/ Simcoe Rd 34 and Mountain Rd. is expected to start in 2022 b) construction of the 2 lane roundabout at the intersection of Grey Road 19 and Crosswinds Blvd is expected to start in either 2022 or 2023. c) construction of the road widening is expected to be initiated after completion of the two roundabouts, 2023 or 2024. Notices will be sent out prior to construction. (2) It is anticipated that at least one lane of traffic will be open at any given time during the various construction processes. a) traffic control may be by either temporary traffic light system or by "Flaggers". (3) and (4) See comments in Part 2 above. 210222_Email. Response to T. Costello that questions have been forwarded to the Project Team to provide a response. 210211_Email. Burnside emailed copy of NOCm.
Bluewater District School Board	Lori	Wilder	Director of Education	P.O. Box 190, 351 1st Ave.		North Chesley	ON	N0G 1L0	<a href="mailto:linfo@bwdsb.on.ca">linfo@bwdsb.on.ca</a>			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Student Transportation Consortium of Grey Bruce	Dylan	Birley	Supervisor of Transportation	Hanover Satellite Office 799-16th		Hanover	ON	N4N 3A1	<a href="mailto:dylan.birley@stscgb.ca">dylan.birley@stscgb.ca</a>			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Blue Mountain Village Association				156 Jozo Weider Blvd.		The Blue Mountains	ON	L9Y 3Z2	<a href="mailto:info@bluemountainvillage.ca">info@bluemountainvillage.ca</a>			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Blue Mountain Resort				190 Gord Canning Drive		The Blue Mountains	ON	L9Y 1C2	<a href="mailto:mail@bluemountain.ca">mail@bluemountain.ca</a>		210916_Email. Received 210211_Email. Email responding the staff are experiencing very high call and email volume.	210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.
Grey Common Elements Condominium Corporation	Doug	Daniell	President			The Blue Mountains	ON		<a href="mailto:Doug.Daniell@gsanofi.com">Doug.Daniell@gsanofi.com</a>			210916_Email. Burnside emailed copy of No PIC. 210211_Email. Burnside emailed copy of NOCm.

## Notice of Study Commencement Municipal Class Environmental Assessment

### Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive

#### The Study

Following a recent Traffic Study, Grey County (County) has identified the need to widen Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive to meet the needs of increased traffic demand. The County is undertaking a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation. The site location and approximate extent of the Study Area are shown on the map. Alternative solutions for improvements include:



- 1) Do Nothing
- 2) Widen to 4 lanes
- 3) Widen to 4 lanes with active transportation

#### The Process

The Study will follow Schedule C of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015), which is an approved process under the *Ontario Environmental Assessment Act*. The study will evaluate alternative solutions and design alternatives with consideration of the natural, cultural, technical and financial environment and recommend a preferred solution in consultation with the public, Indigenous communities and agencies. At the conclusion of the Study, the process will be documented in an Environmental Study Report (ESR), prepared for public review.

#### Input Invited

The public is invited to provide comments for consideration in the planning and design of the project. Information about the project can be found at <https://www.grey.ca/programs-initiatives/grey-road-19-and-21-improvements>. The County would like to ensure that anyone interested in this study has the opportunity to provide input into the planning and design of the project. As such, a Public Information Centre (PIC) is scheduled for spring 2021, during which the Project Team will present conceptual design information relative to the project and address any questions or concerns. Further Notice will be provided closer to the date of the PIC. Subject to comments received and obtaining the necessary approvals, the County intends to proceed with the planning, design and construction of the project, subject to funding.

To provide comment, request additional information concerning this Study or to be added to the Project Contact List to receive future notices, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
trevor.ireton@grey.ca

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
paul.hausler@rjburnside.com

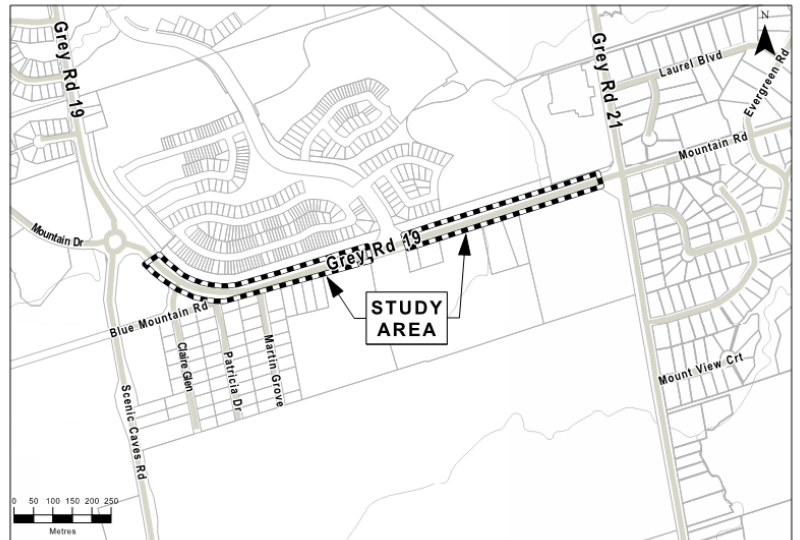
Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.  
This Notice first issued February 11, 2021

**Notice of Public Information Centre**  
**Municipal Class Environmental Assessment**  
**Grey Road 19 Widening between Grey Road 21/ Mountain Road/Simcoe**  
**Road 34 and Grey Road 119/Gord Canning Drive**

**The Study**

Following a recent Traffic Study, Grey County (County) has identified the need to widen Grey Road 19 between Grey Road 21/ Mountain Road/Simcoe Road 34 and Grey Road 119/ Gord Canning Drive to meet the needs of increased traffic demand. The County is undertaking a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation. The site location and approximate extent of the Study Area are shown on the map. Alternative solutions for improvements include:

- 1) Do Nothing
- 2) Widen to 4 lanes
- 3) Widen to 4 lanes with active transportation



**The Process**

The Study will follow Schedule C of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015), which is an approved process under the *Ontario Environmental Assessment Act*. The Study will evaluate alternative solutions and design alternatives with consideration of the natural, cultural, technical and financial environments and recommend a preferred solution in consultation with the public, Indigenous communities and agencies. At the conclusion of the Study, the process will be documented in an Environmental Study Report (ESR), prepared for public review.

**Comments Invited**

The County would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. A **virtual Public Information Centre (PIC)** will be available on the County website to describe the Study, the proposed alternative solutions, and design alternatives, identify next steps in the process and gather public comments. PIC materials pertaining to the Study are available online at <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21> starting **September 16, 2021**. Your comments on the project and information materials are encouraged by **October 18, 2021**. Following the PIC, and in consideration of comments received, the final preferred solution will be identified.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study or if you would like to be added to the Project Contact List to receive future project notices:

Trevor Ireton, Project Planning Engineer  
 Grey County  
 595 9th Ave East  
 Owen Sound ON N4K 3E3  
 519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
 R. J. Burnside & Associates Limited  
 3 Ronell Crescent  
 Collingwood, ON L9Y 4J6  
 705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*. This Notice first advertised on September 16, 2021.



## Notice of Study Completion

### Municipal Class Environmental Assessment

### Grey Road 19 Widening between Grey Road 21/ Mountain Road/Simcoe Road 34 and Grey Road 119/Gord Canning Drive

#### The Study

Grey County (County) has completed a Municipal Class Environmental Assessment (MCEA) study that considered options for improvements to Grey Road 19 between Grey Road 21/ Mountain Road/Simcoe Road 34 and Grey Road 119/ Gord Canning Drive to meet the needs of increased traffic demand, with consideration for active transportation. The site location and approximate extent of the Study Area are shown on the map. The Preferred Solution is to widen the road to four lanes with paved shoulders, with the alignment of the road widened to the north.



#### The Process

The Study followed Schedule C of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015), which is an approved process under the *Ontario Environmental Assessment Act*. The study evaluated alternative solutions and design alternatives with consideration for the natural, cultural, technical and financial environment of the study area and included consultation with the public, stakeholders, Indigenous communities, and regulatory agencies. A Notice of Study Commencement inviting public input was published on February 11, 2021. An online Public Information Center (PIC) was held from September 16, 2021, through to October 18, 2021.

#### Environmental Study Report

An Environmental Study Report (ESR) has been prepared to document the planning and decision-making process for this Study. By this notice, the ESR is being placed on the public record and will be available for a 30-day review period starting **December 15, 2022** and ending **January 23, 2023** in accordance with the requirements of the MCEA process. An electronic copy of the ESR is available for viewing at <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21>.

#### Comments

To provide comments on the project, or if you require alternative accommodations to view the ESR, please contact either of the following Project Team members before 4:30pm January 23, 2023:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

If concerns arise regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, a request for an order requiring a higher level of study or conditions on those matters should be submitted in writing to the Minister of the Environment, Conservation and Parks and the Director of the Environmental Assessment Branch. The request should be sent in writing or by email to:

Minister of the Environment, Conservation and Parks  
Ministry of the Environment, Conservation and Parks  
777 Bay Street, 5<sup>th</sup> Floor  
Toronto, ON M7A 2J3  
[Minister.mecp@ontario.ca](mailto:Minister.mecp@ontario.ca)

Director, Environmental Assessment Branch  
Ministry of the Environment, Conservation and Parks  
135 St. Clair Avenue West, 1<sup>st</sup> Floor  
Toronto, ON M4V 1P5  
[EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*. This Notice first issued December 15, 2022

## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 1:17 PM  
**To:** SecondaryLandUse@HydroOne.com; CentralFBCplanning@HydroOne.com; lisa.myslicki@infrastructureontario.ca; eanotification.swregion@ontario.ca; barbara.slattery@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; kim.benner@ontario.ca; karla.barboza@ontario.ca; Judy.Rhodes-Munk@ontario.ca; info@simcoe.ca; severitt@thebluemountains.ca; cao@collingwood.ca; scott.moon@bell.ca; carol.obrien@bell.ca; jen.morin@bell.ca; andy.pappas@bell.ca; Kevin.Schimus@enbridge.com; azocco@uniongas.com; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; clee@tnpi.ca; YAhmed@uniongas.com; nelbadri@uniongas.com; lhowell@uniongas.com; azocco@uniongas.com; Utility.Circulations@zayo.com; eburrell@epcor.com; media@epcor.com; admin@nvca.on.ca; kevin.mcnab@grey.ca; sconn@thebluemountains.ca; bruce\_grey@bgcdsb.org; info@bwdsb.on.ca; dylan.birley@stscgb.ca; info@bluemountainvillage.ca; mail@bluemountain.ca; teesplease@bmts.com; Doug.Daniell@sanofi.com  
**Cc:** Deanna De Forest  
**Subject:** 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)





December 14, 2022

**Via: Email (mark.badali1@ontario.ca)**

Mr. Mark Badali  
Regional Environmental Planner  
Ministry of the Environment, Conservation and  
Parks – Environmental Assessment Branch  
135 St. Clair Avenue West – 1<sup>st</sup> Floor  
Toronto ON M4V 1P5

Dear Mr. Badali:

**Re: Project Review MECP Comments – Environmental Study Report (ESR) Response  
Comments  
Grey Road 19 Widening, between Grey Road 21 / Mountain Road / Simcoe Road 34  
and Grey Road 119 / Gord Canning Drive, Grey County  
Project No.: 300052076.3000**

Thank you for your comments following your review of the Environmental Study Report (ESR) for Grey Road 19 Widening, between Grey Road 21 / Mountain Road / Simcoe Road 34 and Grey Road 119 / Gord Canning Drive Municipal Class Environmental Assessment (MCEA).

R.J. Burnside & Associates Limited, on behalf of Grey County (proponent) provides the following responses to the Ministry of the Environment, Conservation and Parks (MECP) comments.

MECP Comment	Response
Section 2.0 of the draft ESR states, “Under the MCEA process, widening of a road is considered a Schedule ‘C’ project... for municipal road reconstruction or widening project activities with an anticipated project cost of greater than \$2.4 million, updated in 2019 to a cost of greater than \$2.9 million.”	Section 2.0 has been revised to replace “\$2.9 million” with “\$2.6 million”.
Please note that the Municipal Engineers Association Municipal Class EA Website, available online at <a href="https://municipalclassea.ca/clarifications.html">https://municipalclassea.ca/clarifications.html</a> , indicates that the construction cost limit was increased from \$2.4 million in 2015 to \$2.6 million in 2019. The ESR should be revised to replace “\$2.9 million” with “\$2.6 million”.	

<b>MECP Comment</b>	<b>Response</b>
<p>Section 3.2.9 Utilities of the draft ESR states, “The surface water in the Study Area corridor is directed to open ditches and culverts and ultimately connects to the Silver Creek watercourse.”</p> <p>It may be more appropriate for this statement to be moved to section 3.2.7 Drainage and Surface Water Flow instead of the section on Utilities.</p>	<p>Sections 3.2.9 and 3.2.7 were revised as noted.</p>
<p>Section 4.0 of the draft ESR refers to the ministry using the name, “Ministry of the Environment (MOE)”.</p> <p>This should be revised to the ministry’s current name, “Ministry of the Environment, Conservation and Parks (MECP)”.</p>	<p>Section 4.0 was revised as noted.</p>
<b>Evaluation of Alternatives</b>	
<p>Following descriptions of the alternative solutions in Section 4.2 of the draft ESR, Section 4.2.2 states, “Following Phase 1 and 2 of the MCEA process, Widen to Four Lanes with Paved Shoulders was selected as the Preferred Alternative based on the evaluation of the Alternative Solutions and feedback received during and following Public Open House in August 2021.</p> <p>Details of the consultation activities for this project are provided in Section 5.0.”</p> <p>Section A.4.2.1 of the Municipal Class EA document, available online at <a href="https://municipalclassea.ca/manual/page31.html">https://municipalclassea.ca/manual/page31.html</a>, states regarding ESR content, “The chapter [discussing Alternative Solutions] should include a description of the evaluation process employed to select the preferred solution.”</p> <p>The decision-making process, and any ranking procedures employed, should be described.</p> <p>In order to best follow the Municipal Class EA process and to improve traceability of decision-making, the ministry recommends that</p>	<p>Section 4.2 has been updated to include the following description of the evaluation process, ‘The evaluation of alternatives is a step-by-step process that compares alternatives that are feasible within the project environment and meet the project objectives outlined in the Problem / Opportunity Statement.</p> <p>The impacts of the Alternatives are evaluated relative to each other, against a set of equally weighted criteria, including possible mitigating measures.</p> <p>The criteria are developed based on the inventory of the natural, social / cultural, financial, and technical environment of the Study Area, under each environment category following a review of the existing conditions in the Study Area and identification of key considerations, including:</p> <ul style="list-style-type: none"> <li>• The potential impact to existing natural features;</li> <li>• Minimizing encroachment on private property and the potential for land acquisition;</li> <li>• Maintaining access to property;</li> </ul>

MECP Comment	Response
<p>the ESR be revised to include a description of the evaluation process used to select the preferred alternative solution, such as how the evaluation criteria were selected or weighted.</p>	<ul style="list-style-type: none"> <li>• Consideration of pedestrians and active transportation along the corridor;</li> <li>• Working within existing planning policy and regulations;</li> <li>• Maintaining traffic flow and connection in the County as well as providing capacity for future growth and traffic;</li> <li>• Maintaining effective storm drainage;</li> <li>• The potential impact to utilities;</li> <li>• Consideration of community and agency input.</li> </ul>
<p>Following descriptions of the Design Alternatives, section 4.3.3 of the draft ESR states, “The Evaluation of Design Alternatives for each of the criteria is presented in Appendix B.”</p> <p>Section A.4.2.1 of the Municipal Class EA document states regarding ESR content, “The following information should be documented [in the chapter discussing Alternative Designs]: ...the evaluation and decision-making process used to select the most appropriate design.”</p> <p>Similar to Comment #4 above, to best follow the Municipal Class EA process and to improve traceability of decision-making, the ministry recommends that the ESR be revised to include a description of the evaluation process used to select the Preferred Alternative Design, such as how the evaluation criteria were selected or weighted.</p>	<p>Section 4.3 is updated to include, “The impacts of the Design Alternatives are evaluated relative to each other, against a set of equally weighted criteria, including possible mitigating measures, leading to a preliminary identification of a preferred design.</p> <p>The criteria are developed based on the inventory of the natural, social / cultural, financial, and technical environment of the Study Area, under each environment category following a review of the existing conditions in the Study Area and identification of key considerations, including:</p> <ul style="list-style-type: none"> <li>• Existing right-of-way width;</li> <li>• The potential impact to existing natural features;</li> <li>• Potential to impact possible heritage resources;</li> <li>• Minimizing encroachment on private property and the potential for land acquisition.”</li> </ul>
<p>The table titled “Grey Road 19 Improvements-Evaluation of Design Solutions (Road Widening)”, provided in Appendix B of the draft ESR, evaluates the Road Widening Design Alternatives identified in section 4.3.1 of the draft ESR. However, the evaluation of the Road Rehabilitation and Road Reconstruction Design Alternatives (or the combination of these options) identified in section 4.3.2 does not appear to be documented in Appendix B.</p>	<p>Section 4.3.3 is updated to include the following rationale for the selection of the Preferred Road Cross-Section Design Alternative.</p> <p>“The Preferred Design Cross-Section for the road is made up of a combination of full depth road base and surface reconstruction and rehabilitation methodologies.</p>

MECP Comment	Response
<p>The ESR should be revised to include the evaluation of the section 4.3.2 Road Cross-Section Design Alternatives or discuss how their advantages and disadvantages are incorporated into the evaluation currently provided in Appendix B.</p>	<p>The majority of the existing road structure is already suitable to support the anticipated traffic volumes and vehicle loading but some very localized areas may require specialized full depth rehabilitation that will be determined during the detailed design.</p> <p>The widened areas will require full depth reconstruction to support new pavement structure.</p> <p>Implementing a combination of methodologies is considered a more cost-efficient approach, while minimizing impact to adjacent features and properties.”</p>
<p>Further to Comment #6 above, section 4.3.3 Preferred Design Alternative does not discuss how Road Rehabilitation and Road Reconstruction, identified in section 4.3.2, are incorporated into the Preferred Design Alternative.</p> <p>While the Road Cross-Section methodologies are later briefly discussed in section 6.0 Preferred Solution, the ministry recommends describing this aspect of the Preferred Design Alternative in section 4.3.3 for traceability of decision-making because they were identified as alternatives in section 4.3.2.</p>	<p>Section 4.3.3 is updated to include the description of Road Reconstruction and Road Rehabilitation methodologies.</p>

MECP Comment	Response
<b>Indigenous Consultation</b>	
The proponent should continue to engage with all communities that have been engaged with to date as the Class EA process proceeds.	Acknowledged.

Yours truly,

**R.J. Burnside & Associates Limited**



Deanna De Forest  
Senior Environmental Coordinator  
DDF:tm

Enclosure(s)      MECP Project Review Unit Comments – Draft ESR dated December 13, 2022

cc:      Trevor Ireton, Grey County (enc.) (Via: Email <Trevor.Ireton@grey.ca>)  
         Paul Hausler, R.J. Burnside & Associates Limited (enc.)  
         (Via: Email <paul.hausler@rjburnside.com>)

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

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14/12/2022 10:04 AM

**Ministry of the Environment,  
Conservation and Parks**

**Ministère de l'Environnement,  
de la Protection de la nature  
et des Parcs**

Environmental Assessment  
Branch

Direction des évaluations  
environnementales

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto ON M4V 1P5  
**Tel.:** 416 314-8001  
**Fax.:** 416 314-8452

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto ON M4V 1P5  
**Tél. :** 416 314-8001  
**Téléc. :** 416 314-8452

*Via E-mail Only*

December 13, 2022

Deanna De Forest  
Senior Environmental Coordinator  
R.J. Burnside & Associates Limited  
deanna.deforest@rjburnside.com

**Re: Grey Road 19 Widening, between Grey Road 21 / Mountain Road / Simcoe Road 34 and  
Grey Road 119 / Gord Canning Drive  
Grey County  
Municipal Class Environmental Assessment – Schedule C  
Project Review Unit Comments – Draft Environmental Study Report**

Thank you for providing the ministry with an opportunity to comment on the draft Environmental Study Report (Report/ESR) for the above noted Class Environmental Assessment (EA) project. Our understanding is that to meet the needs of increased traffic demand at Grey Road 19 between the intersection of Simcoe Rd 34/Grey Rd 21/Mountain Rd and Grey Rd 119/Gord Canning Drive, Grey County (the proponent) has determined that the preferred alternative is to widen the road to four lanes with paved shoulders for stopped/emergency vehicles, not designated for active transportation, with a road alignment widened to the north. The Ministry of the Environment, Conservation and Parks (ministry) provides the following comments for your consideration.

**General**

- 1) Section 2.0 of the draft ESR states, *“Under the MCEA process, widening of a road is considered a Schedule ‘C’ project... for municipal road reconstruction or widening project activities with an anticipated project cost of greater than \$2.4 million, updated in 2019 to a cost of greater than \$2.9 million.”* Please note that the Municipal Engineers Association Municipal Class EA Website, available online at <https://municipalclassea.ca/clarifications.html>, indicates that the construction cost limit was increased from \$2.4 million in 2015 to \$2.6 million in 2019. The ESR should be revised to replace “\$2.9 million” with “\$2.6 million”.

- 2) Section 3.2.9 Utilities of the draft ESR states, *"The surface water in the Study Area corridor is directed to open ditches and culverts and ultimately connects to the Silver Creek watercourse."* It may be more appropriate for this statement to be moved to section 3.2.7 Drainage and Surface Water Flow instead of the section on Utilities.
- 3) Section 4.0 of the draft ESR refers to the ministry using the name, *"Ministry of the Environment (MOE)"*. This should be revised to the ministry's current name, *"Ministry of the Environment, Conservation and Parks (MECP)"*.

## **Evaluation of Alternatives**

- 4) Following descriptions of the alternative solutions in Section 4.2 of the draft ESR, Section 4.2.2 states, *"Following Phase 1 and 2 of the MCEA process, Widen to Four Lanes with Paved Shoulders was selected as the Preferred Alternative based on the evaluation of the Alternative Solutions and feedback received during and following Public Open House in August 2021. Details of the consultation activities for this project are provided in Section 5.0."*

Section A.4.2.1 of the Municipal Class EA document, available online at <https://municipalclassea.ca/manual/page31.html>, states regarding ESR content: *"The chapter [discussing Alternative Solutions] should include a description of the evaluation process employed to select the preferred solution. The decision making process, and any ranking procedures employed, should be described."*

In order to best follow the Municipal Class EA process and to improve traceability of decision making, the ministry recommends that the ESR be revised to include a description of the evaluation process used to select the preferred alternative solution, such as how the evaluation criteria were selected or weighted.

- 5) Following descriptions of the design alternatives, section 4.3.3 of the draft ESR states, *"The Evaluation of Design Alternatives for each of the criteria is presented in Appendix B."*

Section A.4.2.1 of the Municipal Class EA document states regarding ESR content: *"The following information should be documented [in the chapter discussing Alternative Designs]: ...the evaluation and decision making process used to select the most appropriate design."*

Similar to Comment #4 above, to best follow the Municipal Class EA process and to improve traceability of decision making the ministry recommends that the ESR be revised to include a description of the evaluation process used to select the preferred alternative design, such as how the evaluation criteria were selected or weighted

- 6) The table titled "Grey Road 19 Improvements-Evaluation of Design Solutions (Road Widening)", provided in Appendix B of the draft ESR, evaluates the Road Widening design alternatives identified in section 4.3.1 of the draft ESR. However, the evaluation of the Road Rehabilitation and Road Reconstruction design alternatives (or the combination of these options) identified in section 4.3.2 does not appear to be documented in Appendix B. The ESR should be revised to include the evaluation of the section 4.3.2 Road Cross-Section design alternatives or discuss how their advantages and disadvantages are incorporated into the evaluation currently provided in Appendix B.



- 7) Further to Comment #6 above, section 4.3.3 Preferred Design Alternative does not discuss how Road Rehabilitation and Road Reconstruction, identified in section 4.3.2, are incorporated into the preferred design alternative. While the Road Cross-Section methodologies are later briefly discussed in section 6.0 Preferred Solution, the ministry recommends describing this aspect of the preferred design alternative in section 4.3.3 for traceability of decision making because they were identified as alternatives in section 4.3.2.

### **Indigenous Consultation**

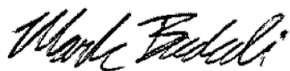
- 8) The proponent should continue to engage with all communities that have been engaged with to date as the Class EA process proceeds.

---

Thank you for circulating this draft ESR for the ministry's consideration. Please document the provision of the draft ESR to the ministry as well as this Project Review Unit Comments letter in the final report, and please provide an accompanying response letter to support our review of the final report. A copy of the final Notice should be sent to the ministry's Southwest Region EA notification email account ([eanotification.swregion@ontario.ca](mailto:eanotification.swregion@ontario.ca)).

Should you or any members of your project team have any questions regarding the material above, please contact me at mark.badali1@ontario.ca.

Sincerely,



Mark Badali  
Regional Environmental Planner  
Project Review Unit, Environmental Assessment Branch  
Ontario Ministry of the Environment, Conservation and Parks

cc Gavin Battarino, Supervisor, Project Review Unit, MECP  
John Ritchie, Manager, Owen Sound District Office, MECP  
Paul Hausler, Project Manager, R.J. Burnside & Associates Limited  
Sylvia Waters, Technical Administrator, R.J. Burnside & Associates Limited

## Sylvia Waters

---

**From:** Badali, Mark (MECP) <Mark.Badali1@ontario.ca>  
**Sent:** Tuesday, December 13, 2022 7:12 AM  
**To:** Deanna De Forest  
**Cc:** Sylvia Waters; Paul Hausler; Battarino, Gavin (MECP); Ritchie, John (MECP)  
**Subject:** RE: 052076- Environmental Study Report, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** MECP PRU Comments - Draft ESR - Grey MCEA Sch C Grey Rd 19 Widening.pdf

Good morning,

In response to the draft Environmental Study Report provided for the Grey Road Widening project (Municipal Class EA, Schedule C) being completed by Grey County, please find the ministry's comments attached for your consideration.

Thank you for providing the ministry with an opportunity to comment on the above noted draft Report.

Best regards,

**Mark Badali** ([he/him](#))

Regional Environmental Planner (REP) – Southwest Region  
Project Review Unit | Environmental Assessment Branch  
Ontario Ministry of the Environment, Conservation and Parks  
[Mark.Badali1@ontario.ca](mailto:Mark.Badali1@ontario.ca) | (416) 457-2155



---

**From:** Badali, Mark (MECP)  
**Sent:** November 14, 2022 3:06 PM  
**To:** Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>  
**Cc:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>; Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Subject:** RE: 052076- Environmental Study Report, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon Deanna,

Thank you for providing this draft Environmental Study Report of the above-noted Class EA project for the ministry's consideration, in advance of the final Notice of Completion. I was able to successfully download the 615-page PDF report.

I will coordinate the ministry's review and aim to return any comments that we may have by December 9th (i.e. before mid-December). If there are any updates to the anticipated date that the Notice of Completion will be published please let me know, as the ministry would like to work with the project schedule to return our comments prior to the final Notice so that the comments can be addressed in the final report.

Thank you,

**Mark Badali** ([he/him](mailto:he/him))

Regional Environmental Planner (REP) – Southwest Region  
Project Review Unit | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

[Mark.Badali1@ontario.ca](mailto:Mark.Badali1@ontario.ca) | (416) 457-2155



---

**From:** Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>

**Sent:** November 14, 2022 1:22 PM

**To:** Badali, Mark (MECP) <[Mark.Badali1@ontario.ca](mailto:Mark.Badali1@ontario.ca)>


**Cc:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>; Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>

**Subject:** FW: 052076- Environmental Study Report, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

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

Good afternoon Mark,

As requested in your letter of acknowledgement dated March 19, 2021, please find below a link to the Environmental Study Report for the MCEA for Grey Road 19, between Grey Road 21/Mountain Road and Grey Road 119/Gord Canning Drive in Grey County.

 [https://rjburnside-my.sharepoint.com/:b:/p/deanna\\_deforest/EbR4sboyzL9liyfcCETLcYAB7eCmTCQtAR2ngQCh-rwFKg?e=AY6Oo8](https://rjburnside-my.sharepoint.com/:b:/p/deanna_deforest/EbR4sboyzL9liyfcCETLcYAB7eCmTCQtAR2ngQCh-rwFKg?e=AY6Oo8)

(please note this link expires January 13, 2023)

In an effort to meet the project schedule, the Notice of Completion is anticipated to be published mid December 2022.

Please feel free to contact me if you have any questions.

Regards,  
Deanna

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**Deanna De Forest**  
Senior Environmental Coordinator

R.J. Burnside & Associates | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357

---

Badali, Mark (MECP) <[Mark.Badali1@ontario.ca](mailto:Mark.Badali1@ontario.ca)>

**Sent:** Friday, March 19, 2021 8:23 AM

**To:** [trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca); Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>; Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

**Cc:** Potter, Katy (MECP) <[Katy.Potter@ontario.ca](mailto:Katy.Potter@ontario.ca)>; Ritchie, John (MECP) <[John.S.Ritchie@ontario.ca](mailto:John.S.Ritchie@ontario.ca)>

**Subject:** RE: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good morning,

Please find attached letter of acknowledgement and supporting attachments in response to the Notice of Commencement of this Municipal Class Environmental Assessment for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

Best regards,

**Mark Badali** (he/him)

Environmental Resource Planner & Environmental Assessment Coordinator

Project Review Unit | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

[Mark.Badali1@ontario.ca](mailto:Mark.Badali1@ontario.ca) | (416) 457-2155

**Ministry of the Environment,  
Conservation and Parks**

**Ministère de l'Environnement,  
de la Protection de la nature  
et des Parcs**

Environmental Assessment  
Branch

Direction des évaluations  
environnementales

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto ON M4V 1P5  
**Tel.:** 416 314-8001  
**Fax.:** 416 314-8452

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto ON M4V 1P5  
**Tél. :** 416 314-8001  
**Téléc. :** 416 314-8452

*Via E-mail Only*

December 13, 2022

Deanna De Forest  
Senior Environmental Coordinator  
R.J. Burnside & Associates Limited  
deanna.deforest@rjburnside.com

**Re: Grey Road 19 Widening, between Grey Road 21 / Mountain Road / Simcoe Road 34 and  
Grey Road 119 / Gord Canning Drive  
Grey County  
Municipal Class Environmental Assessment – Schedule C  
Project Review Unit Comments – Draft Environmental Study Report**

Thank you for providing the ministry with an opportunity to comment on the draft Environmental Study Report (Report/ESR) for the above noted Class Environmental Assessment (EA) project. Our understanding is that to meet the needs of increased traffic demand at Grey Road 19 between the intersection of Simcoe Rd 34/Grey Rd 21/Mountain Rd and Grey Rd 119/Gord Canning Drive, Grey County (the proponent) has determined that the preferred alternative is to widen the road to four lanes with paved shoulders for stopped/emergency vehicles, not designated for active transportation, with a road alignment widened to the north. The Ministry of the Environment, Conservation and Parks (ministry) provides the following comments for your consideration.

#### **General**

- 1) Section 2.0 of the draft ESR states, *“Under the MCEA process, widening of a road is considered a Schedule ‘C’ project... for municipal road reconstruction or widening project activities with an anticipated project cost of greater than \$2.4 million, updated in 2019 to a cost of greater than \$2.9 million.”* Please note that the Municipal Engineers Association Municipal Class EA Website, available online at <https://municipalclassea.ca/clarifications.html>, indicates that the construction cost limit was increased from \$2.4 million in 2015 to \$2.6 million in 2019. The ESR should be revised to replace “\$2.9 million” with “\$2.6 million”.

- 2) Section 3.2.9 Utilities of the draft ESR states, *"The surface water in the Study Area corridor is directed to open ditches and culverts and ultimately connects to the Silver Creek watercourse."* It may be more appropriate for this statement to be moved to section 3.2.7 Drainage and Surface Water Flow instead of the section on Utilities.
- 3) Section 4.0 of the draft ESR refers to the ministry using the name, *"Ministry of the Environment (MOE)"*. This should be revised to the ministry's current name, *"Ministry of the Environment, Conservation and Parks (MECP)"*.

## Evaluation of Alternatives

- 4) Following descriptions of the alternative solutions in Section 4.2 of the draft ESR, Section 4.2.2 states, *"Following Phase 1 and 2 of the MCEA process, Widen to Four Lanes with Paved Shoulders was selected as the Preferred Alternative based on the evaluation of the Alternative Solutions and feedback received during and following Public Open House in August 2021. Details of the consultation activities for this project are provided in Section 5.0."*

Section A.4.2.1 of the Municipal Class EA document, available online at <https://municipalclassea.ca/manual/page31.html>, states regarding ESR content: *"The chapter [discussing Alternative Solutions] should include a description of the evaluation process employed to select the preferred solution. The decision making process, and any ranking procedures employed, should be described."*

In order to best follow the Municipal Class EA process and to improve traceability of decision making, the ministry recommends that the ESR be revised to include a description of the evaluation process used to select the preferred alternative solution, such as how the evaluation criteria were selected or weighted.

- 5) Following descriptions of the design alternatives, section 4.3.3 of the draft ESR states, *"The Evaluation of Design Alternatives for each of the criteria is presented in Appendix B."*

Section A.4.2.1 of the Municipal Class EA document states regarding ESR content: *"The following information should be documented [in the chapter discussing Alternative Designs]: ...the evaluation and decision making process used to select the most appropriate design."*

Similar to Comment #4 above, to best follow the Municipal Class EA process and to improve traceability of decision making the ministry recommends that the ESR be revised to include a description of the evaluation process used to select the preferred alternative design, such as how the evaluation criteria were selected or weighted

- 6) The table titled "Grey Road 19 Improvements-Evaluation of Design Solutions (Road Widening)", provided in Appendix B of the draft ESR, evaluates the Road Widening design alternatives identified in section 4.3.1 of the draft ESR. However, the evaluation of the Road Rehabilitation and Road Reconstruction design alternatives (or the combination of these options) identified in section 4.3.2 does not appear to be documented in Appendix B. The ESR should be revised to include the evaluation of the section 4.3.2 Road Cross-Section design alternatives or discuss how their advantages and disadvantages are incorporated into the evaluation currently provided in Appendix B.

- 7) Further to Comment #6 above, section 4.3.3 Preferred Design Alternative does not discuss how Road Rehabilitation and Road Reconstruction, identified in section 4.3.2, are incorporated into the preferred design alternative. While the Road Cross-Section methodologies are later briefly discussed in section 6.0 Preferred Solution, the ministry recommends describing this aspect of the preferred design alternative in section 4.3.3 for traceability of decision making because they were identified as alternatives in section 4.3.2.

### **Indigenous Consultation**

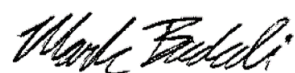
- 8) The proponent should continue to engage with all communities that have been engaged with to date as the Class EA process proceeds.

---

Thank you for circulating this draft ESR for the ministry's consideration. Please document the provision of the draft ESR to the ministry as well as this Project Review Unit Comments letter in the final report, and please provide an accompanying response letter to support our review of the final report. A copy of the final Notice should be sent to the ministry's Southwest Region EA notification email account ([eanotification.swregion@ontario.ca](mailto:eanotification.swregion@ontario.ca)).

Should you or any members of your project team have any questions regarding the material above, please contact me at mark.badali1@ontario.ca.

Sincerely,



Mark Badali  
Regional Environmental Planner  
Project Review Unit, Environmental Assessment Branch  
Ontario Ministry of the Environment, Conservation and Parks

cc Gavin Battarino, Supervisor, Project Review Unit, MECP  
John Ritchie, Manager, Owen Sound District Office, MECP  
Paul Hausler, Project Manager, R.J. Burnside & Associates Limited  
Sylvia Waters, Technical Administrator, R.J. Burnside & Associates Limited



## Sylvia Waters

---

**From:** Badali, Mark (MECP) <Mark.Badali1@ontario.ca>  
**Sent:** Friday, March 19, 2021 8:23 AM  
**To:** trevor.ireton@grey.ca; Paul Hausler; Sylvia Waters  
**Cc:** Potter, Katy (MECP); Ritchie, John (MECP)  
**Subject:** RE: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** Acknowledgement Letter - Notice of Commencement - MCEA - Grey Road 19 between Grey Road 21 and Grey Road 119.pdf; Supporting Attachment - Species at Risk Proponents Guide to Preliminary Screening (Draft May 2019).pdf

### Categories:

Good morning,

Please find attached letter of acknowledgement and supporting attachments in response to the Notice of Commencement of this Municipal Class Environmental Assessment for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

Best regards,

**Mark Badali** (he/him)

Environmental Resource Planner & Environmental Assessment Coordinator  
Project Review Unit | Environmental Assessment Branch  
Ontario Ministry of the Environment, Conservation and Parks  
[Mark.Badali1@ontario.ca](mailto:Mark.Badali1@ontario.ca) | (416) 457-2155

Ministry of the Environment,  
Conservation and Parks

*Environmental Assessment Branch*

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto [ON M4V 1P5](#)  
Tel.: 416 314-8001  
Fax.: 416 314-8452

Ministère de l'Environnement, de la  
Protection de la nature et des Parcs

*Direction des évaluations  
environnementales*

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto [ON M4V 1P5](#)  
Tél. : 416 314-8001  
Télec. : 416 314-8452



March 19, 2021

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood ON L9Y 4J6

Re: **Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord  
Canning Drive  
Grey County  
Municipal Class EA  
Response to Notice of Commencement**

Dear Mr. Ireton & Mr. Hausler,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the Grey County (proponent) has indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Class Environmental Assessment (Class EA).

The **updated (February 2021)** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MECP is delegating the procedural aspects of rights-based**

**consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information provided to date and the Crown's preliminary assessment the proponent is required to consult with the following communities who have been identified as potentially affected by the proposed project:

- Chippewas of Nawash First Nation
- Saugeen First Nation

Please note that these communities have indicated that they wish all notices issued during the Class EA process to be provided to the Saugeen Ojibway Nation Environment Office with a copy to the Chiefs of both communities.

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "[Code of Practice for Consultation in Ontario's Environmental Assessment Process](#)". Additional information related to Ontario's Environmental Assessment Act is available online at: [www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments).

**Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information, including the MECP's expectations for EA report documentation related to consultation with communities.**

The proponent must contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation with Indigenous communities or other stakeholders has reached an impasse
- A Part II Order request is expected on the basis of impacts to Aboriginal or treaty rights

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play should additional steps and activities be required.

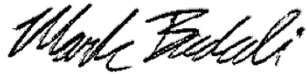
---

**A draft copy of the report should be sent directly to me prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments.**

**Please also ensure a copy of the final notice is sent to the ministry's Southwest Region EA notification email account ([eanotification.swregion@ontario.ca](mailto:eanotification.swregion@ontario.ca)) after the draft report is reviewed and finalized.**

Should you or any members of your project team have any questions regarding the material above, please contact me at [mark.badali1@ontario.ca](mailto:mark.badali1@ontario.ca).

Yours truly,

A handwritten signature in black ink, appearing to read "Mark Badali". The signature is fluid and cursive, with the first name "Mark" and last name "Badali" clearly distinguishable.

Mark Badali  
Regional Environmental Assessment Coordinator – Southwest Region

cc Katy Potter, Supervisor, Environmental Assessment Services, MECP  
John Ritchie, District Manager, Owen Sound District Office, MECP

Attach: Areas of Interest  
A Proponent's Introduction to the Delegation of Procedural Aspects of Consultation with  
Aboriginal Communities

## AREAS OF INTEREST (v. February 2021)

*It is suggested that you check off each section after you have considered / addressed it.*

### ☐ Planning and Policy

- Projects located in MECP Central Region are subject to [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2020\)](#). Parts of the study area may also be subject to the [Oak Ridges Moraine Conservation Plan \(2017\)](#), [Niagara Escarpment Plan \(2017\)](#), [Greenbelt Plan \(2017\)](#) or [Lake Simcoe Protection Plan \(2014\)](#). Applicable plans and the applicable policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
- The [Provincial Policy Statement \(2020\)](#) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.
- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

### ☐ Source Water Protection

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**
  - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.

- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the “Map Legend” bar on the left. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. Please document the results of that consultation within the report and include all communication documents/correspondence.**

#### More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to [Conservation Ontario's website](#) where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in [section 1.1 of Ontario Regulation 287/07](#) made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional “local” threat activities, as approved by the MECP.

#### ☐ **Climate Change**

The document "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide) is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. Proponents should review this Guide in detail.

#### • **The MECP expects proponents of Class EA projects to:**

1. Consider during the assessment of alternative solutions and alternative designs, the following:
  - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
  - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

#### □ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, a quantitative air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- If a quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:
  - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
  - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
  - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
  - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#) report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

#### □ **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- Natural heritage and hydrologic features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands,



significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.

- Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
- Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

#### □ **Species at Risk**

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at <https://www.ontario.ca/page/species-risk>.
- The Client's Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.
- For any questions related to subsequent permit requirements, please contact [SAROntario@ontario.ca](mailto:SAROntario@ontario.ca).

#### □ **Surface Water**

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
  - Watershed information, drainage conditions, and other relevant background information
  - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
  - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

#### ☐ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.
- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.
- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

#### ☐ **Excess Materials Management**

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled “[On-Site and Excess Soil Management](#)” (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don’t go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit <https://www.ontario.ca/page/handling-excess-soil>.
- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP’s current guidance document titled “[Management of Excess Soil – A Guide for Best Management Practices](#)” (2014).

- All waste generated during construction must be disposed of in accordance with ministry requirements
- **Contaminated Sites**
- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites. We recommend referring to the [MECP's D-4 guideline](#) for land use considerations near landfills and dumps.
    - Resources available may include regional/local municipal official plans and data; provincial data on [large landfill sites](#) and [small landfill sites](#); Environmental Compliance Approval information for waste disposal sites on [Access Environment](#).
  - Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's [website](#)).
  - The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
  - Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.
- **Servicing, Utilities and Facilities**
- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.
  - The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.
  - Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.
  - We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.
- **Mitigation and Monitoring**
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the

project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

#### ☐ **Consultation**

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).
- Please include the full stakeholder distribution/consultation list in the documentation.

#### ☐ **Class EA Process**

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. **The Master Plan should clearly indicate the selected approach for conducting the plan**, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the Environmental Assessment Act, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**
- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.
- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.
- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act*, 2019.

- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

### **Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020**

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address (for projects in MECP Southwest Region, the email is [eanotification.swregion@ontario.ca](mailto:eanotification.swregion@ontario.ca)).

The public has the ability to request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek  
Ministry of Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
[minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

and

Director, Environmental Assessment Branch  
Ministry of Environment, Conservation and Parks  
135 St. Clair Ave. W, 1st Floor  
Toronto ON, M4V 1P5  
[EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

## A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

### DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

**Aboriginal communities** – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

**Consultation** – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

**Crown** – the Ontario Crown, acting through a particular ministry or ministries.

**Procedural aspects of consultation** – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

**Proponent** – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

### I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

### II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

### **III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

### **IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS**

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

**a) What might a proponent be required to do in carrying out the procedural aspects of consultation?**

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

**b) What documentation and reporting does the Crown need from the proponent?**

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.



As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

**c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?**

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

## **V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?**

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

## **VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?**

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

## Sylvia Waters

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**From:** Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>  
**Sent:** Monday, December 07, 2020 3:05 PM  
**To:** Sylvia Waters  
**Subject:** RE: MCEA Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive EA, Grey County, Indigenous Communities

Hello Sylvia:

Based on the information provided we can advise that the list of communities below contains all of the communities that MECP would identify on a rights or interest basis for purposes of consultation for this Municipal Class EA process. Please note the list includes both Saugeen First Nation and Saugeen Ojibway Nation - as you may know the Saugeen Ojibway Nation (SON) Environment Office will often coordinate participation on behalf of Saugeen First Nation and Chippewas of Nawash, but it is not a separate community. Otherwise, the list is complete. Please note that this advice is subject to change as new information becomes available.

Barb Slattery, EA/Planning Coordinator  
**Ministry of the Environment, Conservation and Parks**  
Project Review Unit, Environmental Assessment Branch  
(365) 366-8185

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**From:** Sylvia Waters <Sylvia.Waters@rjburnside.com>  
**Sent:** December 07, 2020 1:42 PM  
**To:** Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>  
**Cc:** Deanna De Forest <Deanna.DeForest@rjburnside.com>  
**Subject:** MCEA Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive EA, Grey County, Indigenous Communities

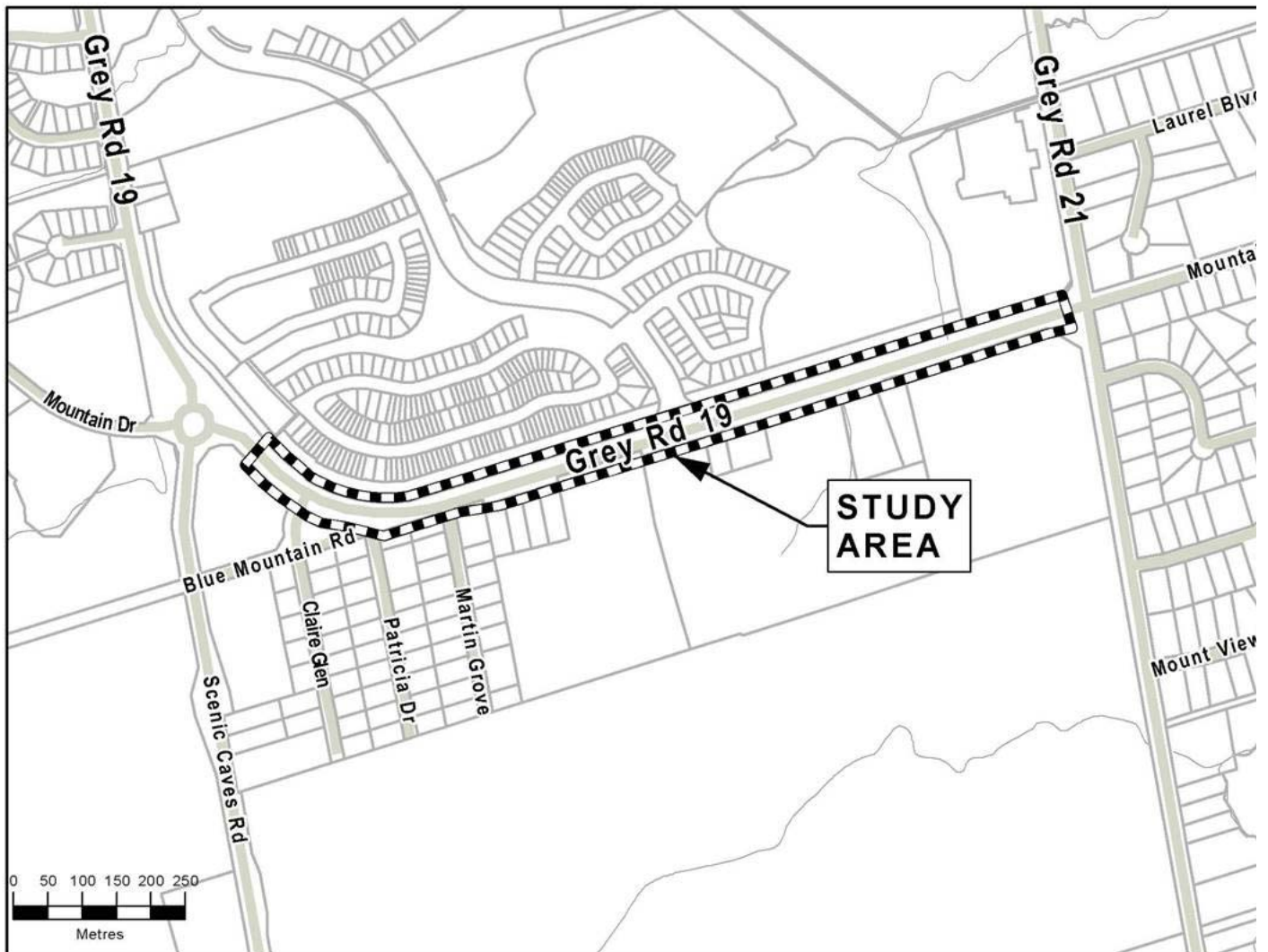
**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hello Barb,

We are contacting MECP to request confirmation of the recommended list of Indigenous communities to contact as part of a Municipal Class EA for the County of Grey (County). The County is initiating a Municipal Class EA (MCEA), Schedule C for improvements to Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

A Notice of Commencement for the project will be provided to the MECP in the near future via the new west central region one window email process along with the Project Information Form.

The site location is shown on the map.



Based on our previous project experience, we understand that the following communities may have interested in this project:

- Beausoleil
- Chippewas of Georgina Island
- Chippewas of Mnjikaning First Nation (Rama)
- Chippewas of Nawash First Nation
- Métis Nation of Ontario
- Nation Huronne-Wendat
- Saugeen First Nation
- Saugeen Ojibway Nation

Could you please confirm, or provide direction, on the list of all of Indigenous communities which may have an interest in the study and should be engaged in regards to this study?

## Sylvia Waters

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**From:** Blue Mountain Resorts (BMR) <mail@bluemountain.ca>  
**Sent:** Thursday, February 11, 2021 1:19 PM  
**To:** Sylvia Waters  
**Subject:** Automatic reply: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hello!

Thank you for your message. Please expect significant delays in response time due to heavy call & email volume

Following the provincial announcement on February 8th, our team is preparing to reopen Blue once the stay-at-home order for our region is lifted. We look forward to welcoming skiers and riders back to the slopes as of Tuesday, February 16.

Our Contact Centre is currently experiencing very high call and email volume. We appreciate your patience while we work to establish details as to how this update impacts Resort operations. As swiftly as possible, we will post updates to our website at [www.bluemountain.ca](http://www.bluemountain.ca)

Thank you for helping do your part and we hope to see you on the slopes soon.

## Sylvia Waters

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**From:** Microsoft Outlook  
**To:** jen.morin@bell.ca; andy.pappas@bell.ca  
**Sent:** Thursday, February 11, 2021 1:17 PM  
**Subject:** Undeliverable: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County



Your message couldn't be delivered to the recipients shown below.

When Office 365 tried to send your message, the receiving email server outside Office 365 reported an error.

Sylvia.Waters	Office 365	Multiple recipients
Sender		<b>Action Required</b>
		Policy violation or system error

Couldn't deliver the message to the following recipients:  
jen.morin@bell.ca, andy.pappas@bell.ca

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Check the "Reported Error" from the "Error Details" section shown below for more information about the problem. The error might tell you what went wrong and how to fix it. For example, if the error states that the message was blocked due to a potential virus or because the message was too large, try sending the message again without attachments.

If you're not able to fix the problem, it's likely that only the recipient's email admin can fix it. Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin about the problem. Give them the "Reported Error" from the "Error Details" section below.

Was this helpful? [Send feedback to Microsoft.](#)

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## Sylvia Waters

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**From:** Darlene Quilty <dquilty@mhbcplan.com>  
**Sent:** Thursday, February 11, 2021 5:11 PM  
**To:** Sylvia Waters  
**Subject:** RE: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hi Sylvia,

TC Energy does not have any pipelines within the study area at Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County.

Thank you,

**DARLENE QUILTY** | Planning Co-ordinator

**I am currently working remotely and it is best to reach me via email or at 705-627-2302.**

**MHBC** Planning, Urban Design & Landscape Architecture  
On behalf of TransCanada PipeLines Limited

113 Collier St. | Barrie | ON | L4M 1H2 | C 705 627 2302 | [dquilty@mhbcplan.com](mailto:dquilty@mhbcplan.com) |

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## Sylvia Waters

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**From:** Rhodes-Munk, Judy (MNRF) <Judy.Rhodes-Munk@ontario.ca>  
**Sent:** Thursday, February 11, 2021 1:17 PM  
**To:** Sylvia Waters  
**Subject:** Automatic reply: Out of Office Alert  
**Attachments:** image001.png

In order to ensure a safe and secure environment for staff and clients and in response to recommendations by health professionals, the NEC offices are closed to the public until further notice. The NEC is continuing to provide services via email and telephone. Updates can be found on our website: [https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.escarpment.org\\_Commission\\_COVID19&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=\\_sSJWzbCBWf3oIIIG3C9Z4EIKU6aHdTce\\_ymSlo6-\\_I&m=5Vmhy8M9x4mqfo6WXiRJArRWy1Zj8LbWEI-QEf7qa3E&s=pVZT\\_L-U66gXmnZcdPUL8sy4jfwW1pjUQvGUocyDrB0&e=>](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.escarpment.org_Commission_COVID19&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=_sSJWzbCBWf3oIIIG3C9Z4EIKU6aHdTce_ymSlo6-_I&m=5Vmhy8M9x4mqfo6WXiRJArRWy1Zj8LbWEI-QEf7qa3E&s=pVZT_L-U66gXmnZcdPUL8sy4jfwW1pjUQvGUocyDrB0&e=<https://urldefense.proofpoint.com/v2/url?u=https-3A__www.escarpment.org_Commission_COVID19&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=_sSJWzbCBWf3oIIIG3C9Z4EIKU6aHdTce_ymSlo6-_I&m=5Vmhy8M9x4mqfo6WXiRJArRWy1Zj8LbWEI-QEf7qa3E&s=pVZT_L-U66gXmnZcdPUL8sy4jfwW1pjUQvGUocyDrB0&e=>)

Judy Rhodes-Munk

Senior Planner

Niagara Escarpment Commission

1450 7th Avenue | Owen Sound, ON | N4K 2Z1

Tel: 519-371-1014 Fax: 519-371-1009 Website: [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.escarpment.org&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A\\_CdpgnVfiiMM&r=\\_sSJWzbCBWf3oIIIG3C9Z4EIKU6aHdTce\\_ymSlo6-\\_I&m=5Vmhy8M9x4mqfo6WXiRJArRWy1Zj8LbWEI-QEf7qa3E&s=g0akUVnJQYDtLDWBqg8XKz4dliSBklFovIPOYd7jJdl&e=>](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.escarpment.org&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=_sSJWzbCBWf3oIIIG3C9Z4EIKU6aHdTce_ymSlo6-_I&m=5Vmhy8M9x4mqfo6WXiRJArRWy1Zj8LbWEI-QEf7qa3E&s=g0akUVnJQYDtLDWBqg8XKz4dliSBklFovIPOYd7jJdl&e=<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.escarpment.org&d=DwIFAg&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=_sSJWzbCBWf3oIIIG3C9Z4EIKU6aHdTce_ymSlo6-_I&m=5Vmhy8M9x4mqfo6WXiRJArRWy1Zj8LbWEI-QEf7qa3E&s=g0akUVnJQYDtLDWBqg8XKz4dliSBklFovIPOYd7jJdl&e=>)

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Please let me know if you require communication supports or alternate formats.

To enable us to serve you better, please call ahead to make an appointment.



## Sylvia Waters

---

**From:** Microsoft Outlook  
**To:** teesplease@bmts.com  
**Sent:** Thursday, February 11, 2021 1:17 PM  
**Subject:** Undeliverable: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County



Your message to [teesplease@bmts.com](mailto:teesplease@bmts.com) couldn't be delivered.

[teesplease](#) wasn't found at [bmts.com](#).

**Sylvia.Waters**

**Office 365**

**teesplease**

**Action Required**

Recipient

Unknown To address

### How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.
- Contact the recipient (by phone, for example) to check that the address exists and is correct.
- The recipient may have set up email forwarding to an incorrect address. Ask them to check that any forwarding they've set up is working correctly.
- Clear the recipient Auto-Complete List in Outlook or Outlook on the web by following the steps in this article: [Fix email delivery issues for error code 5.1.1 in Office 365](#), and then send the message again. Retype the entire recipient address before selecting **Send**.

If the problem continues, forward this message to your email admin. If you're an email admin, refer to the **More Info for Email Admins** section below.

## Sylvia Waters

---

**From:** Cliff Lee <clee@tnpi.ca>  
**Sent:** Thursday, February 11, 2021 1:31 PM  
**To:** Sylvia Waters; SecondaryLandUse@HydroOne.com; CentralFBCplanning@HydroOne.com; lisa.myslicki@infrastructureontario.ca; eanotification.swregion@ontario.ca; Slattery, Barbara (MECP); erick.boyd@ontario.ca; ken.mott@ontario.ca; kim.benner@ontario.ca; karla.barboza@ontario.ca; Judy.Rhodes-Munk@ontario.ca; info@simcoe.ca; severitt@thebluemountains.ca; cao@collingwood.ca; scott.moon@bell.ca; carol.obrien@bell.ca; jen.morin@bell.ca; andy.pappas@bell.ca; Kevin.Schimus@enbridge.com; azocco@uniongas.com; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; YAhmed@uniongas.com; nelbadri@uniongas.com; lhowell@uniongas.com; azocco@uniongas.com; Utility.Circulations@zayo.com; eburrell@epcor.com; media@epcor.com; admin@nvca.on.ca; kevin.mcnab@grey.ca; sconn@thebluemountains.ca; bruce\_grey@bgcdsb.org; info@bwdsb.on.ca; dylan.birley@stscgb.ca; info@bluemountainvillage.ca; mail@bluemountain.ca; teesplease@bmts.com; Doug.Daniell@sanofi.com  
**Cc:** Deanna De Forest  
**Subject:** RE: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hello

Please remove Trans-Northern from your circulation list as we have no assets or facilities within 70km of Grey County.

Regards  
TNPI

---

**From:** Sylvia Waters <Sylvia.Waters@rjburnside.com>  
**Sent:** February 11, 2021 1:17 PM  
**To:** SecondaryLandUse@HydroOne.com; CentralFBCplanning@HydroOne.com; lisa.myslicki@infrastructureontario.ca; eanotification.swregion@ontario.ca; Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>; erick.boyd@ontario.ca; ken.mott@ontario.ca; kim.benner@ontario.ca; karla.barboza@ontario.ca; Judy.Rhodes-Munk@ontario.ca; info@simcoe.ca; severitt@thebluemountains.ca; cao@collingwood.ca; scott.moon@bell.ca; carol.obrien@bell.ca; jen.morin@bell.ca; andy.pappas@bell.ca; Kevin.Schimus@enbridge.com; azocco@uniongas.com; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; Cliff Lee <clee@tnpi.ca>; YAhmed@uniongas.com; nelbadri@uniongas.com; lhowell@uniongas.com; azocco@uniongas.com; Utility.Circulations@zayo.com; eburrell@epcor.com; media@epcor.com; admin@nvca.on.ca; kevin.mcnab@grey.ca; sconn@thebluemountains.ca; bruce\_grey@bgcdsb.org; info@bwdsb.on.ca; dylan.birley@stscgb.ca; info@bluemountainvillage.ca; mail@bluemountain.ca; teesplease@bmts.com; Doug.Daniell@sanofi.com  
**Cc:** Deanna De Forest <Deanna.DeForest@rjburnside.com>  
**Subject:** 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

**CAUTION:** This email originated from outside of the TNPI organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)



**Sylvia Waters**  
Technical Administrator, EPA

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct: +1 705-797-4379  
[www.rjburnside.com](http://www.rjburnside.com)

**COVID 19: We remain open for business**

**The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).**

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Thank you.

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## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Monday, February 22, 2021 11:46 AM  
**To:** Troy Costello  
**Cc:** trevor.ireton@grey.ca; Henry Centen; Paul Hausler  
**Subject:** RE: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hello Troy

Thank you for your interest in the Municipal Class EA for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County. I have forwarded your questions to the Project Team to provide a response.

---

**From:** Troy Costello <troy\_costello@bgcdsb.org>  
**Sent:** Thursday, February 18, 2021 4:20 PM  
**To:** Sylvia Waters <Sylvia.Waters@rjburnside.com>  
**Subject:** Re: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon Sylvia,

My name is Troy Costello and I work in the transportation department for both the Bluewater District School Board and the Grey Bruce Catholic District School. I investigate the runs and routes for bussing and special needs transportation in and around that area of your construction project. I have received the attached Notice of Commencement for the Municipal Class Environmental Assessment study for the location of Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/ Gord Canning Drive. There are a few questions that arise that we were hoping you could answer regarding the construction process.

Please see the attached graphic to identify areas related to the questions below:

1. What is the projected start and finish date of the project?
2. Are both lanes of traffic going to be closed or is it going to be reduced to one lane of traffic during the rehabilitation?
3. Will the roundabout to the West of the construction area be left open/accessible to traffic?
4. Will the roundabout at the intersection of Grey Road 21 and Mountain drive be accessible for traffic? Or will it be closed due to construction?

Thank you for your time, by providing the answers to the above questions, will assist with our routes for the school transportation in that specific area.

**Troy Costello**  
**Transportation Route Planner**

-----  
**Bluewater District School Board & Bruce-Grey Catholic District School Board**  
799-16th Ave, Hanover, ON N4N 3A1

## Sylvia Waters

---

**From:** phil.arbeau@zayo.com on behalf of Utility Circulations <utility.circulations@zayo.com>  
**Sent:** Sunday, February 21, 2021 5:04 PM  
**To:** Sylvia Waters  
**Subject:** Re: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon,

Zayo has no existing plant in the area indicated in your submission. No markup and no objection. Thank you.

Phil Arbeau  
Utility Circulations

On Thu, 11 Feb 2021 at 13:17, Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)> wrote:

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer

Grey County

595 9th Ave East

Owen Sound ON N4K 3E3

519-372-0219 ext. 1246

[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager

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[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)



Sylvia Waters

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[www.rjburnside.com](http://www.rjburnside.com)

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

\*\*\*\* CONFIDENTIALITY NOTICE \*\*\*\*

This electronic transmission and any accompanying attachments may contain privileged or confidential information intended only for the use of the individual or organization named above. Any distribution, copying or action taken in reliance on the contents of this communication by anyone other than the intended recipient(s) is STRICTLY PROHIBITED.

If you have received this communication in error please notify the sender at the above email address and delete this email immediately.

Thank you.

\*\*\*\*\*

**Ministry of Heritage, Sport,  
Tourism and Culture Industries**

Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto, ON M7A 0A7  
Tel: 416.786.7553

**Ministère des Industries du Patrimoine,  
du Sport, du Tourisme et de la Culture**

Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto, ON M7A 0A7  
Tél: 416.786.7553



March 5, 2021

EMAIL ONLY

Paul Hausler  
Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

**MHSTCI File : 0013721**  
**Proponent : Grey County**  
**Subject : Notice of Study Commencement**  
**Project : Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/Gord Canning Drive**  
**Location : Grey County**

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Dear Paul Hausler:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of study Commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

**Project Summary**

Following a recent Traffic Study, Grey County (County) has identified the need to widen Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive to meet the needs of increased traffic demand. The Study will follow Schedule C of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015), which is an approved process under the *Ontario Environmental Assessment Act*.

**Identifying Cultural Heritage Resources**

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

**Archaeological Resources**

This EA project may impact archaeological resources and should be screened using the MHSTCI [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MHSTCI for review.

**Built Heritage Resources and Cultural Heritage Landscapes**

The MHSTCI [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether this EA project may impact cultural heritage resources. If potential or known heritage resources exist, MHSTCI recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MHSTCI for review, and make it available to local organizations or individuals who have expressed interest in review.

**Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact Dan Minkin.

Sincerely,

Joseph Harvey

*On behalf of*

Dan Minkin

Heritage Planner

Heritage Planning Unit

[Dan.Minkin@ontario.ca](mailto:Dan.Minkin@ontario.ca)

Copied to: Trevor Ireton, Project Planning Engineer, Grey County

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.



## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Monday, April 12, 2021 11:12 AM  
**To:** Deanna De Forest; Sylvia Waters  
**Cc:** Henry Centen; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** FW: Town of The Blue Mountains comments re: GR19 Widening EA Notice of Study Commencement  
**Attachments:** 2021-04-12 GR19 Widening EA Notice of Study Commencement TBM comments.pdf

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**From:** Trevor Ireton <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>  
**Sent:** Monday, April 12, 2021 11:07 AM  
**To:** Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Cc:** Pat Hoy <[Pat.Hoy@grey.ca](mailto:Pat.Hoy@grey.ca)>  
**Subject:** FW: Town of The Blue Mountains comments re: GR19 Widening EA Notice of Study Commencement

Hello Paul,

Attached is a letter from the Town of The Blue Mountains in regards to the Grey Road 19 EA. Please add this to the additional correspondence.

Regards,

**Trevor Ireton**

*Project Planning Engineer*

Phone: +1 519-372-0219 ext. 1246



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**From:** Adam Fraser <[afraser@thebluemountains.ca](mailto:afraser@thebluemountains.ca)>  
**Sent:** April 12, 2021 10:58 AM  
**To:** Trevor Ireton <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>  
**Cc:** Shawn Carey <[scarey@thebluemountains.ca](mailto:scarey@thebluemountains.ca)>; Nathan Westendorp <[nwestendorp@thebluemountains.ca](mailto:nwestendorp@thebluemountains.ca)>; Trevor Houghton <[thoughton@thebluemountains.ca](mailto:thoughton@thebluemountains.ca)>; Brian Worsley <[bworsley@thebluemountains.ca](mailto:bworsley@thebluemountains.ca)>; Ryan R. Gibbons <[rgibbons@thebluemountains.ca](mailto:rgibbons@thebluemountains.ca)>; Jim McCannell <[jmcannell@thebluemountains.ca](mailto:jmcannell@thebluemountains.ca)>  
**Subject:** Town of The Blue Mountains comments re: GR19 Widening EA Notice of Study Commencement

[EXTERNAL EMAIL]

Good morning Mr. Ireton,

On behalf of Shawn Carey, Director of Operations, the attached is staff comments regarding the Notice of Study Commencement, Municipal Class Environmental Assessment, Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/Gord Canning Drive.

Kind regards,



**Adam Fraser**

Transportation Master Plan Project Coordinator

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

Tel: 705-351-2630 | Fax: 519-599-2474

Email: [afraser@thebluemountains.ca](mailto:afraser@thebluemountains.ca) | Website: [www.thebluemountains.ca](http://www.thebluemountains.ca)

**IMPORTANT INFORMATION**

To be proactive and to encourage physical distancing during the Provincial Stay-at-Home Order, the Town of The Blue Mountains has closed all municipal facilities with the exception of the landfill. Town staff will continue to be available to assist residents over the phone and by email during regular business hours. Online services can also be accessed 24/7 by visiting: [www.thebluemountains.ca/online-services.cfm](http://www.thebluemountains.ca/online-services.cfm)

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

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

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



## Town of The Blue Mountains

32 Mill Street, Box 310  
THORNBURY, ON N0H 2P0  
<https://www.thebluemountains.ca>

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**OFFICE OF:** Shawn Carey  
Director of Operations  
Email: [directorops@thebluemountains.ca](mailto:directorops@thebluemountains.ca)  
Phone: 519-599-3131 Ext 260

Sent via email to:  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

April 9, 2021

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9<sup>th</sup> Ave East  
Owen Sound, ON  
N4K 3E3

**RE: Notice of Study Commencement Municipal Class Environmental Assessment, Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/ Gord Canning Drive**

Dear Mr. Ireton,

Thank you for the opportunity to provide comments in response to the Notice of Study Commencement, Municipal Class Environmental Assessment of Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/Gord Canning Drive.

The Town of The Blue Mountains (Town) recognizes that Grey County has identified a need to widen Grey Road 19 along the identified section, and that Grey County is considering three alternative solutions, to: 1. Do nothing; 2. Widen to 4 lanes; and 3. Widen to 4 lanes with active transportation.

Town staff have the following comments:

- Staff request confirmation of the traffic data and/or past studies that support this EA, and be provided any future traffic data collected through this EA.

- The Town's ongoing Transportation Master Plan (TMP) project is being developed through a 'Complete Streets' lens to reflect the diverse transportation and recreational interests within the Town and to connect to broader regional transportation activity. The study section of Grey Road 19 is a primary corridor and critical gateway to and from the Town, and should be designed to accommodate active transportation movement where possible. This approach is anticipated to better synchronise with our future Complete Streets strategy and minimize fragmentation of active transportation infrastructure.
- Town staff recognize that 4 lane roads with roundabouts can pose greater safety challenges for pedestrians and cyclists when not carefully designed with them in mind. Though possibly outside of this EA's scope, careful consideration should be made for how the study road sections integrate with the abutting existing and future roundabouts for the use of pedestrians and cyclists.
- This EA should be expanded to include all of Grey Road 19 northwards to the Highway 26 intersection to ensure comprehensive analysis of options for the entire corridor.
- Widening options should carefully consider the environmental protection origins of the trees along Grey Road 19 in the Windfall area.
- This EA should consider the future uncertainties of Highway 26 and how potential new corridors, expanded corridors or other regional road developments may impact traffic on the study section of Grey Road 19.
- This EA should consider impacts of generated traffic and induced demand through assessing potential solutions to the defined problem and consider strategies outside of a 'predict & provide' paradigm.

For further communications regarding this EA, please include Adam Fraser, Transportation Master Plan Project Coordinator at [tmp@thebluemountains.ca](mailto:tmp@thebluemountains.ca).

Sincerely,



Shawn Carey  
Director of Operations  
Town of The Blue Mountains, ON

Cc: Nathan Westendorp, Director of Planning and Development, Town of The Blue Mountains  
Trevor Houghton, Manager of Planning, Town of The Blue Mountains  
Brian Worsley, Manager of Development Engineering, Town of The Blue Mountains  
Ryan Gibbons, Director of Community Services, Town of The Blue Mountains  
Jim McCannell, Manager of Roads & Drainage, Town of The Blue Mountains  
Adam Fraser, Transportation Master Plan Project Coordinator, Town of The Blue Mountains

## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Tuesday, May 04, 2021 2:20 PM  
**To:** kenneth.aarup@HydroOne.com  
**Cc:** Preston.Salata@HydroOne.com; Trevor.Ireton@grey.ca; Rachel.McFadden@HydroOne.com; Vic Bohdanow; Maddison Alcock; Deanna De Forest; Henry Centen; 300052076 Grey Road 19  
**Subject:** RE: 4 Laning between Crosswinds and County rd 21/34 Roundabouts on County rd 19

Thanks Ken. We will take a look and get back to you with what we have.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4289

---

**From:** kenneth.aarup@HydroOne.com <kenneth.aarup@HydroOne.com>  
**Sent:** Tuesday, May 04, 2021 2:16 PM  
**To:** Paul Hausler <Paul.Hausler@rjburnside.com>  
**Cc:** Preston.Salata@HydroOne.com; Trevor.Ireton@grey.ca; Rachel.McFadden@HydroOne.com  
**Subject:** 4 Laning between Crosswinds and County rd 21/34 Roundabouts on County rd 19

Good Afternoon Paul:

Hydro One is currently designing a significant relocation project at the proposed roundabout at County rd 19 21/34 with Tatham Engineering. In addition Tatham is designing the roundabout at Crosswinds intersection approximately 600m to the west.

In discussions with Trevor Ireton he indicated Burnside is undertaking the design of 4 laning between Crosswinds roundabout and County rd 21 roundabout. Hydro One has double circuit 44kV/8.3kV overhead pole line paralleling County rd 19 between these two roundabouts. The County is enquiring if Hydro One's pole line is in conflict with your portion of the ultimate design of the 4 lane construction. It would be practical and cost effective if these two projects could be reviewed with consideration of Hydro One's pole line. We only want to move this major line once.

I understand that Burnside are also designing 4 laning (Approx. 750m) between the existing main roundabout at the base of Blue Mountain to Crosswinds. I believe this area should be dealt with a separate design / cost estimate . Please note that this area has significant Hydro One plant including Mair Mills DS egress structures as well as overhead and underground 44kV/27.6kV/8.3kV plant. You may want to review the westerly construction limits of the roundabout at Crosswinds to ensure relocated poles line up with your 4 lane design for this section of widening.

Could you please provide me with your design drawings for your portion of the 4 lane construction with the incorporation of Tatham designs for the two roundabouts. Please indicate all conflict areas.

Best Regards,

**Ken Aarup, C.E.T.**  
**Area Distribution Engineering Tech**





Hydro One Networks Inc  
483 Bay St  
Toronto, ON

May 12, 2021

Re: Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Attention:  
Trevor Ireton,  
Project Planning Engineer  
Grey County

Thank you for sending us notification regarding (Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County). In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information.

If plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to [Secondarylanduse@hydroone.com](mailto:Secondarylanduse@hydroone.com).

Be advised that any changes to lot grading and/or drainage within proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Sent on behalf of,

***Secondary Land Use  
Asset Optimization  
Strategy & Integrated Planning  
Hydro One Networks Inc.***

## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 1:17 PM  
**To:** 'lands@chimnissing.ca'; 'msmith@chimnissing.ca'  
**Cc:** 'info@chimnissing.ca'; Deanna De Forest  
**Subject:** 052076-Beausoleil First Nation - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

Hello Mr. Dan Monague, First Nation Administrator and Mr. Mike Smith, Compliance Supervisor

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)



## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 2:02 PM  
**To:** 'consultations@metisnation.org'  
**Cc:** Deanna De Forest  
**Subject:** 052076-Metis Nation of Ontario - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

Hello Jesse Fieldwebster, Consultation Assessment Coordinator

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

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595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
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3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)



## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 1:19 PM  
**To:** [juanita.meekins@saugeenojibwaynation.ca](mailto:juanita.meekins@saugeenojibwaynation.ca); [consultations@metisnation.org](mailto:consultations@metisnation.org)  
**Cc:** Deanna De Forest; [chiefsdesk@nawash.ca](mailto:chiefsdesk@nawash.ca)  
**Subject:** 052076-Saugeen Ojibway Nation - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

Hello Juanita Meekins, Consultation Assessment Coordinator for Saugeen Ojibway Nation. As per Chief Greg Nadjiwon for Chippewas of Nawash First Nation we are sending this Notice to you for your information, on their behalf.

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 1:18 PM  
**To:** 'natasha.charles@georginaisland.com'  
**Cc:** Deanna De Forest  
**Subject:** 052076-Chippewas of Georgina Island - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

Hello Ms. Natash Charles, Community Consultation for Chippewas of Georgina Island

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 1:18 PM  
**To:** 'maxime.picard@cnhw.qc.ca'  
**Cc:** 'melanievincent21@yahoo.ca'; Deanna De Forest  
**Subject:** 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

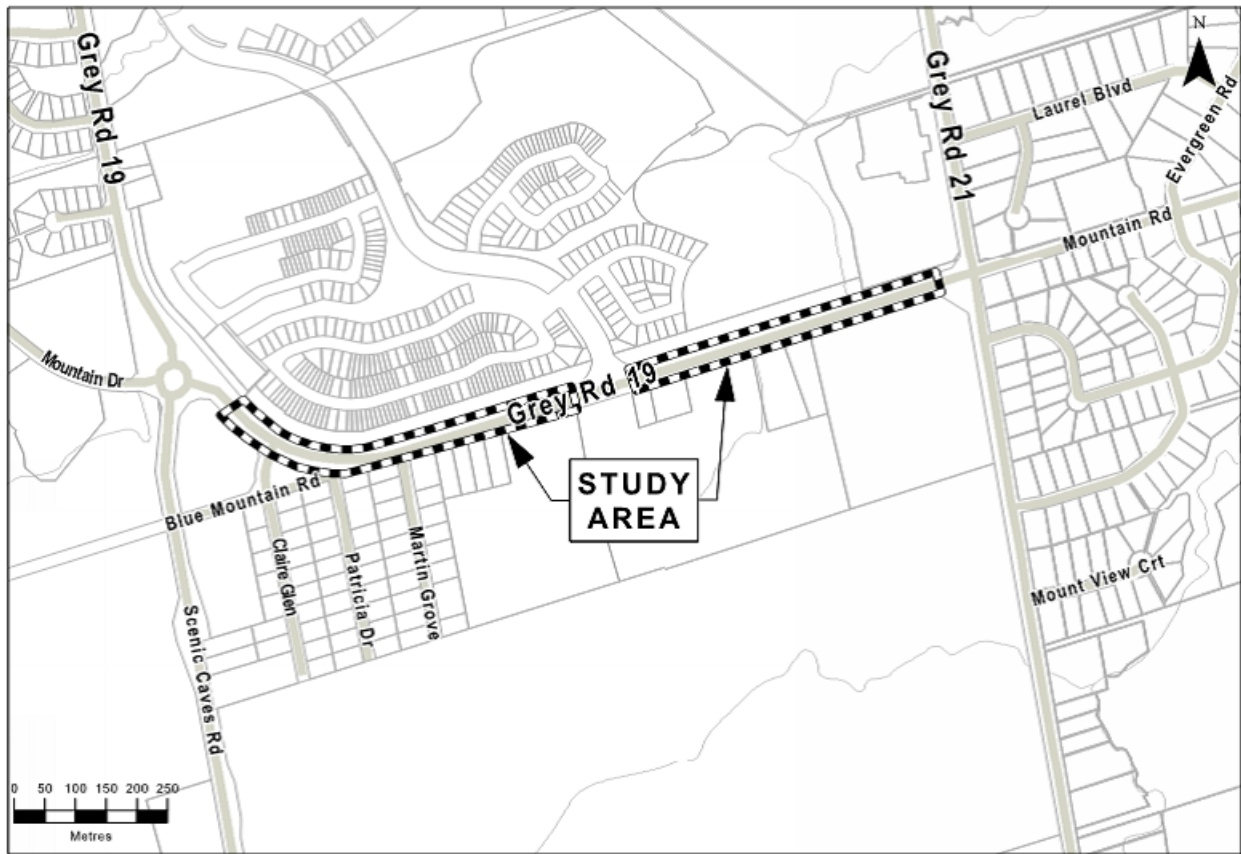
Hello Maxime Picard, Coordinator of Projects for Huron-Wendat

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

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Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

A Stage 1 Archaeological Assessment and Cultural Heritage Resource Assessment will be completed as part of the EA to assess areas of archaeological and cultural heritage potential within the Study Area.



## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 1:18 PM  
**To:** shardayj@ramafirstnation.ca  
**Cc:** Deanna De Forest  
**Subject:** 052076-Chippewas of Mnjikaning First Nation (Rama) - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

Hello Sharday James, Community Consultation Worker, Communications for Chippewas of Mnjikaning First Nation

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

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Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
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705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Thursday, February 11, 2021 1:18 PM  
**To:** lester.anoquot@saugeen.org  
**Cc:** band.admin@saugeen.org; Deanna De Forest  
**Subject:** 052076-Saugeen First Nation - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 52076\_NOCm.pdf

Hello Lester Anoquot, Chief of the Saugeen First Nation

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

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Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Tuesday, May 11, 2021 10:17 AM  
**To:** 'Juanita Meekins'  
**Cc:** Doran Ritchie; Deanna De Forest; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: 052076-Saugeen Ojibway Nation - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 20EA-210 Stage 1 Report.pdf

Good morning Juanita

As requested by your email on March 26, 2021, please find attached the Stage 1 Archaeological Assessment report for Grey Road 19. Any Stage 2 work will be forwarded to the community for peer review when available. If Stage 2 is not required we will update the community during the Notice of Completion correspondence.

---

**From:** Juanita Meekins <[juanita.meekins@saugeenojibwaynation.ca](mailto:juanita.meekins@saugeenojibwaynation.ca)>  
**Sent:** Friday, March 26, 2021 2:35 PM  
**To:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>  
**Cc:** Doran Ritchie <[d.ritchie@saugeenojibwaynation.ca](mailto:d.ritchie@saugeenojibwaynation.ca)>  
**Subject:** Re: 052076-Saugeen Ojibway Nation - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon Sylvia,

Thank you for reaching out to the Environment Office of the Saugeen Ojibway Nation. The only concern that we would have at this time is Archaeology assessments on undisturbed land. If there are any reports could you please forward them for a peer review as you move the project forward.

Kind regards,

--

**Juanita Meekins**  
Executive Assistant to Resources and Infrastructure  
519-534-5507 (Office) 519-379-0558 (Cell)

25 Maadookii Subdivision  
Neyaashiinigmiing  
Ontario, N0H 2T0  
[saugeenojibwaynation.ca](http://saugeenojibwaynation.ca)

On Thu, Feb 11, 2021 at 1:18 PM Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)> wrote:

Hello Juanita Meekins, Consultation Assessment Coordinator for Saugeen Ojibway Nation. As per Chief Greg Nadijwon for Chippewas of Nawash First Nation we are sending this Notice to you for your information, on their behalf.

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To

provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)



**Sylvia Waters**  
Technical Administrator, EPA

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct: +1 705-797-4379  
[www.rjburnside.com](http://www.rjburnside.com)

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The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).



## Sylvia Waters

---

**From:** Emily Martin <manager.ri@saugeenojibwaynation.ca>  
**Sent:** Wednesday, February 09, 2022 12:20 PM  
**To:** Sylvia Waters  
**Subject:** Re: 052076-Chippewas of Nawash First Nation - Notice of Public Information Centre  
Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd.  
119/ Gordan Canning Dr.

Hi Sylvia ad thank you for your email,

At this point, the Saugeen Ojibway Nation's Environment Office does not have the resources to engage in consultation on this project.

We have no further comments on this project. If at any point anything of archeological interest is revealed on site, please contact the SON Environment Office immediately.

You can learn more about the Saugeen Ojibway Nation and SON territory here:

<https://www.saugeenojibwaynation.ca/resources>

**This is also a request to update your contacts for the Saugeen Ojibway Nation** as this type of email plugs the Chiefs inbox and they have to forward them to the Environment office.

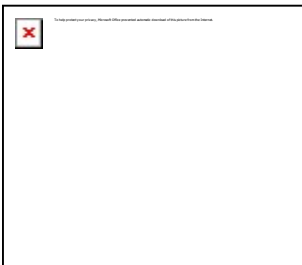
If you could please update your organization's contact list to send similar notifications directly to the SON Environment Office, rather than both Band Offices (Saugeen and Chippewas of Nawash) that would be appreciated.

Best contact for this type of notification now is: myself [manager.ri@saugeenojibwaynation.ca](mailto:manager.ri@saugeenojibwaynation.ca) and my assistant Juanita at [execassist.ri@saugeenojibwaynation.ca](mailto:execassist.ri@saugeenojibwaynation.ca).

Miigwetch,  
Emily

**Emily Martin**  
Resources and Infrastructure Manager  
[manager.ri@saugeenojibwaynation.ca](mailto:manager.ri@saugeenojibwaynation.ca)  
T: (519) 379-0849

*I am grateful to live, work, and benefit from the Territorial lands and waters of the Saugeen Ojibway Nation.*



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[saugeenojibwaynation.ca](http://saugeenojibwaynation.ca)

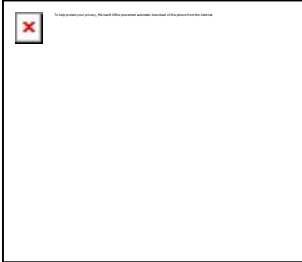
**Emily Martin**

Resources and Infrastructure Manager

[manager.ri@saugeenojibwaynation.ca](mailto:manager.ri@saugeenojibwaynation.ca)

T: (519) 379-0849

*I am grateful to live, work, and benefit from the Territorial lands and waters of the Saugeen Ojibway Nation.*



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[saugeenojibwaynation.ca](http://saugeenojibwaynation.ca)

Please do not respond to this email unless you have specific follow up questions.

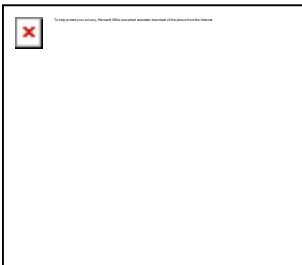
Thank you,

Emily

**Emily Martin**

Resources and Infrastructure Associate

T: (867)687-2697



25 Maadookii Subdivision

Neyaashiinigmiing

Ontario, N0H 2T0

[saugeenojibwaynation.ca](http://saugeenojibwaynation.ca)

**Emily Martin**

Resources and Infrastructure Manager

[manager.ri@saugeenojibwaynation.ca](mailto:manager.ri@saugeenojibwaynation.ca)

T: (519) 379-0849

On Thu, Sep 16, 2021 at 10:56 AM Juanita Meekins <[juanita.meekins@saugeenoiibwaynation.ca](mailto:juanita.meekins@saugeenoiibwaynation.ca)> wrote:

----- Forwarded message -----

From: **Sylvia Waters** <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

Date: Thu, Sep 16, 2021 at 10:21 AM

Subject: 052076-Chippewas of Nawash First Nation - Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd. 119/ Gordan Canning Dr.

To: [chiefsdesk@nawash.ca](mailto:chiefsdesk@nawash.ca) <[chiefsdesk@nawash.ca](mailto:chiefsdesk@nawash.ca)>, [juanita.meekins@saugeenoiibwaynation.ca](mailto:juanita.meekins@saugeenoiibwaynation.ca) <[juanita.meekins@saugeenoiibwaynation.ca](mailto:juanita.meekins@saugeenoiibwaynation.ca)>

Cc: Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>

Hello Juanita Meekins

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

The County would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. A **virtual Public Information Centre (PIC)** will be available on the County website to describe the Study, the proposed alternative solutions, and design alternatives, identify next steps in the process and gather public comments. PIC materials pertaining to the Study are available online at

<https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21> starting **September 16, 2021**. Your comments on the project and information materials are encouraged by **October 18, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study:

**Trevor Ireton, Project Planning Engineer**

Grey County

595 9th Ave East

Owen Sound ON N4K 3E3

519-372-0219 ext. 1246

[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited

3 Ronell Crescent

Collingwood, ON L9Y 4J6

705-797-4289

[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)



Sylvia Waters

Technical Administrator, EPA

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct Line: +1 705-797-4379  
[www.rjburnside.com](http://www.rjburnside.com)



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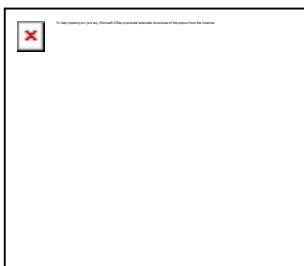
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**Juanita Meekins**

Executive Assistant to Resources and Infrastructure

519-534-5507 (Office) 519-379-0558 (Cell)



25 Maadookii Subdivision  
Neyaashiinigmiing  
Ontario, N0H 2T0  
[saugeenojibwaynation.ca](http://saugeenojibwaynation.ca)

## Deanna De Forest

---

**From:** Blake Williams <bwilliams@asiheritage.ca>  
**Sent:** Tuesday, September 06, 2022 4:38 PM  
**To:** Marie-Sophie Gendron  
**Cc:** Jean-Francois Richard; Isabelle Lechasseur; Deanna De Forest; Paul Hausler; Alexandra Daigle; Raphaelle Gaudreau-Couture  
**Subject:** RE: Grey Road 19 Archaeological Assessment

Hi Marie-Sophie,

Thank you for your review. You are correct, that section is supposed to read “no previously registered archaeological sites are within one kilometre”. I have changed the text, good catch!

Thanks for your help and we look forward to working with you in the future!

**Blake Williams** (He/him), **MLitt**  
Lead Archaeologist | Project Manager • Environmental Assessment Division



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[BWilliams@asiheritage.ca](mailto:BWilliams@asiheritage.ca) • 416 966 1069 x 258 • Fax: 416 966 9723  
528 Bathurst Street, Toronto, Ontario, M5S 2P9 • [asiheritage.ca](http://asiheritage.ca)

---

**From:** Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>  
**Sent:** September 6, 2022 2:17 PM  
**To:** Blake Williams <bwilliams@asiheritage.ca>  
**Cc:** Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Deanna De Forest <Deanna.DeForest@rjburnside.com>; Paul Hausler <Paul.Hausler@rjburnside.com>; Alexandra Daigle <Alexandra.Daigle@wendake.ca>; Raphaelle Gaudreau-Couture <Raphaelle.Gaudreau-Couture@wendake.ca>  
**Subject:** RE: Grey Road 19 Archaeological Assessment

Good afternoon Blake,

I hope this email finds you doing well. Our team reviewed the report of Grey Road 19 AA and we do not have any concerns or comments to add to this report. I would like to let you know that it seems there is a typo in the section *Previously Registered Archaeological Sites*. It is mentioned: “According to the Ontario Archaeological Sites Database, no previously registered are within 50 Metres of the Study Area”. Did you mean to write: “no previously registered archaeological sites are within 1 kilometre of the Study Area”?

Tiawenhk inenh chia' entiio'!  
Marie-Sophie

## Deanna De Forest

---

**From:** Blake Williams <bwilliams@asiheritage.ca>  
**Sent:** Tuesday, August 16, 2022 3:01 PM  
**To:** Marie-Sophie Gendron  
**Cc:** Jean-Francois Richard; Isabelle Lechasseur; Deanna De Forest; Paul Hausler  
**Subject:** RE: Grey Road 19 Archaeological Assessment  
**Attachments:** 22EA054\_Stg2 AA-2022-Jul-29.pdf

Hi Marie-Sophie,

Please see the attached Grey Road 19 Stage 2 report for your review.

If possible, could you please review the report by September 1<sup>st</sup>, the report review is the final step before the project's Notice of Completion and our client is keen to finalize this project.

Thank you in advance.

**Blake Williams** (He/him), **MLitt**  
Lead Archaeologist | Project Manager • Environmental Assessment Division



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528 Bathurst Street, Toronto, Ontario, M5S 2P9 • [asiheritage.ca](http://asiheritage.ca)

---

**From:** Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>  
**Sent:** June 10, 2022 9:29 AM  
**To:** Blake Williams <bwilliams@asiheritage.ca>  
**Cc:** Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Deanna De Forest <Deanna.DeForest@rjburnside.com>; Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** RE: Grey Road 19 Archaeological Assessment [V]

Good morning Blake!

Thank you for letting me know. I think we will be able to send a field representative for the work. However, I will only be able to confirm at the last minute. I will get in touch with you next Wednesday.

Tiawenhk inenh chia' entïio'!  
Marie-Sophie



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

**Marie-Sophie Gendron, B.A.**

Analyste archéologue

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767

Courriel : [marie-sophie.gendron@wendake.ca](mailto:marie-sophie.gendron@wendake.ca)



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**De :** Blake Williams <[bwilliams@asiheritage.ca](mailto:bwilliams@asiheritage.ca)>

**Envoyé :** 9 juin 2022 14:55

**À :** Marie-Sophie Gendron <[Marie-Sophie.Gendron@wendake.ca](mailto:Marie-Sophie.Gendron@wendake.ca)>

**Cc :** Dominic Ste-Marie <[Dominic.Sainte-Marie@wendake.ca](mailto:Dominic.Sainte-Marie@wendake.ca)>; Jean-Francois Richard <[Jean-Francois.Richard@wendake.ca](mailto:Jean-Francois.Richard@wendake.ca)>; Isabelle Lechasseur <[Isabelle.Lechasseur@wendake.ca](mailto:Isabelle.Lechasseur@wendake.ca)>; Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>; Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>

**Objet :** RE: Grey Road 19 Archaeological Assessment

Hi Marie-Sophie,

Following delays with utility locates the fieldwork for the Grey Road 19 project is delayed until June 16<sup>th</sup>. This project is following our Stayner project.

Anticipated Dates of Fieldwork: June 16, 2022

Start Time: Approximately 8 AM. Our crew is staying in Collingwood following the South East Stayner project.

Field Director: [REDACTED] with a crew of two.

Meeting Location: The northeast corner of Blue Mountain Rd and Patricia Dr. There is a gravel shoulder/pullover area, please see the attached map.

Please let me know if a representative is able to join us onsite. If not, we will certainly share our field notes and a draft report for your review.

Cheers,

**Blake Williams** (He/him), **MLitt**

Lead Archaeologist | Project Manager • Environmental Assessment Division



**From:** Blake Williams

**Sent:** May 17, 2022 2:27 PM

**To:** Marie-Sophie Gendron <[Marie-Sophie.Gendron@wendake.ca](mailto:Marie-Sophie.Gendron@wendake.ca)>

**Cc:** Dominic Ste-Marie <[Dominic.Sainte-Marie@wendake.ca](mailto:Dominic.Sainte-Marie@wendake.ca)>; Jean-Francois Richard <[Jean-Francois.Richard@wendake.ca](mailto:Jean-Francois.Richard@wendake.ca)>; Isabelle Lechasseur <[Isabelle.Lechasseur@wendake.ca](mailto:Isabelle.Lechasseur@wendake.ca)>; Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>; Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>

**Subject:** Grey Road 19 Archaeological Assessment

Hello Marie-Sophie,

ASI would like to engage the Huron-Wendat Nation on behalf of R.J. Burnside and the County of Grey. This archaeological assessment is occurring in advance of proposed road improvements to Grey Road 19. We are planning to conduct a Stage 2 archaeological assessment to cover three areas of potential, via test pit survey, that were noted in our Stage 1 Archaeological Assessment, see the attached Stage 1 results mapping. It is our understanding that an agreement has been, or will be, arranged with the County of Grey.

Here are the preliminary details.

Anticipated Dates of Fieldwork: June 14-15, 2022

Start Time: Approximately 10 AM as our crew is commuting from Toronto.

We do not have a Field Director picked yet, nor do we know the size of the crew, but we will pass along that information including the Field Director's cell phone closer to the date.

Meeting Location: The northeast corner of Blue Mountain Rd and Patricia Dr. There is a gravel shoulder/pullover area, please see the attached map.

Please let me know if you have any questions or comments and we look forward to working with you on this project.

**Blake Williams** (He/him), **MLitt**

Lead Archaeologist | Project Manager • Environmental Assessment Division



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## Sylvia Waters

---

**From:** Deanna De Forest  
**Sent:** Monday, April 18, 2022 10:36 AM  
**To:** Marie-Sophie Gendron; Dominic Ste-Marie  
**Cc:** Paul Hausler; Sylvia Waters; Louis Lesage; Mario Gros Louis; Jean-Francois Richard; Isabelle Lechasseur  
**Subject:** RE: 052076-Nation Huronne-Wendat -Stage 2 Archaeological Assessment, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good morning Marie-Sophie,

I have confirmed with the archaeologist the field work is estimated to be two 8-hour days.

I look forward to receiving your quote for participation of your field representative and will forward it on to Grey County for consideration.

A Project Manager from ASI will subsequently be in touch with you to coordinate the fieldwork schedule.

Best regards,  
Deanna

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4357

**Deanna De Forest**  
Senior Environmental Coordinator

R.J. Burnside & Associates | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4357

---

**From:** Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>  
**Sent:** Thursday, April 14, 2022 11:57 AM  
**To:** Deanna De Forest <Deanna.DeForest@rjburnside.com>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>  
**Cc:** Paul Hausler <Paul.Hausler@rjburnside.com>; Sylvia Waters <Sylvia.Waters@rjburnside.com>; Louis Lesage <Louis.Lesage@wendake.ca>; Mario Gros Louis <Mario.GrosLouis@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>  
**Subject:** RE: 052076-Nation Huronne-Wendat -Stage 2 Archaeological Assessment, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good morning Deanna,

Thank you for contacting the Huron-Wendat Nation about this Stage 2 AA. The HWN will collaborate on this project with your team. Could you tell me the estimated duration of the project? I will be able to send a quote for the participation of our field representative and coordinate their presence once the fieldwork is schedule.

Tiawenhk inenh chia' entïo'!  
Marie-Sophie

## Sylvia Waters

---

**From:** Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>  
**Sent:** Thursday, April 21, 2022 10:33 AM  
**To:** Deanna De Forest; Lori-Jeanne Bolduc; Marie-Sophie Gendron  
**Cc:** Paul Hausler; Sylvia Waters; Louis Lesage; Mario Gros Louis  
**Subject:** RE: 052076-Nation Huronne-Wendat -Stage 2 Archaeological Assessment, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Ndio' Deanna,

Thank you for your email, we will of course give our comments on this report and we will indeed want to send monitors for this upcoming fieldwork for archology and, depending on what's found, do some construction monitoring, as needed.

Tiawenhk chia' önenh  
Dominic Ste-Marie



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ATTENTION: Please note that Maxime Picard has a new position at the Huron-Wendat Nation Council and is no longer in charge of Ontario consultations. Any new consultation from Ontario must be sent to Mario Gros-Louis ([mario.gros-louis@wendake.ca](mailto:mario.gros-louis@wendake.ca)), Lori-Jeanne Bolduc ([lori-jeanne.bolduc@wendake.ca](mailto:lori-jeanne.bolduc@wendake.ca)) and Dominic Ste-Marie ([dominic.ste-marie@wendake.ca](mailto:dominic.ste-marie@wendake.ca)).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Marie-Sophie Gendron ([marie-sophie.gendron@wendake.ca](mailto:marie-sophie.gendron@wendake.ca)), Isabelle Lechasseur ([isabelle.lechasseur@wendake.ca](mailto:isabelle.lechasseur@wendake.ca)) and Jean-François Richard ([jean-francois.richard@wendake.ca](mailto:jean-francois.richard@wendake.ca)).

---

**De :** Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>

**Envoyé :** 13 avril 2022 12:23

**À :** Lori-Jeanne Bolduc <[Lori-Jeanne.Bolduc@wendake.ca](mailto:Lori-Jeanne.Bolduc@wendake.ca)>; Marie-Sophie Gendron <[Marie-Sophie.Gendron@wendake.ca](mailto:Marie-Sophie.Gendron@wendake.ca)>; Dominic Ste-Marie <[Dominic.Sainte-Marie@wendake.ca](mailto:Dominic.Sainte-Marie@wendake.ca)>

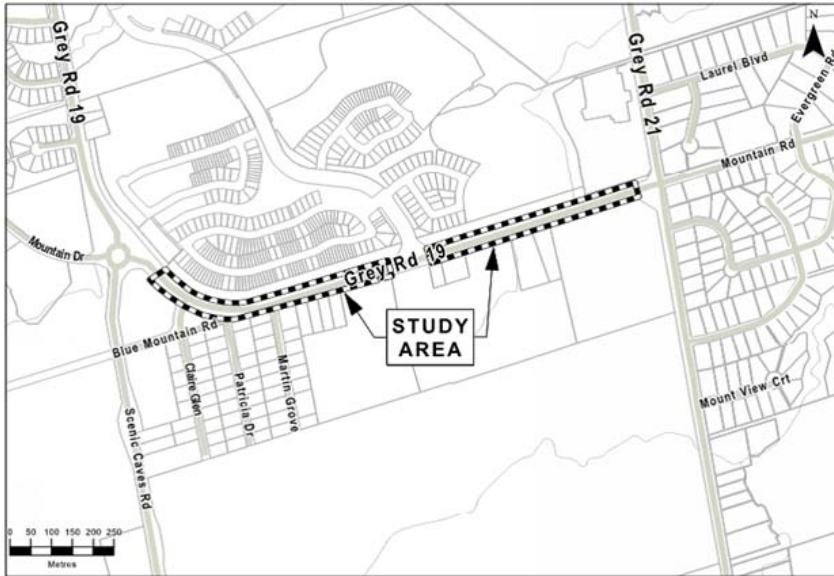
**Cc :** Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>; Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>; Louis Lesage <[Louis.Lesage@wendake.ca](mailto:Louis.Lesage@wendake.ca)>; Mario Gros Louis <[Mario.GrosLouis@wendake.ca](mailto:Mario.GrosLouis@wendake.ca)>

**Objet :** FW: 052076-Nation Huronne-Wendat -Stage 2 Archaeological Assessment, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hello,

In follow up to our previous correspondence with Maxime Picard below, a Stage 2 Archaeological Assessment is being planned for spring 2022 in select locations within the study area for the Municipal Class EA for Grey Road 19 in the Town of The Blue Mountains, Grey County.

A map of the location of the Municipal Class EA study area is provided:



A copy of the Stage 1 Archaeological Assessment was previously forwarded to Maxime, and is provided attached for your reference.

As noted in the previous email below, the Huron Wendat requested to participate in any Stage 2 field work being completed as part of the EA process.

If you could kindly confirm your interest and availability to participate in the Stage 2 field work, our archaeologist, ASI will reach out to coordinate timing.

Best Regards,  
Deanna

**Deanna De Forest**  
Senior Environmental Coordinator

R.J. Burnside & Associates | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357

**From:** Maxime Picard <[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)>

**Sent:** Wednesday, March 03, 2021 3:12 PM

**To:** Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>

**Cc:** Trevor Ireton <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>; Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>; Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

**Subject:** RE: 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Well received and thanks Deanna.

We will wait to hear back from you for Stage 2 timing and coordination.

Best regards,

Maxime



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsio**

**Maxime Picard, B. Sc. A.**

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2105

Courriel : maxime.picard@cnhw.qc.ca



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**De :** Deanna De Forest [<mailto:Deanna.DeForest@rjburnside.com>]

**Envoyé :** 3 mars 2021 15:09

**À :** [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)

**Cc :** Trevor Ireton <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>; Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>; Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

**Objet :** FW: 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hello Maxime,

Thank you for your email comments of February 11, 2021 following the Notice of Commencement for the MCEA for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County. Your comments will become part of the public record for the project.

A Stage 1 Archaeological Assessment has been completed for the study area. I have attached a copy of the report for your information. The Stage 1 concluded that parts of the study area exhibit archaeological potential and recommends a Stage 2 Archaeological Assessment in select areas, if impacted.

A Stage 2 Archaeological Assessment will be completed as part of the project if the preliminary preferred solution has the potential to impact identified areas of archaeological potential due to construction activities.

We will keep your contact information on the project contact list to receive notices of the project and keep you informed of any upcoming Stage 2 archaeological assessment.

Regards,

Deanna

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

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Office: +1 800-265-9662 Direct: +1 705-797-4357

---

**From:** Maxime Picard <[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)>

**Sent:** Thursday, February 11, 2021 3:41 PM

**To:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

**Cc:** Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>; [trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca); Paul Hausler  
<[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>

**Subject:** RE: 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/  
Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon Sylvia,

This is to acknowledge reception of your email and notice on the MCEA-Grey Road 19 between Grey Road 21/  
Mountain Road and Grey Road 119/ Gord Canning Drive.

Please note that the Huron-Wendat is effectively insisting to receive copy of the Stage 1 AA report when completed.  
We are also formally requesting to be part of any upcoming Stage 2 AA fieldwork that would be initiated as part of the  
EA process.

Best regards,

Maxime Picard





## NATION HURONNE-WENDAT Bureau du Nionwentsïo

**Maxime Picard, B. Sc. A.**

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2105

Courriel : [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)



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De : Sylvia Waters [<mailto:Sylvia.Waters@rjburnside.com>]

Envoyé : 11 février 2021 13:18

À : [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)

Cc : [melanievincent21@yahoo.ca](mailto:melanievincent21@yahoo.ca); Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>

Objet : 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

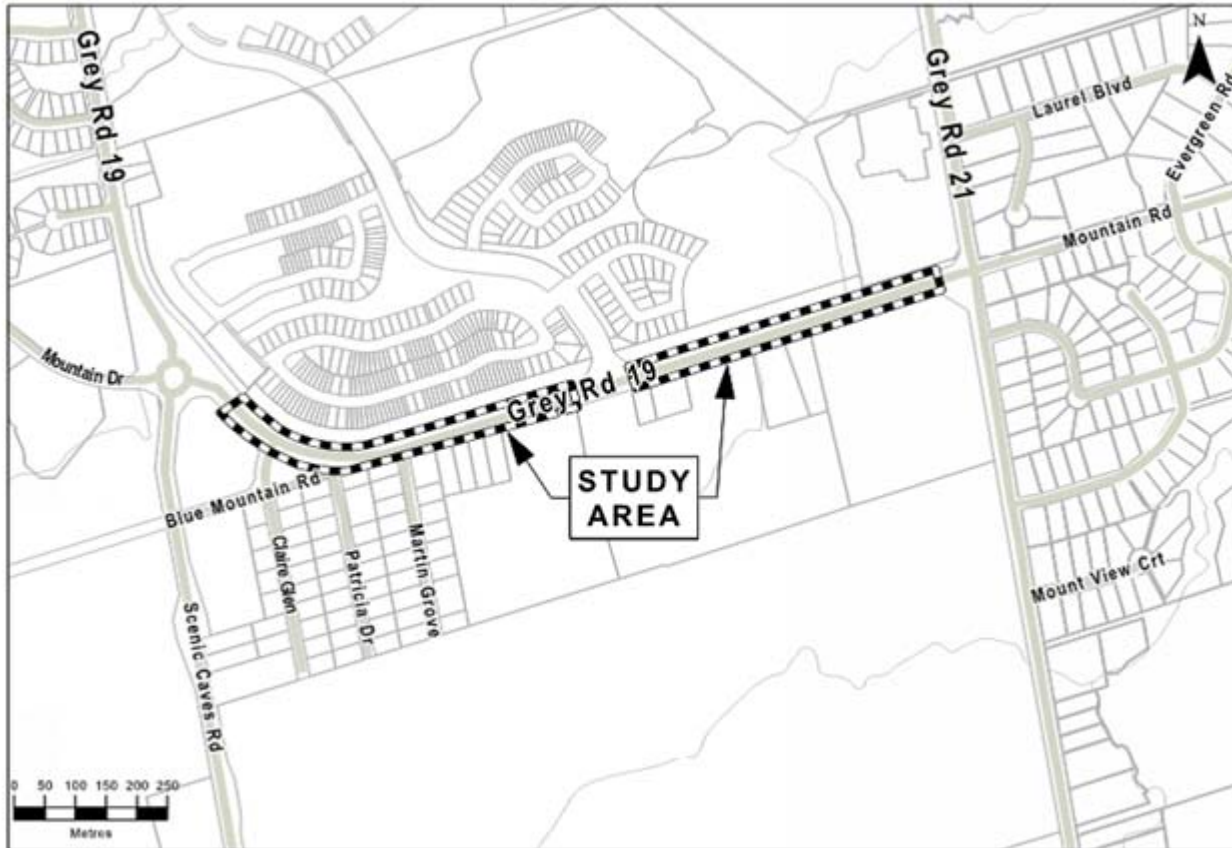
Hello Maxime Picard, Coordinator of Projects for Huron-Wendat

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289

A Stage 1 Archaeological Assessment and Cultural Heritage Resource Assessment will be completed as part of the EA to assess areas of archaeological and cultural heritage potential within the Study Area.



**Sylvia Waters**  
Technical Administrator, EPA

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct: +1 705-797-4379  
[www.rjburnside.com](http://www.rjburnside.com)

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The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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\*\*\*\*\*



## Deanna De Forest

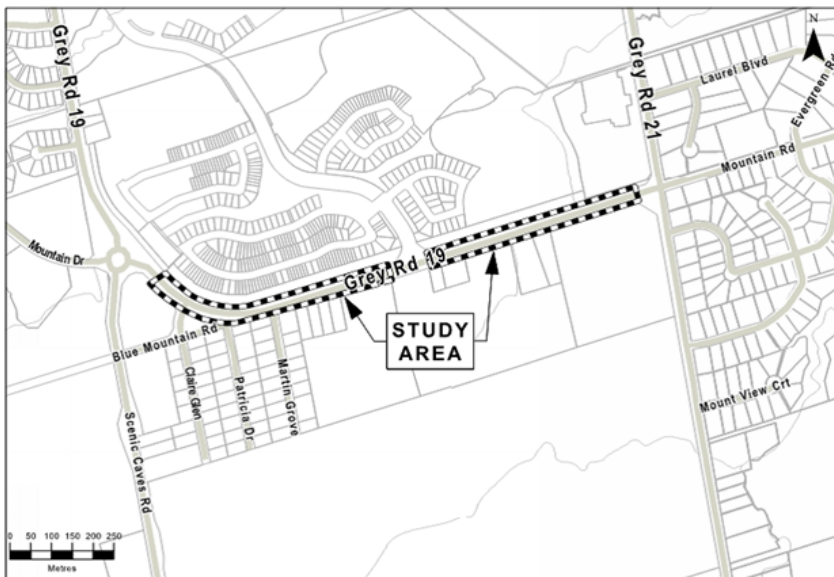
---

**From:** Deanna De Forest  
**Sent:** Wednesday, April 13, 2022 12:23 PM  
**To:** Lori-Jeanne Bolduc; Marie-Sophie Gendron; Dominic Ste-Marie  
**Cc:** Paul Hausler; Sylvia Waters; Louis Lesage; mario.groslouis@cnhw.qc.ca  
**Subject:** FW: 052076-Nation Huronne-Wendat -Stage 2 Archaeological Assessment, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County  
**Attachments:** 20EA-210 Stage 1 Report.pdf

Hello,

In follow up to our previous correspondence with Maxime Picard below, a Stage 2 Archaeological Assessment is being planned for spring 2022 in select locations within the study area for the Municipal Class EA for Grey Road 19 in the Town of The Blue Mountains, Grey County.

A map of the location of the Municipal Class EA study area is provided:



A copy of the Stage 1 Archaeological Assessment was previously forwarded to Maxime, and is provided attached for your reference.

As noted in the previous email below, the Huron Wendat requested to participate in any Stage 2 field work being completed as part of the EA process.

If you could kindly confirm your interest and availability to participate in the Stage 2 field work, our archaeologist, ASI will reach out to coordinate timing.

Best Regards,  
Deanna

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4357

## Sylvia Waters

---

**From:** Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>  
**Sent:** Wednesday, September 29, 2021 3:21 PM  
**To:** Trevor Ireton; Paul Hausler  
**Cc:** Dominic Ste-Marie  
**Subject:** TR: 052076-Huronne-Wendat - Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd. 119/ Gordan Canning Dr.

[EXTERNAL EMAIL]

Good afternoon,

Could you please let us know if any archaeological studies or fieldwork will be necessary as part of this project? We would also appreciate if you could send shapefiles (.shp) of the project or study area, if there are any available.

Thank you,

Lori-Jeanne

ATTENTION: Please note that Maxime Picard has a new position at the Huron-Wendat Nation Council and is no longer in charge of Ontario consultations. Any new consultation from Ontario must be sent to Mario Gros-Louis ([mario.gros-louis@wendake.ca](mailto:mario.gros-louis@wendake.ca)) and Lori-Jeanne Bolduc ([lori-jeanne.bolduc@wendake.ca](mailto:lori-jeanne.bolduc@wendake.ca)).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Marie-Sophie Gendron ([marie-sophie.gendron@wendake.ca](mailto:marie-sophie.gendron@wendake.ca)), Isabelle Lechasseur ([isabelle.lechasseur@wendake.ca](mailto:isabelle.lechasseur@wendake.ca)) and Jean-François Richard ([jean-francois.richard@wendake.ca](mailto:jean-francois.richard@wendake.ca)).



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---

De : Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

Envoyé : 16 septembre 2021 10:21

À : Mario Gros Louis <[Mario.GrosLouis@wendake.ca](mailto:Mario.GrosLouis@wendake.ca)>

Cc : Louis Lesage <[Louis.Lesage@wendake.ca](mailto:Louis.Lesage@wendake.ca)>; Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>;  
[melanievincent21@yahoo.ca](mailto:melanievincent21@yahoo.ca)

**Objet :** 052076-Huron-Wendat - Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd. 119/ Gordan Canning Dr.

Hello Mario GrosLouis

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

The County would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. A **virtual Public Information Centre (PIC)** will be available on the County website to describe the Study, the proposed alternative solutions, and design alternatives, identify next steps in the process and gather public comments. PIC materials pertaining to the Study are available online at <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21> starting **September 16, 2021**. Your comments on the project and information materials are encouraged by **October 18, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study:

**Trevor Ireton, Project Planning Engineer**

Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)



R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct Line: +1 705-797-4379  
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## Sylvia Waters

---

**From:** Maxime Picard <maxime.picard@cnhw.qc.ca>  
**Sent:** Wednesday, March 03, 2021 3:12 PM  
**To:** Deanna De Forest  
**Cc:** Trevor Ireton; Paul Hausler; Sylvia Waters  
**Subject:** RE: 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Well received and thanks Deanna.

We will wait to hear back from you for Stage 2 timing and coordination.

Best regards,

Maxime



### **NATION HURONNE-WENDAT** **Bureau du Nionwentsïo**

**Maxime Picard, B. Sc. A.**

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2105

Courriel : maxime.picard@cnhw.qc.ca



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**De :** Deanna De Forest [<mailto:Deanna.DeForest@rjburnside.com>]

**Envoyé :** 3 mars 2021 15:09

**À :** [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)

**Cc :** Trevor Ireton <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>; Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>; Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

**Objet :** FW: 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hello Maxime,

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We will keep your contact information on the project contact list to receive notices of the project and keep you informed of any upcoming Stage 2 archaeological assessment.

Regards,

Deanna

**Deanna De Forest, B.Sc., E.P.**  
Senior Environmental Coordinator

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**Office:** +1 800-265-9662 **Direct:** +1 705-797-4357

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**From:** Maxime Picard <[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)>

**Sent:** Thursday, February 11, 2021 3:41 PM

**To:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>

**Cc:** Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>; [trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca); Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>

**Subject:** RE: 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon Sylvia,

This is to acknowledge reception of your email and notice on the MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

Please note that the Huron-Wendat is effectively insisting to receive copy of the Stage 1 AA report when completed. We are also formally requesting to be part of any upcoming Stage 2 AA fieldwork that would be initiated as part of the EA process.



Best regards,

Maxime Picard



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

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**Maxime Picard, B. Sc. A.**  
Coordonnateur de projets - Ontario  
255, Place Chef Michel-Laveau  
Wendake (Qc) G0A 4V0  
Téléphone : 418-843-3767 # 2105  
Courriel : [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)



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**De :** Sylvia Waters [<mailto:Sylvia.Waters@rjburnside.com>]

**Envoyé :** 11 février 2021 13:18

**À :** [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)

**Cc :** [melanievincent21@yahoo.ca](mailto:melanievincent21@yahoo.ca); Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>

**Objet :** 052076-Nation Huronne-Wendat - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Hello Maxime Picard, Coordinator of Projects for Huron-Wendat

On behalf of the Grey County, please see attached Notice of Commencement for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive. The site location and approximate extent of the Study Area are shown on the map. At this time, the County is seeking input into the Study and any comments or concerns from those interested in the Study. To provide comment or request additional information about this Study, please contact either of the following Project Team members:

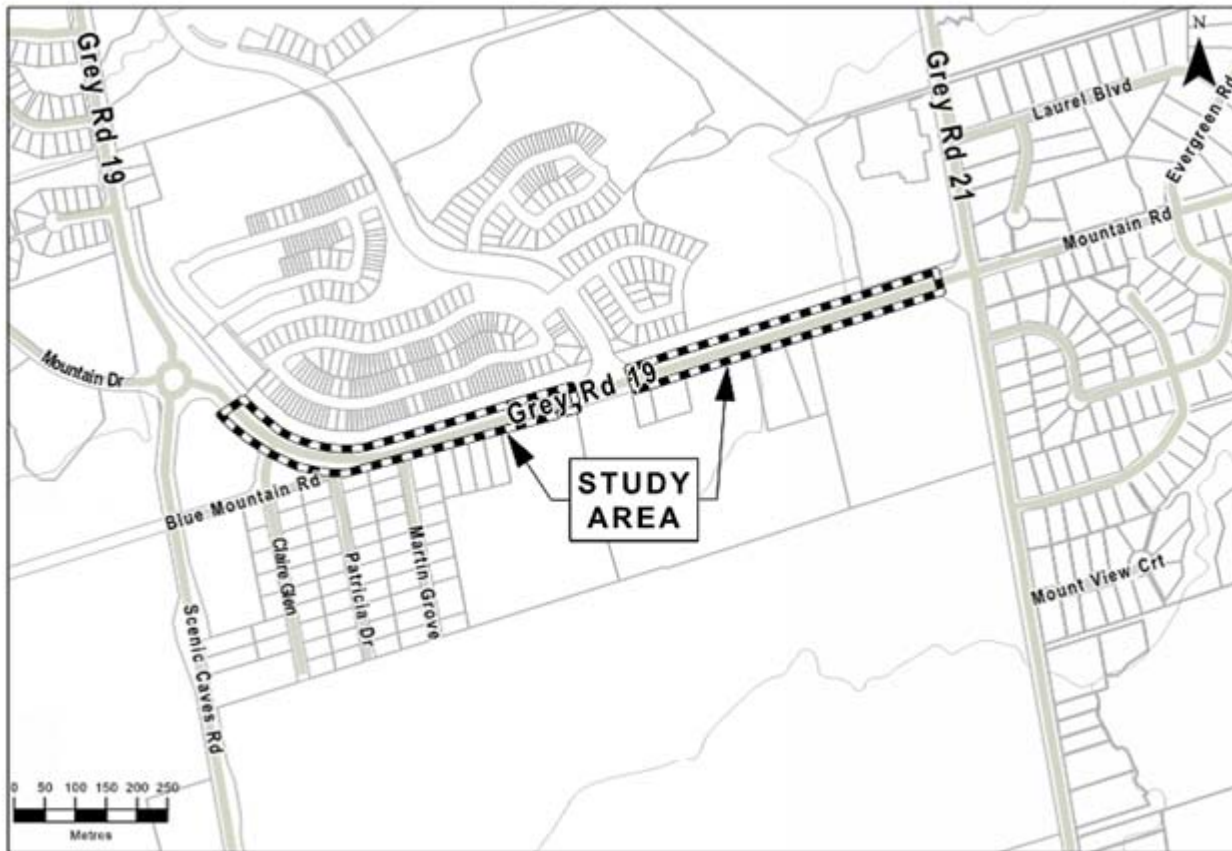
Trevor Ireton, Project Planning Engineer

Paul Hausler, Project Manager

Grey County  
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[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

A Stage 1 Archaeological Assessment and Cultural Heritage Resource Assessment will be completed as part of the EA to assess areas of archaeological and cultural heritage potential within the Study Area.



 **BURNSIDE**  
**Sylvia Waters**  
Technical Administrator, EPA

R.J. Burnside & Associates Limited  
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6  
Office: +1 800-265-9662 Direct: +1 705-797-4379  
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## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** msmith@chimnissing.ca; lands@chimnissing.ca  
**Cc:** Deanna De Forest; info@chimnissing.ca  
**Subject:** 052076-Beausoleil First Nation Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd./Simcoe Rd. 34 and Grey Rd. 119/Gordan Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Mike Smith

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

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Please contact either of the following Project Team members if you are unable to access the online information concerning this Study:

**Trevor Ireton, Project Planning Engineer**

Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)



## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** juanita.meekins@saugeenojibwaynation.ca  
**Cc:** Deanna De Forest  
**Subject:** 052076-Saugeen Ojibway Nation - Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd. 119/ Gordan Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Juanita Meekins

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

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Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** natasha.charles@georginaisland.com  
**Cc:** Deanna De Forest  
**Subject:** 052076-Chippewas of Georgina Island Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd./Simcoe Rd. 34 and Grey Rd. 119/Gordan Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Natasha Charles

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

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**Trevor Ireton, Project Planning Engineer**

Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** shardayj@ramafirstnation.ca  
**Cc:** Deanna De Forest  
**Subject:** 052076-Chippewas of Mnjikaning First Nation Notice of Public Information Centre Grey Rd. 19 between Grey Rd. 21/Mountain Rd. and Grey Rd. 119/ Gord Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Sharday James

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

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**Trevor Ireton, Project Planning Engineer**

Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** chiefsdesk@nawash.ca; juanita.meekins@saugeenonijibwaynation.ca  
**Cc:** Deanna De Forest  
**Subject:** 052076-Chippewas of Nawash First Nation - Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd. 119/ Gordan Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Juanita Meekins

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

The County would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. A **virtual Public Information Centre (PIC)** will be available on the County website to describe the Study, the proposed alternative solutions, and design alternatives, identify next steps in the process and gather public comments. PIC materials pertaining to the Study are available online at <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21> starting **September 16, 2021**. Your comments on the project and information materials are encouraged by **October 18, 2021**.

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Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

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**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** mario.grosLouis@cnhw.qc.ca  
**Cc:** louis.lesage@cnhw.qc.ca; Deanna De Forest; melanievincent21@yahoo.ca  
**Subject:** 052076-Huronne-Wendat - Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd. 119/ Gordan Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Mario GrosLouis

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

The County would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. A **virtual Public Information Centre (PIC)** will be available on the County website to describe the Study, the proposed alternative solutions, and design alternatives, identify next steps in the process and gather public comments. PIC materials pertaining to the Study are available online at <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21> starting **September 16, 2021**. Your comments on the project and information materials are encouraged by **October 18, 2021**.

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**Trevor Ireton, Project Planning Engineer**

Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** consultations@metisnation.org  
**Cc:** Deanna De Forest  
**Subject:** 052076-Metis Nation of Ontario Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd./Simcoe Rd. 34 and Grey Rd. 119/Gordan Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Jesse

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

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Please contact either of the following Project Team members if you are unable to access the online information concerning this Study:

**Trevor Ireton, Project Planning Engineer**

Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

## Sylvia Waters

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**From:** Microsoft Outlook  
**To:** msmith@chimnissing.ca  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**Subject:** Undeliverable: 052076-Beausoleil First Nation Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd./Simcoe Rd. 34 and Grey Rd. 119/Gordan Canning Dr.

### Delivery has failed to these recipients or groups:

[msmith@chimnissing.ca](mailto:msmith@chimnissing.ca) ([msmith@chimnissing.ca](mailto:msmith@chimnissing.ca))

There's a problem with the recipient's mailbox. Please try resending your message. If the problem continues, please contact your email admin.

### Diagnostic information for administrators:

Generating server: YTOPR0101MB0796.CANPRD01.PROD.OUTLOOK.COM

msmith@chimnissing.ca

Remote Server returned '550-5.2.1 The email account that you tried to reach is disabled. Learn more at 550 5.2.1 <https://support.google.com/mail/?p=DisabledUser> u8si1460443vse.61 - gsmtip'

### Original message headers:

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed;  
d=rjburnside.onmicrosoft.com; s=selector2-rjburnside-onmicrosoft-com;  
h=From:Date:Subject:Message-ID:Content-Type:MIME-Version:X-MS-Exchange-SenderADCheck;  
bh=DUjJQb/6v4HIWNC2WOvFmL6KZxI36bIiNi485HrnH6I=;

b=n95xtP7eVQHWhx/P4MChl+tdzDlFzrJJTxyV4jdDGmK97IzYOQvohGwAmsUflfQfL+hQ7EY2uu5DbshB1/Fqztb  
JymryVqUR+gF1IPg67FIClkUSRGiKFCCq40AV0ISPC4ePXS6i6N7tH8rmd7+hBfZ9ZavZ8az3/s6sSQY6vQg=  
Received: from MN2PR17CA0032.namprd17.prod.outlook.com (2603:10b6:208:15e::45)  
by YTOPR0101MB0796.CANPRD01.PROD.OUTLOOK.COM (2603:10b6:b00:1f::13) with  
Microsoft SMTP Server (version=TLS1\_2,  
cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.4500.18; Thu, 16 Sep  
2021 14:20:47 +0000

Received: from QB1CAN01FT015.eop-CAN01.prod.protection.outlook.com  
(2603:10b6:208:15e:cafe::b8) by MN2PR17CA0032.outlook.office365.com  
(2603:10b6:208:15e::45) with Microsoft SMTP Server (version=TLS1\_2,  
cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_256\_GCM\_SHA384) id 15.20.4523.14 via Frontend  
Transport; Thu, 16 Sep 2021 14:20:47 +0000

X-MS-Exchange-Authentication-Results: spf=pass (sender IP is 104.41.148.118)  
smtp.mailfrom=rjburnside.com; chimnissing.ca; dkim=fail (body hash did not  
verify) header.d=rjburnside.onmicrosoft.com;chimnissing.ca; dmarc=pass  
action=none header.from=rjburnside.com;

Received-SPF: Pass (protection.outlook.com: domain of rjburnside.com  
designates 104.41.148.118 as permitted sender)  
receiver=protection.outlook.com; client-ip=104.41.148.118;  
helo=smtppworker-in-28.xware-us-1.o365.crossware.co.nz;

## Sylvia Waters

---

**From:** Sylvia Waters  
**Sent:** Thursday, September 16, 2021 10:21 AM  
**To:** lester.anoquot@saugeen.org  
**Cc:** band.admin@saugeen.org; Deanna De Forest  
**Subject:** 052076-Saugeen First Nation - Notice of Public Information Centre Grey Rd. 19 Widening between Grey Rd. 21/ Mountain Rd/ Simcoe Rd. 34 and Grey Rd. 119/ Gordan Canning Dr.  
**Attachments:** 52076\_Notice PIC Grey Rd 19.pdf

Hello Chief Lester Anoquot

On behalf of Grey County (County), please see the attached Notice of Public Information Centre (PIC) for a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation for Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive.

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Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

**Paul Hausler, Project Manager**

R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)





## Sylvia Waters

---

**From:** Paul Hausler  
**Sent:** Friday, February 12, 2021 3:13 PM  
**To:** [REDACTED]  
**Cc:** trevor.ireton@grey.ca; Deanna De Forest; 300052076 Grey Road 19 Environmental Assessment; Henry Centen; Vic Bohdanow  
**Subject:** RE: Notice of study Grey rd 19

[REDACTED]

Thank you for your interest in the GR 19 EA.

Your email contact information has been added to our Project Contact List to receive future notices about the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4289

---

**From:** [REDACTED]  
**Sent:** Friday, February 12, 2021 2:51 PM  
**To:** Paul Hausler <Paul.Hausler@rjburnside.com>  
**Cc:** trevor.ireton@grey.ca; [REDACTED]  
**Subject:** Notice of study Grey rd 19

Greetings Paul,

As per the attached Notice of Study Commencement please add me to the Project Contact List to receive future notices.

Thanks,

[REDACTED]

## Sylvia Waters

---

**From:** Paul Hausler  
**Sent:** Sunday, February 14, 2021 3:05 PM  
**To:** [REDACTED]  
**Cc:** Trevor Ireton (Trevor.Ireton@grey.ca); Deanna De Forest; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Grey road 19 widening

Thank you for your interest in the GR 19 EA.

Your email contact information has been added to our Project Contact List to receive future notices about the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4289

---

**From:** [REDACTED]  
**Sent:** Sunday, February 14, 2021 8:32 AM  
**To:** trevor.ireton@grey.ca; Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** Grey road 19 widening

Hello gentlemen

I'd like to see all of the information regarding this study and how we can provide input.

I see that the traffic circle at the intersection is a separate issue but interconnecting.

Thanks in advance.



## Sylvia Waters

---

**From:** Paul Hausler  
**Sent:** Wednesday, February 17, 2021 1:37 PM  
**To:** [REDACTED]  
**Cc:** Trevor Ireton (Trevor.Ireton@grey.ca); Deanna De Forest; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Grey County Class EA Cnty Rds 19-21

Thank you for your interest in the GR 19 EA.

Your email contact information has been added to our Project Contact List to receive future notices about the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4289

---

**From:** [REDACTED]  
**Sent:** Wednesday, February 17, 2021 1:25 PM  
**To:** Trevor Ireton <Trevor.Ireton@grey.ca>; Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** FW: Grey County Class EA Cnty Rds 19-21

Trevor, Paul,

As per the attached Class EA notice, [REDACTED] would like to be included in the EA process moving forward.

Thanks!

[REDACTED]

# Tyrolean Village Resorts

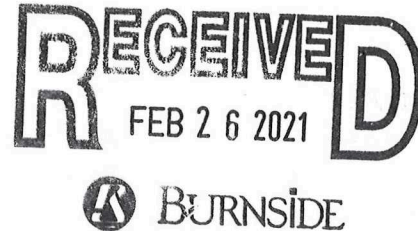
At Blue Mountain

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February 17, 2021

REVISED

Trevor Ireton  
Grey County  
595 9th Ave East  
Owen Sound, ON N4K 3E3  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca) (Via email & mail)



Paul Hausler, Project Manager  
R.J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6 (Via Mail)

**RE: Notice of Study Commencement Municipal Class Environmental Assessment Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/Gord Canning Drive**

Dear Sirs,

Please be advised that Tyrolean Village Resorts Limited (TVR) owns land downstream from the subject Study Area that will potentially be impacted by the works associated with the Study.

The land in question owned by TVR are located to the north of Monterra Road and west of Grey Road 21 and over the past 35 years or so, cumulative development within the broader **upstream** area has led directly to flooding of these lands and property damage. In this regard, we note that due to topography, insufficient structures and lack of storage capacity (system deficiencies) downstream of the Study area, the transfer of stormwater from the Blue Mountains subwatershed (NVCA) into the Townline Creek subwatershed (GSCA) has become a frequent occurrence and thus contributes to the flooding of our lands and related property damage.

With regard to our concerns, please provide any relevant studies that have been completed to-date and advise of any studies anticipated to be completed in support of the proposal.

We reiterate. that any development, including municipal infrastructure, downstream of our land within the 2 aforementioned subwatersheds has the potential of furthering the flooding damage. We look forward to the resolution of our concerns through the course of the project's planning.

Thank you,

A handwritten signature in blue ink, appearing to be "Paul Hausler", written over a horizontal line.

# Tyrolean Village Resorts

At Blue Mountain

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Yours truly,  
Denis Martinek  
Tyrolean Village Resorts Limited  
[dmartinek@tyrolean.com](mailto:dmartinek@tyrolean.com)

CC	Shawn Everitt,	CAO Town of the Blue Mountains (Via email only)
	Will Thomson,	Director Legal Services (Via email only)
	Randy Scherzer,	Director of Planning, County of Grey (Via email only)
	Tim Lanthier,	CAO GSCA (Via email only)
	Andy Sorensen	GSCA (Via email only)
	Doug Hevenor	CAO NVCA (Via email only)
	Nathan Westendorp	Director of Planning & Development Services (Via email only)
	Shawn Carey	Director of Operations (Via Email only)

## Sylvia Waters

---

**From:** Troy Costello <troy\_costello@bgcdsb.org>  
**Sent:** Thursday, March 04, 2021 2:09 PM  
**To:** Paul Hausler  
**Cc:** Sylvia Waters; Trevor Ireton (Trevor.Ireton@grey.ca)  
**Subject:** Re: FW: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon Paul,

Thank you for your email. I will discuss these answers with my supervisor and follow up as necessary.

Cheers,

Troy Costello  
Transportation Route Planner

-----  
Bluewater District School Board & Bruce-Grey Catholic District School Board  
799-16th Ave, Hanover, ON N4N 3A1

On Wed, Mar 3, 2021 at 3:22 PM Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)> wrote:

Troy

Please refer to my answers/clarifications below.

Please note that the 2 roundabout projects noted are not part of our EA study and will be determined by Grey County and the specific Design consultants for each project.

As a result we will not be responsible for inaccurate information however we provide the following guesstimates:

1. *What is the projected start and finish date of the project?*

Although not determined specifically at this time the Construction sequence is provisionally anticipated as follows:

- Construction of the 2 lane roundabout at the intersection of Grey Road 19/Grey Road 21/Simcoe Road 34 and Mountain Road is expected to start in 2022.
- Construction of the 2 lane roundabout at the intersection of Grey Road 19 and Crosswinds Boulevard is expected to start in either 2022 or 2023
- Construction of the road widening is expected to be initiated after completion of the two roundabouts, 2023 or 2024

It is expected that notices will be sent out prior to construction of each project noted above.

2. *Are both lanes of traffic going to be closed or is it going to be reduced to one lane of traffic during the rehabilitation?*

- It is anticipated that at least one lane of traffic will be open at any given time during the various construction processes.
  - Traffic control may be by either temporary traffic light system or by “Flaggers”
3. *Will the roundabout to the West of the construction area be left open/accessible to traffic?*
- See comments in Part 2 above.
4. *Will the roundabout at the intersection of Grey Road 21 and Mountain drive be accessible for traffic? Or will it be closed due to construction?*
- See comments in Part 2 above.

Please note that more accurate information is expected to be provided by the County and the design consultant the closer we get to the initiation of the various construction activities.

I hope this helps you in the interim and if you have any questions specifically related to the improvements to Grey Road 19 between the 2 roundabouts as it relates to this EA please don't hesitate to contact me.

In the meantime your email and other contact information has been added to our Project Contact List to receive future notices about this project.

Thank you for your interest in the GR 19 EA. Your comments will become part of the public record for the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4289

---

**From:** Troy Costello <[troy\\_costello@bgcdsb.org](mailto:troy_costello@bgcdsb.org)>  
**Sent:** Thursday, February 18, 2021 4:20 PM  
**To:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>  
**Subject:** Re: 052076-Agency - Notice of Commencement, MCEA-Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive, Grey County

Good afternoon Sylvia,



My name is Troy Costello and I work in the transportation department for both the Bluewater District School Board and the Grey Bruce Catholic District School. I investigate the runs and routes for bussing and special needs transportation in and around that area of your construction project. I have received the attached Notice of Commencement for the Municipal Class Environmental Assessment study for the location of Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/ Gord Canning Drive. There are a few questions that arise that we were hoping you could answer regarding the construction process.

Please see the attached graphic to identify areas related to the questions below:

1. What is the projected start and finish date of the project?
2. Are both lanes of traffic going to be closed or is it going to be reduced to one lane of traffic during the rehabilitation?
3. Will the roundabout to the West of the construction area be left open/accessible to traffic?
4. Will the roundabout at the intersection of Grey Road 21 and Mountain drive be accessible for traffic? Or will it be closed due to construction?

Thank you for your time, by providing the answers to the above questions, will assist with our routes for the school transportation in that specific area.

**Troy Costello**

**Transportation Route Planner**

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**Bluewater District School Board & Bruce-Grey Catholic District School Board**  
**799-16th Ave, Hanover, ON N4N 3A1**

## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Friday, February 19, 2021 3:04 PM  
**To:** [REDACTED]  
**Cc:** Deanna De Forest; Trevor Ireton (Trevor.Ireton@grey.ca); 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: ENVIRONMENTAL ASSESSMENT GREY ROAD 19

Thank you for your interest in the GR 19 EA.

Your email contact information has been added to our Project Contact List to receive future notices about the project.

**Paul Hausler** | R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Senior Project Manager | **Office:** +1 800-265-9662 **Direct:** +1 705-797-4289

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

From: [REDACTED]  
Sent: Friday, February 19, 2021 2:52 PM  
To: Paul Hausler <Paul.Hausler@rjburnside.com>  
Subject: ENVIRONMENTAL ASSESSMENT GREY ROAD 19

As per our conversation, please add my name to the Project Content List in order to receive future notices of this study.  
As permanent residents at [REDACTED] we are interested in any initiative affecting our  
neighbourhood. Yours truly,  
[REDACTED]

Sent from my iPhone

## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Monday, February 22, 2021 9:51 AM  
**To:** Deanna De Forest  
**Cc:** Trevor Ireton (Trevor.Ireton@grey.ca); 300052076 Grey Road 19 Environmental Assessment  
**Subject:** FW: GR 19 EA - Mail in request for more information and updates.

Please add [REDACTED] to the contact list per below.

Thanks

**Paul Hausler**

Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)

Office: +1 800-265-9662 Direct: +1 705-797-4289

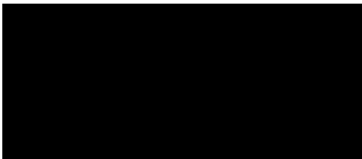
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**From:** Trevor Ireton <Trevor.Ireton@grey.ca>  
**Sent:** Monday, February 22, 2021 7:35 AM  
**To:** Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** GR 19 EA - Mail in request for more information and updates.

Hello Paul,

I received a letter at the office from [REDACTED] looking to be added to the contact list for future information. All that was provided was a mailing address unfortunately.

Please add this contact to your update list:



Regards,

**Trevor Ireton**

*Project Planning Engineer*

Grey County

595 9th Avenue East

Owen Sound, ON N4K 3E3

Phone: +1 519-372-0219 ext. 1246

Fax: +1 519-376-0967

[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)

<https://www.grey.ca>

<http://www.visitgrey.ca>

<http://www.greyroots.com>



## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Thursday, February 25, 2021 7:21 AM  
**To:** [REDACTED]  
**Cc:** Trevor Ireton (Trevor.Ireton@grey.ca); Deanna De Forest; 300052076 Grey Road 19 Environmental Assessment; Henry Centen  
**Subject:** RE: Widening of Grey Road 19

[REDACTED]

Thank you for your comments. You have raised a number of items which can be summarized as follows:

- Consistency of the 4-lane design with the existing 2-lane design on Mountain Road, which limits its effectiveness in addressing congestion in this area.
- Existing operational / safety concern with vehicles passing left-turning vehicles on the shoulder at the intersection of Grey Road 19 / Grey Road 21 / Mountain Road.
- Road rage issues and potential for collisions due to motorists not knowing how to drive roundabouts.

A 2-lane roundabout is proposed at the intersection of Grey Road 19 / Grey Road 21 / Mountain Road, which was confirmed to be the preferred design alternative through a Class Environmental Assessment process completed for the Counties by Tatham Associates. Burnside's current EA study work concurs with the Tatham Study that this is the preferred control alternative, since the addition of turning lanes at this signalized intersection will not provide sufficient capacity to meet the forecasted future traffic volume demands at this location.

A roundabout currently exists at the west end of this corridor and a 2-lane roundabout is proposed at the Crosswinds Boulevard intersection. Therefore the provision of 3 roundabouts in this area provides consistency and familiarity of these controls. Studies have shown that the severity of collisions is significantly reduced in roundabouts when compared to signalized intersections.

The provision of 4-lanes in this area will reduce the potential for vehicles passing on shoulders and therefore will improve safety.

The section of the Grey Road 19 corridor, that is currently being considered for 4 lanes, accommodates travel to/from Mountain Road (i.e., into Collingwood) and to/from County Road 21 (i.e. north-south travel). Therefore the capacity needs on this road will be higher than along Mountain Road, due to the three arterial roads that feed into this point. Mountain Road is also experiencing growth pressure and has been identified to require a 5-lane cross section to the east of Tenth Line in the medium term, with an additional east-west through lane required to the west of Tenth Line over the longer term. This highlights the potential for traffic growth to/from Collingwood, which will ultimately increase the congestion on Grey Road 19. The timing for upgrading of Mountain Road to 4 lanes will be dictated by forecasted traffic volumes along that section of the corridor, as well as access considerations to accommodate development in that area. The provision of the 2-lane roundabout at the Grey Road 19 / Grey Road 21 / Mountain Road intersection provides an interface between the two roads that will be designed to safely accommodate the convergence/divergence of traffic in that area.

Your email and other contact information has been updated and added to our Project Contact List to receive future notices about the project.

Thank you for your interest in the GR 19 EA. Your comments will become part of the public record for the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4289

**From:** [REDACTED]  
**Sent:** Wednesday, February 24, 2021 12:15 PM  
**To:** Trevor Ireton <trevor.ireton@grey.ca>  
**Cc:** Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** Widening of Grey Road 19

Trevor Ireton, Project Planning Engineer, Grey County

Dear Mr. Ireton:

This is in response to your Traffic Study regarding the widening of County Road 19 from County Roads 21 and 19 to the roundabout. I believe this would not do much for the congestion that we basically get twice a day (in the morning with people going to the Village and in the late afternoon when people are returning from the Village). I believe there would be more accidents, especially at the roundabout, as people from out of town do not know how to use the roundabout. By putting a 4 lane highway that stops at the roundabout, it will create more road rage (which we have experienced from visitors to this area) and more accidents which will create more congestion and possibly injure people. In regards to the intersection at County roads 21 and 19, I have to ask why would you put a 4 lane highway that abruptly ends at a traffic light that reduces down into 2 lanes going into Collingwood. Maybe I'm not seeing the whole picture here, but I think that would, again, create more frustration for people leaving the Village and trying to get into a lane that will take them into Collingwood. Right now, people are passing on the right of someone making a left turn (onto 21 and 19) which not only is dangerous but is illegal. I think that what is needed is a left turn lane turning onto County Rd. 21 heading into Collingwood, therefore freeing up a "straight thru" lane and a left turn lane coming from Collingwood at County Rd. 19 which would free up a "straight thru" lane, with advanced greens for turning at the traffic lights. This would give everyone their own lane without causing cut-offs from vehicles and road rage. And, yes, there will be a backup of traffic but this only lasts for about 1/2 hour until most people have left the area for the day.

If Simcoe County is not willing to put 4 lanes going into Collingwood what good is 4 lanes on a 1 mile stretch of road going to help with congestion that will basically end at a 2 lane road???

I don't think a 4 lane highway for such a short distance is going to solve the problem.

It has to be a 4 lane highway all the way to Collingwood or nothing.

[REDACTED]  
[REDACTED]  
Cc: Paul Hausler

## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Tuesday, February 23, 2021 7:21 AM  
**To:** [REDACTED]  
**Cc:** Trevor Ireton (Trevor.Ireton@grey.ca); 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Grey Road 19 widening consideration

[REDACTED]

Thank you for your interest in the GR 19 EA.

Your email contact information has been added to our Project Contact List to receive future notices about the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4289

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**From:** [REDACTED]  
**Sent:** Monday, February 22, 2021 8:29 PM  
**To:** trevor.ireton@grey.ca  
**Cc:** Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** Grey Road 19 widening consideration

Trevor

I am going to keep this short. I am along the south side of windfall backing onto grey road [REDACTED] to be exact).

I paid a premium to be in this location. I am horrified at the thought of the extra noise and volume of traffic widening this road will cause. I would prefer it is kept as it is.

I would not like to see the trails or trees and other greenery lessen to accommodate this widening of the road. If anything were to given I believe more bike lanes are needed and or snow mobile trails.

I am not comfortable with a possible roundabout either as this will speed up the traffic in this new develop residential area where there are many children. The traffic lights currently being installed are perfect.

More consideration should be given to the developers in not allowing for additional overflow parking spots and more land between properties to stack snow as it has been a real issue in this area rather than widening the road to allow more traffic

Thank you for your consideration.

[REDACTED]

## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Thursday, February 25, 2021 8:40 AM  
**To:** [REDACTED]  
**Cc:** Trevor Ireton (Trevor.Ireton@grey.ca); Deanna De Forest; Sylvia Radovic; Vic Bohdanow; Henry Centen; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Environmental Assessment Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive

[REDACTED]

Thank you for your interest in the GR 19 EA.

Your email contact information has been added to our Project Contact List to receive future notices about the project.

Your comments will become part of the public record for the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4289

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**From:** [REDACTED]  
**Sent:** February 25, 2021 8:21 AM  
**To:** Trevor Ireton <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>  
**Subject:** Environmental Assessment Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive

[EXTERNAL EMAIL]

Hello Trevor

Please add [REDACTED] to the contact list for the "Environmental Assessment Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive" project.

My initial comment is that the project must include active transportation to connect the gap in the existing bike lanes on Grey Road 19!

Thank you

Cheers

[REDACTED]

## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Wednesday, March 03, 2021 5:12 PM  
**To:** [REDACTED]  
**Cc:** Sylvia Waters; Deanna De Forest; Vic Bohdanow; Trevor Ireton (Trevor.Ireton@grey.ca); 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Grey Road 19 between Grey Road 21/Mountain Road

[REDACTED]

No worries. We are here to help.

We appreciate your concerns and questions.

We hope to see you at the Public Information Centre (PIC)

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4289

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**From:** [REDACTED] <[REDACTED]@l.net>  
**Sent:** Wednesday, March 03, 2021 5:08 PM  
**To:** Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Cc:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>; Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>; Vic Bohdanow <[Vic.Bohdanow@rjburnside.com](mailto:Vic.Bohdanow@rjburnside.com)>; Trevor Ireton ([Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)) <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>; 300052076 Grey Road 19 Environmental Assessment <[300052076greyroad19environmentalassessment@rjburnside.com](mailto:300052076greyroad19environmentalassessment@rjburnside.com)>  
**Subject:** Re: Grey Road 19 between Grey Road 21/Mountain Road

Thanks Paul, sorry I'm confused. I received the following. It says 1) do nothing 2) widen to 4 lanes and 3) widen to 4 lanes with and active transportation. So I understand now that means a 2 lane roundabout.

But in the other map it shows both roundabouts as one lane roundabouts?

Anyway, confusing but my point is I think it should be a one-lane roundabout at Crosswinds due to the closeness of the highly populated residential area. This would improve movement and eliminate the use of a traffic light but would not encourage traffic travelling too fast, especially when exiting onto Crosswinds. As pointed out I don't think a 2 lane roundabout exists with an exit right into a residential area. I wonder have you done a study of the noise levels if it were a 2-lane roundabout being so close to Windfall residents?

No need to answer but something to consider.

Thank you for all your information and I will look out for that meeting.

Best,  
[REDACTED]





**Notice of Study Commencement**  
**Municipal Class Environmental Assessment**  
**Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/**  
**Gord Canning Drive**

**The Study**

Following a recent Traffic Study, Grey County (County) has identified the need to widen Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive to meet the needs of increased traffic demand. The County is undertaking a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation. The site location and approximate extent of the Study Area are shown on the map. Alternative solutions for improvements include:

- 1) Do Nothing
- 2) Widen to 4 lanes
- 3) Widen to 4 lanes with active transportation

**The Process**

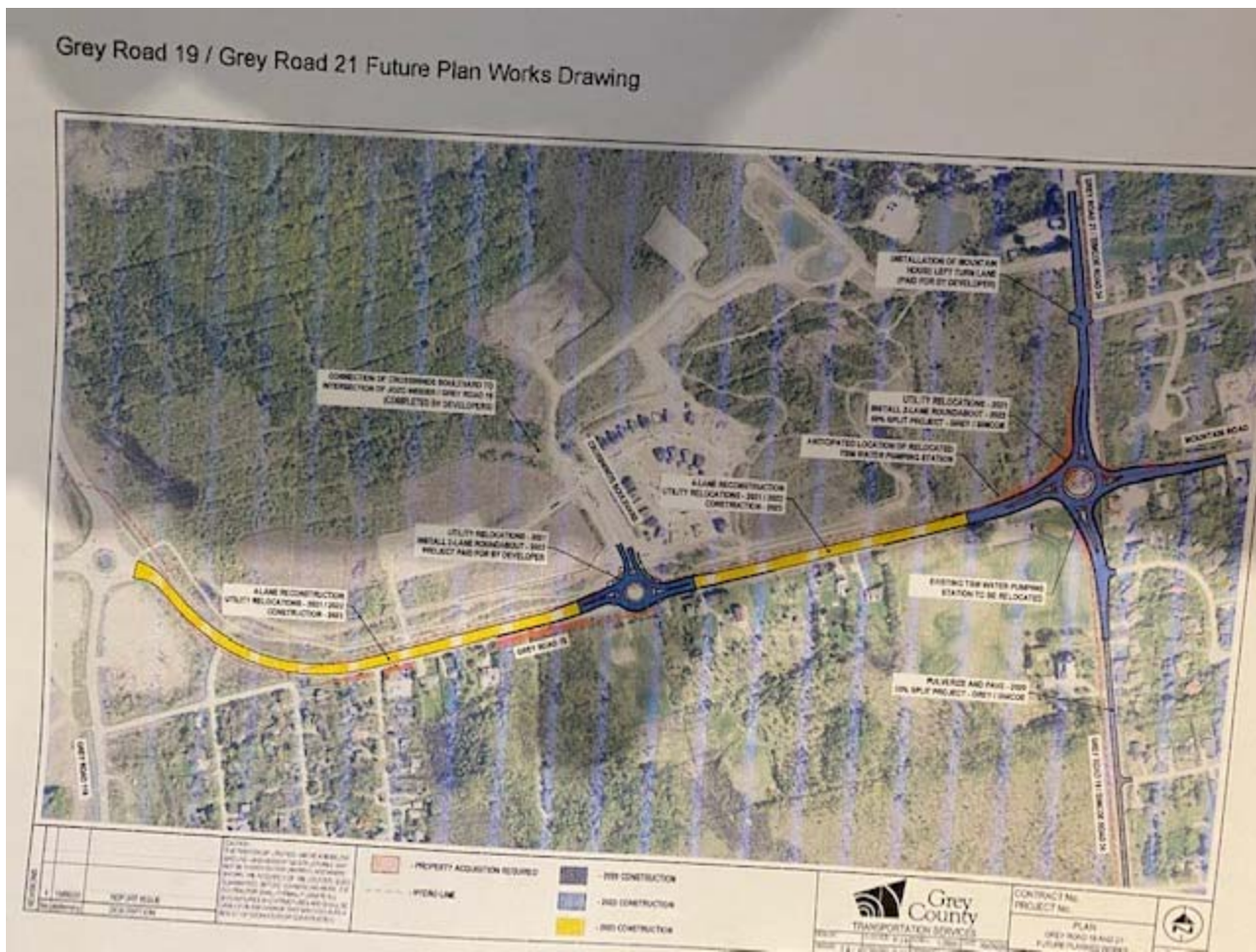
The Study will follow Schedule C of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015), which is an approved process under the *Ontario Environmental Assessment Act*. The study will evaluate alternative solutions and design alternatives with consideration of the natural, cultural, technical and financial environment and recommend a preferred solution in consultation with the public, Indigenous communities and agencies. At the conclusion of the Study, the process will be documented in an Environmental Study Report (ESR), prepared for public review.

**Input Invited**

The public is invited to provide comments for consideration in the planning and design of the project. Information about the project can be found at <https://www.grey.ca/programs-initiatives/grey-road-19-and-21-improvements>. The County would like to ensure that anyone interested in this study has the opportunity to provide input into the planning and design of the project. As such, a Public Information Centre (PIC) is scheduled for spring 2021, during which the Project Team will present conceptual design information relative to the project and address any questions or concerns. Further Notice will be provided closer to the date of the PIC. Subject to comments received and obtaining the necessary approvals, the County intends to proceed with the planning, design and construction of the project, subject to funding.

To provide comment, request additional information concerning this Study or to be added to the





On Mar 3, 2021, at 3:19 PM, Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)> wrote:

[REDACTED]

Thank you for your follow up questions.

For clarification, the current Municipal Class Environmental Assessment (EA) is being completed to consider solutions for the widening of Grey Road 19 to 4 lanes between the intersections of GR 21/Mountain Road and Grey Road 119/ Gord Canning Drive. The Study Area for this EA does not include the intersection of GR 19 and Crosswinds Boulevard.

A 2-lane roundabout currently exists at the west end of this study corridor and a 2-lane roundabout is proposed at the Crosswinds Boulevard as well as at the intersection of Grey Road 19 / Grey Road 21 / Mountain Road, which was confirmed to be the preferred design alternative through a previously completed Municipal Class EA process.

The current EA does not include evaluation of roundabout controls. For the current EA study, we are proposing 4 lanes along the road corridor (i.e. 2 lanes in each direction), which results in 2 lanes approaching the existing and planned roundabouts and 2 lanes leaving the roundabouts on any leg. The actual roundabout itself only has 2 circulatory lanes and is referred to as a 2-lane roundabout. Therefore the provision of three 2-lane roundabouts in this area will provide for consistency in traffic controls.

A 4-lane roundabout is not being considered as part of the current EA.

A Public Information Centre for the current EA for the widening of Grey Road 19 between the intersections of GR 21/Mountain Road and Grey Road 119/ Gord Canning Drive is planned for the spring of 2021, during which the Project Team will present the options for road widening and conceptual design information relative to the project. The public is invited to provide comments for consideration in the planning and design of the project. Further Notice will be provided closer to the date of the PIC.

Thank you for your interest in the GR 19 EA. Your comments will become part of the public record for the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4289

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 03, 2021 10:58 AM  
**To:** Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Cc:** Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>; Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>; Vic Bohdanow <[Vic.Bohdanow@rjburnside.com](mailto:Vic.Bohdanow@rjburnside.com)>; Trevor Ireton <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)> <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>; 300052076 Grey Road 19 Environmental Assessment <[300052076greyroad19environmentalassessment@rjburnside.com](mailto:300052076greyroad19environmentalassessment@rjburnside.com)>  
**Subject:** Re: Grey Road 19 between Grey Road 21/Mountain Road

Just a thought but do you have studies you can produce showing the average speed a car travels entering a 4 lane roundabout versus a 2 lane?

And I thought you were asking for input from the community directly impacted by such a change yet your email response seemed to imply that the decision had already been made?

Sent from my iPhone

On Mar 3, 2021, at 7:34 AM, Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)> wrote:

[REDACTED]

Thank you for your comments. You have raised a number of items which can be summarized as follows:

Consistency of the 4-lane design with the existing 2-lane design on connecting roads on both ends. Question the need for 4-lanes given the congestion levels.

Operational / safety concern with a 4-lane road and 2-lane roundabout in a residential area.

Potential for cut-through traffic using Crosswinds Boulevard.

The section of the Grey Road 19 corridor, that is currently being considered for 4 lanes, accommodates travel to/from Mountain Road (i.e., into Collingwood) and to/from County Road 21 (i.e. north-south travel). Therefore the capacity needs on this road will be higher than along Mountain Road, due to the three arterial roads that feed into this point. Mountain Road is also experiencing growth pressure and has been identified to require a 5-lane cross section to the east of Tenth Line in the medium term, with an additional east-west through lane required to the west of Tenth Line over the longer term. This highlights the potential for traffic growth to/from Collingwood, which will ultimately increase the congestion on Grey Road 19. The timing for upgrading of Mountain Road to 4 lanes will be dictated by forecasted traffic volumes along that section of the corridor, as well as access considerations to

accommodate development in that area. The provision of the 2-lane roundabout at the Grey Road 19 / Grey Road 21 / Mountain Road intersection provides an interface between the two roads that will be designed to safely accommodate the convergence/divergence of traffic in that area.

A 2-lane roundabout is proposed at the intersection of Grey Road 19 / Grey Road 21 / Mountain Road, which was confirmed to be the preferred design alternative through a Class Environmental Assessment process completed for the Counties by Tatham Associates. Burnside's current EA study work concurs with the Tatham Study that this is the preferred control alternative, since the addition of turning lanes at this signalized intersection will not provide sufficient capacity to meet the forecasted **future** traffic volume demands at this location. The need for 4-lanes has been established through traffic forecasting models and found to be required, considering the significant future development that is still to occur in the area.

A roundabout currently exists at the west end of this corridor and a 2-lane roundabout is proposed at the Crosswinds Boulevard intersection. Therefore the provision of 3 roundabouts in this area provides consistency and familiarity of these controls. Studies have shown that the severity of collisions is significantly reduced in roundabouts when compared to signalized intersections.

The provision of 4-lanes in this area will reduce the potential for vehicles passing on shoulders and therefore will improve safety.

GR19 is a County Collector Road and therefore is designed to maintain through traffic flow and facilitate local road connections. Where possible, Collector roads are developed to circumvent local neighbourhoods and restrict direct driveway access, parking etc., which are developed along local roads. GR19 meets these criteria as a Collector Road.

The road network for the Windfall Development, as approved by the Town of the Blue Mountains through the Planning Act process, includes the development of Crosswinds Boulevard as a Municipal Collector Road. The compatibility of this functional classification is considered through the Municipality's planning process and consideration of the subdivision designs and is not part of the current GR19 EA process. There does not appear to be any benefit for traffic to divert into Windfall as a preferred alternate route to GR19 and the subdivision designs (i.e., posted speed limit, traffic controls and traffic calming measures) can be implemented to reduce this potential. The provision of additional capacity on GR19 will serve to minimize the potential for traffic diversion into the Windfall community, which would be more likely to occur if the 2-lane section is maintained on GR19 in this area.

Your email and other contact information has been updated and added to our Project Contact List to receive future notices about the project.

Thank you for your interest in the GR 19 EA. Your comments will become part of the public record for the project.

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
Office: +1 800-265-9662 Direct: +1 705-797-4289

**From:** [REDACTED]  
**Sent:** Tuesday, March 02, 2021 11:41 AM  
**To:** [trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca); Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Subject:** Grey Road 19 between Grey Road 21/Mountain Road



Dear Mr Ireton and Hausler, I am writing to you regarding the proposal to widen to 4 lanes in this short section of Grey Road 19.

I live in Windfall and so this proposal greatly concerns me because the short stretch where you are proposing to widen to 4 lanes is a heavily populated residential neighbourhood.

I recently moved here full time from Toronto where residential areas were often protected from this kind of thing and many efforts were made to slow down traffic rather than speed it up in and around residential areas. I don't think the traffic is that bad around here, in fact it's quite light compared to what I'm used to. I often chuckle at how local residents who have lived here for quite some time complain about the traffic and volume. To me it's quite the opposite and flows fairly well.

And to me the safety in and around densely populated residential areas should be of paramount importance instead of worrying about whether a weekend skier gets to the Blue Mountain resort 5 or 10 minutes faster. It's just not worth it in my opinion. And having it widened to 4 lanes but only in the proposed short stretch and it is 2 lanes on either side will do nothing to increase the movement of traffic. In fact I feel it will cause quite the opposite with huge potential for accidents as it narrows again to 2 lanes at Gord Canning Dr. We don't need to be encouraging weekend skiers to travel any faster than they already are! And it's only busy around here in peak ski season and only on weekends so I just don't see the investment for the occasional times it's busier.

And a 4 lane roundabout that people travel fast on seems quite a dangerous thing to place at the entrance of a highly populated residential neighbourhood where people walk with their kids and dogs and have a school bus stop right at the first intersection of Crosswinds and Snow Apple. As you can see from the map Crosswinds is a very short stretch until that intersection. With a 4 lane roundabout you'll get cars travelling really fast into my neighbourhood. I can't think of another example where a 4 lane roundabout exited right into a residential neighbourhood?

And by putting a roundabout at a neighbourhood entrance you will be encouraging non-residents to use Crosswinds to cut through to Blue Mountain skiing. What a nightmare that will be with them racing through our neighbourhood to get to the hills so that they can get 15 seconds faster at the expense of the residents safety. It's these types of people that often ignore stop signs. Windfall has over 700 homes as well as the neighbouring development of Blumont is quite large too - that's a lot of people who will be adversely affected by a roundabout too close to them. And the roar from the increase from traffic of the 4 lanes and roundabout will be substantial for the residents of Windfall.

So for these reasons I am very much opposed to the 4 lane and roundabout. My vote is to leave it as 2 lanes as you will not gain better traffic flow and only create a dangerous situation for all the residents in the area. Recently lights were installed at Grey Road 19 and Crosswinds. I would like to see those stay as it's made it safer for residents to get on to Grey Road 19. These lights are timed so that they are on a long time for Grey Road 19 traffic so they don't seem to be causing a traffic flow problem.

Best regards,

[REDACTED]  
[REDACTED]

Windfall, ON

<image001.png>

## Sylvia Waters

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**From:** [REDACTED]  
**Sent:** Wednesday, March 03, 2021 10:42 AM  
**To:** Paul Hausler  
**Cc:** Sylvia Waters; Deanna De Forest; Vic Bohdanow; Trevor Ireton (Trevor.Ireton@grey.ca); 300052076  
**Subject:** Re: Grey Road 19 between Grey Road 21/Mountain Road

Hi Paul, thanks you for your detailed response.

It seems from this email that there is already a mind set that a 4 lane roundabout is required? But it doesn't make sense when it directly exits into a highly populated residential community and yet all other roundabouts in the immediate area are two lane roundabouts and they do not exit directly into a residential area? I don't see any examples of this in the area in hwy 26 or Popular where one if the exits spills directly into a large residential development?

With all do respect this makes no sense to me and the safety hazards of this to residents far out way any minor increase in traffic flow in a small stretch of mountain road. Do you have a study of a 4 lane roundabout exiting into a residential area like this?

Safety issues should be paramount. Perhaps a better plan is to make this a two lane roundabout like the others and so that would slow down drivers which would mean the cars exiting onto Crosswinds would be travelling at a reduced speed compared to a car travelling on a 4 lane roundabout and exiting. And you have room to create a right lane exit road into Crosswinds without creating a 4 lane roundabout which only encourages faster speeds.

I hope you will reconsider and change this to a 2 lane roundabout with a off ramp which will promote slower car speeds and a safer environment for residents.

Will there be a town hall meeting that I can attend?

Thank you,  
[REDACTED]

## Sylvia Waters

---

**From:** [REDACTED]  
**Sent:** Thursday, March 18, 2021 7:17 PM  
**To:** Paul Hausler  
**Cc:** Trevor Ireton (Trevor.Ireton@grey.ca); Deanna De Forest; Sylvia Waters; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Grey Road 19 between Grey Road 21 / Mountain Road and Grey Road 119 / Gord Canning Drive

Hi Paul,

I appreciate you responding to my email. It's disappointing that we received a document a few days ago to participate in the process only to now be told the decision on the road changes is final.

Regards,

---

**From:** Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Sent:** 3/18/21 8:58 AM  
**To:** [REDACTED]  
**Cc:** "Trevor Ireton ([Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca))" <[Trevor.Ireton@grey.ca](mailto:Trevor.Ireton@grey.ca)>, Deanna De Forest <[Deanna.DeForest@rjburnside.com](mailto:Deanna.DeForest@rjburnside.com)>, Sylvia Waters <[Sylvia.Waters@rjburnside.com](mailto:Sylvia.Waters@rjburnside.com)>, 300052076 Grey Road 19 Environmental Assessment <[300052076greyroad19environmentalassessment@rjburnside.com](mailto:300052076greyroad19environmentalassessment@rjburnside.com)>  
**Subject:** RE: Grey Road 19 between Grey Road 21 / Mountain Road and Grey Road 119 / Gord Canning Drive

[REDACTED]

The section of the Grey Road 19 corridor, that is currently being considered for 4 lanes, accommodates travel to/from Mountain Road (i.e., into Collingwood) and to/from County Road 21 (i.e. north-south travel) and as a result is experiencing growth pressure from these three arterial roads that feed into this point.

Mountain Road is also experiencing growth pressure and has been identified to require a 5-lane cross section to the east of Tenth Line in the medium term, with an additional east-west through lane required to the west of Tenth Line over the longer term.

This highlights the potential for traffic growth to/from Collingwood, which will ultimately increase the congestion on Grey Road 19. The provision of the 2-lane roundabout at the Grey Road 19 / Grey Road 21 / Mountain Road intersection provides an interface between the two roads that will be designed to safely accommodate the convergence/divergence of traffic in that area.

At this time we do not anticipate any accommodations to increase the capacity of Highway 26 in the short term. Over the longer term the Ministry of Transportation (MTO) plans to complete a Transportation Environmental Assessment Study for Highway 26 requirements and it is our understanding that the municipalities and the Counties affected in this area have requested that the MTO move forward with this study at this time.

Thank you for your interest in the GR 19 EA.

Your email contact information has been added to our Project Contact List to receive future notices about the project.

Your comments will become part of the public record for the project.

Thanks

---

**From:** [REDACTED]  
**Sent:** Sunday, March 07, 2021 4:18 PM  
**To:** [trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca); Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Subject:** Grey Road 19 between Grey Road 21 / Mountain Road and Grey Road 119 / Gord Canning Drive

Dear Trevor and Paul,

I am a Mountain House full-time resident and would like the opportunity to provide input into the planning and design of the project. I understand this should be done through the PIC which is scheduled to be opened in the spring of this year. **Could you please ensure that I am added to the project contact list such that I receive all future notices and am informed when the PIC is open and available for comments.** In addition, can you please inform me of any other avenues by which I can add my comments and concerns to this project.

Given the plans that I have been able to access on the internet, I have the following concerns.

- I am very concerned about the added congestion and traffic associated with your project plans.

- Are there any plans to increase the capacity of Highway 26? If not, we will be subject to a marked increase in congestion, noise, pollution, etc.

I look forward to engaging in this process.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]



## Sylvia Waters

---

**From:** Paul Hausler  
**Sent:** Tuesday, March 16, 2021 8:50 AM  
**To:** [REDACTED]  
**Cc:** Deanna De Forest; Trevor Ireton (Trevor.Ireton@grey.ca); Sylvia Waters; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Grey Road 19 Road Widening EA

[REDACTED] [REDACTED]

Thank you for your interest in the GR 19 EA.

Your email information has been added to our Project Contact List to receive future notices about the project.

---

**From:** [REDACTED]  
**Sent:** Monday, March 15, 2021 6:53 PM  
**To:** Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** Grey Road 19 Road Widening EA

Hi Paul,

Would you please put my husband and I on the contact list for the Grey Road 19 road widening EA.

My husband is [REDACTED] and his email is [REDACTED]

Thanks and regards,

[REDACTED]  
[REDACTED]

 **BURNSIDE**  
Paul Hausler  
Senior Project Manager

R.J. Burnside & Associates Limited  
3 Ronell Crescent, Collingwood, Ontario L9Y 4J6  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4289  
[www.rjburnside.com](http://www.rjburnside.com)

**COVID 19: We remain open for business**

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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Thank you.

\*\*\*\*\*

## Sylvia Waters

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**From:** Paul Hausler  
**Sent:** Tuesday, April 13, 2021 11:35 AM  
**To:** [REDACTED]  
**Cc:** Deanna De Forest; Trevor Ireton (Trevor.Ireton@grey.ca); Sylvia Waters; 300052076 Grey Road 19 Environmental Assessment  
**Subject:** RE: Grey rd 19 widening

[REDACTED]

Thank you for your interest in the GR 19 EA.

Your email information provided below has been added to our Project Contact List to receive future notices about the project.

<b>Paul Hausler</b> Senior Project Manager	<b>R.J. Burnside &amp; Associates Limited</b>   <a href="http://www.rjburnside.com">www.rjburnside.com</a> <b>Office:</b> +1 800-265-9662 <b>Direct:</b> +1 705-797-4289
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-----Original Message-----

**From:** [REDACTED]  
**Sent:** Tuesday, April 13, 2021 11:19 AM  
**To:** Paul Hausler <Paul.Hausler@rjburnside.com>  
**Subject:** Grey rd 19 widening

Paul:  
Thank you for your time today. As discussed I am sending you my contact information for the project updates.  
My contact information is as follows,

[REDACTED]

Sent from my iPad

## Sylvia Waters

---

**From:** Paul Hausler  
**Sent:** Tuesday, October 05, 2021 8:35 AM  
**To:** Deanna De Forest  
**Cc:** 300052076 Grey Road 19 Environmental Assessment  
**Subject:** FW: GR19 Class EA - Notice of Public Information Centre  
**Attachments:** Grey Rd 21 Widening Class EA2021.pdf

FYI

---

**From:** Denis Martinek <dmartinek@tyrolean.com>  
**Sent:** Monday, October 04, 2021 8:13 PM  
**To:** Shawn Carey <scarey@thebluemoountains.ca>; trevor.ireton@grey.ca; Paul Hausler <Paul.Hausler@rjburnside.com>  
**Cc:** Brian Worsley <bworsley@thebluemoountains.ca>; Shawn Everitt <severitt@thebluemoountains.ca>  
**Subject:** Re: GR19 Class EA - Notice of Public Information Centre

Dear Mr. Hausler & Mr. Ireton,

Please see the attached comment letter regarding the Municipal Class Environmental Assessment Grey Rd. 21 Widening.

Thank you,

Denis Martinek, CA, CPA  
Tyrolean Village Resorts  
Cell Phone: 705-888-1918

On Tue, Sep 21, 2021 at 2:48 PM Shawn Carey <[scarey@thebluemoountains.ca](mailto:scarey@thebluemoountains.ca)> wrote:

Hi Denis,

We received the attached notice from Grey County today for their Class EA for the widening of GR19. I know you had expressed an interest in this project previously so wanted to make sure you were aware.

Have a great day!

Shawn



**Shawn Carey**

Director of Operations

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

Tel: 519-599-3131 ext. 260 | Fax: 519-599-2474

Email: [scarey@thebluemountains.ca](mailto:scarey@thebluemountains.ca) | Website: [www.thebluemountains.ca](http://www.thebluemountains.ca)

## **IMPORTANT INFORMATION**

The Town of The Blue Mountains has reopened Town Hall to the public from 8:30 a.m. to 4:30 p.m. Monday to Friday. Customers are reminded that for in-depth service needs, such as planning services, building services, applying for a marriage license and the commissioning of documents, appointments are required. Appointments will need to be scheduled in advance by contacting the appropriate department. To contact a staff member, please call 519-599-3131 or email the appropriate department as listed on the staff directory of the Town website: [www.thebluemountains.ca/staff-directory.cfm](http://www.thebluemountains.ca/staff-directory.cfm). Online services can also be accessed 24/7 by visiting: [www.thebluemountains.ca/online-services.cfm](http://www.thebluemountains.ca/online-services.cfm). Council and Committee meetings will continue to take place virtually until further notice.



# Tyrolean Village Resorts

At Blue Mountain

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DATE: September 28, 2021

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave. East  
Owen Sound, ON N4K 3E3  
519-372-0219 ext.1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)(link sends e-mail)

Paul Hausler, Project Manager  
R. J. Burnside & Associate Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-2489  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)(link sends e-mail)

RE: Municipal Class Environmental Assessment Grey Road 21 Widening between  
Grey Road 21/Mountain Road/Simcoe Road 34 and Grey Road 119/Gord Canning Drive

Tyrolean Village Resorts Limited ("Tyrolean") has previously commented on the subject matter and is taking this opportunity to voice our concerns once again respecting stormwater management, or lack thereof.

Tyrolean is the owner of 302 Grey Road 21, which is located at the north-west corner of Monterra Road and Grey Road 21. As previously stated to the County of Grey, Town of The Blue Mountains and the Grey Sauble Conservation Authority, Tyrolean has witnessed more and more frequent flooding of these lands which has led to damages<sup>1</sup> and will likely lead to the eradication of our tenant's businesses unless the public authorities responsible for development approvals and public infrastructure do something.

We have been advised by our engineering consultants that these damages are directly attributable to upstream development (including increased snowmaking and public infrastructure projects). Further, we have been advised that the notion of allowing development to proceed based on post-development flows not exceeding pre-development flows does not account for the ever increasing quantity of stormwater that must be conveyed by the currently deficient systems.

While the Public Information Centre slides indicate that there is a need to "avoid downstream flooding" and that it is envisioned that the project will "make use of existing outlets per

<sup>1</sup> As witnessed on September 22 and 23, 2021, the watercourse 1 conveyance system was overwhelmed with the result being flooding and damages to Monterra Golf Course, stormwater overtopping Monterra Road and flooding of the stables and paddocks at 302 Grey Road 21.

---

**796455 Grey Road 19, Unit 1, Blue Mountains, Ontario, Canada L9Y 0N8**  
**Tel (705) 445-1467, (416) 213-7437, Fax (705) 446-2402 [www.tyrolean.com](http://www.tyrolean.com)**

# Tyrolean Village Resorts

At Blue Mountain

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approval agency guidance and will be further developed during detailed design", Tyrolean submits that this is not sufficient. Until a comprehensive stormwater plan is in place for this sub-watershed, including improvements to the currently deficient conveyance systems, Tyrolean submits that it is premature to proceed with this project and therefore object to the project.

Yours truly,



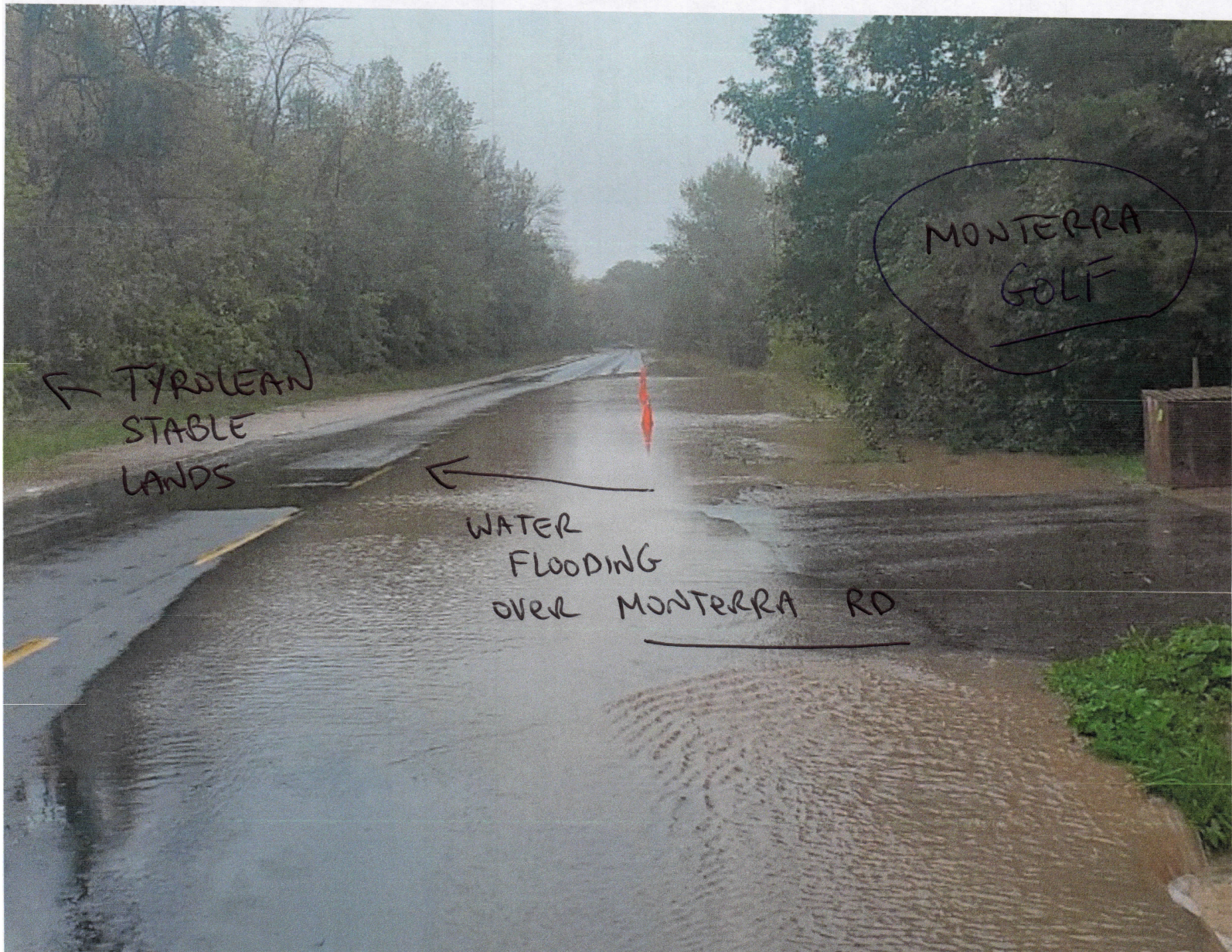
Denis Martinek, CA, CPA  
Tyrolean Village Resorts Limited

c.

The Town of The Blue Mountains



SEPT 22, 23 2021



TYROLEAN  
STABLE  
LANDS

WATER  
FLOODING  
OVER MONTEERRA RD

MONTEERRA  
GOLF



SEPTEMBER 22, 23 2021

MONTERRA

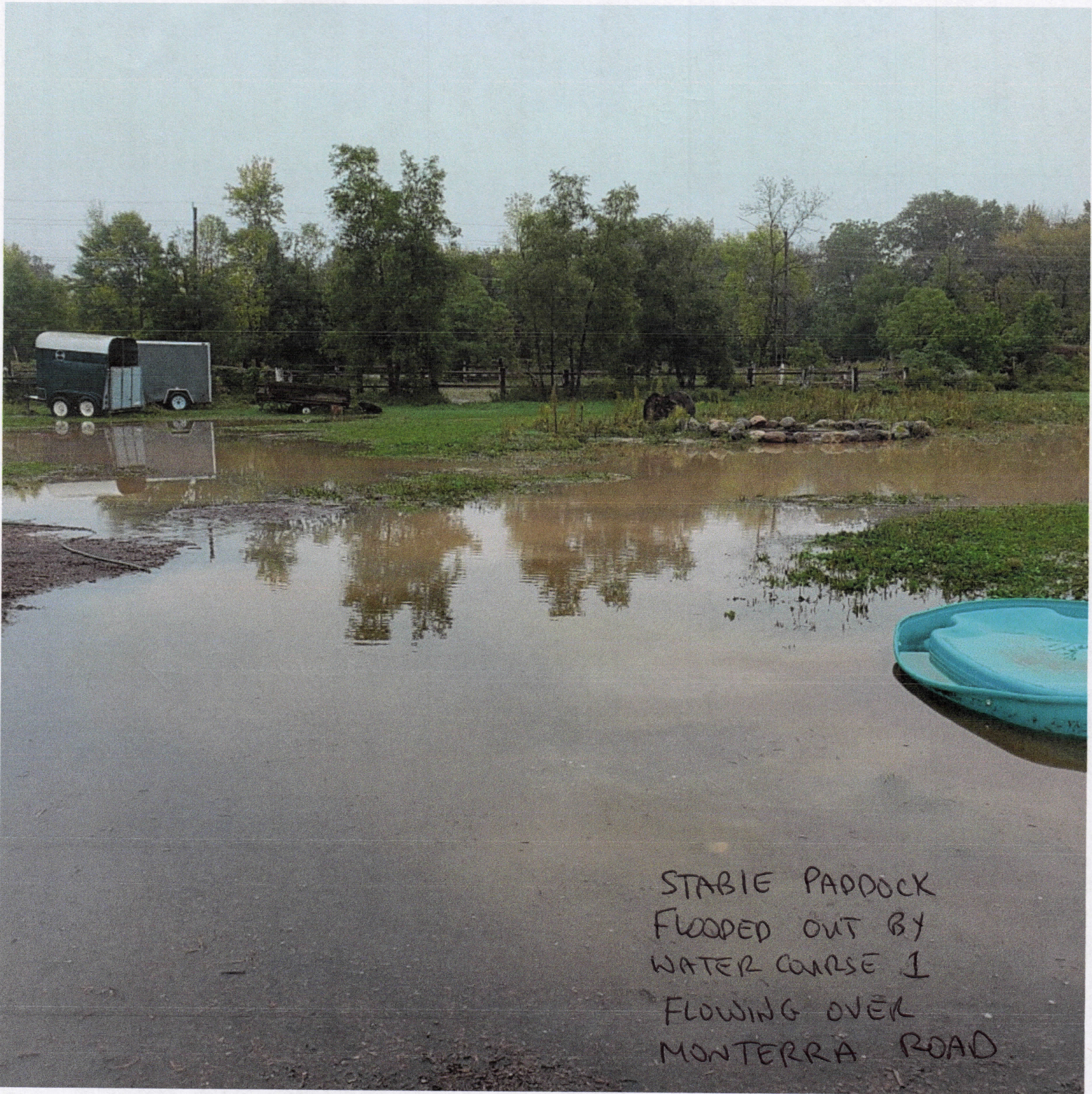
TYSOLEAN  
STABLE

WATER  
FLOODING  
OVER  
MONTERRA  
ROAD





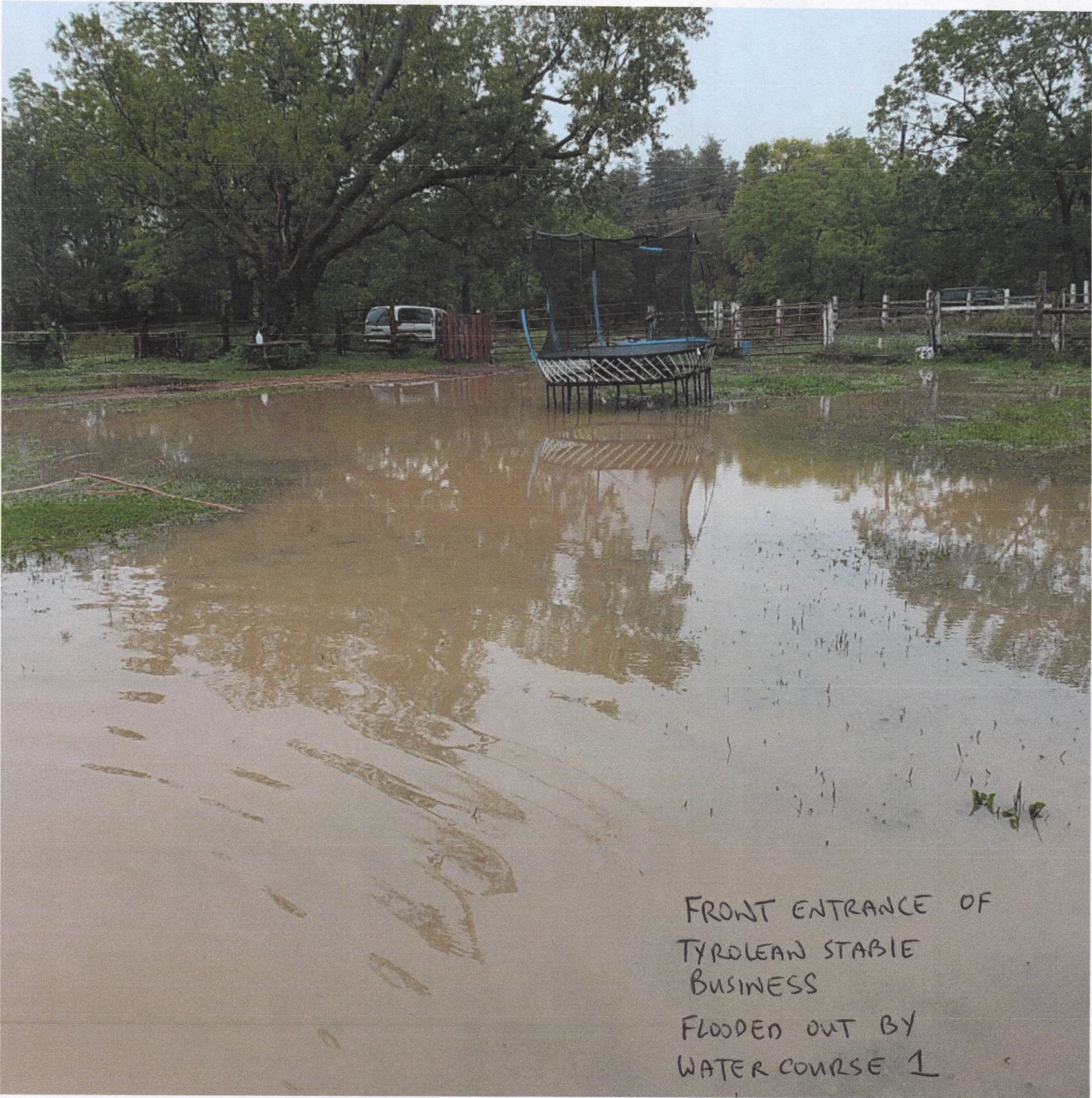
Sept 22, 23 2021



STABLE PADDOCK  
FLOODED OUT BY  
WATER COURSE 1  
FLOWING OVER  
MONTERRA ROAD



SEPT. 22, 23 2021



FRONT ENTRANCE OF  
TYROLEAN STABLE  
BUSINESS

FLOODED OUT BY  
WATER COURSE 1



SEPT 22, 23 - 2021

HORSE

FLOODING  
FROM  
MONTEIRA RD  
WATERCOURSE 1





## Sylvia Waters

---

**From:** Paul Hausler  
**Sent:** Tuesday, November 23, 2021 12:19 PM  
**To:** dmartinek@tyrolean.com  
**Cc:** Deanna De Forest; Vic Bohdanow; Adrian Holvik; Trevor Ireton (Trevor.Ireton@grey.ca); 300052076 Grey Road 19 Environmental Assessment; Henry Centen  
**Subject:** Drainage Concerns - Grey Road 19 between Grey Road 21/Mountain Road  
**Attachments:** 211123\_Response Ltr\_Tyrolean V\_PRH.pdf

Dear Denis Martinek

Please refer to our response to your drainage concerns in the letter attached.

Thank you for your interest in the GR 19 EA. Your comments will become part of the public record for the project.



R.J. Burnside & Associates Limited  
3 Ronell Crescent, Collingwood, Ontario L9Y 4J6  
Office: +1 800-265-9662 Direct Line: +1 705-797-4289  
www.rjburnside.com



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Thank you.

\*\*\*\*\*



November 23, 2021

**Via: Email: [dmartinek@tyrolean.com](mailto:dmartinek@tyrolean.com)**

Denis Martinek  
Tyrolean Village Resorts Limited

Dear Denis Martinek:

**Re: Notice of Study Commencement Municipal Class Environmental Assessment Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/Gord Canning Drive  
Project No.: 300052076.0000**

Thank you for your letters dated February 17, 2021, and September 28, 2021 (attached) with your concerns about storm water management and the potential impact of flooding related to development, including municipal infrastructure, in areas upstream of your property interest.

Within the Study Area for the Municipal Class Environmental Assessment (EA) for Grey Road 19 between Grey Road 21/Mountain Road and Grey Road 119/Gord Canning Drive, the existing drainage consists of ditches in a rural cross-section situation. Ditches are discontinuous in some locations where the road embankment sheet flows toward the adjacent grassed or wet areas. There are multiple culvert crossings and a watercourse crossing (Silver Creek). Adjacent to the Study Area, there are proposed roundabouts and land development projects that are not specifically part of this EA but bear consideration in the development and determination of a preferred solution.

Stormwater management options to satisfy Grey County, the Ministry of the Environment Conservation and Parks (MECP) and the Nottawasaga Valley Conservation Authority (NVCA) criteria will be considered in the design options being evaluated within the EA. It is expected that the drainage options proposed will incorporate a rural cross-section, similar to the existing condition and will make use of existing outlets in keeping with typical approval agency guidance.

Hydraulic modeling of the culvert crossings and the overall surface water management strategy will be completed as part of the detailed design process to support the preferred typical road cross-sections as developed during the EA process.

During the future design process it will be confirmed that there will be no additional impacts to properties adjacent, upstream or downstream of the work or solutions may be developed that result in improvements with respect to impacts on adjacent, upstream and downstream properties.

If during the design phase, culverts and ditches are found to be undersized, poorly graded, or in poor condition, replacement culvert sizes and more efficient ditch grades will be determined and refined during detailed design. Grading impacts of proposed ditches onto private property will also be reviewed with County staff for solutions such as additional property, steeper slopes with erosion protection, etc.

The level of analysis within the EA process will be conceptual but completed with enough detail to determine feasibility of the stormwater management and drainage improvement options and to determine possible land requirements.

In our effort to consider the necessary background information through the EA process we request that if you have studies for Tyrolean Village that you feel would be helpful for us to consider during our analysis, please forward them to us.

Thank you for your interest in the GR 19 Municipal Class EA. Your comments will become part of the public record for the project. Your contact information will be placed on our contact list to receive future notices about this project.

Yours truly,

**R.J. Burnside & Associates Limited**

A handwritten signature in black ink, appearing to read "Paul Hausler", with a stylized flourish at the end.

Paul Hausler  
Senior Project Manager  
PH:sc

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

210311\_Response Ltr\_Tyrolean V\_PRH  
23/11/2021 11:57 AM

## Sylvia Waters

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**From:** Deanna De Forest  
**Sent:** Tuesday, January 04, 2022 10:58 AM  
**To:** [REDACTED]  
**Cc:** Paul Hausler; Ireton,Trevor  
**Subject:** FW: Grey Road 19 Widening between Grey Road 21/Mountain Road .....

Thank you [REDACTED]

We have updated our contact list with your new address to receive future notices about this project.

Regards,

---

**From:** [REDACTED]  
**Sent:** Sunday, January 02, 2022 2:34 PM  
**To:** Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>; [trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)  
**Subject:** Grey Road 19 Widening between Grey Road 21/Mountain Road .....

Hello,

You have been sending notices to my old address i.e. [REDACTED] Blue Mountains, regarding the Grey Road 19 Widening project.

Please note my new address is noted below.

Thank you.

[REDACTED]

## Deanna De Forest

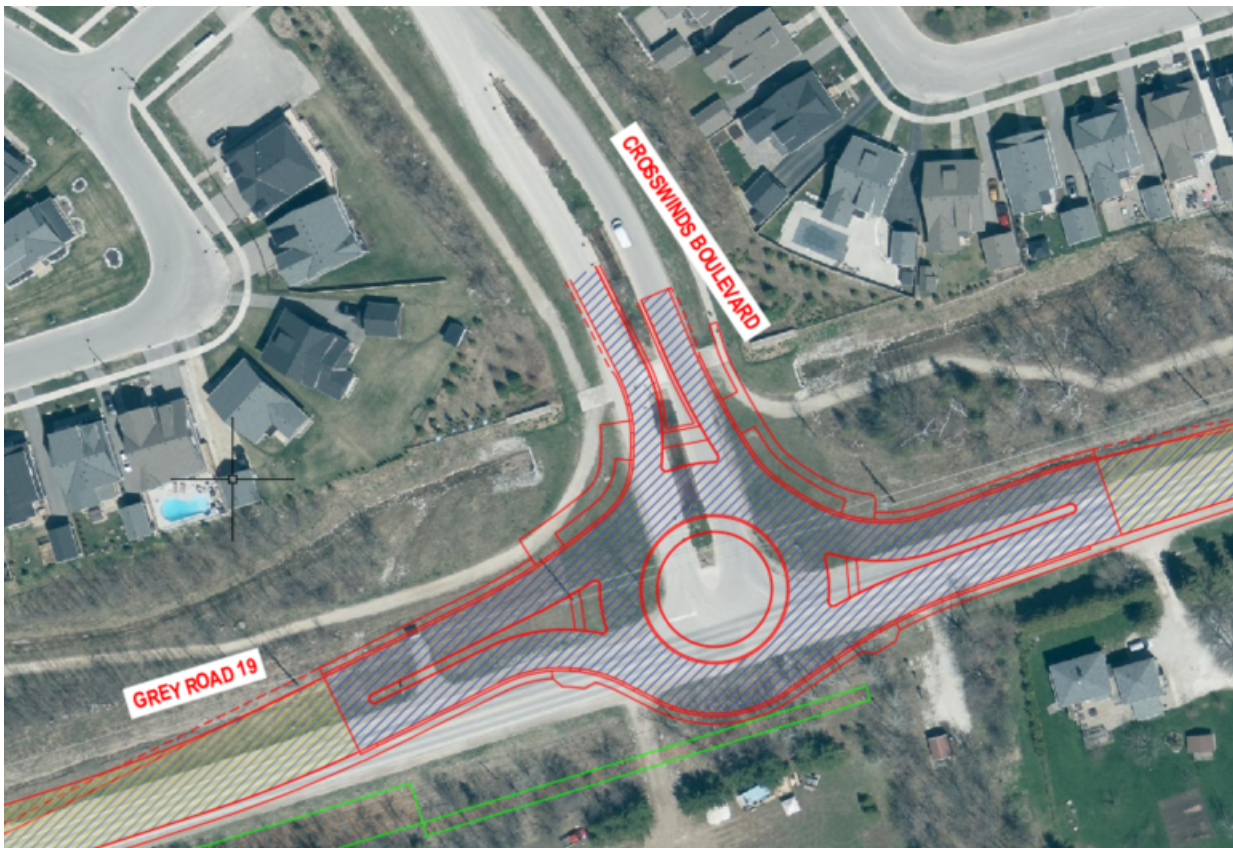
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**From:** Trevor Ireton <Trevor.Ireton@grey.ca>  
**Sent:** Tuesday, September 13, 2022 11:24 AM  
**To:** [REDACTED]  
**Cc:** Paul Hausler; Deanna De Forest  
**Subject:** RE: Notice of Study Commencement Municipal Class Environmental Assessment Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive

Hello [REDACTED]

With the number of questions you have provided, I wonder if a conversation via phone may be the best option to discuss. There are quite a large number of factors that have gone into the decisions around the Grey Road 19 4-laning and roundabout projects and I feel that a conversation would be more appropriate in this case. If this is an option, please let me know and we can try to schedule a conversation to discuss. I have provided some imagery below that may help in our conversation.

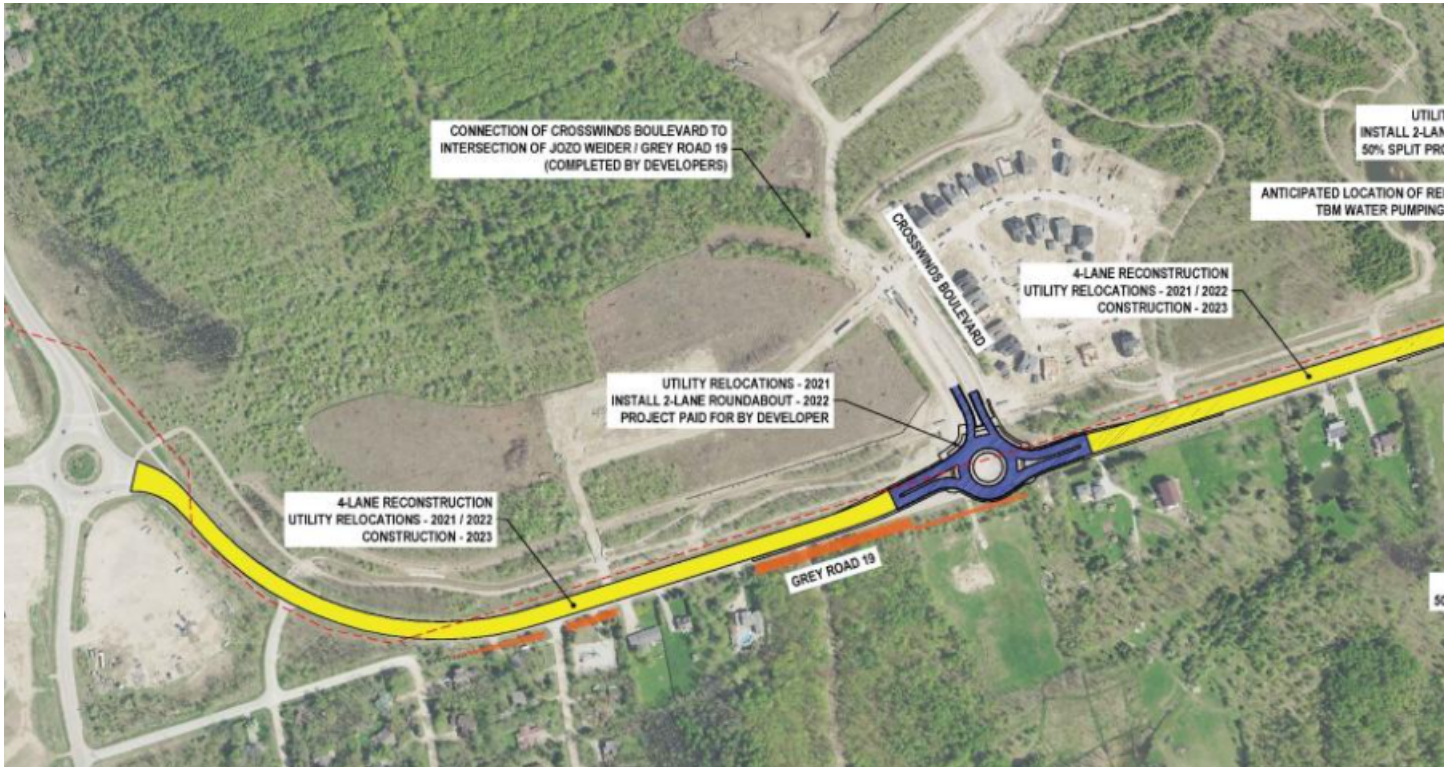
The image below is a general blueprint for the roundabout (blue) at Crosswinds. Unfortunately we do not have any drawings currently other than technical design drawings but this overview helps to highlight the footprint of the proposed roundabout. As you can see, the roundabout will be built completely on lands owned by the County of Grey.



The image below can be found on our project website (<https://www.grey.ca/programs-initiatives/grey-road-19-and-21-improvements>) and helps to give an overview of the entire road improvements that are scheduled. The current timelines listed on the site will be updated in the coming weeks to match the proposed ten year capital



plan that has received preliminary approval from County Council (Final approval is scheduled for next Thursday at County Council).



The image below is the existing roundabout at Grey Road 19/119. As you can see the yellow and white markings are painted in such a way that the roundabout acts as a single lane roundabout on the north and east quadrants. At the same time, this acts as a two lane roundabout on the west and south quadrants.



As Grey Road 19 expands as a result of this Environmental Assessment, this roundabout is likely to be repainted and include 2 full circular lanes as shown below.



I also want to quickly note that the Crosswinds Roundabout was a requirement as part of the Plan of Subdivision submitted by Georgian Communities. The decision for a roundabout to be built at this intersection by Georgian Communities was a requirement of Grey County based on future development in this area, traffic counts and traffic impact studies, and the fact that there were roundabouts (one constructed and one proposed) on both sides of the intersection. Traffic signals between two roundabouts create massive problems with efficiency and a stop controlled intersection at Crosswinds would result in large waiting times for drivers

leaving Windfall trying to turn left toward Collingwood as you may have experienced prior to the current traffic signals being installed.

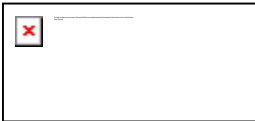
I know I have not addressed all of your concerns but I look forward to hearing from you regarding a potential time for a better discussion. There are a lot of questions you have and I believe that a back and forth conversation is a much better option in order for me to do my best in addressing all of your concerns as well as understanding what we can do to make improvements where possible.

Regards,

**Trevor Ireton**

*Project Planning Engineer*

Phone: +1 519-372-0219 ext. 1246



---

**From:** [REDACTED]

**Sent:** September 10, 2022 1:11 PM

**To:** Trevor Ireton <Trevor.Ireton@grey.ca>

**Cc:** Paul Hausler <Paul.Hausler@rjburnside.com>

**Subject:** Re: Notice of Study Commencement Municipal Class Environmental Assessment Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive

[EXTERNAL EMAIL]

Also Trevor, this part of your response is puzzling.....

*For example, the existing roundabout at Grey Road 19/Grey Road 119 is a two lane roundabout similar to what would be built at Crosswinds. Currently, that roundabout is painted in such a way that it acts as a single lane roundabout but linework **for it may be repainted to align with the future design capacity of the roadway.***

That's a huge roundabout and it sounds like future painted lines will convert that two lane roundabout into a four lane and that this will likely be what happens to the roundabout at the windfall entrance? Perhaps you can clarify.

Frankly, I just don't think the presentation of information and the lack of a proper drawing is misleading the public, and specifically the neighborhood. There's always time to rethink something if safety of neighbourhoods is at risk.

If you can supply the drawings showing both 4 and 2 lane scenarios at both roundabouts that would be great. There will be a new council come the fall and perhaps a relook at these decisions.

I moved full time here from Toronto where we put speed bumps and drop the speed limits in neighborhoods so what's happening here is a real head scratcher.

[EXTERNAL EMAIL]

Hi Trevor and Paul, you mention the environmental and archaeological assessments and studies however what about the community input and how we feel? Is there a report that will be posted with those results that you gathered last year with a deadline in the fall?

So are you saying that the decision for the roundabout is with Windfall and Blue Mountain Township? I think back when this was done there was very little thought put into how many homes would be along the short stretch of Crosswinds due to other residential developments. It will be around 1,500 homes and it's a very active community of people and children walking, riding bikes, plus school bus pickups and our community centre "The Shed" which people and kids walk to.

By adding a roundabout this will be encouraging cars to exit into our neighbourhood, thinking they can get to the mountain 5 seconds sooner. We already have a serious problem with fast drivers who think stop signs are optional. And I would disagree that roundabouts are placed at the entrance of dense neighbourhoods. They are placed on commuter roads to allow for faster movement from one community to another. This is going to be a very dangerous situation and it would be better to keep stop lights there with right lanes to enter the neighbourhood. That way the cars would be stopping before turning into the neighbourhood. Keep in mind the first stop sign is very soon after you exit on to Crosswinds. If cars are coming off of a roundabout at higher speeds there is very little time to stop at that stop sign. Can you tell me who I would contact at Blue Mountain Township who is responsible for this decision?

I would also like to see a drawing that actually shows the diameter of the roundabout as the drawing does not show it. My understanding is the total diameter is actually within the Windfall land as there is no room for any of it on the other side. Can you please supply a complete drawing to scale?

Thanks so much for your response.

[REDACTED]

> On Sep 6, 2022, at 8:18 AM, Trevor Ireton <[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)> wrote:

>

> Hello [REDACTED]

>

> Currently, the Environmental Assessment is in the final stages and awaiting the results of the Archaeological Study and final report preparation. Once the report is finished, it will be posted on our website. We anticipate this being some time in the next month or two.

>

> I notice you have concern over the roundabout. Unfortunately, this is not a part of the Environmental Assessment as the report only looks at the road configuration between the existing roundabout and future roundabout at Grey Road 19/21. The Environmental Assessment for the roundabout at Crosswinds was completed as part of the development of Windfall and is part of their requirement for their Plan of Subdivision.



>  
> I would not say that roundabouts at the opening to residential developments are unprecedented as this is a very common occurrence in many cities and communities within Ontario. I do want to stress that the roundabout for crosswinds consists of two circular lanes. I am not sure if there is confusion as you do mention a 4 lane roundabout. For example, the existing roundabout at Grey Road 19/Grey Road 119 is a two lane roundabout similar to what would be built at Crosswinds. Currently, that roundabout is painted in such a way that it acts as a single lane roundabout but linework for it may be repainted to align with the future design capacity of the roadway.

>  
> If you have any other questions, please let me know.

>  
> Regards,

>  
> Trevor Ireton  
> Project Planning Engineer  
> Phone: +1 519-372-0219 ext. 1246

>  
> -----Original Message-----  
> From: [REDACTED]  
> Sent: August 30, 2022 9:45 AM  
> To: Trevor Ireton <[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)>  
> Subject: Notice of Study Commencement Municipal Class Environmental Assessment Grey Road 19 between Grey Road 21/ Mountain Road and Grey Road 119/ Gord Canning Drive

>  
> [EXTERNAL EMAIL]

>  
>  
>  
> Hello Mr Ireton, I am a full time resident in Windfall.

>  
> Last year the public was asked to participate in a survey regarding this potential plan with as I recall survey deadline being the fall of last year.

>  
> I was looking for these survey results on your website but can't find them. Can you direct me to the public survey results please?

>  
> Can you also tell me the current status of this proposal?

>  
> I am very concerned about the neighborhood safety of thousands of residents having homes connected to Crosswinds blvd that if this plan moves forward it would encourage non residents to use it as a way to get to the Blue Mountain resort. Also the idea of a 4 lane roundabout at the opening of Windfalls large residential area is unprecedented and further increases risk to residents.

>  
> Thank you,  
> [REDACTED]

>  
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**BURNSIDE**

**Public Information Centre Summary  
Report**

**Grey Rd. 19 Widening between  
Grey Rd. 21 / Mountain Rd. / Simcoe Rd.  
34 and Grey Rd. 119 / Gord Canning Dr.**

**Grey County  
595 9<sup>th</sup> Avenue East  
Owen Sound ON N4K 3E3**

**R.J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood ON L9Y 4J6 CANADA**

**February 1, 2022  
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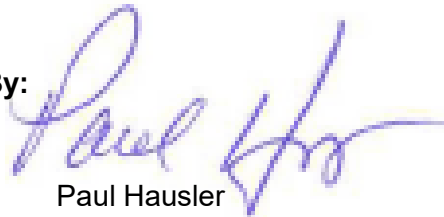
**R.J. Burnside & Associates Limited**

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- Appendix A Newspaper Advertisement
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## 1.0 Introduction and Background

Grey County (County) has identified the need to widen Grey Road 19 between the intersection of Grey Road 19 / Simcoe Road 34 / Grey Road 21 and Mountain Road and the roundabout at Grey Road 19 / Grey Road 119 / Gord Canning Drive to meet the needs of increased traffic demand. As a result, the County is undertaking a Municipal Class Environmental Assessment (MCEA) Study to evaluate options for improvements, with consideration for active transportation, in addition to the opportunity to reconstruct or repair ditches and replace culverts.

A key component of the Study includes consultation with interested stakeholders. This Summary Report documents the virtual Public Information Centre (PIC) made available on the County's website from September 16, 2021 to October 18, 2021, and summarizes the notification process, the information presented, and the comments received during the PIC.

Possible Alternative Solutions include:

- Do Nothing - This is a mandatory solution to be considered in the MCEA process.
- Widen to 4 lanes with paved shoulders for maintenance.
- Widen to 4 lanes with paved shoulders and active transportation.

Planning of the road improvements are being carried out in accordance with the Schedule C requirements (Phases 1 to 4) of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario *Environmental Assessment Act*.

## 2.0 Method of Notification

Details of the date, time, and purpose of PIC were published in the Collingwood Connection on September 16th and 23rd, 2021, and the Blue Mountains Review on September 20th and 27th, 2021. A copy of the advertisement is provided in Appendix A. Notification of the PIC was also posted to the project page of the County's website, published on the County's social media and emailed / mailed to regulatory agencies, municipalities, Indigenous communities, property owners and local residents.

### **3.0 Public Meeting Format**

Given the current provincial government order to limit social interactions to reduce community spread of the COVID-19 virus, the PIC was hosted in a virtual environment. The virtual PIC included a presentation video with recorded commentary which was posted on the County's website for the public to view or download anytime during the PIC comment period. The presentation was separated into five Parts, namely, (1) Introduction, (2) Study Area, (3) Development of Alternatives, (4) Evaluation of Alternatives and Preliminary Preferred Solution, and lastly (5) Your Feedback and Next Steps. Presentation material described the Problem / Opportunity Statement; overview of the MCEA process; information regarding the Study Area; the evaluation of the Alternative Solutions and the Design Alternatives; and a request for input from the public. A copy of the presentation is provided in Appendix B and at the following link to the County website <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21>

An illustration of the proposed alternatives was provided in PDF format for separate download and viewing. Opportunity for public feedback was made available through an online digital Comment Sheet or by contacting the Project Team with written comments.

The on-line comment form asked participants to provide an indication of their key interest in the project and their comments related to themes including:

- The possible solutions for road widening.
- The key considerations and potential impacts of the possible solutions.
- Any other comments / questions/suggestions.

The comments received during the comment period are included in this PIC Summary Report.

### **4.0 Participation**

A total of 422 unique views of the PIC presentation were recorded over the comment period, with some viewing the presentation materials more than once. Thirty-four (34) members of the public provided comments within the PIC comment period. Of those comments, twenty-nine (29) Comment Sheets and five (5) email comments were received. One (1) participant provided both a Comment Sheet and an email. A copy of the comments received are provided in Appendix C.

## **5.0 Summary of Comments Received**

This section provides an overview and highlights of the feedback received from participants who submitted feedback during the PIC comment period. Participant comments are reviewed to provide an understanding of stakeholder interests and opinions and to provide feedback in the evaluation of the Preferred Solution.

The Preferred Solution is selected considering the evaluation of the alternatives against the natural, technical, social, and economic environment, along with comments received during the EA process from stakeholders, local municipalities, Indigenous communities and agencies.

### **Property Interest**

Where identified on Comment Sheets, the majority of participants (28 participants) indicated an interest in the project as a neighbourhood resident. The remainder of the participants indicated a General Interest and/or Other.

### **Possible Solutions for Road Widening**

Though not specifically requested, a number of participants stated a preference for one or more solutions from the possible alternatives presented during the PIC, while others provided general comments on the options for improvements in the Study Area corridor. In general, comments indicated support for dedicated space for bicycles on the road or bike lanes and limited support for widening to 4 lanes. Of the comment sheets received during the PIC comment period, eleven (11) participants indicated a preference for a specific named alternative, summarized as follows:

“Do Nothing” -Five participants noted a preference for this specific option.

“Alternative/Option 2 – Widen to 4 lanes” - One participant noted a preference for this specific option.

“Alternative/Option 3 – Widen to 4 lanes with active transportation”- Five participants noted a preference for this specific option.

## **Key Considerations and Potential Impacts**

The summary of comments and recommendations received during the PIC is intended to provide an indication of overall shared issues, opinions, and concerns of participants.

The comments received during the PIC comment period included the following themes:

- Noise
- Active Transportation
- Traffic speed
- Turning lanes/Roundabouts
- Traffic Flow
- Safety
- Environmental Impact
- Property Impacts
- Costs
- Other comments

Table 1: Overview of Comments

Key Theme	Comment	Study Team Response
Noise	<ul style="list-style-type: none"> <li>Concern for increased noise and impact to nearby residents.</li> <li>Currently significant road noise for neighbouring residents (on either side). Widening will exacerbate excessive road noise.</li> <li>The increase in noise level from vehicles will impact the enjoyment for nearby residents.</li> <li>Increased traffic volume and potential noise will diminish the quality of life in the Windfall development.</li> <li>Four lanes will increase noise (road closer to homes now).</li> <li>Increase in the noise heard by the homes backing onto the road.</li> <li>A proper noise barrier with considerable acoustic capabilities would be necessary.</li> <li>Include a plan for noise reduction in the residential area, eg. tree plantings or noise barrier.</li> <li>too much noise and pollution from the exhaust due to the large trucks, motorcycles and cars which use the road traveling in excess of the posted 60 kmh speed limit.</li> <li>Possible impacts include noise, pollution, environmental issues regarding the current walking paths.</li> </ul>	<p>A key consideration of the road widening alternatives is the potential for increased noise to adjacent properties. A Noise Impact Assessment was completed during the EA and determined significant increases in traffic noise are not expected as a result of the road widening. The predicted daytime sound levels of existing traffic noise range from 49 to 63 dBA in areas along the study corridor. The increase in future sound levels throughout the Study Area will be less than 5 dBA. Future Traffic noise is anticipated to continue to be less than the 65 dBA threshold established by the Ministry of Transportation (MTO) for road widenings. For comparison, a normal conversation is considered to be 60 dBA. A whisper is between 20 and 30 dBA.</p> <p>The results of the Noise Impact Assessment determined that no significant increases to traffic noise are expected as a result of the project and therefore no mitigation measures are required. A noise barrier adjacent to existing development is considered when sound levels are greater than or equal to 65 dBA or there is a change in sound levels greater than or equal to 5 dBA.</p>
Active Transportation	<ul style="list-style-type: none"> <li>Add a bike lane only</li> <li>This section of road needs bike lanes</li> <li>Include bike lanes either side of roadway</li> <li>Four lane expansion with a small paved shoulder does not address pedestrian safety or any active transportation</li> <li>Increase shoulder width to accommodate road bikes</li> <li>Best to accommodate considerable bike traffic</li> <li>Adequate consideration for cyclists</li> <li>Area is a cycling destination and has cycling competitions that attract visitors and generate revenue</li> <li>Support improvement of sidewalks and protected bike lanes to suit lifestyle of the area</li> <li>Gravel trail is not suitable for road bikes</li> <li>Road bikes will not travel on multi-use trails</li> <li>This is a great opportunity to make an alternative transportation friendly road that doesn't hinder vehicles travelling through</li> <li>Make proper bike lanes and repave it</li> <li>Update the current road with bike lanes and proper turn lanes along with the new round a bout</li> </ul>	<p>Comments noted.</p> <p>The Ontario Traffic Manual identifies two options to accommodate bikes on a rural road like GR 19; one is a paved shoulder greater than 1.2 m wide with Share The Road signage, the second is a paved shoulder greater than 1.2 m wide with Bike Route Signage.</p> <p>In order to accommodate a Bike Route and provide a designated space along the edge of the road for cyclists within the Study Area, a paved shoulder 2.0 m wide, including a 0.5 m buffer, is required given the higher volume of traffic within the study area. This option is represented by Alternative 3. The wider road footprint of Alternative 3 may require property acquisition in select locations as well impact Silver Creek, natural features and cultural heritage features along the south side of the road. Widening for Alternative 3 is anticipated to result in a greater impact to existing trees and hydro utilities on the north side of the road. The cost for mitigation, construction and utility relocation results in a higher cost for the Alternative 3 option relative to the other options.</p> <p>The paved shoulder of Alternative 2 can accommodate a Share the Road facility which provides a space for stopped and emergency vehicles and other road users and is often used by cyclists because it provides a space for riding which is adjacent to but separate from the motor vehicle travel portion of the roadway, but does not offer the exclusivity, protection or quality of a separated bikeway facility. Families and more recreational cyclists would be encouraged to utilize the multi-use trail, adjacent to the north of GR19, while the on-road facility would be more suited to road cyclists.</p> <p>The gravel multi-use trail north of the GR 19 road right-of-way is maintained by the Town of The Blue Mountains. Paving the trail and providing winter maintenance would be recommended as part of the</p>

Key Theme	Comment	Study Team Response
	<ul style="list-style-type: none"> <li>Active Transportation to Grey Rd 21 sets up the opportunity for similar type roadway coming West from Collingwood, that would provide a key corridor in our fast-growing region for future safe vehicle and Active Transportation.</li> <li>4 lanes will have severe impact on pedestrians in the neighbourhood (impact to walkways)</li> <li>Crossing across a 4-lane road would be impossible with cars approaching out of the roundabout at a fast speed.</li> </ul>	<p>Municipal Class EA to improve year-round access, however paving of the trail would be the responsibility of the Town of The Blue Mountains.</p> <p>Pedestrian crossings currently exist at the existing roundabout and are planned for the future roundabouts, complete with pedestrian refuge in the splitter island. As traffic increases in the future, additional signage or Pedestrian Crossover (PXO) enhancements may be implemented at these crossings.</p>
Increased Speed	<ul style="list-style-type: none"> <li>Concern about increased speed</li> <li>Speed limit would be a concern. As long as the limit is not increased to 80 km/hr.</li> <li>Concern for speed of traffic once they go from 2 to 4 Lane in such a short distance</li> <li>Concern drivers will increase speed as they leave a 2 lane roadway, through a roundabout to 4 lanes.</li> <li>4 lanes will create an environment for more heavy load (trucks) traffic but 4 lanes will allow aggressive drivers to speed. Which does create more noise and a higher potential for traffic accidents.</li> <li>Create traffic calming</li> <li>Suggest 'Traffic bumps' be placed approximately 50 m from the stop light in both directions and on all lanes to limit speeding.</li> </ul>	<p>Comments noted.</p> <p>The posted speed limit of 60 km/hr is anticipated to remain in place through the Study Area corridor. Narrower 3.3 m lanes coupled with multiple roundabouts through the corridor are anticipated to result in calming of traffic speeds. It's recommended that traffic speeds be monitored after construction with increased enforcement or placement of radar speed signs, if required. Traffic bumps are not recommended on major collector roads or arterial roads due to the high traffic volumes.</p>
Turn lanes/ roundabouts	<ul style="list-style-type: none"> <li>Road widening must have turn lanes to accommodate residential traffic (at Crosswinds)</li> <li>Turning onto Mountain Road during peak hours is challenging now - onto 4 lanes will be next to impossible.</li> <li>Nothing should be done here other than place turn lanes where required for Mountain house homes and condos near the round a bout.</li> <li>The incline at the intersection of Martin Grove and Mountain Road with road widening dangerous in the winter and needs to be addressed as wheels spin trying to accelerate into the turn.</li> <li>Prefer no traffic lights</li> <li>The new traffic lights at Crosswinds/19 have already relieved some of the problems that were experienced previously.</li> <li>Keep the existing lights at Crosswinds rather than a busy roundabout. It's much safer for the communities along Crosswinds and protects Crosswinds from being used as a thruway</li> <li>There is often no traffic in either direction while I wait for the light. Excited about having a roundabout there.</li> <li>Addition of a traffic circle at Crosswind will keep traffic moving. The temporary light is a big inconvenience as they stop traffic for one car most of the time.</li> <li>Put another traffic circle at Grey 19, Jozo Weider and Crosswind</li> <li>Traffic circles being constructed at Grey Road 19/21 and Crosswinds /19 alone will have a positive impact in the flow of traffic</li> </ul>	<p>The existing and planned roundabouts are currently in the design stage being completed by others as part of other projects separate from this EA.</p> <p>The construction of the roundabouts in the Study Area will eliminate the need for turning lanes at these intersections.</p> <p>Two travel lanes in each direction will provide a second lane to facilitate turning on to and from side streets and driveways.</p>



Key Theme	Comment	Study Team Response
	<ul style="list-style-type: none"> <li>Due to the amount of traffic on Mountain Road currently, it would still be difficult for residents to exit developments with a roundabout. Permanent stop lights with traffic sensors would be preferable.</li> <li>Concern visitors to the area unsure of how to navigate roundabouts narrow lanes add to the challenge</li> <li>Properties to the south may have difficulty entering and leaving homes on a 4 lane road without a turning lane.</li> </ul>	
Traffic flow	<ul style="list-style-type: none"> <li>Maintain traffic flow with roundabout or traffic light sensors instead but no 4 lane widening.</li> <li>Traffic congestion is anticipated if the traffic circle is not completed at 21</li> <li>The bottleneck is parking at the village and the ability to easily walk to the village from the new developments on the other side of Grey Road 19.</li> <li>Widening will not increase traffic flow as surrounding roads will remain two lanes. Bottle necks of traffic will continue when GR 19 is a four lane.</li> <li>Widening should decrease the long lines of cars exiting Blue Mountain, benefitting the planned traffic circle at 21. Hard to enter a traffic circle when there is a steady line of traffic coming from the right of way direction to your left. No line up</li> <li>Widening should provide breaks in traffic and should help people exit the Blue Mountain area at peak exit and entrance times, eliminating long lines of cars.</li> <li>Mountain Road from GR 19 to Collingwood will be expanded to 4 lanes at some point. Providing 4 lanes on GR19 now will meet future demands</li> <li>Road widening of less than a 5 km stretch cannot be justified as a congestion-easing tool. If there is increased traffic demands, this will help control the speed limits in this stretch of roadway, which is a good thing not a bad thing.</li> <li>There is a growing body of evidence that simply adding lanes doesn't solve congestion - we are just inducing demand.</li> <li>Concerned about the effects of widening, with cars funneling down to two lanes.</li> <li>As a tourist Town, widening is not required all the time. The big traffic problem only exists eight to ten week ends out of a year. Four lanes would be just a waste of land.</li> <li>Only an issue with traffic on weekends at 4 when visitors leave Blue Mountains</li> <li>Create access to GR 21 and GR 19 via Crosswinds, from the Windfall Development via the condo development on Grey 21/Mountain Rd., (Windfall) concern of being 'landlocked' for emergency vehicle access when time is critical</li> <li>It is only a small number of days/times that the traffic flow is slow due to a large number of vehicles going to and from The Blue Mountain Village, this can and will be resolved by the traffic circles that are scheduled to be constructed in the near future.</li> <li>Suggest widen Hwy 26 from Collingwood to Thornbury instead as this is a major travel road connecting communities whereas Grey Road 19 is used by residents and by skiers to get to the ski hills.</li> </ul>	<p>By 2025, traffic is expected to increase beyond the recommended lane capacity of 900 vehicles per hour travelling in a single direction and two-way lane capacity of 1500 vehicles per hour. More congestion reduces travel speeds and increases delays travelling along the Study Area corridor. Less capacity also results in long delays to turn on to, or from the stop-controlled intersections, with the potential for collisions as drivers complete turns in between shorter gaps in traffic.</p> <p>The future traffic conditions were developed based on historical traffic growth on study area roads, traffic from planned future developments and any planned road network connections and improvements.</p> <p>Future traffic congestion on this section of Grey Road 19 cannot be addressed by improving alternate routes. Considering Grey Road 19 in the study area is a critical linkage between the facilities at the Blue Mountain Resort and a number of County Road connections to the east, there are no alternate routes that would attract the traffic away from this corridor.</p> <p>The various County Roads to the east (i.e., two-lane facilities), as well as traffic to/from the Blue Mountains Resort, collectively contribute traffic and feed in to/from the study area corridor as a main linkage. Therefore the 4-lane cross section is compatible with the road and access networks beyond the study area.</p>

Key Theme	Comment	Study Team Response
	<ul style="list-style-type: none"> <li>Currently no congestion over the short distance of the study area. Widening is based on speculation of congestion</li> </ul>	
Safety	<ul style="list-style-type: none"> <li>Key consideration is safety for cyclists</li> <li>Consider safety of residents and bike riders as a priority</li> <li>This is a densely populated residential area, it seems at odds with safety to add the 4 lanes that will only encourage speeding and reckless driving that is already a problem on ski weekends</li> <li>Pollution from extra vehicle traffic would negatively impact the health and safety of the residents, especially the children and wildlife.</li> <li>Narrow road widths put motorists and cyclists at risk, especially with increased traffic in both directions</li> <li>Cannot see how safety can be protected with a four lane road meeting two lanes going into Collingwood.</li> <li>Potential for accidents travelling from 2 lanes on other roads to 4 lanes</li> <li>There is considerable bike traffic on the road and wider shoulders will ensure better safety for cyclists and drivers alike</li> <li>Road is major artery for cyclists when connecting between Blue Mountain Village, Craigleith and Collingwood communities. Road cycling is a major activity in these areas and this section of roadway is currently very dangerous.</li> <li>Concern about having some sort of bicycle lane/space. As traffic increases a large, paved shoulder or actual bike lane would make it safer than cars passing closely on a shared lane</li> <li>Make it safer for bikes not cars</li> <li>Bike lane will improve safety for the large number of bikers that travel the area</li> <li>Widening to four lanes without adequate size of paved shoulders does not address the safety concerns of motorist and cyclists</li> </ul>	<p>Comments noted.</p> <p>Alternative 2 provides a paved shoulder for cyclist to Share the Road. The paved shoulder would allow space outside of the vehicle travel lane to accommodate vehicles passing cyclist. Vehicles may also utilize the second travel lane to pass cyclist sharing the road.</p> <p>The Alternative 3 considers the implementation of a buffered paved shoulder Bike Route along the corridor. In order to accommodate a Bike Route within the Study Area, a paved shoulder of 2.0 m wide, including 0.5 m buffer, is required given the higher volume of traffic within the study area.</p> <p>Narrower 3.3 m lanes coupled with multiple roundabouts through the corridor are anticipated to result in calming of traffic speeds.</p> <p>The implementation of roundabouts in the study area will improve the safety at these intersections, compared to existing traffic control operations at those intersections. Roundabouts have been shown to be a much safer traffic control than other forms of control. The roundabouts also allow for a safe transition of the roads from 2-lane facilities to a 4-lane facility.</p>
Environmental Impact	<ul style="list-style-type: none"> <li>Concern widening will remove trees and current walking/cycling paths, and impact enjoyment of the outdoors</li> <li>Concern for encroachment into natural areas</li> </ul>	<p>Some vegetation and tree clearing will be required to implement the alternative solutions. Vegetation removal will be subject to timing restrictions to avoid impact to breeding birds and potential species at risk. Impacts to natural areas, including wetland, watercourse and wooded area south of GR 19 are anticipated to be avoided with a smaller road footprint of Alternative 2 and widening to the north. Impacts to the existing gravel multi-use trail north of the GR19 right-of-way are not anticipated.</p>
Property Impact	<ul style="list-style-type: none"> <li>Widening of the road will decrease the distance from road to housing development and have a negative impact on the residents of Windfall</li> <li>Widening will be close to residential yards - places where children, grandchildren, pets walk, bike and play.</li> <li>Concern for too much expropriation</li> <li>Concern about lack of stormwater management and damage to lands from flooding attributed to upstream development, including public infrastructure. Suggests a comprehensive stormwater plan for the subwatershed should be completed before the project proceeds.</li> </ul>	<p>Widening of the road is contained within the existing road right-of-way space for Alternative 2- 4 lanes and a paved shoulder. The distance of adjacent houses to the road right-of-way will be maintained. Widening of the paved road surface within the right-of-way will decrease the distance from the centreline of the paved road surface to the closest house of the Windfall development by approximately 4.4 m for Alternative 2, and 4.9 m for Alternative 3, widen to 4 lanes with active transportation.</p>

Key Theme	Comment	Study Team Response
		<p>Stormwater management options will be considered in the design options being evaluated within the EA. It is expected that the drainage options proposed will incorporate a rural cross-section, similar to the existing condition and will make use of existing outlets in keeping with typical approval agency guidance.</p> <p>Hydraulic modeling of the culvert crossings and the overall surface water management strategy will be completed as part of the detailed design process to support the preferred typical road cross-sections as developed during the EA process.</p> <p>During the future design process it will be confirmed that there will be no additional impacts to properties adjacent, upstream or downstream of the work or solutions may be developed that result in improvements with respect to impacts on adjacent, upstream and downstream properties.</p>
Cost	<ul style="list-style-type: none"> <li>Unnecessary expenditure of local taxpayer money with an obviously negative environmental impact</li> <li>There’s only so much traffic 2 lanes will hold…it’s either do nothing or increase every road to 4 lanes, which is costly and not needed</li> <li>Impact of cost to the taxpayers of The Blue Mountains</li> <li>Although occasionally very busy the cost and environmental impact is not justified</li> </ul>	<p>The planned improvements to GR 19 have been accounted for in the Grey County 10 Year Capital Plan for numerous years. Additionally, the Grey County Development Charges Bylaw includes this project and subsequently, a large portion of the costs for this work (approximately 77%) will be paid for through development charges.</p> <p>As this is a County Road, any increases in maintenance costs would be borne by all Grey County residents and not specifically Town of The Blue Mountains residents.</p>
Other Comments	<ul style="list-style-type: none"> <li>Wait until Collingwood widens from Walmart to Grey Road 19/21</li> <li>At some point in time the road from this study into Collingwood will be expanded to 4 lanes, providing 4 lanes now will meet future needs</li> <li>Propose a 4th solution of having the street designed for not only cars but for walking (sidewalks), bicycling (protected bike lanes)</li> <li>Would have liked to see an option of keeping it two lanes but adding the much-needed bike lanes as this is a very popular place for cyclists and it is currently dangerous</li> <li>Maintain one lane in each direction with active transportation lanes added.</li> <li>Recommend that we keep the existing 1 lane each direction roadway and simply add active transportation lanes.</li> <li>If 4 lanes is approved, the extra lanes should be designated for public transportation (bus-only lanes) only.</li> <li>Consider the widening of Hwy 26 between the towns of Collingwood and Thornbury. Grey Road 19 is used by residents and skiers to get to the ski hills.</li> <li>Widen County Road 21 to Highway 26.</li> <li>Concern GR19 will be widened to Highway 26 and will be disruptive to residents. Widen Highway 26 instead.</li> <li>Consideration needs to be given to limiting the use of Crosswinds as a traffic flow alternative to/from Blue Mountain resort</li> </ul>	<p>An option to keep the road as two lanes is considered the Do Nothing Option, which does not meet the future traffic capacity requirements for the corridor.</p> <p>Grey Road 19 within the Study Area is the main route that provides the critical connection to the Blue Mountain Resort and the connecting County roads. Widening of other roads as an alternative would not attract the traffic from this main route and will not address the future traffic congestion on Grey Road 19.</p>

Key Theme	Comment	Study Team Response
	<ul style="list-style-type: none"><li>• Already have an existing solution which is to use Hwy 26 and Crosswinds for the anticipated extra traffic.</li><li>• Have the excess traffic use Highway 26 and therefore alleviate the volume on Grey Road 19 and for traffic going to the ski resort, Crosswinds can be used, therefore negating the need to widen Grey Road 19.</li></ul>	

## Questions and Answers

A summary of questions included as part of the comments received from the PIC are as follows.

As noted on the Comment Sheets, project related responses to comments and questions are provided within this PIC Summary Report. Individual responses to questions on Comment Sheets were not provided.

Q1: What purpose would this extension serve? Funneling all this extra traffic volume out to Highway 26 makes no sense since Highway 26 is getting overloaded now. Why not widen Highway 26 instead?

A1: The widening of GR19 is intended to address a local issue, driven by the origin/destination of collector road traffic in this area. The capacity issues on Highway 26 are a regional arterial road issue, which are not significantly impacted by the traffic operations on GR19.

Q2: Has anyone considered widening of Grey Road 19 (off Highway 26) or considered Monterra Road off Grey Road 21 as the main access route into Blue Mountain from Collingwood?

A2: The County has completed a traffic study of GR19 and GR21 / Monterra Road. The forecasted origin / destination of travel in this area indicates that improvements to these other east-west routes will not negate the need to provide additional capacity on GR19 in the study area.

Q3: Why is this piece in the 'middle' such an important priority over the other two ends. Is there an option to improve the major or all intersections with turning lanes (or the roundabout) without increasing to 2 lanes - at least in the near term?

A3: Three arterial roads feed into the Study Area corridor, therefore this section of GR 19 has a need for higher capacity to manage the volume of traffic and potential for traffic growth travelling to/from Collingwood. A 2-lane roundabout currently exists at the west end of this study corridor and a 2-lane roundabout is proposed at the Crosswinds Boulevard as well as at the intersection of Grey Road 19 / Grey Road 21 / Mountain Road, which was confirmed to be the preferred design alternative through a previously completed Municipal Class EA process. The implementation of 4 lanes is required to provide the preferred interface with the improvements being provided at the roundabout intersections, given the relatively short spacing between these intersections.

Q4: I don't see a point in widening this portion of Grey Road 19 as it will create a bottle neck, all other roads leading to this stretch are 1 lane and this would lead into a 1 lane so what is the purpose? This will add to congestion for the windfall community.

A4: GR 19 in the Study Area is a pinch-point where traffic merges from and diverges to the arterial roads at either end of the Study Area corridor, including Mountain Road (east-west to Collingwood) and GR 21, the north-south travel route. This results in higher traffic capacity needs on GR 19 within the Study Area. Mountain Road has been identified for expansion in the medium and long-term to accommodate future traffic growth which will increase the need to address traffic congestion on GR 19. GR19 is a County Collector Road. As a Collector Road it is designed to maintain through traffic flow and facilitate local road connections. Where possible, Collector Roads are developed to bypass local neighbourhoods and restrict direct driveway access, parking etc. The proposed improvements are intended to improve access to the community to/from GR19, reducing congestions at those entry points. Traffic calming measures can be taken internal to the community to minimize traffic diversion through the community from the County Road.

Q5: Why does this area need to be 4 lanes when the road feeding it are only 2 lanes?

A5: See A4 response

Q6: Are there downloadable figures etc. associated with the study besides the one overview?

A6: At this point in the study, typical cross-sections of the alternative solutions and an overview figure of the preliminary preferred solution are provided as conceptual illustrations. As the study progresses, a preliminary design of the preferred solution will be developed and included as part of the Municipal Class EA documentation. The detailed design of the preferred solution will be developed following the completion of the Municipal Class EA.

Q7: There has also been some concern about making a right hand turn from Martin Grove to Mountain Road and/ or making a left hand turn towards the mountain. Will both be still allowed.?

A7: Yes, Martin Grove Road will remain as a full movement intersection, with no restrictions. The delays for turning movements are forecasted to increase due to overall traffic growth on GR19, however sufficient capacity remains to accommodate the turning movements at this intersection.



Q8: I am also concerned with the speed. Why is the speed 50k/ hour after the roundabout, going past the mountain, on Mountain Road towards Highway 26?

A8: The posted speed is intended to be consistent with an operating environment that is safe and that motorists perceive as being required. The section of GR19 in the study area and immediately north has a rural cross section, with little visual cues giving drivers the perception of the need to slow down, (eg. built up areas, multiple driveways) resulting in a target speed of 60km/hr. Posting lower speeds will not significantly lower operating speeds and may result in an enforcement issue.

Q9: What are chances that a widening of the road will be done? If the lanes are going to widen when does construction plan on commencing?

A9: The Municipal Class EA will identify the preferred solution for road widening. Detailed design of the preferred solution will commence following the completion of the Municipal Class EA with construction planned for 2024/2025.

Q10: It looks based on the destruction we are already seeing over the last few weeks on the north side of Grey Road 19 near Windfall, indicates that the plan is already going ahead before this consultation is completed with the assumption that the roadway will be widened to the north. Please advise why so much work is being done already before this consultation is complete?

A10: Detailed design and construction of improvements to Grey Road 19 will commence following the completion of the Municipal Class EA and the identification of a preferred solution. The construction observed on the north side of Grey Road 19 may be related to the roundabout at the intersection of Grey Road 19 and Crosswinds Boulevard. The roundabout is separate from this Municipal Class EA and is being completed by others as part of the Windfall Development following separate studies completed in 2018.

Q11: I can't see the difference between Option 2 and Option 3 with respect to overall width or features - the figure scale is too large. This makes it hard to understand the difference with respect to active transportation - they both seem to have a 1.2 m paved shoulder.

A11: For each of the options, the width of the vehicle travel lane is 3.3m wide. For Option 2 the width of the paved shoulder is anticipated to be greater than 1.2 m and as wide as 1.5 metres in select areas, where there is enough room within the right-of-way. For Option 3, the width of the shoulder paved for active transportation is 2.0m. The difference is the 0.5m buffer separation from the vehicle travel lanes included in the 2.0m width paved shoulder of Option 3. Option 3 would be signed as a Bike Route. Option 2, without the buffer, would be signed as a Share the Road facility.

The Ontario Traffic Manual identifies two options to accommodate bikes on a rural road like GR 19; one is a paved shoulder greater than 1.2 m wide with Share The Road signage, the second is a paved shoulder greater than 1.2 m wide with Bike Route Signage. The selection of an on-road active transportation facility is determined by the appropriate level of separation based on how fast motor vehicles are travelling on the road and the traffic volume as well as the available right of-way width.

In order to accommodate a Bike Route and provide a designated space along the edge of the road for cyclists within the Study Area, a paved shoulder 2.0 m wide, including a 0.5 m buffer, is required given the speed of travel and higher volume of traffic within the study area. This option is represented by Alternative 3. The wider road footprint of Alternative 3 may require property acquisition in select locations as well as impact Silver Creek, natural features and cultural heritage features along the south side of the road. Widening for Alternative 3 is anticipated to result in a greater impact to existing trees and hydro utilities on the north side of the road. The cost for mitigation, construction and utility relocation results in a higher cost for the Alternative 3 option relative to the other options.

The paved shoulder of Alternative 2 can accommodate a Share the Road facility which provides a space for stopped and emergency vehicles and other road users and is often used by cyclists because it provides a space for riding which is adjacent to but separate from the motor travel portion of the roadway but does not offer the exclusivity, protection or quality of a separated bikeway facility. Families and more recreational cyclists would be encouraged to utilize the multi-use trail, adjacent to the north of GR19, while the on-road facility would be more suited to road cyclists.

Q12: Is there some way the existing gravel trail could be incorporated to the overall solution e.g., pave it into a multi-use trail and integrate it with the road sections of this project?

A12: The multi-use trail adjacent to the north of Grey Road 19 is maintained by the Town of The Blue Mountains. Paving the trail and providing winter maintenance would be recommended as part of the Municipal Class EA to improve year-round access, however paving of the trail would be the responsibility of the Town of The Blue Mountains.

Q13: There is a table with the impacts for the 3 criteria using circle fill. I would like to see a table with the cost and the benefit in addition to this - is there one available? I would also like to see the method to create the extent of circle fill, and how they add to the conclusion. What value is given to the different criteria to arrive at your conclusions. Is it all qualitative or is it also quantitative?

A13: The alternative solutions are evaluated at a high level and compared to each other by applying a qualitative ranking of most preferred to least preferred. Preference is based on the level of anticipated impact for each criterion developed under the Natural Environment, the Socio-Cultural Environment, the Financial Environment and the Technical Environment. As illustrated in the PIC material, a full pie represents the least anticipated impact and therefore most preferred and an empty pie represents the greatest anticipated impact and therefore the least preferred. Each criterion is given equal weight/value and the evaluation of the alternatives is the sum of an average range under each environment category that leads to the identification of a preliminary preferred alternative. The evaluation of the alternatives under the Financial environment is based on the impact of each alternative on the capital costs, operation and maintenance costs and property acquisition costs. Capital costs for option 2 are estimated to be \$3.25 million. Capital costs for option 3 are estimated to be \$4.25 million. The costs are estimated for comparison purposes and developed based on conceptual designs and are not intended for use as budgetary estimates.

Q14: Will the entrance to my house be open all times?

A14: A traffic management plan will be developed during detailed design. Staging of the construction will include access requirements to adjacent properties and emergency services.

Q15: Where will people cross to the mountain? The roundabout is not a solution as it is very busy.

A15: Pedestrian crossings currently exist at the existing roundabout, complete with pedestrian refuge in the splitter island. As traffic increases in the future, additional signage or Pedestrian Crossover (PXO) enhancements may be implemented at these crossings.

Q16: How will speeding be addressed? Already there are people who race if it's double laned that could be a potential issue.

A16: Having narrow 3.3 m wide vehicle travel lanes and multiple roundabouts through the corridor are anticipated to result in calming of traffic speeds. Increased enforcement and traffic calming measures (e.g., speed radar signs, lane markings) can be considered in the future if high speeds are detected through future monitoring.

Q17: Will there be a roundabout at Windfall instead of a light?

A17: The signal lights at the intersection of Grey Road 19 and Crosswinds Boulevard are temporary. A roundabout is planned for the intersection with construction tentatively planned for 2024.

Q18: I have real concerns over the proposed roundabout at the entrance of the Windfall community. I would like to ask if this is 100% going to happen regardless of whether the road is a 2 lane or 4? Can you confirm that the roundabout diameter would have to be bigger for 4 lanes versus the current 2 lanes?

A18: The roundabout at the intersection of Grey Road 19 and Crosswinds Boulevards is being completed by others as part of another project separate from this EA. The construction of the 2-lane roundabout is tentatively planned for 2024. For the current EA study, 4 lanes along the road corridor (i.e. 2 lanes in each direction) are proposed, which results in 2 lanes approaching the planned 2-lane roundabouts and 2 lanes leaving the roundabouts on any leg. A 4 lane road corridor is compatible with a 2-lane roundabout and would not result in an increase in size of the planned 2-lane roundabout at Crosswinds Boulevard and Grey Road 19.

Q19: When I look at this drawing it shows this roundabout being pushed into the community and I have never seen anything like this where you have a busy roundabout at the entrance of a densely populated residential community? Have there been studies to determine the safety of this as our community is active, we walk the neighbourhood, kids on bikes etc?

A19: For clarification, the current Municipal Class Environmental Assessment (EA) is being completed to consider solutions for the widening of Grey Road 19 to 4 lanes between the intersections of GR21/Mountain Road and Grey Road 119/ Gord Canning Drive. The Study Area for this EA does not include the intersection of GR 19 and Crosswinds Boulevard. The roundabout at the intersection of Crosswinds Boulevard and Grey Road 19 was confirmed to be the preferred design alternative through a previously completed traffic impact study for the County by C.C.Tatham and Associates.

Q20: I note that there are 3 Options presented, but one is notably missing. Why are we not considering maintaining one lane each direction with active transportation lanes added? This would seem to be a major omission to the options being considered.

A20: The option of maintaining 2 lanes is considered the Do Nothing Option, which does not meet the transportation capacity requirements for the corridor. Active transportation along the corridor is considered along with the options that improve the vehicular capacity and therefore is not considered in conjunction with the 2-lane option.

Q21: When is the roundabout at Grey Road 21 expected to be built? As that intersection and the one at Crosswinds Boulevard are not part of the Study Area, what happens at those potential pinch points?

A21: The signal lights at the intersection of Grey Road 19 and Grey Road 21/Simcoe Road 34 and Mountain Road are temporary. A roundabout is planned for the intersection with construction planned for 2024.

Q22: Besides squirrels, there are fox and deer that frequent the area and muskrat or similar species. Is there any thought to corridor connections and crossing infrastructure for wildlife?

A22: Measures to mitigate potential negative impacts of the proposed project on the environmental features of the study area are considered in the evaluation of the alternatives and will be further developed in later stages of the EA, following the selection of the preferred solution. The feasibility of wildlife crossing(s) will be considered for installation at strategic locations to enhance connectivity of habitat. Given the existing features of the Study Area, a wildlife crossing within the Study Area would be anticipated to consist of a culvert underpass and possible associated fencing. The location(s) of a potential underpass as well as the details of the design of an underpass, such as the diameter and substrate type within the underpass, would be developed during detailed design of the project in consultation with the Department of Northern Development and Mines Natural Resources and Forestry (NDMNRF) and/or the Ministry of Conservation and Parks (MECP).

## **6.0 Next Steps**

Comments and concerns received during the PIC comment period will be reviewed for incorporation into the evaluation of a preferred alternative.

Next steps include the selection of a preferred alternative and design option. The choice of Municipal Class EA Schedule will be reviewed and confirmed or changed as appropriate for the preferred alternative.

The next public contact on the project will be the publication of the Notice of Completion and the Environmental Study Report which documents the planning process for the project.





BURNSIDE

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## Appendix A

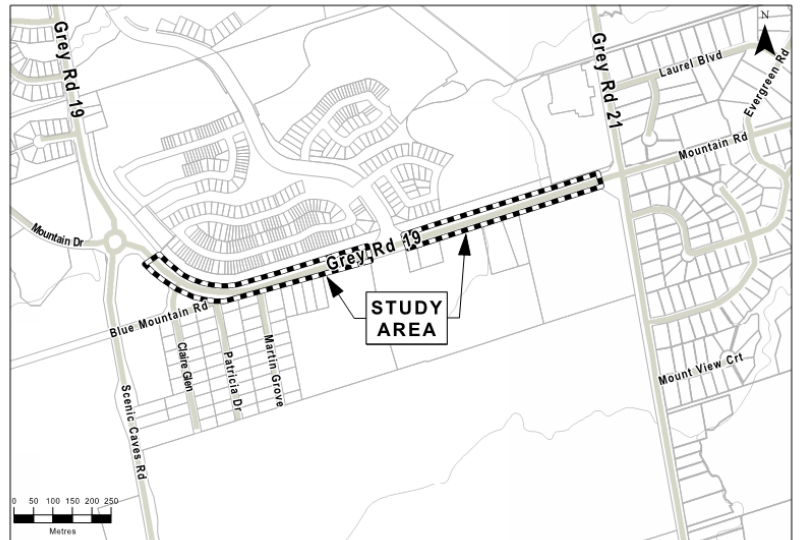
### Newspaper Advertisement

**Notice of Public Information Centre**  
**Municipal Class Environmental Assessment**  
**Grey Road 19 Widening between Grey Road 21/ Mountain Road/Simcoe**  
**Road 34 and Grey Road 119/Gord Canning Drive**

**The Study**

Following a recent Traffic Study, Grey County (County) has identified the need to widen Grey Road 19 between Grey Road 21/ Mountain Road/Simcoe Road 34 and Grey Road 119/ Gord Canning Drive to meet the needs of increased traffic demand. The County is undertaking a Municipal Class Environmental Assessment (EA) Study to consider options for improvements, with consideration for active transportation. The site location and approximate extent of the Study Area are shown on the map. Alternative solutions for improvements include:

- 1) Do Nothing
- 2) Widen to 4 lanes
- 3) Widen to 4 lanes with active transportation



**The Process**

The Study will follow Schedule C of the *Municipal Class Environmental Assessment* (Municipal Engineers Association, October 2000, as amended in 2007, 2011, & 2015), which is an approved process under the *Ontario Environmental Assessment Act*. The Study will evaluate alternative solutions and design alternatives with consideration of the natural, cultural, technical and financial environments and recommend a preferred solution in consultation with the public, Indigenous communities and agencies. At the conclusion of the Study, the process will be documented in an Environmental Study Report (ESR), prepared for public review.

**Comments Invited**

The County would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. A **virtual Public Information Centre (PIC)** will be available on the County website to describe the Study, the proposed alternative solutions, and design alternatives, identify next steps in the process and gather public comments. PIC materials pertaining to the Study are available online at <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21> starting **September 16, 2021**. Your comments on the project and information materials are encouraged by **October 18, 2021**. Following the PIC, and in consideration of comments received, the final preferred solution will be identified.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study or if you would like to be added to the Project Contact List to receive future project notices:

Trevor Ireton, Project Planning Engineer  
 Grey County  
 595 9th Ave East  
 Owen Sound ON N4K 3E3  
 519-372-0219 ext. 1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)

Paul Hausler, Project Manager  
 R. J. Burnside & Associates Limited  
 3 Ronell Crescent  
 Collingwood, ON L9Y 4J6  
 705-797-4289  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*. This Notice first advertised on September 16, 2021.





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## Appendix B

### Display Boards Presentation





## Grey Road 19 between Grey Road 21/ /Simcoe Road 34/Mountain Road and Grey Road 119/Gord Canning Drive


### Municipal Class Environmental Assessment Grey County Public Information Centre (PIC) September 2021



1

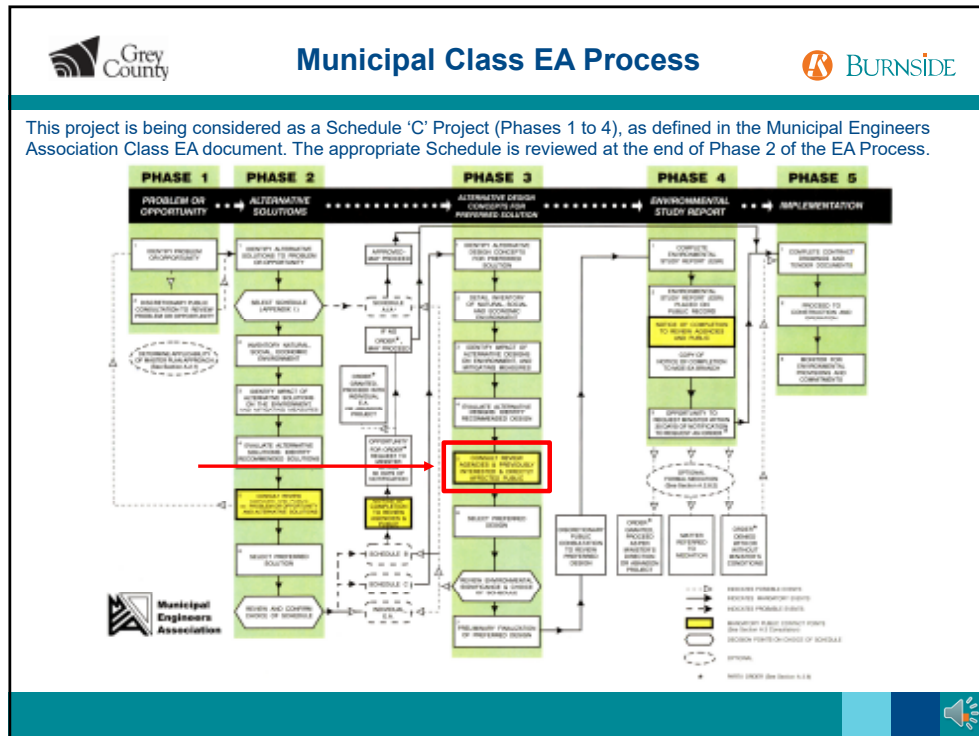


## Project Purpose

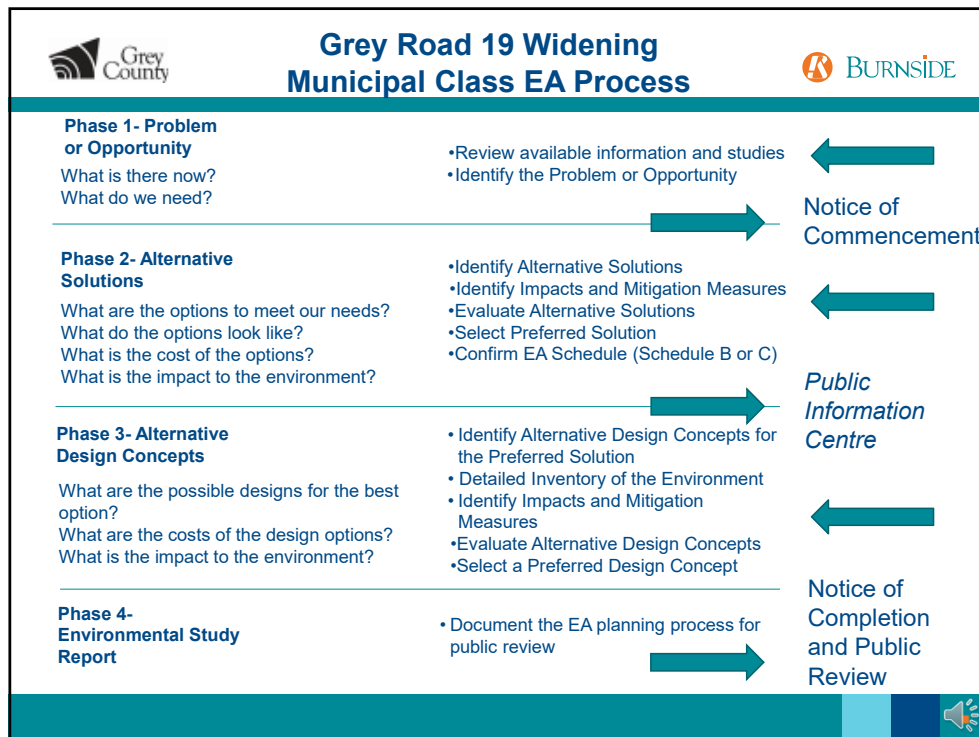


<p><b>Problem / Opportunity Statement:</b></p> <p>“Following a recent traffic study, Grey County has identified a need to widen Grey Road 19 between the intersection of Grey Road 19 / Simcoe Road 34 / Grey Road 21 and Mountain Road and the roundabout at Grey Road 19 /Grey Road 119 / Gord Canning Drive to meet the needs of increased traffic demands, with consideration for active transportation.”</p>	<p><b>Purpose of this PIC is to:</b></p> <ul style="list-style-type: none"> <li>Present the Problem/Opportunity Statement</li> <li>Provide an overview of the Municipal Class Environmental Assessment process</li> <li>Provide information on the existing environment of the Study Area</li> <li>Present an evaluation of the alternative solutions</li> <li>Present design alternatives</li> <li>Obtain input on the alternative solutions and design alternatives</li> <li>Identify next steps</li> </ul>
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2



3



4



## Grey Road 19 between Grey Road 21/ /Simcoe Road 34/Mountain Road and Grey Road 119/Gord Canning Drive

### Municipal Class Environmental Assessment Grey County

Public Information Centre (PIC)

September 2021



## Part II – Study Area

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## Study Area




The Study Area includes Grey Road 19 between the intersection of Grey Road 19 / Simcoe Road 34 / Grey Road 21/Mountain Road and the roundabout at Grey Road 19 / Grey Road 119 / Gord Canning Drive, excluding the intersection of Grey Road 19 and Crosswinds Boulevard.

- rural two-lane County collector road
- approximately 1.36 kilometers
- seasonal and permanent residential land use
- multi-use trail to the north of the road right-of-way.
- Town of Collingwood and Simcoe County immediately to the east of the Study Area
- provides an alternate linkage for inter-municipal travel along the south side of Georgian Bay
- serves as the main access route to the Blue Mountain Resort
- provides access to existing and proposed development in the Town of the Blue Mountains and in the west part of Collingwood


The corridor contains residential and commercial areas, treed and open areas as well as roadside drainage ditches and one watercourse crossing, known as Silver Creek.

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## Background



The EA is guided by the County's strategic planning documents, including:


- Grey County Official Plan (Approved June 6, 2019)
- Grey County Cycling and Trails Master Plan (Approved October, 22 2020)
- 2014 Transportation Master Plan
- Town of The Blue Mountains Official Plan
- Provincial Standards and Design Guidelines


Other related studies and design previously completed within the Study Area:

**Recolour Grey**

County of Grey Official Plan

Adopted by Council on June 6, 2019






**Grey Road 19 Traffic Study – Phase 1** (R.J. Burnside and Associates Limited, March 2020)


A 4-lane cross section (two travel lanes in each direction) along Grey Road 19 within the Study Corridor by 2030. By 2040, consideration of eastbound and westbound right-turn bypasses at Grey Road 21, subject to future Ministry of Transportation planning studies in the greater area.

Improvements to Grey Road 19 within the Study Area will be necessary to support the future growth and maintain effective traffic flow and connection between The Town of The Blue Mountains and the west side of Collingwood.

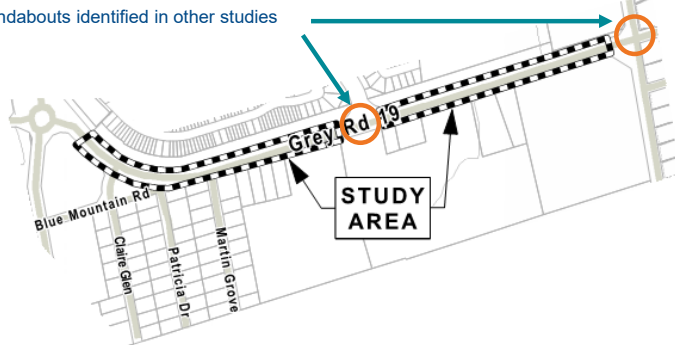
7



## Background



Planned roundabouts identified in other studies




**Windfall Traffic Impact Study** (CCTA, revised September 2018)

A 2-lane roundabout (4 lanes of traffic) at the intersection of GR 19 and Crosswinds Boulevard, which is proposed to be completed as part of the Windfall Development. The roundabout is in the design stage and tentatively planned for construction in 2024.


**GR 19 & GR 21 / SR 34 Intersection Improvements Class Environmental Assessment** (CCTA, January 2019)

Grey County (County) and the County of Simcoe for new 2 lane roundabout (4 lanes of traffic) at the intersection of GR 19 and GR 21 / SR 34 / Mountain Road. This roundabout is in the design stage and planned for construction in 2024.

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## Technical Environment



### Traffic and Transportation

- Two-lane, east-west rural collector road with an annual average of 10,000 vehicles per day
- Gravel shoulders
- Posted speed limit of 60km/hr
- Several driveways along the corridor provide access to residential and commercial properties
- Five intersections along the Study corridor
- Existing traffic signals at GR 21/SR 34 intersection and Crosswinds Boulevard intersection (temporary)
- Existing roundabout at GR 119/Gord Canning Dr. intersection. Future roundabout at Crosswinds Boulevard intersection
- Public transit route (Town of Collingwood / Blue Mountain link). No transit stops in the Study Area corridor

### Storm Water

- Open ditch and culverts

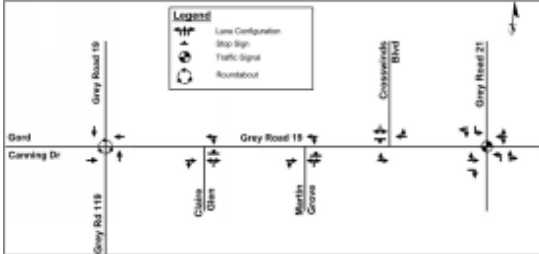
### Utilities and Infrastructure

- Buried and aerial telecommunications, hydro and buried gas


### Active Transportation

- Multi-use trail along the north side of GR 19 between the roundabout at the intersection of GR 19/GR 119/Gord Canning Drive and Grey Road 21/ Mountain Road/Simcoe Road 34
- Paved shoulder bike route on both sides of GR19 to the north of the Study Area


### Existing Road Network



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## Technical Environment



### Future Traffic Forecasts

- Future traffic conditions in the Study Area were reviewed for the horizon years of 2025, 2030 and 2040
- Future traffic conditions were based on historical traffic growth on study roads, traffic from planned future developments and any planned road network connections and improvements

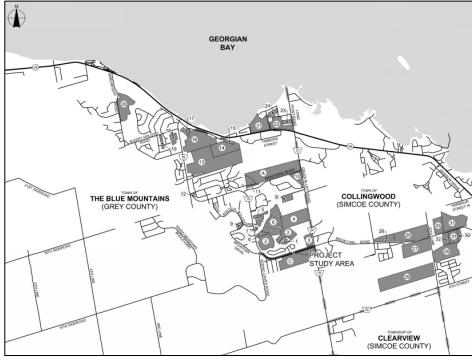
### Future Traffic Volumes

- Year 2025: annual average ~12,500 vehicles per day
- Year 2030: annual average ~15,000 vehicles per day
- Year 2040: annual average ~17,000 vehicles per day

### Future Traffic Capacity

- Collector roads provide traffic mobility for through traffic as well as local access.
- A capacity of 900 vehicles/hour per lane is recommended to maintain the Collector road function in this area.
- Future increase in traffic will exceed recommended lane capacity resulting in reduced travel speed, increased travel delays and delays for turning movements at stop-controlled intersections
- Potential for collisions with turning movements

### Location of Development Applications

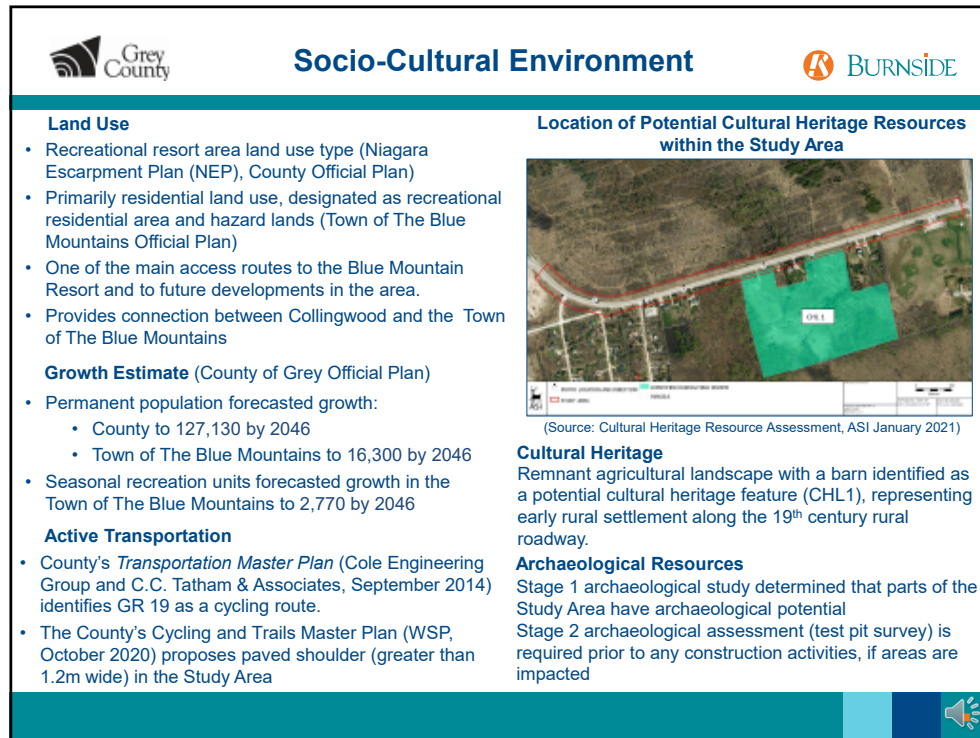


(Source: Grey Road 19 Traffic Study – Phase 1, RJ Burnside, March 2020)

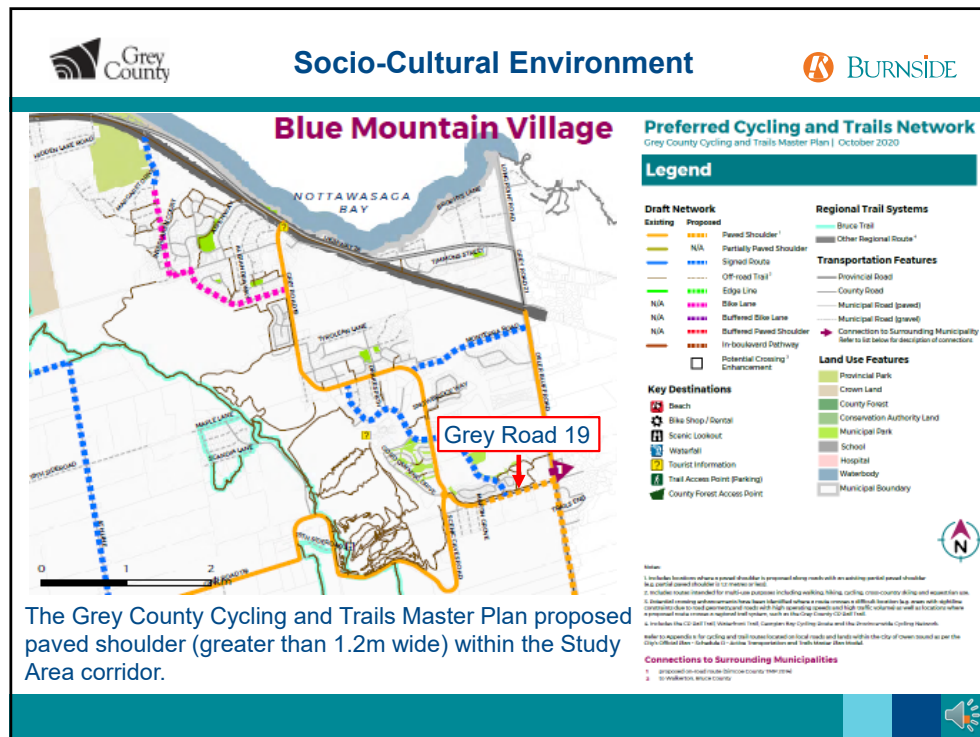
### Development Applications

Planned developments are a major contributor to the growth in the Study Area


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## Natural Environment



**Vegetation Communities**


- wetland, pasture, treed, significant woodland, open aquatic areas

**Aquatic Habitat**

- Silver Creek is regulated by Nottawasaga Valley Conservation Authority (NVCA)
- Culvert crossing of Silver Creek is considered fish habitat downstream of the culvert



**Potential Habitat**

- Potential wildlife habitat may be suitable for species adapted to an urban environment such as squirrel, chipmunk, raccoon, bird species etc.
- Habitat for Species at Risk limited as a result of ongoing disturbance and maintenance of vegetation adjacent to GR19
- Preferred habitat may be present within the Silver Creek Swamp Complex to the north of the Study Area and in the significant woodlands and unevaluated wetlands to the south of Grey Road 19





(Source: Town of The Blue Mountains Official Plan, Constraints Mapping Appendix 1)

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Grey Road 19 between Grey Road 21/ /Simcoe Road 34/Mountain Road and Grey Road 119/Gord Canning Drive  
 Municipal Class Environmental Assessment  
 Grey County  
 Public Information Centre (PIC)  
 September 2021



## Part III – Development of Alternatives

14



## Development of Alternative Solutions



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**Road Widening**

A 4-lane road (2 travel lanes in each direction) will accommodate the projected traffic volumes and maintain effective traffic flow and connection in the Study Area.

**Active Transportation**

-refers to any form of self-propelled, non-motorized mode of transportation that uses human energy, including cycling, in-line skating, jogging, skiing, etc.  
(Grey County Transportation Master Plan, 2014)

Active transportation facility types considered for the Study Area corridor

**Paved Shoulder**

- typically implemented on roads that have moderate motor vehicle operating speed and traffic volumes. Buffered paved shoulders are typically implemented on roads that have moderate to high motor vehicle operating speeds and traffic volumes.


**Signed Bike Route**

- a shared facility that is formally marked by a green Bicycle Route Marker sign (OTM sign code – M511). The marker sign is intended to indicate to motorists that they should be aware of cyclists on the road. Signed bike routes should only be implemented on roadways that have low motor vehicle operating speed, traffic volumes and truck volumes.


The selection of an on-road active transportation facility is determined by the appropriate level of separation based on how fast motor vehicles are travelling on the road and the traffic volume as well as the available right-of-way width.



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## Alternative Solutions




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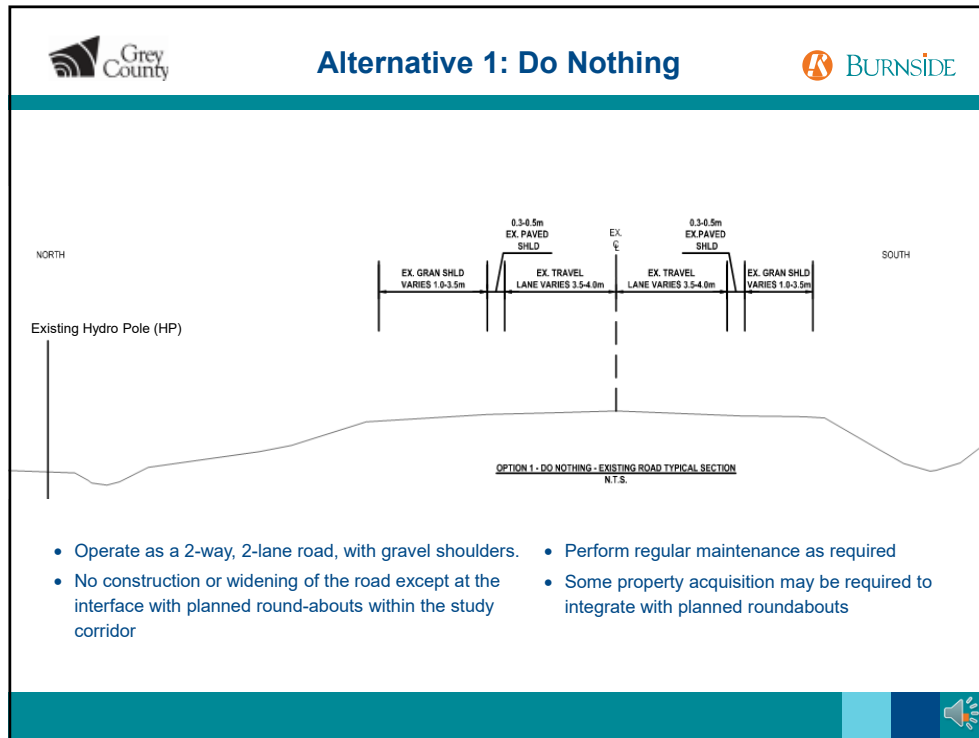
The evaluation of alternatives is a step-by-step process that compares alternatives that are feasible within the project environment and meet the project objectives outlined in the Problem/Opportunity Statement.

**Possible Solutions include:**

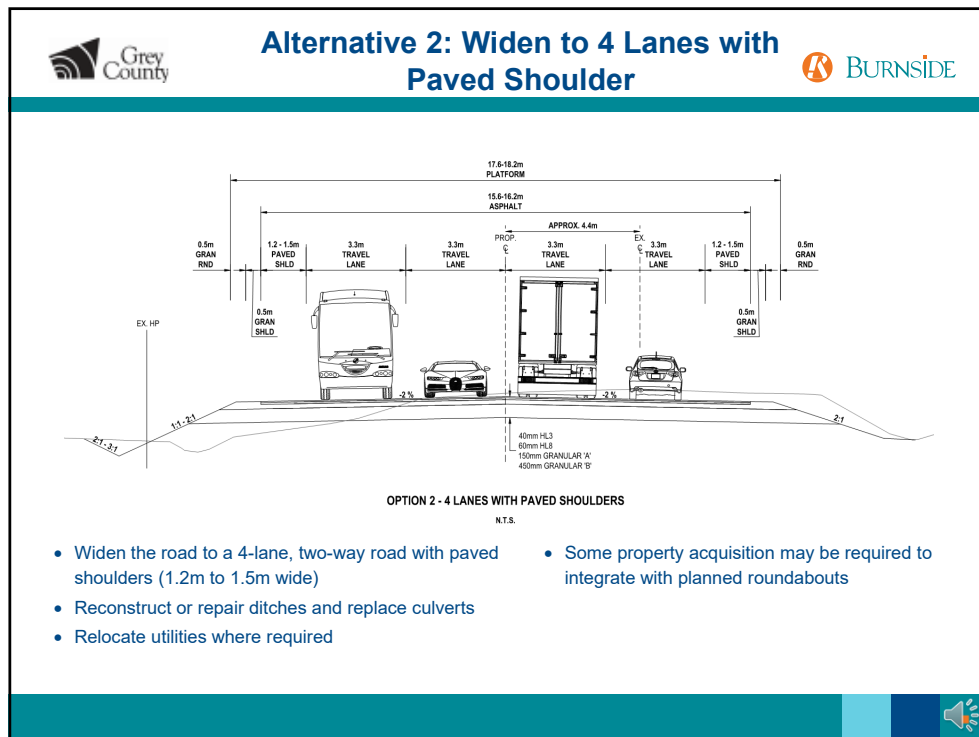
- Do Nothing** - This is a mandatory solution to be considered in the Municipal Class Environmental Assessment process.
- Widen to four-lanes with paved shoulders for maintenance**
- Widen to four-lanes with paved shoulders and active transportation**  
(Buffered Paved Shoulders 2.0m wide)



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17



18



## Alternative 3: Widen to 4 Lanes with Paved Shoulder and Active Transportation



**OPTION 3 - 4 LANES WITH ACTIVE TRANSPORTATION**

N.T.S.

- Widen the road to a 4-lane, two-way road with paved shoulders and active transportation (2.0m wide paved shoulder, including 0.5m buffer for active transportation is recommended)
- Reconstruct or repair ditches and replace culverts
- Relocate utilities where required
- Property acquisition likely required in select areas for road widening and to integrate with planned roundabouts


Grey County

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Grey Road 19 between Grey Road 21/ /Simcoe Road 34/Mountain Road and Grey Road 119/Gord Canning Drive

Municipal Class Environmental Assessment  
Grey County  
Public Information Centre (PIC)  
September 2021





**Part IV –Evaluation of  
Alternatives and Preliminary  
Preferred Solution**



## Evaluation of Alternative Solutions



The alternative solutions for road widening in the Study Area are evaluated at a high level relative to each other against a set of criteria. Criteria are provided below under each of the project environments:

	<b>Natural Environment</b> Potential to impact vegetation Potential impact to wildlife habitat and habitat of species at risk Potential impact to water resources and drainage Potential climate change impact and resilience
	<b>Socio-Cultural Environment</b> Potential to impact heritage resources such as archaeology and cultural heritage Nuisance impacts such as noise, visual impact, construction impacts Land acquisition needs, impacts to driveway access Conformity to municipal and agency policy Level of service for local residents and business, impact to municipal services Active Transportation connectivity and safety
	<b>Financial Environment</b> Estimated capital costs Estimate operation and maintenance costs Property acquisition costs
	<b>Technical Environment</b> Level of service/ traffic congestion Operational safety, roadside safety Design constraints, utility impacts,

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## Alternative 1: Do Nothing



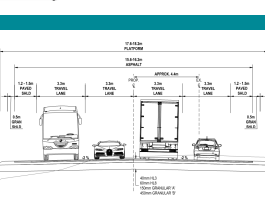


- Operate as a 2-way, 2-lane road, with gravel shoulders.
- No construction or widening of the road except at the interface with planned roundabouts within the study corridor
- Perform regular maintenance as required
- Some property acquisition may be required to integrate with planned roundabouts

<b>Benefits:</b> <ul style="list-style-type: none"> <li>• Maintains existing ditches and utility locations</li> <li>• Existing off-road multi-use trail provides some active transportation access</li> <li>• Impact to archaeological resources not anticipated</li> <li>• Impact to adjacent natural features not anticipated</li> <li>• No costs for construction relative to the other options</li> </ul> <b>Challenges:</b> <ul style="list-style-type: none"> <li>• Does not accommodate future traffic volumes in the medium to long term.</li> </ul>	<b>Challenges:</b> <ul style="list-style-type: none"> <li>• Increased potential for merging conflicts at two-lane roundabouts</li> <li>• Delayed turning movements at stop-controlled intersections</li> <li>• Cost for ongoing maintenance. Gravel shoulders increase maintenance costs, asphalt repair.</li> <li>• Does not conform to road network or active transportation network connectivity</li> <li>• Shared use with different modes of active transportation on off-road multi-use trail</li> <li>• Additional winter maintenance of multi-use trail required.</li> </ul>
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## Alternative 2: Widen to 4 Lanes with Paved Shoulder



- Widen the road to a 4-lane, two-way road with paved shoulders.
- Reconstruct or repair ditches and replace culverts
- Relocate utilities where required
- Some property acquisition may be required in select areas for interface with roundabouts

### Benefits:


- Maintains acceptable capacity for future traffic volumes. Improved travel time and traffic flow
- Coordinates with 2-lane roundabouts to reduce merging conflicts
- Less delay at stop-controlled intersections
- Accommodates volume of turning movements
- Land acquisition is not anticipated
- Minor impact to existing utility locations
- Supports municipal planning for road network connectivity
- Moderate costs for construction and utilities relative to the other options (~3.25 million).

### Challenges:


- Requires re-grading of ditch slopes to maintain drainage. Culvert replacement anticipated
- Potential impact to natural features. Vegetation and some tree clearing required.
- Potential for impact to cultural heritage resources
- Somewhat provides connectivity of active transportation network with existing multi-use trail. May increase the difficulty of crossing the road to connect to Active Transportation facilities.
- Shared use with different modes of active transportation on off-road multi-use trail
- Additional winter maintenance of multi-use trail required.
- Potential to increase visual impact and noise to adjacent residential areas with road widening.
- Temporary construction impacts

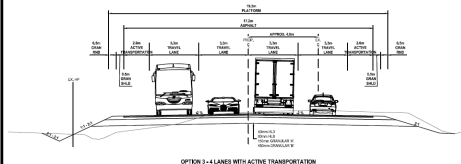
The estimated costs are for comparison purposes, developed based on conceptual design and should not be used for budgetary estimates.

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# Alternative 3: Widen to 4 Lanes with Paved Shoulders and Active Transportation


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OPTION 3 - 4 LANES WITH ACTIVE TRANSPORTATION  
1:10

- Widen the road to a 4-lane, two-way road with paved shoulders and active transportation (on-road bike lane/pedestrian facilities).
- Reconstruct or repair ditches and replace culverts
- Relocate utilities where required
- Some property acquisition may be required in select areas for road widening and interface with roundabouts


### Benefits:

- Maintains acceptable capacity for future traffic volumes. Improved travel time and traffic flow
- Coordinates with 2-lane roundabouts to reduce merging conflicts
- Less delay at stop-controlled intersections
- Accommodates volume of turning movements
- Provides connectivity of active transportation network. GR 19 identified as cycling route in TMP Paved shoulder active transportation per CTMP
- Provides designated space along the edge of road for cyclist and other road users



### Challenges:

- Requires relocation of hydro utility, re-grading of ditch slopes for drainage. Culvert replacement anticipated
- Greater potential impact to natural features. Vegetation and tree clearing required
- Some potential for cyclist conflicts with stopped and emergency vehicles, other road users
- Potential for impact to cultural heritage resources
- Potential to increase visual impact and noise to adjacent residential areas with road widening
- Temporary construction impacts
- Potential for land acquisition in select locations for road widening
- Higher costs for construction and utilities relative to the other options (~4.25 million)

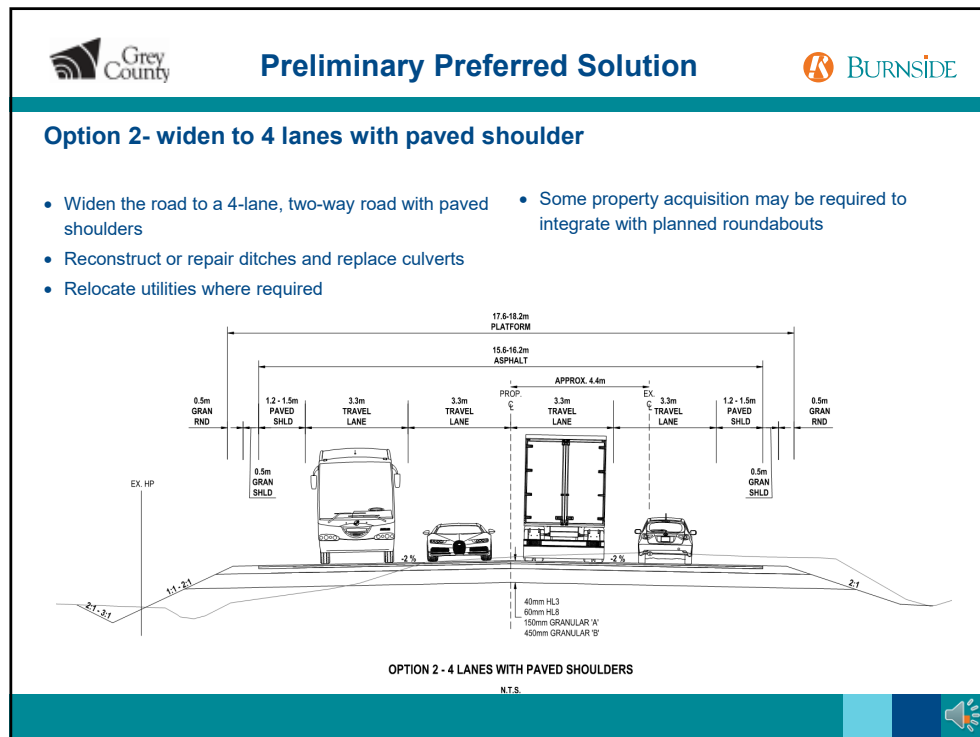
The estimated costs are for comparison purposes, developed based on conceptual design and should not be used for budgetary estimates.




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		<b>Evaluation of Alternative Solutions</b>			
<b>ORDER OF PREFERENCE</b> Most Preferred ● More Preferred ◐ Somewhat Preferred ◑ Less Preferred ◒ Least Preferred ○		<b>CRITERIA FOR EVALUATING ALTERNATIVES</b>	1) Do Nothing	2) Widen to four-lane, two-way road with paved shoulders	3) Widen to four-lane, two-way road with paved shoulders and active transportation
		NATURAL ENVIRONMENT	◑	◐	◑
		SOCIO-CULTURAL ENVIRONMENT	◑	◐	◑
		FINANCIAL FACTORS	◑	◐	◑
		TECHNICAL FACTORS	◑	◐	◑
		PROBLEM STATEMENT			
		Addresses Problem Statement	No	Yes	Yes
		SUMMARY PROBLEM STATEMENT	Not Preferred	Preferred	Preferred
		CRITERIA FOR EVALUATING ALTERNATIVES	1) Do Nothing	2) Widen to four-lane, two-way road with paved shoulders	3) Widen to four-lane, two-way road with paved shoulders and active transportation
		OVERALL SUMMARY	Not Preferred	Most Preferred	Least Preferred


25



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## Alternative Design Solutions



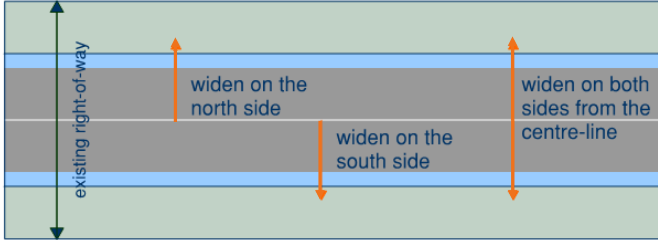
Alternative design solutions are developed based on the preliminary preferred solution, the existing road right-of-way, design constraints and adjacent features.

### Road Alignment

The approach to road widening is based on road design options which include three basic design alternatives:


- Widen on the north side
- Widen on the south side
- Widen on both sides

Or a combination




The width of paved shoulders will be 1.2m to 1.5 m wide based on the area available within the existing right-of-way.

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## Preliminary Preferred Road Alignment




### Road Alignment ➡ Recommended - Widen the Road – North Side

- Existing road right-of-way is wider to the north
- Avoid or minimize impact to existing features located on south side of the Grey Road 19 Study Area corridor including the Silver Creek, areas of archaeological potential and cultural heritage and impacts to private property
- Noise Impact Assessment determined that no significant increases to traffic noise are expected from the road widening. Less than 5 dBA increase in sound levels expected throughout the Study Area. Traffic noise is anticipated to be less than the 65 dBA threshold established by the Ministry of Transportation (MTO)

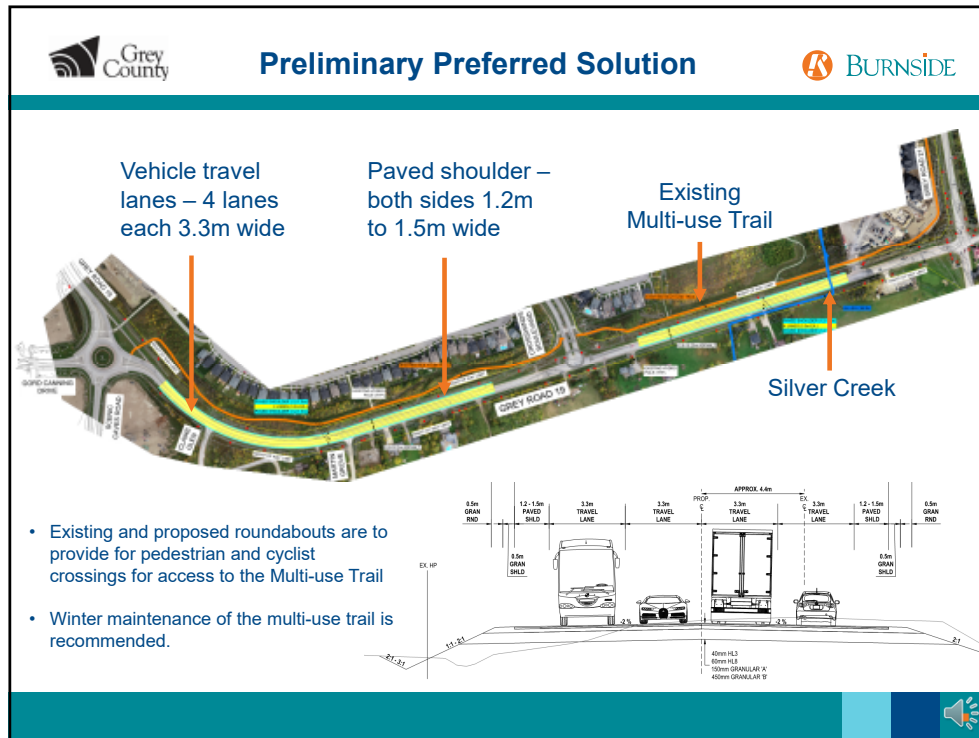
Widening to the north is preferred based on the local roadway, existing right-of-way width and potential to minimize impact to adjacent property and natural features.

### Paved Shoulder

Depending on the specific conditions along the corridor, Bicycle Route Marker signs and Share the Road signs may be posted to indicate a change in the road configuration to motorists.



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**Grey Road 19 between Grey Road 21/ /Simcoe Road 34/Mountain Road and Grey Road 119/Gord Canning Drive**





**Municipal Class Environmental Assessment**  
**Grey County**  
**Public Information Centre (PIC)**  
**September 2021**

**Part V – Your Feedback and Next Steps**






The collage shows four photographs: a road with a car, a road with a car, a road with a car, and a road with a car.

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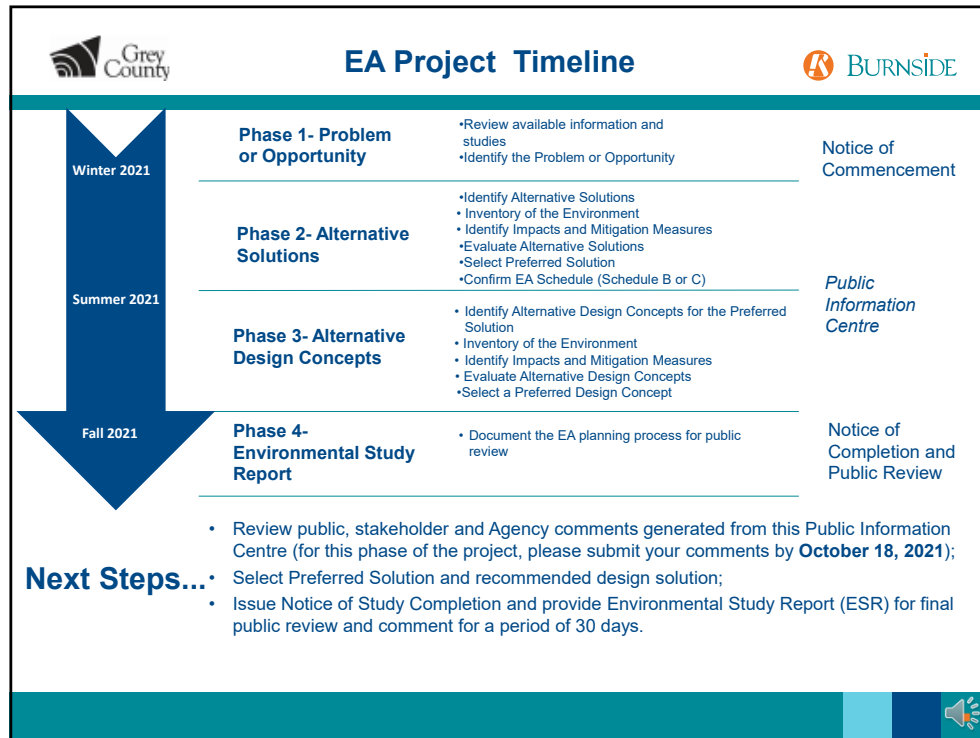


 <b>Your Feedback</b> 	
Comments received following the Notice of Commencement are summarized under the following general themes. All feedback received is documented as part of the final Environmental Study Report for the EA.	
Comment/Concern	Response
<b>Safety</b>  <ul style="list-style-type: none"> <li>Concern with vehicles passing left-turning vehicles on the shoulder</li> <li>Concern for safety with widening and increased speed</li> <li>Potential for collisions with traffic merging from four to two lanes over a short stretch of road</li> </ul>	<ul style="list-style-type: none"> <li>A 4-lane road, with 2 lanes in each direction, will reduce the potential for vehicles passing on the shoulders and improve safety</li> <li>Narrower 3.3 m travel lanes and multiple roundabouts are anticipated to result in calming of traffic speeds</li> <li>The planned 2-lane roundabout at GR21/SR34 and Mountain Rd will provide an interface designed to safely accommodate the movement of traffic between four-lane and two-lane roads.</li> </ul>
<b>Traffic</b>  <ul style="list-style-type: none"> <li>4 lane widening inconsistent with existing 2 lanes into Collingwood</li> <li>Consider how potential new corridors, expanded corridors or other regional road developments may impact traffic</li> <li>Widening will increase volume of traffic and noise</li> </ul>	<ul style="list-style-type: none"> <li>GR 19 in the Study Area is a pinch-point for traffic to and from Mountain Road (east-west to Collingwood) and GR 21 (north-south travel) which requires higher capacity needs on GR 19</li> <li>Mountain Road has been identified for expansion in the medium and long-term to accommodate traffic growth which will increase the need to address traffic congestion on GR 19</li> <li>The Noise Impact Assessment determined that no significant increases to traffic noise are expected from the road widening</li> </ul>


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 <b>Your Feedback</b> 	
Comment/Concern	Response
<b>Active Transportation</b>  <ul style="list-style-type: none"> <li>Connect the gap of existing bike lanes on Grey Road 19</li> <li>GR 19 should be designed to accommodate active transportation</li> <li>Would like to see more bike lanes and/or snowmobile trails</li> </ul>	<ul style="list-style-type: none"> <li>Options for active transportation are considered in the EA. The paved shoulder of the preliminary preferred option provides some limited space for use as a Bike Route for cyclists, depending on the specific conditions of the corridor. The off-road multi-use trail adjacent to the north of GR 19 is available as an alternative option to an on-road Bike Route</li> </ul>
<b>Natural Environment</b>  <ul style="list-style-type: none"> <li>Minimize impact to greenery and tree removal</li> <li>Avoid downstream flooding</li> </ul>	<ul style="list-style-type: none"> <li>The preliminary preferred option (Option 2) avoids impact to Silver Creek on the south side of the road. Impact to vegetation and trees is minimized with a smaller road footprint. The potential to impact the natural environment of the preliminary preferred is less than the potential impact of Option 3</li> <li>Stormwater management will be consistent with existing conditions and will make use of existing outlets per approval agency guidance and will be further developed during detailed design</li> </ul>
<b>Utilities</b>  <ul style="list-style-type: none"> <li>Potential conflict with hydro pole line</li> </ul>	<ul style="list-style-type: none"> <li>Relocation of hydro poles is minimized with Option 2 compared to Option 3</li> </ul>


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## Thank you for participating



### Help shape decisions made in this Study

- Please complete the comment form available on the County's website at the link provided.
- Information materials about the study will be made available online at <https://www.grey.ca/news/notice-municipal-class-environmental-assessment-grey-road-19-widening-between-grey-road-21> for review and comment until **October 18, 2021**.
- A summary of your written comments along with responses to comments received by October 18 will be provided in a Public Information Centre Summary report posted on the project page of the County's website.

If you would like more information or if you have any questions or concerns please contact:

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave East  
Owen Sound ON N4K 3E3  
519-372-0219 ext. 1246  
trevor.ireton@grey.ca

Paul Hausler, Project Manager  
R. J. Burnside & Associates Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-4289  
paul.hausler@rjburnside.com

Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

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# BURNSIDE

[ THE DIFFERENCE IS OUR PEOPLE ]

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## Appendix C

### Comment Sheets

# Comments and Feedback

Please provide your feedback by **October 18, 2021**. Responses to comments will be provided in a Public Information Centre Summary report along with a summary of your written comments and will be made available on the County's webpage for the project.



**My property interest is:\***

- ☐ Neighbourhood resident
- ☐ Development Property
- ☐ Commercial/Industrial property
- ☐ General Interest
- ☐ Other

**The possible solutions for road widening: \***

**The key considerations and potential impacts of the possible solutions: \***

**Any other comments/questions/suggestions:\***

I/we wish to be added to the Project Contact List to receive notices related to this project: \*

- ☐ Yes
- ☐ No

Name: \*

Address: \*

Country

Address 1 \*

Address 2

City \*  Province \*

Postal code \*  Phone: \*

Email: \*

Prefer to be contact by:\*

- ☐ Email
- ☐ Mail
- ☐ Phone

## Sylvia Waters

---

**From:** [REDACTED]  
**Sent:** Friday, September 17, 2021 7:39 PM  
**To:** Trevor Ireton; Paul Hausler  
**Subject:** Grey road 19 widening proposals - comments

[EXTERNAL EMAIL]

Dear Mr. Ireton/Mr. Hausler

Thank you for in the information in respect of the proposed widening of Grey Road 19.

My strong opinion on this proposed project as a local residential is to not proceed with that road widening. I am concerned about the environmental impact without what I see as meaningful tangible benefits. This section of road, although occasionally very busy just does not justify the cost and environmental impact in my opinion.

As I see it, the bottleneck is parking at the village and the ability to easily walk to the village from the new developments on the other side of grey road 19. These measures would reduce traffic more meaningfully in the long run than a widening project that seems an unnecessary expenditure of local taxpayer money with an obviously negative environmental impact.

I very much appreciate you considering my comments in your decisions around this project.

Kind Regards

[REDACTED]

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## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, September 16, 2021 1:43 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, September 16, 2021 - 13:43

Submitted by anonymous user: 74.12.194.48

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

Should decrease the long lines of cars exiting Blue Mountain. Also benefitting the planned traffic circle at 21. Hard it enter a traffic circle when there is a steady line of traffic coming from the right of way direction to your left. No line up should provide breaks in traffic.

The key considerations and potential impacts of the possible solutions:

From slow lines to excessive speeding . And traffic congestion if the traffic circle is not completed at 21

Any other comments/questions/suggestions:

I have no issue with the road widening. It should help people exit the Blue mountain area at peak exit and entrance times. Eliminating long lines of cars. Speed limit would be a concern of mine. As long as the limit is not increased to 80km/hr.

My other concern is having some sort of bicycle lane/space. As traffic increases a large paved shoulder or actual bike lane would make it safer then cars passing closely on a shared lane.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4485>

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, September 16, 2021 3:25 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, September 16, 2021 - 15:24

Submitted by anonymous user: 72.139.195.174

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

All of the roads that are going to feed this 4 Lane change come from a 2 Lane feed, example, mountain road from collingwood to the new round a bout will feed this 4 lane road, grey road 21 north from hwy 26 is 2 lane and will feed this. What I don't understand is why this area needs to be 4 Lane when the feed is only 2. There are sufficient roads, (Crosswinds etc) for the homes being built and going out of central Blue Mountains they will decrease to a 2 Lane road....it doesn't make sense...there's only so many cars that can come from 2 lanes and then disperse inwards and outwards.

Nothing should be done here other than place turn lanes where required for Mountain house homes and condos near the round a bout. Make proper bike lanes and repave it.

Once outgoing town traffic leaves, they have to go down to 2 lanes in any direction...this idea seems silly and unneeded.

The key considerations and potential impacts of the possible solutions:

It seems like traffic will be like a spastic colon,,,,,low volume traffic to high volume and then back to low, near the Blue Mountains (Gord Canning and Jozo Weider). There's only so much traffic 2 lanes will hold...it's either do nothing or increase every road to 4 lanes, which is costly and not needed. We are a tourist town but it is not required ALL THE TIME.

Noise, pollution, environmental issues regarding the current walking paths, speed of traffic once they go from 2 to 4 Lane in such a small distance, accidents, encroachment of natural areas, too much expropriation,

Any other comments/questions/suggestions:

Nothing should be done other than updating the current road with bike lanes and proper turn lanes along with the new round a bout.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, September 16, 2021 9:42 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, September 16, 2021 - 21:42

Submitted by anonymous user: 64.228.236.208

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening: Widen county rd21 to hwy26

The key considerations and potential impacts of the possible solutions: Cost to the taxpayers of The Blue Mountains

Any other comments/questions/suggestions:

We are very concerned that this is a "creeping commitment " to widen Grey Rd 19 all the way out to hwy 26, This would be very disruptive to the residences located along this section out to hwy 26.

What purpose would this extension serve?

Funneling all this extra traffic volume out to hwy26 makes no sense since hwy 26 is getting overloaded now. Why not widen hwy26 instead?

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4489>

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Friday, September 17, 2021 11:48 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Friday, September 17, 2021 - 11:48

Submitted by anonymous user: 76.67.43.173

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

Both the north and east of the study area has deficiencies for cars, bikes and pedestrians. When will this be addressed, and btw the response in the material doesn't answer the issue of the 2 lane to Collingwood effectively for my understanding. Or in other words, why is this piece in the 'middle' such an important priority over the other 2 ends. Is there an option to improve the major or all intersections with turning lanes (or the roundabout) without increasing to 2 lanes - at least in the near term. Considering the N & E issues and timing, maybe this makes sense.

I can't see the difference between O2 and O3 w.r.t overall width or features - the figure scale is too large. This makes it hard to understand the difference w.r.t active transportation - they both seem to have a 1.2m paved shoulder.

And a gravel trail is not suitable for road bikes so that is not an alternative in O2 shortcomings. Is there some way the existing gravel trail could be incorporated to the overall solution e.g. pave it into a multi-use trail and integrate it with the road sections of this project. Not ideal for hard core road biking but then it is a real alternative to riding on a semi (as implied for O2) -active transportation network

The key considerations and potential impacts of the possible solutions:

Besides squirrels there are fox and deer that frequent the area, and muskrat or similar species. Is there any thought to corridor connections and crossing infrastructure.

You have a table with the impacts for the 3 criteria using circle fill. I would like to see a table with the cost and the benefit in addition to this - is there one available?. I would also like to see the method to create the extent of circle fill, and how they add to the conclusion. What value is given to the different criteria to arrive at your conclusions. Is it all qualitative or is it also quantitative.

Any other comments/questions/suggestions:

Are there downloadable figures etc. associated with the study besides the one overview.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]  
Address: [REDACTED]  
Phone: [REDACTED]  
Email: [REDACTED]  
Prefer to be contact by: Email

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Friday, September 17, 2021 11:58 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Friday, September 17, 2021 - 11:57

Submitted by anonymous user: 72.136.115.34

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

NO road widening to four lanes. Maintain traffic flow with roundabout or traffic light sensors instead but no four lane widening.

The key considerations and potential impacts of the possible solutions:

Road 19 Widening between Grey Road 21/ Mountain Road/Simcoe Road 34 and Grey Road 119/Gord Canning Drive will not increase traffic flow as those roads will remain two lanes. Bottle necks of traffic will continue as when a four lane meets two lane.

Consider the environmental impact near the creek and trails. The increase in noise level from vehicles will impact the enjoyment for nearby residents.

Any other comments/questions/suggestions:

I understand installing a roundabout will increase traffic flow but not a four lane road widening as the Mountain Rd. by Grey Rd. 21 and Scenic Caves and Grey Rd 119 are only two lane roads. Again, I understand the suggestion of a roundabout but not a four lane widening.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4492>

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Saturday, September 18, 2021 10:43 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Saturday, September 18, 2021 - 10:42

Submitted by anonymous user: 24.85.217.180

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening: Just make is safer for bikes not cars

The key considerations and potential impacts of the possible solutions: Noise pollution speed

Any other comments/questions/suggestions: No

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED] 09

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4495>



## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Sunday, September 19, 2021 12:14 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Sunday, September 19, 2021 - 12:13

Submitted by anonymous user: 99.249.229.10

Submitted values are:

My property interest is:

- General Interest
- Other

The possible solutions for road widening:

My opinion is to go with Option 3 with Active Transportation

The key considerations and potential impacts of the possible solutions:

Blue Mountains and Collingwood are a regional cycling destination and attracts new seasonal and full time residents as well.

The Resort is a centre for Active residents and tourists from the Southern Ontario area.

The Resort holds many annual cycling competitions that attract competitors from Southern Ontario ( and beyond ), which generates substantial revenues. Option 3 with Active Transportation to Grey Rd 21, sets up the opportunity of a similar type roadway coming West from Collingwood, that would provide a key corridor in our fast growing region for future safe vehicle and Active Transportation.

Any other comments/questions/suggestions: Thank you for the opportunity to participate in this survey.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4498>

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Sunday, September 19, 2021 11:28 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Sunday, September 19, 2021 - 11:28

Submitted by anonymous user: 24.150.178.131

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening: leave it as 1 lane

The key considerations and potential impacts of the possible solutions: congestion, pollution

Any other comments/questions/suggestions:

I don't see a point in widening this portion of 19 as it will create a bottle neck. all other roads leading to this stretch are 1 lane and this would lead into a 1 lane so what is the purpose???

This will add to congestion for the windfall community

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4497>

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Monday, September 20, 2021 10:24 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Monday, September 20, 2021 - 10:23

Submitted by anonymous user: 184.149.39.181

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

No Widening  
Traffic Calming  
Bike Lane only

The key considerations and potential impacts of the possible solutions:

Widening will exacerbate the following:

Excessive Road Noise  
Speeding  
Damage to existing Green Space

Any other comments/questions/suggestions:

The ONLY widening on Grey Road 19 should be to accommodate a Dedicated Bike Lane.

Road noise for neighbouring residents (on either side) is already horrific and at times, unbearable. Widening to 4-lanes would only exacerbate the existing noise & add increased potential for speeding.

Grey Road #19 is understandably a very popular driving route for weekend tourists and motorsports enthusiasts driving to and south of Blue Mountain. The Town & Region need to seriously consider the effects of the widening of Grey Road #19 and the effects of the existing Round-About on traffic & road noise. It is only natural for drivers to accelerate out of a long turn. However in this particular case, drivers of all vehicles (mostly with augmented exhaust) treat this round-about like a "F1 Chicane" and race to the next stop light or round about.. The area is rarely if ever policed (with the exception of R.I.D.E).

Local residents and tourists have been enjoying the pleasures of Blue Mountain Resort for decades. There are multiple access points into the resort from all directions. That being said, there is only so much space to park while visiting BMR with tourist volumes already maxed out. There is absolutely No Reason to increase residential arteries into Blue Mountain. The resort is doing just fine with the entry points the way they are. Has anyone considered widening of Grey Road #19 (off Hwy #26) or Considered Monterra Road off Grey Road #21 as the main access route into Blue Mountain from Collingwood? 4 lanes past a golf course makes sense to me.

Most importantly, development from Georgian International coupled with existing road work, have had a direct impact on the devastation to the existing green space along Grey Road #19. Road Widening only eliminates more green space which shields road noise from the Neighbouring homes.

Slow your roll people....Things are fine the way they are

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4499>

## Sylvia Waters

---

**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Tuesday, September 21, 2021 10:52 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Tuesday, September 21, 2021 - 10:52

Submitted by anonymous user: 99.249.217.216

Submitted values are:

My property interest is: Other

The possible solutions for road widening:

Expand to four lanes to meet future traffic demands including bike lanes either side of roadway

The key considerations and potential impacts of the possible solutions:

At some point the road from this study into Collingwood will be expanded from its current two to four lane, providing four lanes now will meet future needs.

As an avid cyclist, this short section of road is in need of bike lanes.

Any other comments/questions/suggestions: No further comments

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4504>

## Sylvia Waters

---

**From:** Paul Hausler  
**Sent:** Tuesday, September 21, 2021 1:10 PM  
**To:** Deanna De Forest  
**Cc:** Trevor Ireton; 300052076 Grey Road 19 Environmental Assessment; Henry Centen; Vic Bohdanow  
**Subject:** FW: Grey rd widening between grey rd 21 and grey rd 119

[EXTERNAL EMAIL]

FYI

**Paul Hausler**  
Senior Project Manager

R.J. Burnside & Associates Limited | [www.rjburnside.com](http://www.rjburnside.com)  
**Office:** +1 800-265-9662 **Direct:** +1 705-797-4289

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

**From:** [REDACTED]  
**Sent:** Monday, September 20, 2021 2:04 PM  
**To:** Paul Hausler <[Paul.Hausler@rjburnside.com](mailto:Paul.Hausler@rjburnside.com)>  
**Subject:** Grey rd widening between grey rd 21 and grey rd 119

I watched the YouTube presentation on the project. I agree the 2 lane road is an accident waiting to happen. However a 4 lane expansion with a small paved shoulder does not address pedestrian safety or any active transportation. I live on [REDACTED]. I would have to walk to either roundabout to access Maltese trail. Crossing across a 4 lane road would be impossible as is the current situation with cars approaching out of the roundabout at a fast speed. There has also been some concern about making a right hand turn from MartinGrove to mountain Road and/ or making a left hand turn towards the mountain. Will both be still allowed? I am also concerned with the speed. Why is the speed 50k/hr after the roundabout, going past the mountain on Mountain rd towards highway 26? we are also a residential area with increased traffic from Windfall, we should also be 50km/ .if anything at least coming out of the roundabout towards [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_Collingwood.At&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpqnVfiiMM&r=YFSWPt-HHX--NEQvzJquOZsIYo7b1LfkaTVfCkxFOfE&m=O24kJy6ZH9YbxdXTge8txiBBdLu0Y6ej7nparfa22RU&s=4VWFvJJV6xTDlyofJPgtefmeGIAVtbez3lXk\\_qjbfRE&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A_Collingwood.At&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpqnVfiiMM&r=YFSWPt-HHX--NEQvzJquOZsIYo7b1LfkaTVfCkxFOfE&m=O24kJy6ZH9YbxdXTge8txiBBdLu0Y6ej7nparfa22RU&s=4VWFvJJV6xTDlyofJPgtefmeGIAVtbez3lXk_qjbfRE&e=) present there are no signs warning tourists that they are entering a residential area after they come out of the roundabout going toward Collingwood. Very rarely do I see the OPP doing radar checks. These are some of my [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_concerns.My&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A\\_CdpqnVfiiMM&r=YFSWPt-HHX--NEQvzJquOZsIYo7b1LfkaTVfCkxFOfE&m=O24kJy6ZH9YbxdXTge8txiBBdLu0Y6ej7nparfa22RU&s=cQCFSWytELVmucCYJzkjLfksNHMz02JMDRI7BoLpSlw&e=](https://urldefense.proofpoint.com/v2/url?u=http-3A_concerns.My&d=DwIFAg&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_CdpqnVfiiMM&r=YFSWPt-HHX--NEQvzJquOZsIYo7b1LfkaTVfCkxFOfE&m=O24kJy6ZH9YbxdXTge8txiBBdLu0Y6ej7nparfa22RU&s=cQCFSWytELVmucCYJzkjLfksNHMz02JMDRI7BoLpSlw&e=) choice would have to be #3 Thank you [REDACTED] I Sent from my iPad



## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Tuesday, September 21, 2021 1:23 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Tuesday, September 21, 2021 - 13:22

Submitted by anonymous user: 72.142.92.193

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

Please don't widen the road and cut down any more trees and get rid of the running/ walking/ cycling paths.

They are already building a roundabout and a ton of trees have been cleared, there's no reason to continue doing this in a lovely community that was created for people to enjoy all the outdoors has to offer.

The key considerations and potential impacts of the possible solutions:

People need to wait... just patiently wait at the light and drive when the light turns green.

Any other comments/questions/suggestions: Nope

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4507>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Tuesday, September 21, 2021 11:16 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Tuesday, September 21, 2021 - 11:15

Submitted by anonymous user: 174.92.25.102

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

Road widening must have right and left turn indentations to accommodate residential traffic (at Crosswinds);. just putting in 2 lanes in either direction without these turn options would just hold up traffic as one of the new lanes would be occupied. This would require further widening at the Crosswinds intersection.

The key considerations and potential impacts of the possible solutions:

There is already considerable noise levels from the current Mountain Road traffic; which means 2 additional lanes would clearly increase the problem. A proper noise barrier with considerable acoustic capabilities would be necessary. It would have been nice to have a roundabout BUT there is so much traffic on Mountain Road right now, that it would still be very difficult for residents to exit the developments; therefore, I would be against such a plan. Permanent stop lights with state of the art traffic sensors would be preferable. I would also suggest 'traffic bumps' be placed approximately 50 meters from the stop light in both directions and on all lanes. We have considerable racing from these lights at all hours any see little if any attempts to curtail this activity.

Any other comments/questions/suggestions:

Have access via Crosswinds, from the Windfall Development via the condo development on Grey 21/Mountain Rd., (Windfall) with an exit to Grey 21 near the Scandanave Spa area. Open up access from Crosswinds to Grey 19 ASAP. A key concern of being 'landlocked' is emergency vehicle access when time is of the essence, not to mention the residential requirement.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4505>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Wednesday, September 22, 2021 9:54 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Wednesday, September 22, 2021 - 09:53

Submitted by anonymous user: 142.113.167.238

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

Widen to 4 lanes with active transportation.

Increase shoulder width to accomodate road bikes (side by side, peloton)

Road bikes will not travel on multi-use trail.

The key considerations and potential impacts of the possible solutions:

Grey County is a road cycling desintation and GR 19 is a popular cycling route. Narrow road widths put motorists and cyclists at risk, especially with increased traffic in both directions. Road cyclists will not use a mult-use trail due to the trail surface (not paved) and the other users (slower paced and unpredictable).

Roundabouts are becoming more popular, however many motorists are visitors to the area and are uncertain how to travel through roundabouts. Narrow lanes adds to the challenge of travelling through these areas.

Since we are improving the roads and disrupting the area, why not do it right for many years ahead? Ensure the increase of width of the paved shoulders is adequate for road cyclists throughout the road widening.

Widening to four lanes with inadequate size of paved shoulders does not address the safety concerns of motorists and cyclists.

Any other comments/questions/suggestions: See previous

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4508>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Wednesday, September 22, 2021 4:08 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Wednesday, September 22, 2021 - 16:08

Submitted by anonymous user: 70.26.154.183

Submitted values are:

My property interest is: Other

The possible solutions for road widening: Option 3: 4 lanes + active transportation

The key considerations and potential impacts of the possible solutions:

This option creates a space and safety for active transportation without slowing road traffic. The area is known to be a running and cycling destination, which increases tourism in the shoulder seasons and summer. This is a great opportunity to make an alternative transportation friendly road that doesn't hinder vehicles coming through.

Any other comments/questions/suggestions: Thank you for creating this questionnaire!

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4509>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, September 23, 2021 2:16 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, September 23, 2021 - 14:16

Submitted by anonymous user: 208.124.250.190

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

I so no reason to widen roads. At this point if you are widening road the argument is based on a very short distance and congestion that is not there to this point and purely speculation. The traffic comes in from Collingwood yet nothing is being considered for the road from Collingwood all the way to Blue Mountain Resort. The cars are coming in from Hwy 26 and out of town. I agree with the roundabouts as a first and only step options. The argument that the noise and environment would not be affected in not valid as more cars would be using the road way as is. We back onto Blue Mountain Road and at night it un bearable as cars are travelling all the time.

The key considerations and potential impacts of the possible solutions:

Additional noise.

Environmental concerns especially for the North Side of the proposed Road

Additional cars speeding and trying to pass as there are additional lanes. With singles lanes it reduces the chances of speeders trying to pass.

Any other comments/questions/suggestions:

what are chances that a widening of the road will be done?

If the lanes are going to widen when does construction plan on commencing?

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4515>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, September 23, 2021 10:14 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, September 23, 2021 - 10:14

Submitted by anonymous user: 99.249.203.200

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

The issue I see is that Collingwood is not at the present time widening Mountain Road up to grey road 19/21. The widening proposal will cause cars to speed and pass the car in from of them (as many as they can in this short distance). This will call for jam ups and accidents. The properties to the south may have difficulties entering and leaving their home onto a four lane road. NO TURNING LANE FOR THEM. Wait until Collingwood widens from Walmart to Grey road 19/21

Regards, Robert Daley 146 Yellow Birch Cres

The key considerations and potential impacts of the possible solutions: Speed to pass cars as the four lanes get reduced to 2 lanes

Any other comments/questions/suggestions:

Wait until Collingwood widens from Walmart to Grey Road 19/21

ONLY on weekends around 4pm when visitors leave Blue Mountains is there an issue.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4511>



## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, September 23, 2021 11:25 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, September 23, 2021 - 11:24

Submitted by anonymous user: 174.88.49.126

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

We support the do nothing solution or propose a 4th solution of having the street designed for not only cars but for walking (sidewalks), bicycling (protected bike lanes)

We do not support the widening to 4 lanes (especially with active transportation).

If the proposed solution of widening the street to 4 lanes is approved then the extra lanes should be designated as use for public transportation (bus-only lanes) only.

We would also like to see included in this plan a plan for noise reduction in this residential area, tree plantings or noise barrier.

The key considerations and potential impacts of the possible solutions:

We don't understand the justification for road widening. Road widening of less than a 5 km stretch cannot be justified as a congestion-easing tool. If there is increased traffic demands, this is not a problem as it will help control the speed limits in this stretch of roadway, which is a good thing not a bad thing.

This will literally be in our back yard (or front yard depending on which side of the street one lives) - places where we (our children, grandchildren, pets) walk, bike and play.

We bought in Blue Mountains and the Windfall community for a simpler, quieter lifestyle to be part of the parks, ponds, trails, wildlife and nature preservation areas that it had to offer, not to have a 4 lane highway/by-pass for Collingwood in our backyard.

In preservation of this gentler lifestyle would support the improvement of sidewalks and protected bike lanes.

Any other comments/questions/suggestions: Please see comment/suggestions in the above 2 sections

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Friday, September 24, 2021 12:21 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Friday, September 24, 2021 - 12:20

Submitted by anonymous user: 99.254.148.218

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening: see below

The key considerations and potential impacts of the possible solutions: see below

Any other comments/questions/suggestions:

I own a chalet on Martin Grove. To turn onto Mountain Road during peak hours is challenging now - onto 4 lanes will be next to impossible.

The grade on Martin Grove is well below Mountain Road so this is a significant incline as you wait to turn. In the winter this is extremely dangerous as your wheels spin as you try to accelerate into the turn. Should you decide to widen the road to 4 lanes you need to address this problem or there is potential for serious accidents.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4519>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Sunday, September 26, 2021 2:34 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Sunday, September 26, 2021 - 14:34

Submitted by anonymous user: 70.31.142.30

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening: Big Traffic

4 lanes required 3 roundabouts with paved shoulders

The key considerations and potential impacts of the possible solutions: Is entrance to my house will be open all all times?

Any other comments/questions/suggestions: Please update me on this project

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4525>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Tuesday, September 28, 2021 12:15 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Tuesday, September 28, 2021 - 12:14

Submitted by anonymous user: 172.97.238.191

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening: 4 lanes and roundabouts - no traffic lights if possible

The key considerations and potential impacts of the possible solutions: none

Any other comments/questions/suggestions: none

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name:

Address:

[REDACTED]

Phone:

Email:

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4539>

[REDACTED]

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DATE: September 28, 2021

Trevor Ireton, Project Planning Engineer  
Grey County  
595 9th Ave. East  
Owen Sound, ON N4K 3E3  
519-372-0219 ext.1246  
[trevor.ireton@grey.ca](mailto:trevor.ireton@grey.ca)(link sends e-mail)

Paul Hausler, Project Manager  
R. J. Burnside & Associate Limited  
3 Ronell Crescent  
Collingwood, ON L9Y 4J6  
705-797-2489  
[paul.hausler@rjburnside.com](mailto:paul.hausler@rjburnside.com)(link sends e-mail)

RE: Municipal Class Environmental Assessment Grey Road 21 Widening between  
Grey Road 21/Mountain Road/Simcoe Road 34 and Grey Road 119/Gord Canning Drive

[REDACTED] has previously commented on the subject matter and is taking this opportunity to voice our concerns once again respecting stormwater management, or lack thereof.

[REDACTED] which is located at the [REDACTED]  
[REDACTED] As previously stated to the County of Grey, Town of The Blue Mountains and the Grey Sauble Conservation Authority, Tyrolean has witnessed more and more frequent flooding of these lands which has led to damages<sup>1</sup> and will likely lead to the eradication of [REDACTED] unless the public authorities responsible for development approvals and public infrastructure do something.

We have been advised by [REDACTED] that these damages are directly attributable to upstream development (including increased snowmaking and public infrastructure projects). Further, we have been advised that the notion of allowing development to proceed based on post-development flows not exceeding pre-development flows does not account for the ever increasing quantity of stormwater that must be conveyed by the currently deficient systems.

While the Public Information Centre slides indicate that there is a need to "avoid downstream flooding" and that it is envisioned that the project will "make use of existing outlets per

<sup>1</sup> As witnessed on September 22 and 23, 2021, the watercourse 1 conveyance system was overwhelmed with the result being flooding and damages to Monterra Golf Course, stormwater overtopping Monterra Road and flooding of the stables and paddocks at 302 Grey Road 21.

[REDACTED]

[REDACTED]

approval agency guidance and will be further developed during detailed design”, [REDACTED] submits that this is not sufficient. Until a comprehensive stormwater plan is in place for this sub-watershed, including improvements to the currently deficient conveyance systems, Tyrolean submits that it is premature to proceed with this project and therefore object to the project.

Yours truly,

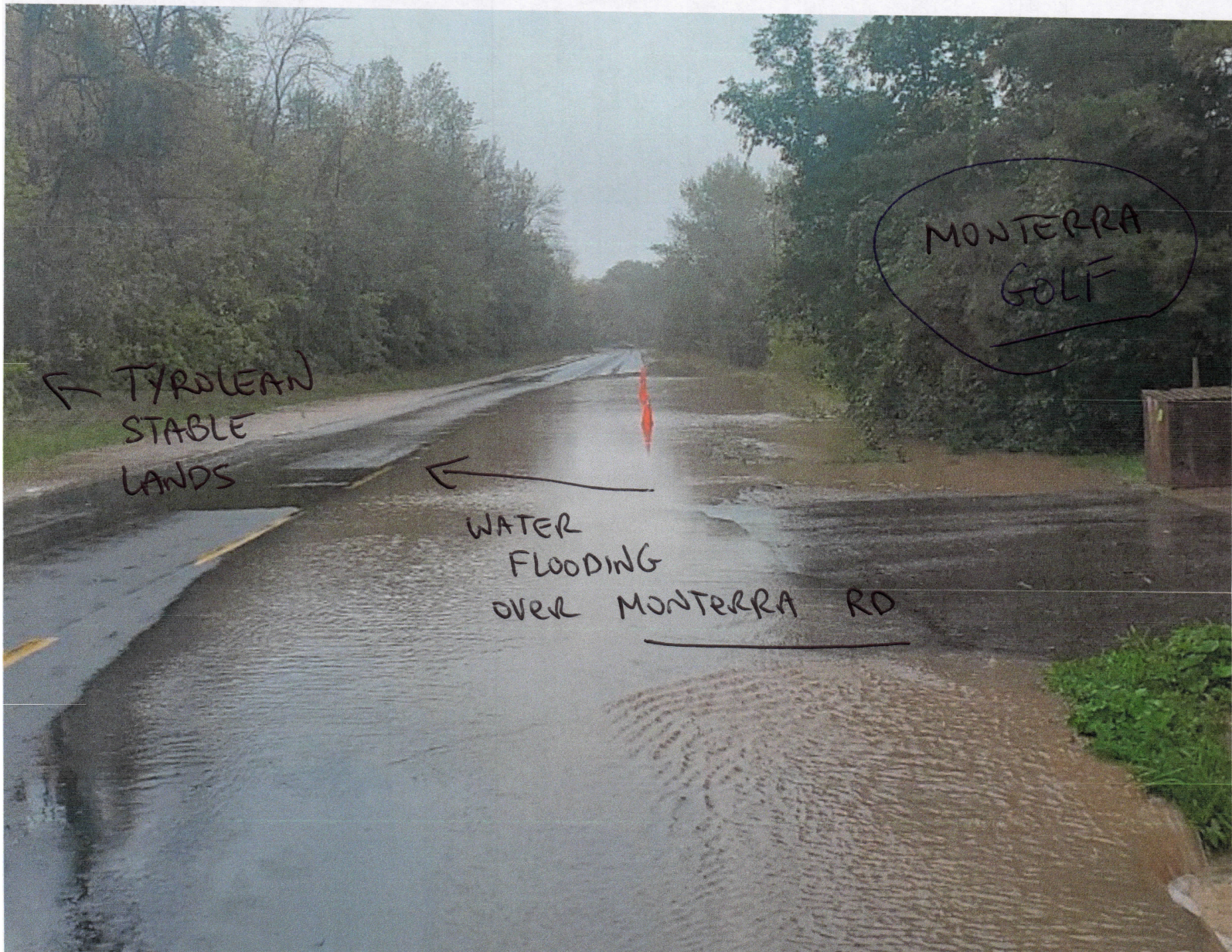
[REDACTED]

c. The Town of The Blue Mountains

[REDACTED]



SEPT 22, 23 2021



TYROLEAN  
STABLE  
LANDS

WATER  
FLOODING  
OVER MONTEERRA RD

MONTEERRA  
GOLF



SEPTEMBER 22, 23 2021

MONTERRA

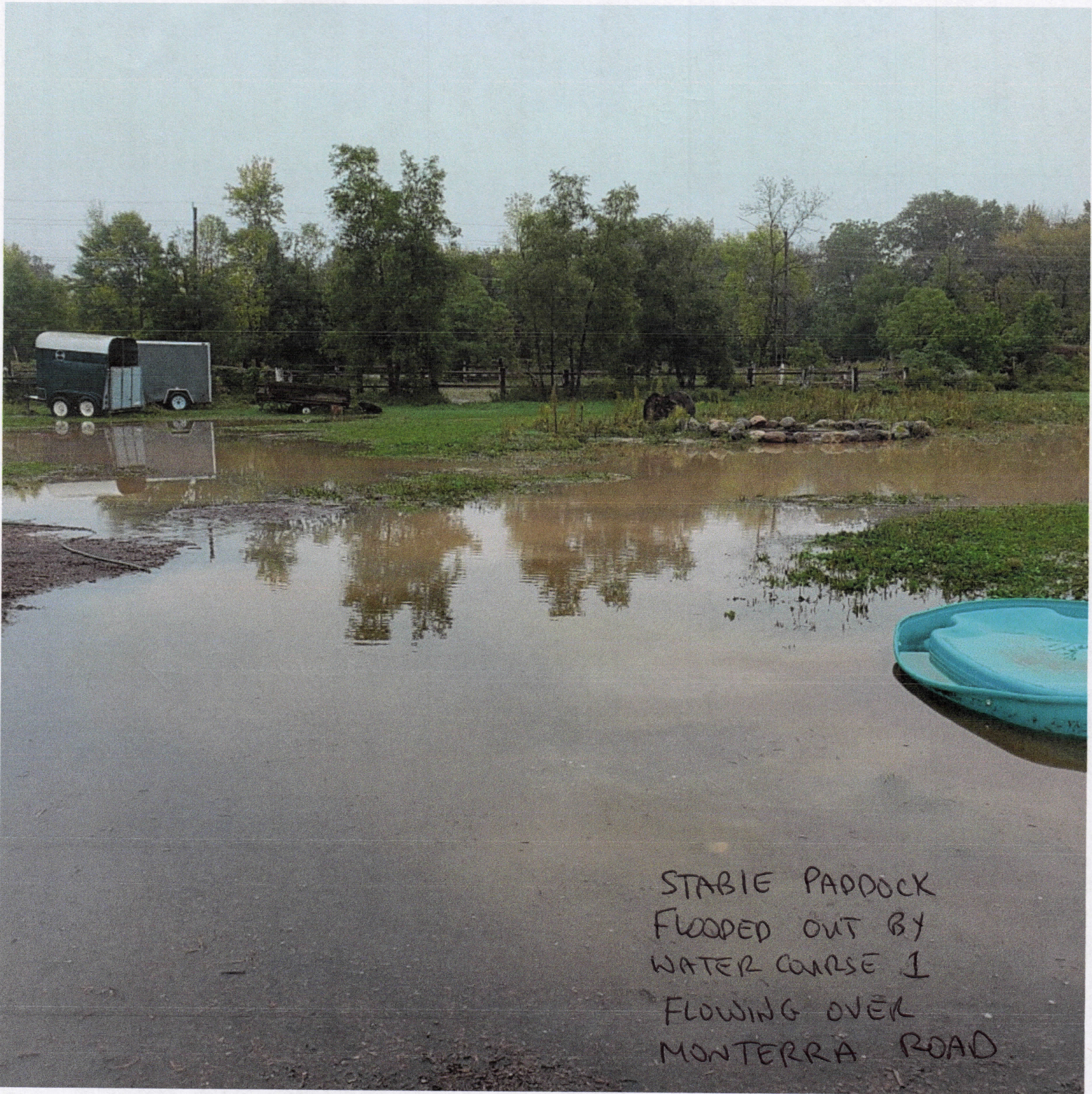
TYSOLEAN  
STABLE

WATER  
FLOODING  
OVER  
MONTERRA  
ROAD





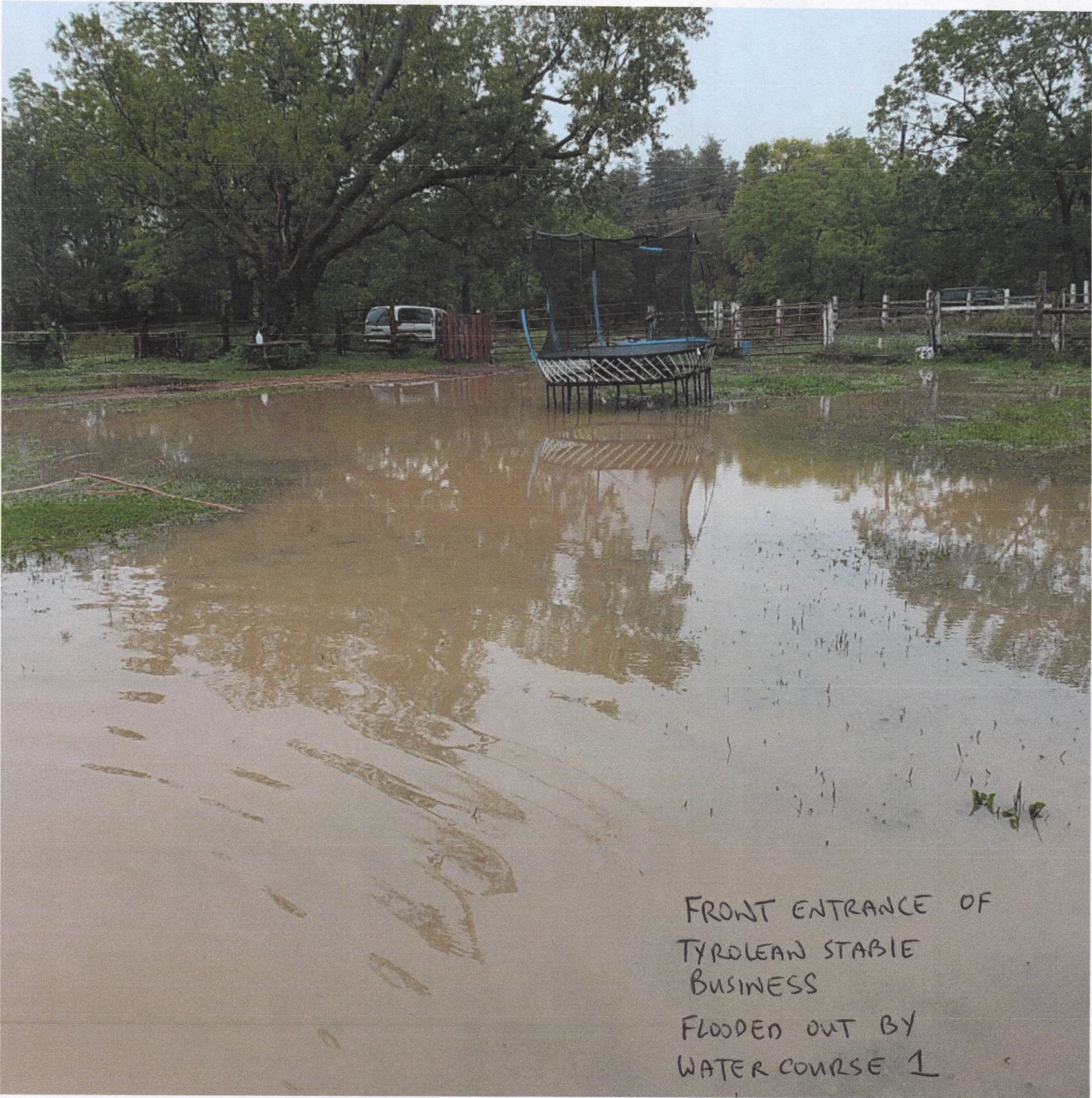
Sept 22, 23 2021



STABLE PADDOCK  
FLOODED OUT BY  
WATER COURSE 1  
FLOWING OVER  
MONTERRA ROAD



SEPT. 22, 23 2021



FRONT ENTRANCE OF  
TYROLEAN STABLE  
BUSINESS

FLOODED OUT BY  
WATER COURSE 1



SEPT 22, 23 - 2021

HORSE

FLOODING  
FROM  
MONTERRA RD  
WATERCOURSE 1





## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Wednesday, September 29, 2021 2:21 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Wednesday, September 29, 2021 - 14:20

Submitted by anonymous user: 99.249.103.16

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening: That would be your department.

The key considerations and potential impacts of the possible solutions:

Where will people cross to the Mountain? The roundabout is not a solution as it is very busy. How will speeding be addressed? Already there are people who race if it's double laned that could be a potential issue. Will there be a roundabout at Windfall instead of a light?

Any other comments/questions/suggestions:

Would like to be informed. There is so much construction going on we are almost surrounded by it.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4546>



## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Monday, October 04, 2021 10:24 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Monday, October 4, 2021 - 10:24

Submitted by anonymous user: 99.249.217.113

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

As a resident in the Windfall development and after much consideration I feel that 1) Do Nothing, is the appropriate solution in this case. With the traffic circles being constructed at 19/21 and Crosswinds /19 this alone will have a positive impact in the flow of traffic so therefore no other improvement should be required.

The key considerations and potential impacts of the possible solutions:

Widening to 4 lanes will not only create an environment for more heavy load (trucks) traffic but will also allow aggressive drivers to speed. Which does create more noise and a higher potential for traffic accidents.

Also the widening of the road will decrease the distance from road to housing development which is definitely a negative impact on the residents of Windfall, especially those homes backing onto Grey road 19.

Any other comments/questions/suggestions:

Looking at a full year of traffic on Grey Road 19, it is only a small number of days/times that the traffic flow is slow due to a large number of vehicles going to and from The Blue Mountain Village, therefore this can and will be resolved by the traffic circles that are scheduled to be constructed in the near future. The new traffic lights at Crosswinds/19 have already relieved some of the problems that were experienced previously.

It would be more resourceful to consider the widening of Hwy 26 between the towns of Collingwood and Thornbury.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone:

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4566>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Wednesday, October 13, 2021 10:00 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Wednesday, October 13, 2021 - 09:59

Submitted by anonymous user: 174.92.94.143

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

I would prefer Alternative #1 (Do Nothing) as the increased traffic volume and potential noise will diminish the quality of life in the Windfall development. If widening must go forward I would support Alternative #2 to minimize disturbance to the surrounding area.

The key considerations and potential impacts of the possible solutions:

I reviewed the evaluation of alternatives and cannot see how safety can be protected with a four lane road meeting two lanes going into Collingwood. Similarly, I cannot imagine how the noise study did not predict an increase in noise with increased traffic volumes. This case has not been made sufficiently.

Any other comments/questions/suggestions:

Whatever action is taken going forward there needs to be consideration given to limiting the use of Crosswinds as a traffic flow alternative to/from Blue Mountain resort.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4608>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, October 14, 2021 1:05 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, October 14, 2021 - 13:05

Submitted by anonymous user: 99.249.117.11

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

I favour Option 3 with "active transportation" to best accommodate considerable bike traffic.

The key considerations and potential impacts of the possible solutions:

This road has considerable bike traffic and the wider shoulders will ensure better safety for cyclists and drivers alike.

Any other comments/questions/suggestions: Option 3, with comments as above.

I/we wish to be added to the Project Contact List to receive notices related to this project: No

Name: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4615>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Thursday, October 14, 2021 12:57 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Thursday, October 14, 2021 - 12:57

Submitted by anonymous user: 99.249.117.11

Submitted values are:

My property interest is:

- General Interest
- Other

The possible solutions for road widening: I support Alternative 3

The key considerations and potential impacts of the possible solutions: For me it is safety for cyclists. See below

Any other comments/questions/suggestions:

I fully support Alternative 3. This roadway is a major artery connecting major communities. Blue Mountain Village, Craighleith, and Collingwood. It is essential to the communities for convenience, safety and support for tourism. It is also a major artery for cyclists when connecting between these communities. Road cycling is a major activity in these areas and this section of roadway is currently very dangerous.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4614>

## Sylvia Waters

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**From:** [REDACTED]  
**Sent:** Friday, October 15, 2021 3:18 PM  
**To:** Trevor Ireton; Paul Hausler  
**Subject:** Grey Road 19 Widening between Grey Road 21/Mountain Road/Simcoe Road 34 and Grey road 119/Gord Canning Drive

[EXTERNAL EMAIL]

Hi Trevor and Paul, I am writing to you with my concerns over the proposed widening and also I have some questions as they relate to the roundabout at the entrance of the Windfall residential community.

First off, I live [REDACTED] having moved two years ago to Blue Mountains from the Beaches in Toronto.

The study says that due to an increase in car volume 4 lanes is being considered. As a permanent resident I can tell you this stretch of road is hardly ever busy. In fact 98% of the time it's relatively quiet. Of course in the winter on ski weekends we do get an influx of traffic and sometimes it's backed up but when you consider that this is only on a select few weekends it's really not an issue. If I were to consider where else 4 lanes might be needed I would suggest hwy 26 from Collingwood to Thornbury as this is a major travel road connecting communities whereas Grey Road 19 is used by residents and by skiers to get to the ski hills. I noticed recently you re-paved this stretch of Hwy 26 and it stayed as 2 lanes but for a good stretch you added wide bike lanes and you have actually reduced the speed limit to 60. So it seems that there was a real concern for safety above the needs for speed of travel and volume of traffic.

I guess that makes me wonder why then you haven't given thought to safety first on Grey Road 19. I would have liked to see an option of keeping it two lanes but adding the much needed bike lanes as this is a very popular place for cyclists and it is currently dangerous. This would be much easier to do as much of the stretch of road has already room to simply widen the pavement instead of the great expense of creating the extra road that would be needed for 4 lanes as well as moving hydro etc. And because this is a densely populated residential area it again seems at odds with safety to add the 4 lanes that will only encourage speeding and reckless driving that is already a problem on ski weekends. As you know more and more people are in such a hurry to get somewhere, typically the weekenders from the city lol. I can get away with saying this as I was one of those people! By adding 4 lanes all it's going to mean is that these drivers will speed and change lanes and for what? So they can get to their chalet or ski hills one or two minutes faster? I think the residents of this area and their safety should be of paramount importance. So I wish there was a 2 lane with bike lane option and I would definitely vote for that. I would also vote to keep the existing lights at Crosswinds rather than a busy roundabout. It's much much safer for the communities along Crosswinds and protects Crosswinds from being used as a thruway. Where I came from in Toronto the community did everything to slow down traffic through residential streets like speed bumps and reducing speeds to 30. I hope you will consider that Crosswinds is going to need protection of some kind for the safety of its residents.

Speaking of the densely populated residential area I have real concerns over the proposed roundabout at the entrance of the Windfall community. I would like to ask if this is 100% going to happen regardless of whether the road is a 2 lane or 4?

When I look at this drawing you did it shows this roundabout being pushed into the community and I have never seen anything like this where you have a busy roundabout at the entrance of a densely populated residential community? Have there been studies to determine the safety of this as our community is active, we walk the neighbourhood, kids on bikes etc. The speed that cars will be travelling going into a roundabout and then exiting off into our community seems



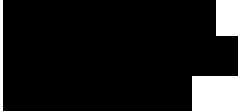
dangerous. There certainly isn't anything like this in Blue Mountain and I would guess there isn't in Ontario that you have safety studies to look at?

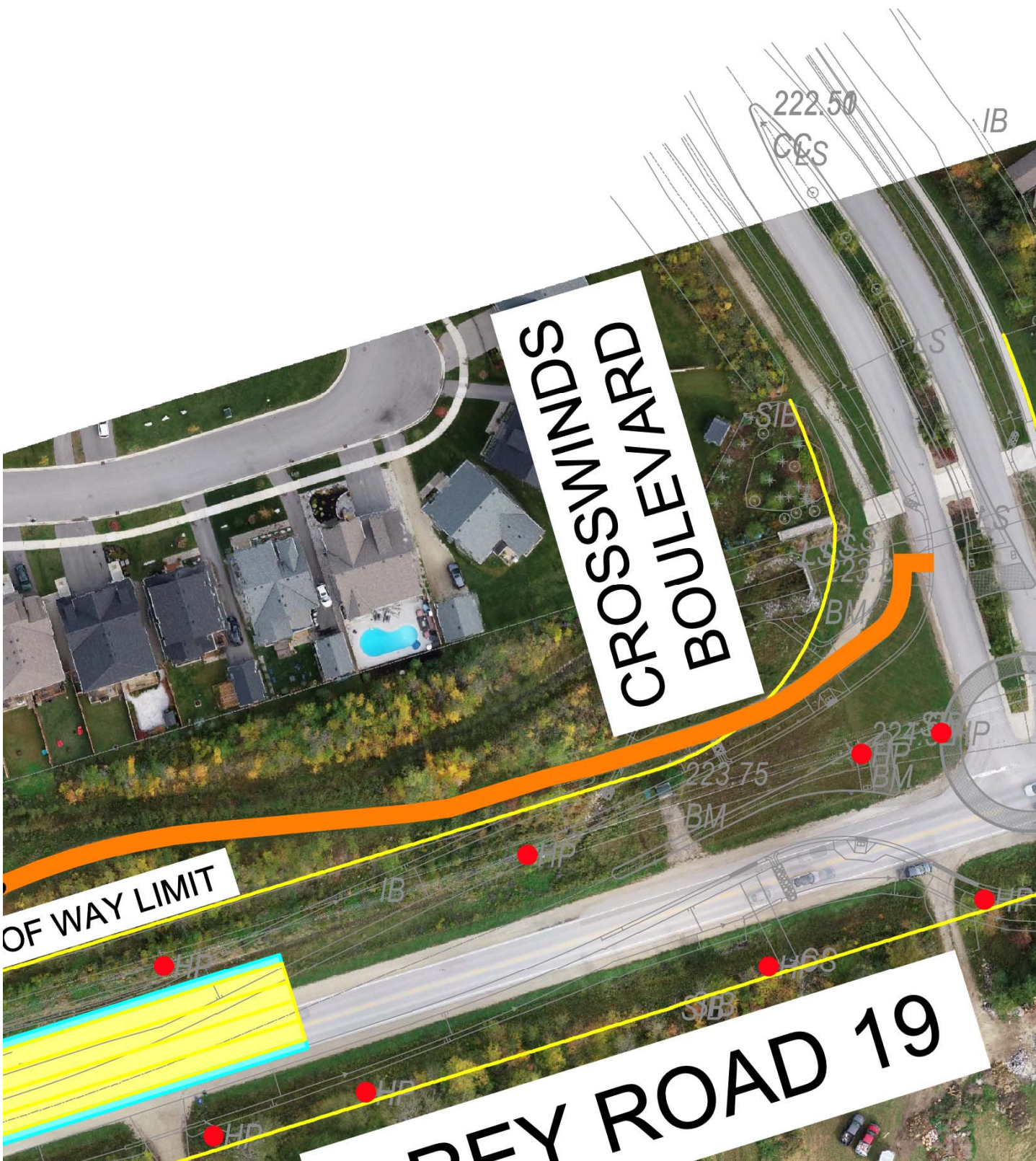
And this drawing does not show what the roundabout will be if there are 4 lanes? It has to be much wider to accommodate this as the roundabouts on hwy 26 at Wasaga and Popular are a massive diameter compared to the diameter of the roundabout at Popular and High street. Can you confirm that the roundabout diameter would have to be bigger for 4 lanes versus the current 2 lanes? And if so the residents of Windfall, Bluemont etc should be shown these drawings.

Finally I find the option that says "do nothing" is somewhat misleading as roundabouts are being added to Grey Road 21 and Mountain Road and I'm pretty sure the roundabout at Crosswinds is already a done deal?

I hope you will consider safety of residents and bike riders as a priority as it appears you did on hwy 26 and not increase this stretch of road to 4 lanes but add healthy size bike lanes.

Your sincerely,

A black rectangular redaction box covering the signature area.



## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Friday, October 15, 2021 10:01 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Friday, October 15, 2021 - 22:01

Submitted by anonymous user: 184.144.97.193

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

I note that there are 3 options presented, but one is notably missing. Why are we not considering maintaining one lane each direction with active transportation lanes added. This would seem to be a major omission to the options being considered?

The key considerations and potential impacts of the possible solutions:

Clearly adding a lane in each direction has significant environmental impacts. I am more concerned that the only other similar designed 4 lane road in the area is highway 26 between the roundabouts from Stayner to Collingwood. I worry that drivers will assume that having recently been on a roadway where they leave a 2 lane roadway, go through a roundabout and now have 4 lanes, their speed limit is now 90. I'm sure we will see an increase in speeds based on this learned behaviour.

There is also growing body of evidence that simply adding lanes doesn't solve congestion - we are just inducing demand...

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

<https://pubs.aeaweb.org/doi/pdfplus/10.1257/aer.101.6.2616>

<https://drivetribes.com/p/does-adding-an-extra-driving-lane-E6FPiVJnQSCPun1-pS-Q-A?iid=FTKeoZzzSkGkOd558ts7oA>

Any other comments/questions/suggestions:

I sit many mornings waiting to turn left at the new temporary lights at Grey 19 and Crosswinds. There is often no traffic in either direction while I wait for the light. So I'm excited about having a roundabout there. However while I can appreciate that someday the roads will be busier, in the last few weeks I've spent a lot of time sitting and wondering why we are undertaking such a large 4 laned road?

And it looks based on the destruction we are already seeing over the last few weeks on the north side of 19 near Windfall, indicates that the plan is already going ahead before this consultation is completed with the assumption that the roadway will be widened to the north. Please advise why so much work is being done already before this consultation is complete?

With two new welcomed and very efficient roundabouts being added, I strongly recommend that we keep the existing 1 lane each direction roadway and simply add active transportation lanes. Thank you for your consideration.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address: [REDACTED]

[REDACTED]

Phone: [REDACTED]  
Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4628>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Friday, October 15, 2021 11:18 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Friday, October 15, 2021 - 11:17

Submitted by anonymous user: 174.92.25.209

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

Leave the road as a single lane but add a bike lane. The bike lane will improve safety for the large number of bikers that traverse the neighbourhood.

The key considerations and potential impacts of the possible solutions:

If you widen the road to 4 lanes it will have the following impacts on the area:

- \* Increased noise (road closer to homes now)
- \* Increased speed
- \* loss of trees and natural habitat
- \* Severe impact on pedestrians in the neighbourhood (impact to walkways)

We also don't understand why we would increase the road to 4 lanes when all roads feeding into this area are only 2 lanes.

We also believe that the bypass i.e. redirecting traffic from Hwy 26 should be directed through Grey Road 21 versus driving additional traffic through Grey Road 19.....where it is into residential neighbourhoods. With increase pedestrian traffic.

Any other comments/questions/suggestions:

During work in the area, if removing trees the town should be responsible for replacing any removed trees.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4624>



## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Sunday, October 17, 2021 10:10 PM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Sunday, October 17, 2021 - 22:10

Submitted by anonymous user: 72.142.15.57

Submitted values are:

My property interest is: General Interest

The possible solutions for road widening:

Wide to two lanes with paved shoulders, Move the road to the north as not to enter fear with existing hydro poles.

The addition of a traffic circle at Crosswind will keep traffic moving. The temporary light are a big inconvenience as they stop traffic for one car most of the time.

The traffic circle at grey 19 and county road 12-34 and Mountain road also is a very good idea.

The key considerations and potential impacts of the possible solutions:

Only two lanes the big traffic problem only exists eight to ten week ends out of a year. four lanes would be just a wast of land.

Four land would just be a big parking lot.

Any other comments/questions/suggestions: another traffic circle at grey 19, Jozo Weider and Crosswind.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4635>

## Sylvia Waters

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**From:** [REDACTED]  
**Sent:** Monday, October 18, 2021 12:26 AM  
**To:** Trevor Ireton  
**Cc:** Paul Hausler  
**Subject:** widening of Grey Road 19 south of Windfall

[EXTERNAL EMAIL]

Hi Trevor - please see our objection to the widening of Grey Road 19:

The widening of Grey Road 19 just south of the Windfall development shouldn't be considered as a solution. There is too much noise and pollution from the exhaust at this point due to the large trucks, motorcycles and cars which use the road traveling in excess of the posted 60 kmh speed limit. The trail that runs parallel to the road has already been negatively impacted by the removal of trees and widening of the road will bring the road too close to the trail further negatively impacting the trail. The possible solution is to have the excess traffic use Hwy 26 and therefore alleviate the volume on Grey Road 19 and also for traffic going to the ski resort, Crosswinds can be used, therefore negating the need to widen Grey Road 19

The widening of Grey Road 19 just south of the Windfall development would only increase the noise heard by the homes backing onto the road and the additional pollution from the extra vehicle traffic would negatively impact the health and safety of the residents, especially the children and wildlife . Widening the road would only bring the road closer to the trail and the homes and this would increase the noise and pollution significantly. Also, the widening of the road would take more greenspace away. Greenspace that the builder, Georgian Developments highlighted and charged extra without indicating that the road was being considered to be widened

[REDACTED] homes backing onto Grey Road 19 DO NOT want the road to be widened for the reasons listed above. Do Nothing is the solution to be chosen as you already have an existing solution which is to use Hwy 26 and Crosswinds for the anticipated extra traffic.

[REDACTED]

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Monday, October 18, 2021 12:19 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Monday, October 18, 2021 - 00:18

Submitted by anonymous user: 216.181.111.132

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

The widening of Grey Road 19 just south of the Windfall development shouldn't be considered as a solution. There is too much noise and pollution from the exhaust at this point due to the large trucks, motorcycles and cars which use the road traveling in excess of the posted 60 kmh speed limit. The trail that runs parallel to the road has already been negatively impacted by the removal of trees and widening of the road will bring the road too close to the trail further negatively impacting the trail. The possible solution is to have the excess traffic use Hwy 26 and therefore alleviate the volume on Grey Road 19 and also for traffic going to the ski resort, Crosswinds can be used, therefore negating the need to widen Grey Road 19

The key considerations and potential impacts of the possible solutions:

The widening of Grey Road 19 just south of the Windfall development would only increase the noise heard by the homes backing onto the road and the additional pollution from the extra vehicle traffic would negatively impact the health and safety of the residents, especially the children and wildlife . Widening the road would only bring the road closer to the trail and the homes and this would increase the noise and pollution significantly. Also, the widening of the road would take more greenspace away. Greenspace that the builder, Georgian Developments highlighted and charged extra without indicating that the road was being considered to be widened

Any other comments/questions/suggestions:

[REDACTED] homes backing onto Grey Road 19 DO NOT want the road to be widened for the reasons listed above. Do Nothing is the solution to be chosen as you already have an existing solution which is to use Hwy 26 and Crosswinds for the anticipated extra traffic.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4636>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Monday, October 18, 2021 12:27 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Monday, October 18, 2021 - 00:26

Submitted by anonymous user: 216.181.111.132

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

The widening of Grey Road 19 just south of the Windfall development shouldn't be considered as a solution. There is too much noise and pollution from the exhaust at this point due to the large trucks, motorcycles and cars which use the road traveling in excess of the posted 60 kmh speed limit. The trail that runs parallel to the road has already been negatively impacted by the removal of trees and widening of the road will bring the road too close to the trail further negatively impacting the trail. The possible solution is to have the excess traffic use Hwy 26 and therefore alleviate the volume on Grey Road 19 and also for traffic going to the ski resort, Crosswinds can be used, therefore negating the need to widen Grey Road 19

The key considerations and potential impacts of the possible solutions:

The widening of Grey Road 19 just south of the Windfall development would only increase the noise heard by the homes backing onto the road and the additional pollution from the extra vehicle traffic would negatively impact the health and safety of the residents, especially the children and wildlife . Widening the road would only bring the road closer to the trail and the homes and this would increase the noise and pollution significantly. Also, the widening of the road would take more greenspace away. Greenspace that the builder, Georgian Developments highlighted and charged extra without indicating that the road was being considered to be widened

Any other comments/questions/suggestions:

[REDACTED] homes backing onto Grey Road 19 DO NOT want the road to be widened for the reasons listed above. Do Nothing is the solution to be chosen as you already have an existing solution which is to use Hwy 26 and Crosswinds for the anticipated extra traffic.

I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4637>

## Sylvia Waters

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**From:** Webmaster Grey County <info@grey.ca>  
**Sent:** Monday, October 18, 2021 10:10 AM  
**To:** Trevor Ireton  
**Subject:** Form submission from: Municipal Class Environmental Assessment

[EXTERNAL EMAIL]

Submitted on Monday, October 18, 2021 - 10:10

Submitted by anonymous user: 99.249.104.205

Submitted values are:

My property interest is: Neighbourhood resident

The possible solutions for road widening:

Alternative 2 seems like a reasonable way to proceed, meeting the Objective without undue disruption and expense. However, without the benefit of considering the underlying Grey County traffic study on which the Objective is based (for example: is not the whole Mountain roadway subject to much higher traffic volumes in the future?), I am concerned about the effects of this action on either side of your Study Area, with cars funnelling down to two lanes. When is the roundabout at Grey Road 21 expected to be built? As that intersection and the one at Crosswinds Blvd. are not part of the Study Area, what happens at those potential pinch points?

The key considerations and potential impacts of the possible solutions:

Key considerations in my view:

- \* Traffic flow - into and out of the Study Area (I live just beyond it, and traffic can be significant)
- \* Adequate consideration for cyclists
- \* Minimizing environmental impacts

Any other comments/questions/suggestions:

As an avid cyclist, I am pleased to see a 1.2-1.5 metre shoulder in Alternative 2 and strongly suggest there be adequate pavement demarkations and Share-the-Road signage, as well as a good linkage to the multi-use trail on the north side. I/we wish to be added to the Project Contact List to receive notices related to this project: Yes

Name: [REDACTED]

Address:

[REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Prefer to be contact by: Email

The results of this submission may be viewed at:

<https://www.grey.ca/node/336985/submission/4640>



