



Planning Justification Report

Lovesick Lake Beach Resort
Township of Selwyn,
County of Peterborough

Official Plan and Zoning By-Law
Amendment Applications

D.M. Wills Project Number 19-10844



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December 2023
Prepared for:
Lovesick Lake Beach Resort Ltd.



W I L L S

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1.0 Introduction

D.M. Wills Associates Limited (Wills) has been retained by Lovesick Lake Beach Ltd. (Owner) to prepare this Planning Justification Report (Report) in support of Official Plan and Zoning By-law Amendment (OPA and ZBA) applications. The applications will support an expansion to the existing trailer park development located at 4738 Highway 28. A consent for a lot addition (consent) application is also required in order to facilitate access to the proposed development from the adjacent roadway. The lands subject to these applications is located at 3340 Strickers Lane and legally described as Part of Lots 43 and 44, Concession 16 (Subject Property), in the Township of Selwyn (Township), County of Peterborough (County).

1.1 Project Objectives

The applications will facilitate the development of 40 new trailer sites on the Subject Property and will be completed in two phases. Phase One proposes to develop 38 new trailer sites located south of the existing shoreline development and Phase Two proposes an additional two trailer sites to be developed upon further approval as required. Specifically, the applications will complete the following:

1. The consent will facilitate the proposed development by providing access and additional parking to serve the proposed new trailer sites via Forest Hill Road.
2. The OPA will redesignate the Subject Property from the Rural and Seasonal Residential designations to the Trailer Park designation. The change in land use designation will reflect the proposed use.
3. The ZBA will implement the proposed development as part of the Lovesick Lake Beach Resort and will achieve the following:
 - a) Rezone a portion of the Subject Property from the Rural (RU) Zone to the Recreational Commercial (RC) Zone. The RC zone will permit an additional 40 trailers sites.

1.2 Purpose of Planning Justification Report

The purpose of this Report is to outline the nature of the proposed consent, OPA and ZBA and evaluate the amendments in the context of provincial and municipal policy including the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the County of Peterborough Official Plan including the local component policies (consolidated to 2022) and the Township of Selwyn Comprehensive Zoning By-law 2009-021.

2.0 Project Background

2.1 Project History

The project benefits from a pre-consultation meeting held in 2017 with County, Township and agency staff and the previous consulting team. At pre-consultation, the application proposed a total of 38 trailer sites to be located on the 'escarpment' and accessed via Forest Hill Road. The pre-consultation meeting minutes provided that OPA and ZBA applications are required inclusive of a list of required studies and plans to be submitted. The meeting minutes discuss the need for a Lake Capacity Study to which County and Township staff will rely on the Ministry of Environment, Conservation and Parks (MECP) and the Otonabee Region Conservation Authority (ORCA) to identify the scope of such study. Refer to **Appendix A**.

Formal OPA and ZBA applications were submitted to the County and Township, respectively, in the summer of 2022. These applications proposed a total of 46 trailer sites, 8 more sites than originally discussed. The applications were submitted together with the required supporting reports and plans and the applications were deemed complete in September 2022.

Since the application submission, Wills' Planning team assumed carriage of this project in early 2023. To date, the Wills Planning team has endeavoured to move the project forward by responding to agency and public comments. One public open house was held on May 3, 2023. The open house was well attended. A public and agency comment matrix has been prepared and submitted to the County and Township as part of the resubmission package.

Consultation efforts with Curve Lake First Nation (CLFN) has been on-going. While there is currently no formal liaison contact with Curve Lake, Wills has received direction from CLFN consultants, 4 Directions of Conservation Consulting Services, to document consultation efforts. Northeastern Archaeology has also engaged with Alderville First Nation for support and to review the archaeological assessment. In addition, the Owner has met with local Indigenous Groups including attempts to schedule a meeting with the Chief of Curve Lake.

To address agency and public comments/feedback received on the project to date, further work with respect to the site design and layout has been completed. This includes the following:

1. Revisions to the site plan to accommodate a larger septic reserve area on site.
2. Addendum to the Environmental Impact Study (EIS) to review any additional significant wooded areas and wildlife species.
3. A new Traffic Impact Study (TIS) has been prepared to review the proposed development in the context of new Ministry of Transportation standards, the revised development plan and under conditions outside of the COVID-19 pandemic restrictions.

4. An updated Archaeological Assessment has also been prepared to investigate additional area subject to development and surrounding the development area to address public comments and concerns on the extent of review.

As a result of the above, the overall site plan has been revised. The Subject Property can accommodate a total of 40 trailer sites. This is based on correspondence with the MECP and their review of the supporting reports and design as provided in the Services Options Assessment, Environmental Compliance Approval Brief, and Septic Designs. In addition, as per the Addendum to the EIS, additional areas of wildlife habitat have been identified and marked on the site plan for preservation. The TIS and Archaeological Assessment show the proposed development can be supported and the site is appropriate for development. Further discussion on these revisions are provided in Section 3 of this Report.

In summary, the development is now proposed in two phases:

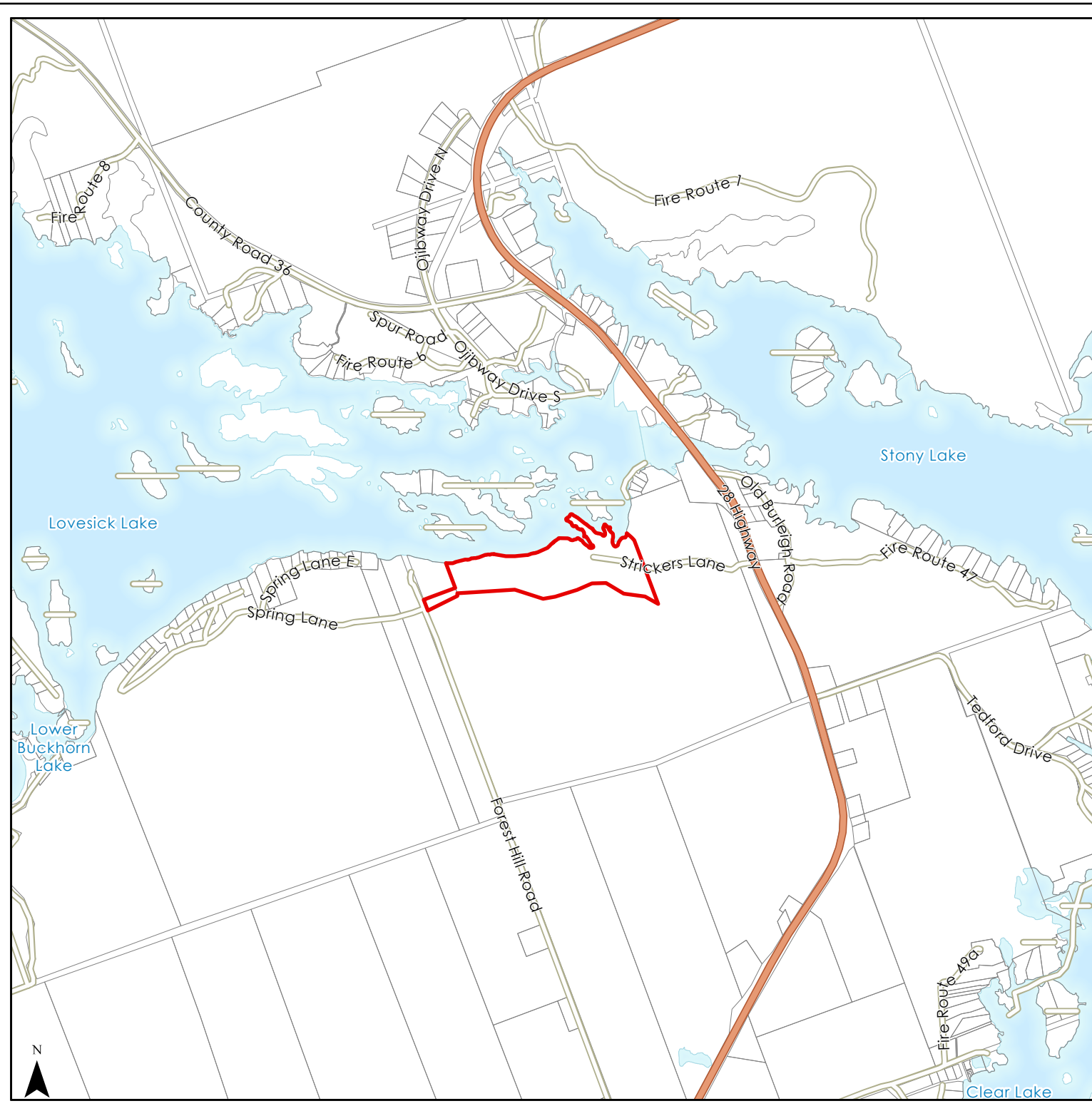
- Phase 1 includes the development of 38 trailer sites with an internal access road and communal septic system inclusive of updating existing holding tanks to new septic systems.
- Phase 2 will include the addition of two trailer sites once the monitoring program for the communal septic system is complete with positive results. An addendum ECA will be required to permit the additional sites.

In addition to the above, monitoring of the identified wildlife habitat is also required. Any changes or impacts as a result of the monitoring program will be reported to the MNRF.

Responses to agency and public comments are located in **Appendix B**.

2.2 Property Location

The Subject Property is located approximately 34.6 km northeast of Peterborough, in the small community of Burleigh Falls. The Subject Property has approximately 661.9 metres of water frontage on Lovesick Lake and is approximately 7.2 hectares in area (17.8 acres). Refer to **Figure 1 – Key Map**.



KEY MAP

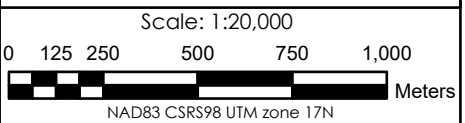
LOVESICK LAKE TRAILER PARK

3340 Strickers Lane
 Part of Lots 43 & 44, Concession 16
 Township of Selwyn
 County of Peterborough

Figure 1

Legend

 Subject Property



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Created In:	ArcGIS Pro
Drawn By:	JW
Checked By:	DK
Map Date:	December, 2023
Project Number:	10844

Data Sources
 County of Peterborough Public GIS: <https://pibccounty.geoportal.com/ItemViewer/index.html?viewer=PeterboroughPublic>



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2.3 Existing Uses

The Subject Property is currently developed with 39 seasonal recreational trailer sites and three seasonal cabins along the shoreline of Lovesick Lake. South of the existing site development and the escarpment is the area subject to the proposed development which consists of vacant forested land with a mixed deciduous forests and exposed bedrock ridges. An east-west bedrock escarpment provides a natural division of the current and proposed development sites on the Subject Property. Refer to **Figure 2 – Existing Site Development**.

2.4 Proposed Development

The proposed development will provide for the creation of an additional 40 trailer sites in a phased approach. Phase One will include the development of 38 seasonal trailer sites as permitted under the Environmental Compliance Approval issued by the MECP. Subject to further site monitoring of the communal sewage system, the Phase Two development will include the final two trailer sites to proceed via amendment to the site plan and the ECA. The proposed lots would be serviced with hydro, water and sewage services by a new collector system and septic tank system. All proposed development will provide setbacks in excess of provisional requirements and current water yard setbacks to the existing development on the Subject Property.

Access to the proposed development will be provided from Forest Hill Road located west of the Subject Property. A lot addition to the Subject Property will be required to facilitate access, subject to approvals of the proposed OPA/ZBA applications. A new internal road running along the southern border of the Subject Property will be constructed across the proposed development area from west to east. The new internal road will provide access to the individual trailer sites and visitor parking areas. Pedestrian only access will also be provided to site users from the proposed new development to the existing trailer park amenities and waterfront. This pedestrian only access will be provided via the existing rock cut and gravel road, which traverses through the rock escarpment approximately 25 m from the east property boundary. On site staff will be permitted vehicular access i.e. golf carts for site operation and maintenance purposes. Refer to **Figure 3 – Proposed Development Plan**.

2.5 Surrounding Land Uses

The Subject Property is surrounded by waterfront residential and recreational commercial uses to the northwest and northeast. Land uses directly west consist of tourist commercial, seasonal residential and vacant forested lands, to the east are recreational commercial and retail (Lovesick Lake Beach Resort and RV Sales) uses, while vacant mixed forest lands are located directly south. Refer to **Figure 4 – Surrounding Land Uses**.

A photographic log of the Subject Property and surrounding land uses is provided in **Appendix C**.



SUBJECT PROPERTY EXISTING DEVELOPMENT

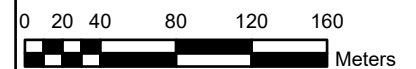
3340 Stricker Lane
Part of Lots 43 & 44, Concession 16
Township of Selwyn
County of Peterborough

Figure 2

Legend

 Subject Property

Scale: 1:4,000



NAD83 CSRS98 UTM zone 17N

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Data Sources

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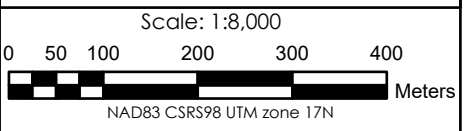
SURROUNDING LAND USE LOVESICK LAKE TRAILER PARK

3340 Strickers Lane
Part of Lots 43 & 44, Concession 16
Township of Selwyn
County of Peterborough

Figure 4

Legend

Subject Property



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Checked By:	DK
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Data Sources
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2.6 Pre-Consultation Requirements

As referenced in **Section 2.1** of this Report, a pre-consultation meeting was held on August 27, 2017, with the County, Township, ORCA and the Ministry of Transportation (MTO). In response to the proposed development plan, the pre-consultation meeting minutes provide that Official Plan and Zoning By-law Amendment applications are required. A list of required studies and plans are also provided in the meeting minutes with other key items for consideration including establishing an appropriate setback from the top of slope of the escarpment to address possible erosion hazard and apply a minimum 30-metre setback from the water.

3.0 Supporting Technical Studies

All required reports and plans were subsequently prepared and submitted as part of the formal application submission. Subsequent to the application submission, select reports and plans were updated to address agency comments and public feedback. A summary of these updates and the recommendations therein are provided below.

3.1 Environmental Impact Study

In 2020, Cambium Inc. (Cambium) completed an Environmental Impact Study (EIS) to address any potential negative impacts to natural heritage features identified on or surrounding the Subject Property. These natural heritage features include Lovesick Lake, fish habitat wetlands and significant wildlife habitat. The EIS also includes a Species at Risk (SAR) screening to determine any suitable habitat for provincial or federal listed SAR.

Field investigations were completed to verify and gather additional site-specific information in the applicable seasons to evaluate the presence of Significant Wildlife Habitat (SWH) and SAR habitat; undertake amphibian call surveys and breeding bird surveys; complete Ecological Land Classification (ELC) and drainage feature assessment; and, to complete a wetland evaluation and delineation using Ontario Wetland Evaluation System (OWES) methodology.

The EIS Report confirmed that there are no wetlands of any type or significance present on the Subject Property. Additionally, no amphibian habitat was identified in the proposed development area and the potential for Blanding's Turtle habitat on the Subject Property, specifically at the site of proposed development is low.

Breeding habitat for Eastern Wood-pewee was identified on the Subject Property. As stated in the EIS, this species is identified as a species of concern in Ontario; however, this species is noted to be locally abundant and adaptable, allowing them to inhabit a range of forest cover types and not be dependent on specific areas. Tree clearing practices are set forth to ensure that there will be no negative impacts on the species as a result of the proposed development.

The EIS Report also identifies the majority of the Subject Property as deer yard (Stratum 1). As investigated and reviewed by Cambium, proposed development proposes to

retain vegetation between and surrounding the proposed trailer sites. The seasonality of the proposed land use suggests the wintering habitat can be maintained on the property. In support of this habitat, the EIS recommends maintaining 60% canopy coverage and constructing non-linear roadways to reduce predation opportunities.

A butternut tree survey was completed on and within 25 metres of the Subject Property. Two Butternut Trees were identified and located on the constraints map with an accompanying 25-metre protective setback boundary.

As stated in the EIS, the Subject Property includes shoreline areas of Lovesick Lake; however, no new development is proposed within 30 m of the shoreline, maintaining the required setback. Cambium provides guidance regarding shoreline enhancement opportunities along the existing developed shoreline to ensure there are no indirect impacts to fish habitat in the lake and littoral zones.

The EIS concludes that no negative impacts on the identified natural heritage features on the Subject Property are anticipated as a result of the proposed development subject to adherence to the recommended mitigation measures outlined in the EIS.

In 2023, Cambium completed an Addendum Report to the 2020 EIS addressing agency and public comments received on the original application seeking 46 trailer sites. The EIS discusses the requirement for a Tree Inventory and Preservation Plan (TIPP) as required by ORCA. The TIPP will be completed as part of detailed design during the Site Plan Approval process. The EIS also provides additional information regarding Deer Wintering Habitat and the presence of Pileated Woodpecker habitat.

In response to public comments regarding deer observations, Cambium staff completed additional field investigations on April 6, 2023, with respect to the Deer Wintering Area Regarding the Deer Wintering Area the Addendum report concurs with the findings of the original EIS. The survey results from the field investigations in April 2023 conclude that based on the quality of habitat i.e. lack of sheltering capability and minimal evidence of use of the site, the Subject Property does not provide high quality overwintering habitat for deer.

Further to this, additional field investigations were also completed on April 24, 2023, to review the potential habitat for the Pileated Woodpecker. During field investigations, a search for nests and habitat of the wooded area on site was completed. The field investigations concluded that while no Pileated Woodpeckers were observed, there was recent evidence of activity and a total of six cavity trees with one of those six meeting the criteria as containing potential Pileated Woodpecker nesting activity. This location is within one of the proposed sites, being "Site 32" and proximal to the proposed vegetative buffer between "Sites 32 and 33". The EIS recommends avoiding the nesting site and to register the cavity. The cavity should also be monitored for use and avoid tree removal during the nesting period of 36 months. In addition to these recommendations, further recommendations are provided in the EIS for inclusion as part of the site plan approval and prior to construction.

3.2 Environmental Compliance Approval (ECA) Design Brief

In July 2021, an Addendum to the ECA Design Brief was completed by Canadian Shield Consultants Agency to address MECP comments related to the total phosphorous effluent limit and impacts to the Policy 2 Lake. The Addendum provides a calculation as per MECP guidelines to demonstrate conformity with the requirements and that the total phosphorous effluent limit will not result in an increase in loading to the Policy 2 Lake. The results conclude that when comparing pre and post values, the development will produce a lower phosphorous loading to the lake satisfying the Policy 2 Lake requirements.

MECP granted approval of the proposed sewage disposal works to service the 38 proposed trailer sites on June 26, 2023, subject to several terms and conditions intended to ensure the proper construction and operation of the proposed sewage works. No appeals in respect of this decision were filed within the prescribed 15-day appeal period. Further ECA approval in support of the additional two proposed trailer sites contemplated by Phase Two will be sought pending the success of the monitoring program.

3.3 Functional Servicing Report

D.M. Wills Associates Limited completed a Functional Servicing Report (FSR) in September 2020 to review and confirm on-site servicing in support of the proposed trailer park expansion. A revision was completed in December 2023 to reflect the changes to the site plan. As no municipal services are available to the Subject Property, the servicing options included private communal or private individual well and septic systems.

Currently, no water services are available on the Subject Property and therefore, the proposed development will be connected to the existing private on-site lake water treatment system located at the existing Lovesick Lake Beach Resort to the east.

The FSR confirmed that the existing development utilizes holding tanks located throughout the facility. A new septic system connected to the existing holding tanks, along with one additional holding tank, is proposed to be installed at the base of the escarpment to service the new trailer sites. Septic services are proposed for each of the new trailer sites.

Hydro services will be provided by the existing trailer park and a proposed individual meter post will be installed at each site.

Stormwater management quality and quantity controls were considered and proposed as necessary to ensure there is no adverse impacts on water quality and no increased potential for flooding as a result of the proposed development. The report concludes that minimal mitigation measures are required and recommends a vegetative ditch along the south limit of the proposed internal gravel road be constructed to aid in filtering runoff and conveying water to proposed culverts.

The FSR was additionally supported by supplementary information provided through an Environmental Compliance Approval Report and Private Servicing Options Assessment completed by Canadian Shield Consultants Agency.

The FSR as prepared by Wills concludes the following:

1. Sanitary servicing requirements will be provided by private septic systems as outlined in the Private Services Options Assessment Report, prepared by Canadian Shields Consultants Agency.
2. Domestic water servicing requirements will be provided by the existing private on-site lake water treatment system.
3. Development grading is proposed to maintain existing drainage patterns, where possible, with minimal / compensated impact on existing natural features.
4. Stormwater quality control will be provided by vegetated ditch constructed adjacent to the proposed access road.
5. No stormwater quantity controls are proposed for the development.
6. Trees and vegetation will only be removed where necessary to accommodate the proposed access road and trailer sites.

3.4 Slope Assessment and Setback Requirements

D.M. Wills Associates Limited prepared a Slope Assessment and Setback Requirement (report) dated November 20, 2019. The report reviews the bedrock escarpment feature on site and north of the proposed trailer park expansion. An addendum report was also prepared on July 24, 2023, to address comments from ORCA and to assess lands west of the Subject Project that may be impacted by the proposed access road to the new development. The purpose of the assessments is to determine the Long-Term Stable Top of Slope (LTSTOS) and development setback from the slope to the proposed trailer sites.

Wills staff conducted a site visit of the Subject Property on October 15, 2019, and again July 18, 2023, to inspect the slope including the toe of slope, slope face and crest. Exposed calcareous bedrock was observed along the top and intermittently along the slope face. Thin silty sand topsoil overburden was also observed while on site. The slope face and top of slope area is well vegetated with no evidence of major disturbance or toe erosion.

The slope assessment was completed using the MNRF's Slope Guideline "Slope Stability Rating Chart", Technical Guide – River & Streams Systems: Erosion Hazard Limit (MNRF 2002) for Erosion Hazard Limit and ORCA's Watershed Planning & Regulation Policy Manual. Based on the slope conditions reviewed against the guidelines, the 2019 assessment and updated 2023 assessment identify a LTSTOS and recommend a 6 m development setback from the top of slope to the proposed trailer site development.

3.5 Traffic Impact Study

Asurza Engineers completed a Traffic Impact Study (TIS) in August 2023 in support of the proposed trailer park expansion. The TIS reviews potential traffic impacts as a result of the proposed development as well as road geometry and any potential improvements that may be required to support future traffic. The study area includes a review of Highway 28, Forest Hill Road, Spring Lane and 15th Line. The TIS discusses existing site conditions as well as analyzes operations over the horizon years of 2025, 2030 and 2035 to coincide with the development build, a 5-year built out and 10-year built out after development. An annual growth rate of 2% was used for future traffic.

Video based traffic counts were performed in the PM and Saturday AM peak hours on July 14, 2023, and July 15, 2023, respectively. Existing conditions show traffic movements operating very well with a Level of Service (LOS) "A" within the peak hours. For future impacts without the proposed development, the report analyses the intersection movements with no improvements or changes to traffic control. The LOS was reduced to "D" but remain in the acceptable levels.

Using the Institute of Transportation Engineers (ITE) manual, the trip generation rates is estimated as 12 trips during the PM peak hour and 16 trips during the Saturday AM peak hour. These trips were added to the background volumes and provided the total traffic volumes which were reviewed for impacts to operations. The TIS provides that throughout the study horizon (2025, 2030 and 2035), with no road geometric changes and with the proposed development in place, the resulting factors remain virtually the same for the PM and Saturday AM peak hours. This is a result of the low number of trips generated by the proposed development.

The TIS also reviewed the existing site entrance from Forest Hill Road in support of the proposed development as well as the existing entrances from Spring Lane and the abutting Forest Hill Lodge development. The operation results show that no upgrades will be required as the LOS remains "A" for all movements.

From a traffic perspective, based on the results of the analysis, the report concludes that the proposed development will not trigger any road geometric improvements but does note that the suitability of Forest Hill Road should be reviewed for conformity with the geometry standards of the TAC manual.

3.6 Archaeological Assessment

Earthworks Archaeological Services Incorporated completed a Stage 1 and 2 Archaeological Assessment Report dated October 29, 2018. The purpose of the study was to assess the potential for the presence of significant archaeological resources on the Subject Property.

The Stage 1 Assessment consisted of background research on the Subject Property to determine existing conditions regarding on site disturbances and the need to complete a Stage 2 Assessment. The proposed development is located south of Lovesick Lake in an area that suggests the potential of Pre-Contact Aboriginal archaeological material.

The report provided that the study area has evidence of archaeological potential as a result of the historical surrounding land uses and surrounding natural heritage features and a Stage 2 Assessment was recommended.

The Stage 2 Archaeological Assessment fieldwork was completed on October 25, 2017, and October 26, 2017. A test pitting survey was determined to be required. Due to the heavily forested nature of the study area, the Subject Property was unsuitable for ploughing and was assessed by test-pit surveys. The study area was approximately 5.7 hectares in area and test pits were spaced at maximum intervals of 5 m apart, 30 cm in diameter.

The investigations concluded that the Subject Property does not contain archaeological material, structural remains, or cultural heritage resources of any kind. The Subject Property is considered to have no further cultural heritage value or interest and no further archaeological assessment of the property is required.

Further to Earthworks assessment of the Subject Property, Northeastern Archaeology was retained in October 2023 to investigate additional lands in response to public comments. This assessment provides that no archaeological materials were found during field investigations. The additional areas that were assessed were contiguous to the development area reviewed by Earthworks in previous assessments. Based on both the original review and the supplemental investigations, the Subject Property is free of archaeological material and the report recommends clearance by the Ministry of Citizenship and Multiculturalism based on the Stage 1 and 2 assessments.

4.0 Policy Framework

The following provincial and municipal land use policy documents contain policies that relate to the proposed ZBA and future development of the Subject Property. The policy documents include the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe, 2020 Consolidation, the County of Peterborough Official Plan including the local component policies (consolidated to 2022), and the Township of Selwyn Comprehensive Zoning By-law 2009-021.

4.1 Provincial

4.1.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. In general, the PPS seeks to promote the development of communities that are socially, economically, and environmentally resilient.

The subject property is within the rural area. The PPS directs that rural areas are important to the foundation of a sustainable economy in Ontario and are therefore to be supported in part by "leveraging rural amenities and assets". Section 1 of the PPS focuses on the importance of managing change and growth, as well as promoting the

wise and efficient use of land to continue to build and promote sustainable and strong healthy communities. Sections 1.1.1, 1.1.4, and 1.1.5 of the PPS state:

“1.1.1 Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- h) *promoting development and land use patterns that conserve biodiversity;*

1.1.4 Rural Areas in Municipalities

1.1.4.1 *Healthy, integrated and viable rural areas should be supported by:*

- a) *building upon rural character, and leveraging rural amenities and assets;*
- g) *providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;*
- h) *conserving biodiversity and considering the ecological benefits provided by nature;*

1.1.4.4 *Growth and development may be directed to rural lands in accordance with policy 1.1.5, including where a municipality does not have a settlement area.*

1.1.5 Rural Areas in Municipalities

1.1.5.1 *When directing development on rural lands, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*

1.1.5.2 *On rural lands located in municipalities, permitted uses are:*

- a) *the management or use of resources;*
- b) *resource-based recreational uses (including recreational dwellings);*

1.1.5.3 *Recreational, tourism and other economic opportunities should be promoted.*

1.1.5.4 *Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.*

1.6.6 Sewage, Water and Stormwater

1.6.6.1 *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
 - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
 - b) *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 3. *is feasible and financially viable over their lifecycle; and*
 - 4. *protects human health and safety, and the natural environment;*
 - d) *integrate servicing and land use considerations at all stages of the planning process; and*
 - e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*
- 1.6.6.3 *Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.*
- 1.6.6.7 *Planning for stormwater management shall:*
- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
 - b) *minimize, or where possible, prevent increases in contaminant loads;*
 - c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
 - d) *mitigate risks to human health, safety, property and the environment;*
 - e) *maximize the extent and function of vegetative and pervious surfaces; and*
 - f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.*

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

h) providing opportunities for sustainable tourism development."

Section 2.0 of the PPS provides policies with respect to the use and management of resources noting:

"2.1 Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.1.5 Development and site alteration shall not be permitted in:

- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;*
- d) significant wildlife habitat;*

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

2.2 Water

2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:

- d) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed;*

- e) *maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;*
- f) *implementing necessary restrictions on development and site alteration to:
 - 2. *protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;**
- g) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;*
- i) *ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.*

2.2.2 *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions."

2.6 Cultural Heritage and Archaeology

2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved."*

4.1.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Consolidated 2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides additional Provincial policy for lands within one of the fastest growing regions in North America. Its policies are intended to support growth and development while ensuring that it occurs in an orderly and well-planned fashion, so as to protect the social, economic, and environmental interests of Ontario and its residents.

As per the PPS, under the Growth Plan the Subject Property is deemed to be in a rural area. Policies of the Growth Plan pertinent to the proposed development are provided below:

“2.2.9 Rural Areas

1. *Municipalities are encouraged to plan for a variety of cultural and economic opportunities within rural settlements to serve the needs of rural residents and area businesses.*
3. *Subject to the policies in Section 4, development outside of settlement areas may be permitted on rural lands for:*
 - a) *the management or use of resources;*
 - b) *resource-based recreational uses; and*
 - c) *other rural land uses that are not appropriate in settlement areas provided they:*
 - i. *are compatible with the rural landscape and surrounding local land uses;*
 - ii. *will be sustained by rural service levels; and*
 - iii. *will not adversely affect the protection of agricultural uses and other resource-based uses such as mineral aggregate operations.*
4. *Where permitted on rural lands, resource-based recreational uses should be limited to tourism-related and recreational uses that are compatible with the scale, character, and capacity of the resource and the surrounding rural landscape, and may include:*
 - a) *commercial uses to serve the needs of visitors; and*
 - b) *where appropriate, resource-based recreational dwellings for seasonal accommodation.*

3.2.6 Water and Wastewater Systems

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
 - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
 - ii. *identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which*

must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and

- iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*
- d) in the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity;*

3.2.7 Stormwater Management

- 2. Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
 - c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces;*

4.2.2 Natural Heritage System

- a) Beyond the Natural Heritage System, including within settlement areas, the municipality:*
 - a) will continue to protect any other natural heritage features in a manner that is consistent with the PPS; and*
 - b) may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

4.2.4 Land Adjacent to Key Hydrologic Features and Key Natural Heritage Features

- 1. Outside settlement areas, a proposal for new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System for the Growth Plan or a key hydrologic feature will require a natural heritage evaluation or hydrologic evaluation that identifies a vegetation protection zone, which:*
 - a) is of sufficient width to protect the key natural heritage feature or key hydrologic feature and its functions from the impacts of the proposed change;*
 - b) is established to achieve and be maintained as natural self-sustaining vegetation; and*
 - c) for key hydrologic features, fish habitat, and significant woodlands, is no less than 30 metres measured from the outside boundary of the key natural heritage feature or key hydrologic feature.*
- 2. Evaluations undertaken in accordance with policy 4.2.4.1 will identify any additional restrictions to be applied before, during, and after development to protect the hydrologic functions and ecological functions of the feature.*

3. *Development or site alteration is not permitted in the vegetation protection zone, with the exception of that described in policy 4.2.3.1 or shoreline development as permitted in accordance with policy 4.2.4.5.*
5. *Outside of settlement areas, in developed shoreline areas of inland lakes that are designated or zoned for concentrations of development as of July 1, 2017, infill development, redevelopment and resort development is permitted, subject to municipal and agency planning and regulatory requirements, if the development will:*
 - a) *be integrated with existing or proposed parks and trails, and will not constrain ongoing or planned stewardship and remediation efforts;*
 - b) *restore, to the maximum extent possible, the ecological features and functions in developed shoreline areas; and*
 - c) *in the case of redevelopment and resort development:*
 - i. *establish, or increase the extent and width of, a vegetation protection zone along the shoreline to a minimum of 30 metres;*
 - ii. *increase the extent of fish habitat in the littoral zone;*
 - iii. *be planned, designed, and constructed to protect hydrologic functions, minimize erosion, and avoid or mitigate sedimentation and the introduction of nutrient or other pollutants into the lake;*
 - iv. *exclude shoreline structures that will impede the natural flow of water or exacerbate algae concerns along the shoreline;*
 - v. *enhance the ability of native plants and animals to use the shoreline as both wildlife habitat and a movement corridor;*
 - vi. *use lot-level stormwater controls to reduce stormwater runoff volumes and pollutant loadings;*
 - vii. *use natural shoreline treatments, where practical, for shoreline stabilization, erosion control, or protection;*
 - viii. *meet other criteria and direction set out in applicable watershed planning and subwatershed plans;*
 - ix. *be serviced by sewage works which reduce nutrient inputs to groundwater and the lake from baseline levels; and*
 - x. *demonstrate available capacity in the receiving water body based on inputs from existing and approved development."*

4.2 Municipal

4.2.1 County of Peterborough Official Plan (Consolidated to 2022)

The County of Peterborough Official Plan (COP) serves as the upper tier Official Plan for the County and sets the land use and planning framework for local Official Plans and decision making. The COP outlines a long-term vision for Peterborough's physical form

and community character. The COP describes the Subject Property as Rural Area and Shoreland Area in the County of Peterborough Official Plan.

Rural Area and Shoreland Area policies are provided in Section 4.3 and 4.4 of the COP and included below where relevant to the project together with additional guiding policies of the COP:

“4.0 Watershed Strategic Components

4.1 Natural Environment

The County recognizes the important contribution that natural systems, natural heritage features and natural resources make to the social, economic, and environmental health of local municipalities. In this regard, the County has identified the following areas to ensure that the appropriate land use and resource management protection policies are applied to them.

Natural Heritage Features

- *Wetlands*
- *Endangered and threatened species habitat*
- *Wildlife Habitat*
- *Woodlands*

Natural Resources

- *Water Resources*

4.1.2 Objectives

- *to identify, preserve and enhance natural areas and ecosystems;*
- *to protect natural heritage features and areas from incompatible development;*
- *to protect, improve or restore the quality and quantity of ground water and surface water features and their hydrologic functions;*
- *to encourage local municipalities within the same watershed to participate, coordinate and carry out similar environmental management initiatives and practices to promote conservation, protection, sustainability and enhancement of natural systems, features and resources.*

4.1.3 Policies

4.1.3.1 General

Development and site alterations within provincially significant wetlands and in significant portions of the habitat of endangered and threatened species is not permitted.

However, with the exception of the Oak Ridges Moraine Policy, development or site alteration such as filling, grading and excavating may be permitted within or adjacent to the remaining natural heritage features listed in Section 4.1 of this Plan, provided that it has been demonstrated by an Environmental impact assessment that there will be no negative impacts on the natural features or ecological functions for which the area is identified.

- An environmental impact assessment for proposed development in or adjacent to a significant natural heritage feature will include as its study area the natural heritage feature as well as the area surrounding that type of feature, as follows:
 - Significant portions of the habitat of endangered and threatened species – all lands within 50 metres;
 - Significant wildlife habitat – all lands within 50 metres;

Significant woodlands south of the Canadian Shield – all lands within 50 metres;

4.1.3.4 Natural Heritage Features

- The diversity of natural features in an area, and the natural connections between them, and the long-term ecological function and biodiversity of natural heritage systems should be maintained, restored or, where possible, improved, recognizing the linkages between and among natural heritage features and areas, surface water features, and ground water features.
- Local plans will prohibit development and site alteration within the following types of significant natural heritage features:
 - significant wetlands;
 - significant portions of the habitat of endangered and threatened species.
- Local plans may permit development and site alteration in:
 - significant woodlands south and east of the Canadian Shield;
 - significant valleylands south and east of the Canadian Shield;
 - significant wildlife habitat; and;
 - significant areas of natural and scientific interest;

Development and site alteration will not be permitted in fish habitat except in accordance with provincial and federal requirements.

Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas listed above unless the ecological function of the adjacent lands has been evaluated in accordance with an environmental impact assessment as described in

Section 4.1.3.1 and it has been determined that there will be no new negative impacts on the natural features or on their ecological functions.

4.1.3.5 Water Resources

- *The quality and quantity of ground and surface water, and the hydrological functions of strategic water resource areas, will be protected, improved or restored;*
- *mitigative measures and/or alternative development approaches may be required in order to protect, improve, or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions;*

4.3 Rural and Cultural Landscape

4.3.2 Objectives

- to permit an amount and type of development in the rural area consistent with maintaining its rural and cultural landscape;
- to provide for limited rural development and to ensure that such development does not threaten the quality or quantity of ground and surface water.

4.3.3 - Policies

4.3.3.1 - General

- Rural areas will generally be the focus of resource activity, resource based recreational activity and other rural land uses. The County, recognizing the need for growth on a limited basis, will permit non-agricultural related uses in the rural community outside prime agricultural areas and other agricultural areas designated in local plans in accordance with Section 4.3.3.2 which reflect the cultural and rural character of the area, promote a variety of living and employment opportunities for the rural community and do not negatively impact on the natural environment that cannot be located in settlement areas;
- *Development shall be appropriate to the infrastructure which is planned or available, and shall avoid the need for unjustified and/or uneconomical expansion of this infrastructure;*
- *Research in the fields of soil science and hydrogeology has concluded that fractured bedrock aquifers can be contaminated by micro-organisms originating from untreated septic tank effluent and urban runoff. To minimize the risk of contamination to water resources, it is policy of the County that development permitted by local municipalities be directed to areas where the depth of soil is sufficient to retain and treat micro-organisms, as well as provide a stable anchoring platform for raised (imported material) tile bed systems.*

4.4 Shoreland Areas and the Waterfront

Shoreland Areas generally include all lands extending inland 150 metres from the ordinary high water mark of, any lake, river or waterway. Lands and land uses that are more than 150 metres from shore but which physically or functionally relate to the Shoreland Areas are considered to be part of the Shoreland Areas. All lands that are less than 150 metres from shore but which do not physically or functionally relate to the Shoreland Areas are not considered to be part of the Shoreland Areas.

4.4.2 Objectives

- to permit sustainable shoreland development that allows for limited growth of existing and new tourist developments and innovatively designed residential developments;
- to protect the heritage character of the Trent-Severn Waterway and its associated historic, natural and scenic setting;
- to ensure that the built form along the shoreline is not overly concentrated or dominating to the detriment of the natural form;
- to preserve and enhance fish and wildlife habitat areas within and along waterbodies;

4.4.3 - Policies

- The character of Shoreland Areas is linked to the natural and built form associated with the lakes and rivers in the County. For the most part, the natural form includes vegetated shorelines with thin soils over bedrock. The built form includes predominantly residential development interspersed with some commercial developments including resorts and marinas. The Shoreland Areas are generally associated with leisure, recreation, water supply, support for fisheries and wildlife habitat. As such, development occurring in the Shoreland Areas should enhance and protect, where possible, those qualities that contribute to the area's character.
- For any proposed shoreland development that would create 25 or more lots or units or would provide 50 or more tourism accommodation beds, or for any other proposed shoreland development considered necessary by the County to be studied, an environmental impact assessment as described in Section 4.1.3.1 will be required. The County may also deem it appropriate for the assessment to include a boating capacity study;
- Local municipalities shall ensure that waterfront lots are of sufficient size to accommodate the proposed use and related structural and servicing requirements, as determined by the Ministry of the Environment, Health Unit or County as well as recognize environmental influences such as soil, terrain, water quality and waterbody constraints as determined by the appropriate authority;

- Notwithstanding any other policy of Section 4.4.3, local plans and zoning by-laws will require that all new development and leaching beds be set back at least 30 metres from the ordinary high water marks of all waterbodies. Excepted from this requirement are marina facilities, docks and other water access facilities, pumphouses, and minor accessory buildings and structures as defined in zoning by-laws;
- When undertaking a review of development applications, the County or the Township where appropriate will determine the potential of the need for the conservation of archaeological resources. As a result of the review, the County or Township may require the applicant to submit an archaeological assessment carried out by a licensed archaeologist. Generally, studies may be required based on archaeological potential when any of the following occur: 3 or more new lots are being created (3 lots plus the retained lot), development by plan of subdivision or condominium, official plan amendment to County or Township official plan involving non-residential or non-agricultural/open space uses, re-zoning of a property involving non-residential or non-agricultural/open space uses.

4.6 Economic Development

Economic development is of vital interest to the County of Peterborough. The County will support economic growth through means where possible such as provision of infrastructure, transportation and public facilities and through protection of natural resources vital to the continued success of key sectors including agriculture, aggregates and tourism. The County will direct and guide development in keeping with economic goals as established from time to time and will promote and market economic development accordingly.

4.6.2 Objectives

- to achieve an appropriate mix of development that protects sensitive land uses and buffers adverse effects arising from mixed land uses;
- to critically assess growth opportunities and aggressively market to investors in all sectors of the economy;
- to ensure facilities and services exist to support four season tourism and growth of events and attractions;

4.6.3 Policies

4.6.3.3 Tourism Sector

- The County recognizes the contributions of the tourism industry to the economy of Peterborough County and will encourage local municipalities to protect and encourage the provision of high quality tourism resources/land through local official plans and their use of Tourism Commercial zoning;

- *The establishment of quality-built tourism developments is necessary to enhance and maintain the tourism potential of Peterborough County. Existing and new tourism facilities should be designed and developed comprehensively to support a year-round tourism market;*
- *The County will encourage the development of new high quality attractions, facilities, services and events which will enhance and complement the existing tourism base;*
- *The County will promote linkages with the tourism industry and the Trent-Severn Waterway system;*
- *Where needed, the County will support redevelopment of existing tourism facilities, as identified by local municipalities, to better meet emerging tourist demand;*
- *The County recognizes the importance of waterfronts and waterbodies as a natural resource and will seek to ensure that they are used and developed in a sustainable manner that balances environmental and economic goals in their use and development;*

4.2.2 Local Component Township of Selwyn (2015)

Official Plan policies for the Township of Selwyn are incorporated as the Local Component (Sections 6 and 7) of the County of Peterborough Official Plan.

As illustrated on Schedule “A1” Land Use Plan- Rural Component Smith & Ennismore Wards, for the Township of Selwyn, the Subject Property is designated as Seasonal Residential and Rural. Refer to **Figure 5**.

“6.2.2 Rural

6.2.2.1 – General Principles

The Rural designation applies to areas where Class 4, 5, 6 and 7 and Organic soils under the Canada Land Inventory Soil Capability for Agriculture predominate and areas where previous non-farm development has effectively limited the future of intensive farm activity.

6.2.2.2 – Permitted Uses

The predominant use of land within the Rural designation may include all agricultural uses outlined in Section 6.2.1 of this Plan. Other permitted uses shall include forestry, passive outdoor recreation uses and activities connected with the conservation of soil and wildlife.

6.2.5 Seasonal Residential

6.2.5.1 – General Principles

Tourism and recreational activities are prevalent in the Townships due to the presence of the Kawartha Lakes/Trent-Severn Waterway.

Small areas of the Township are accessed only by means of private rights-of-way which are not maintained during the winter months or by water access only. This designation and policies are designed to recognize those seasonal land uses and govern their development. For the purposes of this plan, the terms “cottage” and “seasonal residence” are used interchangeably.

6.2.5.2 – Permitted Uses

The predominant use of land within the Seasonal Residential designation shall be for seasonal cottages. This category may include retail and service commercial uses of limited extent which provide primarily for the day-to-day commercial needs of cottage residents.

6.2.5.3- Seasonal Residential Policies

- a) The uses permitted in Seasonal Residential areas and regulations for such uses shall be defined in the implementing Zoning By-law. Regard shall be had to the protection of cottages from incompatible uses. Provision will be made for adequate setbacks from property lines, for lands to be set aside in certain cases for landscaping and buffering purposes, for off-street parking facilities, prohibition of nuisances and control over outside storage.*
- d) Seasonal Residential areas shall be developed in groupings in order to avoid, where possible, ribbon or strip development along the lake frontage. Such groupings will be designed to improve accessibility to the lake and water-oriented activities for a greater number of cottage users and tourists by providing desirable open space areas. Approval of the appropriate jurisdiction shall be required for any in water works such as dredging or common mooring facilities associated with lakeshore development and may require an environmental impact study.”*

Based on the foregoing policies, the proposed development is not permitted on lands designated as Rural and Seasonal Residential within the Township. In order to facilitate the proposed development, redesignation of the Subject Property from Rural and Seasonal Residential to Trailer Park is required. Relevant policies pertaining to the Trailer Park land use designation are as follows:

“6.2.9 Trailer Park

6.2.9.1 – General Principles

The Trailer Park designation applies to trailer parks existing at the time of adoption of this Plan. The establishment of new trailer parks is not contemplated during the life of this Plan. Nothing in this Plan should prohibit the expansion of a legally recognized Trailer Park.

6.2.9.2 – Permitted Uses

The predominant use of land within the Trailer Park designation shall be for trailers of a temporary and seasonal nature only. This category may include other uses such as open space, recreational and public uses which are considered necessary to serve the Trailer Park.

6.2.9.3 – Trailer Park Policies

- a) *The uses permitted in Trailer Park areas and regulations for such uses shall be set out in the implementing Zoning By-law and in By-laws passed pursuant to the provisions of The Municipal Act which permit the municipality to control and licence trailer and trailer camps. Provision shall be made for adequate setbacks from property lines, for lands to be set aside in certain cases for landscaping and buffering purposes, for off-street parking facilities, prohibition of nuisances and control over outside storage.*
- b) *The application for amendment to the Zoning By-law shall include a site plan of any proposed expansion or alteration to a Trailer Park. The By-law and site plan shall include regulations and provisions concerning the following matters:*
 - i) *the shape, topography, contours, dimensions, acreage and location of property to be developed;*
 - ii) *the location, height, dimensions and use of all buildings or structures existing or proposed to be erected on the property;*
 - iii) *existing and anticipated final grades shown by contours where necessary;*
 - iv) *drainage provisions;*
 - v) *all entrances and exits;*
 - vi) *the layout of the internal vehicular and pedestrian circulation system and the location and layout of proposed trailer sites; and;*
 - vii) *the location and scale of sewage and servicing facilities.*
- c) *It shall be a policy of this Plan that an applicant who wishes to expand/enlarge a Trailer Park must enter into a development agreement with the Township. This agreement shall be entered into prior to Council's enactment of the implementing Zoning By-law referred to in Section 6.2.9.3 (b).*
- d) *This agreement shall include:*
 - i) *A guarantee that the operation of the park or camp will continue to be conducted in accordance with the latest and highest standards of the Canadian Mobile Home and Travel Trailer Association of Ontario, the Canadian Standards Association, The Tourist Establishment Act, and any other governing or regulating agency concerned with the establishment or conduct of seasonal trailer parks.*

- ii) *The provision for the posting of a performance bond to assure that development takes place in accordance with the approved development plan.*
- e) *In considering applications for an expansion to a legally existing Trailer Park, the Council shall in addition to the factors set out in Section 7.9 of this Plan, give consideration to the following:*
 - i) *the type of facility proposed and what uses or facilities in addition to trailers are proposed or are already in existence (camping, picnicking, swimming, etc.). It is intended that designated Trailer Parks will be used on a temporary basis in accordance with The Department of Tourism and Information Act;*
 - ii) *the location of the proposed site relative to the land use and development policies stated in this Plan;*
 - iii) *the appropriateness of the topography, soils and vegetation cover of the site relative to the proposed uses;*
 - iv) *appropriate setbacks from sensitive features and water bodies in accordance with Ministry of Natural Resources regulations and Conservation Authority requirements; and*
 - v) *a hydrological assessment which assesses the impact of the septic system effluent on the groundwater. A hydrogeological study is also required to determine if there is an adequate and acceptable supply of potable water to service the expanded trailer park. This assessment, if required, shall be carried out to the satisfaction of the appropriate approval authority."*

Section 7.9 of the Official Plan provides a list of criteria that should be considered when assessing an amendment to the local component of the County Official Plan. These are as follows:

"7.9.1 The need for the proposed use.

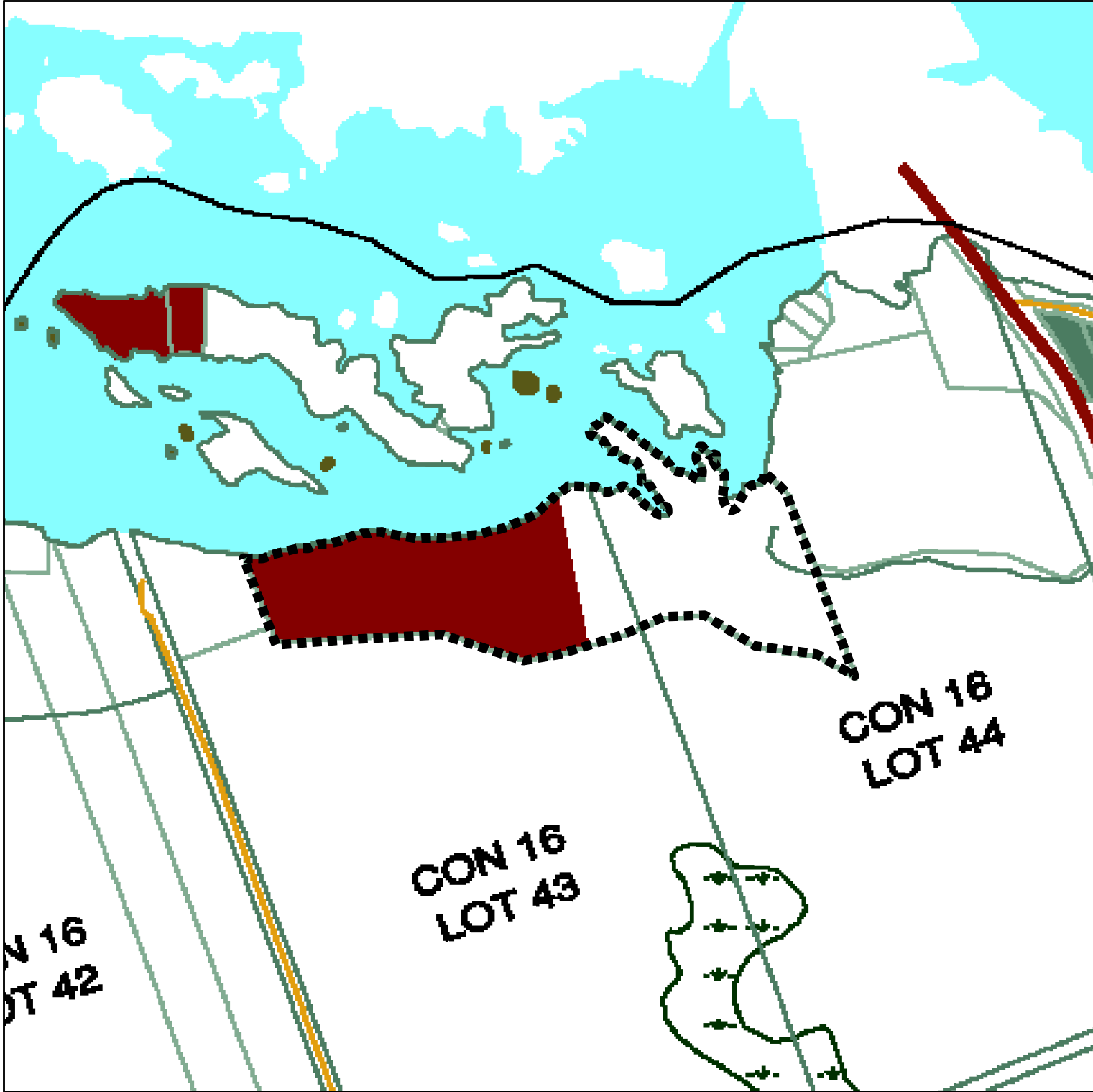
7.9.2 The extent to which the existing designated areas in the proposed categories are developed, and the nature and adequacy of such existing development.

7.9.3 The physical suitability of the land for such proposed use, and in the case of lands exhibiting a potential hazard (i.e. Environmental Areas), consideration shall be given to:

- a) the existing environmental and/or physical hazards and opportunities;*
- b) the potential impacts of these hazards;*
- c) the proposed methods by which impacts deemed to be significant may be overcome in a manner consistent with accepted engineering techniques*

and resource management practices in consultation with the Conservation Authority, where appropriate; and



d) the anticipated impacts of the proposed use on the natural environment."

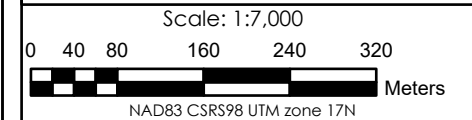


OFFICIAL PLAN (CURRENT)

Excerpt from Schedule 'A1' Land Use Plan - Rural Component Smith & Ennismore Wards
 3340 Strickers Lane
 Part of Lots 43 & 44, Concession 16
 Township of Selwyn
 County of Peterborough
 Figure 5

Legend

-  Subject Property
-  Environmental Constraint
-  Recreation Commercial
-  Rural
-  Seasonal Residential



D.M. Wills Associates Limited (Wills) has made every attempt to ensure that this map is free from error, however, all measurements and locations are approximate and based on the information available. Wills cannot be held responsible for the misuse or misrepresentation of any information and offers no guarantees or representations in connection to its accuracy or completeness. Mapping should be used for planning and information purposes only.

Created In:	ArcGIS Pro
Drawn By:	JW
Checked By:	DK
Map Date:	June, 2023
Project Number:	10844

Data Sources
 County of Peterborough Public GIS: <https://pibccounty.geoconnect.com/ItemViewer/index.html?view=PeterboroughPublic>



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4.2.3 New County of Peterborough Official Plan (New)

The County of Peterborough has prepared a new Official Plan. Adopted by Council on June 29, 2022, the proposed New County Official Plan (NCOP) still requires official approval from the Minister of Municipal Affairs and Housing (MMAH) in order to come into effect.

As illustrated on Map "Sel-12" of the new Official Plan, the Subject Property are proposed to be designated "Trailer Park" along the north property line, adjacent to the shoreline, encompassing the existing development of seasonal sites. The balance of the Subject Property would remain designated Rural. Refer to **Figure 6**.

Section 4.1.9 of the New Official Plan provides guidance and policy for trailer parks existing at the time of adoption of the plan. Although new trailer park development is not contemplated, the expansion of existing trailer parks may be permitted providing applicable policies can be satisfied. As such, Trailer Park official plan designations as amended by the New Official plan state the following:

"4.1.9 Trailer Park

4.1.9.2 New Development

- a) The establishment of new trailer parks is not contemplated during the life of this Plan.*
- b) Expansions to legally existing trailer parks may be permitted provided:
 - i) the proposed expansion is located within the Trailer Park designation, and will be zoned appropriately in the local Municipal Zoning By-Law;*
 - ii) there is clear physical and functional connectivity to the existing trailer park;*
 - iii) the proposed expansion is in keeping with the scale of the facilities that are already in existence, and sufficient amenities are being provided to the entirety of the park (recreational facilities, waterfront access, boat docking/launching facilities etc.);*
 - iv) the proposed expansion is oriented toward the recreational resource of a lake or other waterbody;*
 - v) the trailer park and any expansion thereto will be used on a temporary basis in accordance with Provincial legislation;*
 - vi) the proposed expansion is compatible with the surrounding land uses, and will not create demand for additional services or undue extension of Municipal infrastructure;*
 - vii) the topography, soils and vegetation cover of the site are appropriate relative to the proposed uses;**

- viii) there are appropriate setbacks from natural heritage features and water bodies in accordance with the policies of this Plan;*
- ix) a hydrological assessment has been completed, which assesses the impact of the septic system effluent on the groundwater, and finds the development to be feasible with no negative impacts. A hydrogeological study is also required to determine if there is an adequate and acceptable supply of potable water to service the expanded trailer park. These assessments shall be carried out to the satisfaction of the appropriate approval authority and may be subject to peer review.*
- x) any additional studies as identified by the County, local Municipality or other public agency have been completed and found to be satisfactory; and*
- xi) the proposed expansion is in conformity with any other relevant policies of this Plan.*
- c) All private water supply and sewage disposal systems shall satisfy the requirements of Peterborough Public Health, the applicable approval agency, or the Province.*
- d) Proponents must enter into a development agreement with the local Municipality. This agreement shall be entered into prior to the local Municipality passing a Zoning By-Law Amendment to recognize any expansion, and shall include:
 - i) a guarantee that the operation of the park or camp will continue to be conducted in accordance with the latest and highest standards of governing or regulating agency concerned with the establishment or conduct of seasonal trailer parks; and*
 - ii) the provision for the posting of a performance bond to assure that development takes place in accordance with the approved development plan."**

Although the NCOP requires approval from the MMAH, this document was reviewed and furthermore informed the proposed Official Plan Amendment application to ensure appropriate designations and governing policies are in place for both the existing development and the proposed development in anticipation of the upcoming approval of the NCOP.

An Official Plan Amendment is required to permit the proposed development on the Subject Property and bring existing developed lands into conformity with regard to the current land use and the proposed NCOP in anticipation of its upcoming approval by the MMAH.





OFFICIAL PLAN (NEW DRAFT)

Excerpt from Map 'SEL-12' Township
of Selwyn Land Use Schedule
3340 Strickers Lane
Part of Lots 43 & 44, Concession 16
Township of Selwyn
County of Peterborough

Figure 6

Legend

-  Subject Property
- Official Plan Designation**
-  Environmental Constraint
-  Recreation Commercial
-  Rural
-  Seasonal Residential

Scale: 1:7,000

0 40 80 160 240 320

 Meters

NAD83 CSRS98 UTM zone 17N

D.M. Wills Associates Limited (DWL) has made every attempt to ensure that this map is free from error, however, all measurements and locations are approximate and based on the information available. DWL cannot be held responsible for the misuse or misrepresentation of any information and offers no guarantees or representations in connection to its accuracy or completeness. Mapping should be used for planning and information purposes only.

Created In:	ArcGIS Pro
Drawn By:	JW
Checked By:	DK
Map Date:	June, 2023
Project Number:	10844

Data Sources

County of Peterborough Public GIS: <https://pibccounty.geoportal.com/ItemViewer/index.html?viewer=PeterboroughPublic>



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F. 705.748.9944

E. wills@dmwills.com

4.2.4 Township of Selwyn Comprehensive Zoning By-law

The Subject Property is zoned Recreational Commercial (RC) zone, Environmental Protection (EP) zone and Rural (RU) zone as illustrated on Schedule "A1", Township of Selwyn Zoning By-law (ZBL). Refer to **Figure 7**.

As outlined in Section 4.14 Recreational Commercial (RC) Zone, the following provisions apply:

"4.14.1.3 Non-Residential Uses- Primary, "Group B"

- a) *campground, private;*
- b) *golf course and golf driving range;*
- c) *recreational complex;*
- d) *an existing recreational trailer park;*
- e) *resort establishment;*
- f) *ski resort;*
- g) *tourist establishment*

Specific zone regulations for each permitted use as stated in section 4.14.1.3 are as follows:

"Section 4.14.5 Zone Regulations – Primary Use "Group B"

i) <i>Lot Area (Minimum)</i>	<i>4 ha</i>
ii) <i>Lot Frontage (Minimum)</i>	<i>100 m</i>
iii) <i>Building Height (Maximum)</i>	<i>11 m</i>
iv) <i>Front Yard (Minimum)</i>	<i>15 m</i>
v) <i>Exterior Side Yard (Minimum)</i>	<i>15 m</i>
vi) <i>Interior Side Yard (Minimum)</i>	<i>15 m</i>
vii) <i>Rear Yard (Minimum)</i>	<i>15 m</i>
viii) <i>Maximum Lot Coverage (all buildings and structures)</i>	<i>30%</i>
ix) <i>Minimum Setback from Street Centreline (County Road)</i>	<i>28 m</i>
x) <i>Minimum Setback from Street Centreline (Township Road)</i>	<i>25 m</i>
xi) <i>Landscaped Open Space (Minimum)</i>	<i>30%</i>

Section 4.14.6.1 prescribes specific policy for trailer parks and campgrounds and note the following regulations:

i) <i>Recreational Trailer and Camp Site Area (Minimum)</i>	<i>232 sq. m</i>
ii) <i>Recreational Trailer and Camp Site Frontage (Minimum)</i>	<i>10 m</i>

iii) Separation Distance Between Recreational Trailer and Camp Sites (Minimum)	3m
iv) Density Of Recreational Trailer and Campsites (Max)	15 sites per 4,050 m ²
v) Recreational Trailer and Camp Site Coverage (Maximum)	35%

4.14.6.1.1 Minimum Spatial Separation between Recreational Trailers

No recreational trailer shall be erected on a site such that the minimum distance between sidewalls is less than 8 m and the minimum distance between end walls is less than 3 m."

Portions of the Subject Property zoned (EP) zone are governed by the provision in section 4.25 of the ZBL and permitted uses within these areas are outlined below:

"4.25.1 Permitted Uses

No person shall, within any Environmental Protection (EP) Zone, use any land, or erect, alter, or use any building or structure, except in accordance with the following provisions.

4.25.1.2 Non-Residential Uses

- a) uses as they existed at the date of the passing of this By-law including any buildings and structures as they existed at the date of the passing of this Bylaw.
- b) conservation use excluding any buildings;
- c) building or structure required by a public authority for flood or erosion control or for conservation or wildlife management purposes;
- d) hunting, but not hunt camps;
- e) fishing;
- f) marina existing on the date of passing of this By-law."

Policies under the RU zone of the ZBL prescribed in section 4.8 include the following permitted uses and regulations:

"4.8.1.2 Non-Residential Uses

- a) abattoir;
- b) agricultural produce warehouse;
- c) agricultural uses;
- d) auction barn;

- e) *cannabis cultivation – outdoor*
- f) *conservation, or other similar uses as provide for the preservation of the natural environment;*
- g) *custom workshop;*
- h) *farm greenhouse;*
- i) *farm implement and equipment sales and service establishment;*
- j) *farm produce retail outlet operated on a temporary and seasonal basis only provided that the majority of such produce offered or kept for sale is the produce of the farm on which such retail outlet is located;*
- k) *feed and seed dealers;*
- l) *feed lot operation;*
- m) *fertilizer plant;*
- n) *forestry and reforestation;*
- o) *kennel;*
- p) *nursery farm;*
- q) *riding or boarding stable;*
- r) *sawmill;*
- s) *small scale commercial and industrial uses provided they directly relate to the agricultural operation;*
- t) *tile drainage operations;*
- u) *public use or utility in accordance with the provisions of Section 3.39 of this By-law.*

4.8.4 Regulations for Non-Residential Uses

i. Lot Area (Minimum)	20 ha
ii. Lot Frontage (Minimum)	200 m
iii. Building Height (Maximum)	13 m
iv. Front Yard (Minimum)	30 m
v. Exterior Side Yard (Minimum)	30 m
vi. Interior Side Yard (Minimum)	30 m
vii. Rear Yard (Minimum)	30 m
viii. Maximum Lot Coverage (all buildings and structures)	10%
ix. Minimum Setback From Street Centreline (County Road)	43 m
x. Minimum Setback From Street Centreline (Township Road)	40 m

No development is proposed with the existing EP zoned land and therefore, no changes are proposed or required to this existing zone.

As the Subject Property is not located within a settlement area and does not qualify as agricultural land, the property is considered rural land. While the existing Rural zone of the property reflects the rural land description of being outside of a settlement area or prime agricultural area, the Subject Property is not currently being farmed nor has it been farmed historically. In addition, given the surrounding tourist commercial and residential uses, the shallow bedrock and heavily forested land, the Subject Property is not considered suitable for agricultural uses as permitted in the Rural zone.

Conversely, given the Subject Property's proximity to the water and amenities of the existing trailer park operation, the proposed trailer park expansion is considered a more compatible and appropriate use of the land. As a result, the ZBA proposes to change the existing Rural zone category to the Recreational Commercial zone that would allow for the proposed trailer park expansion as a permitted use on the Subject Property.

As illustrated on the site plan and provided below in **Table 1**, the proposed development meets the required zoning regulations of the RC zone and no site-specific zoning regulations are required. It is noted that the RC zone only permits an existing trailer park and therefore, a site-specific zone is proposed to capture the intent of the expansion to the trailer park as a permitted use.

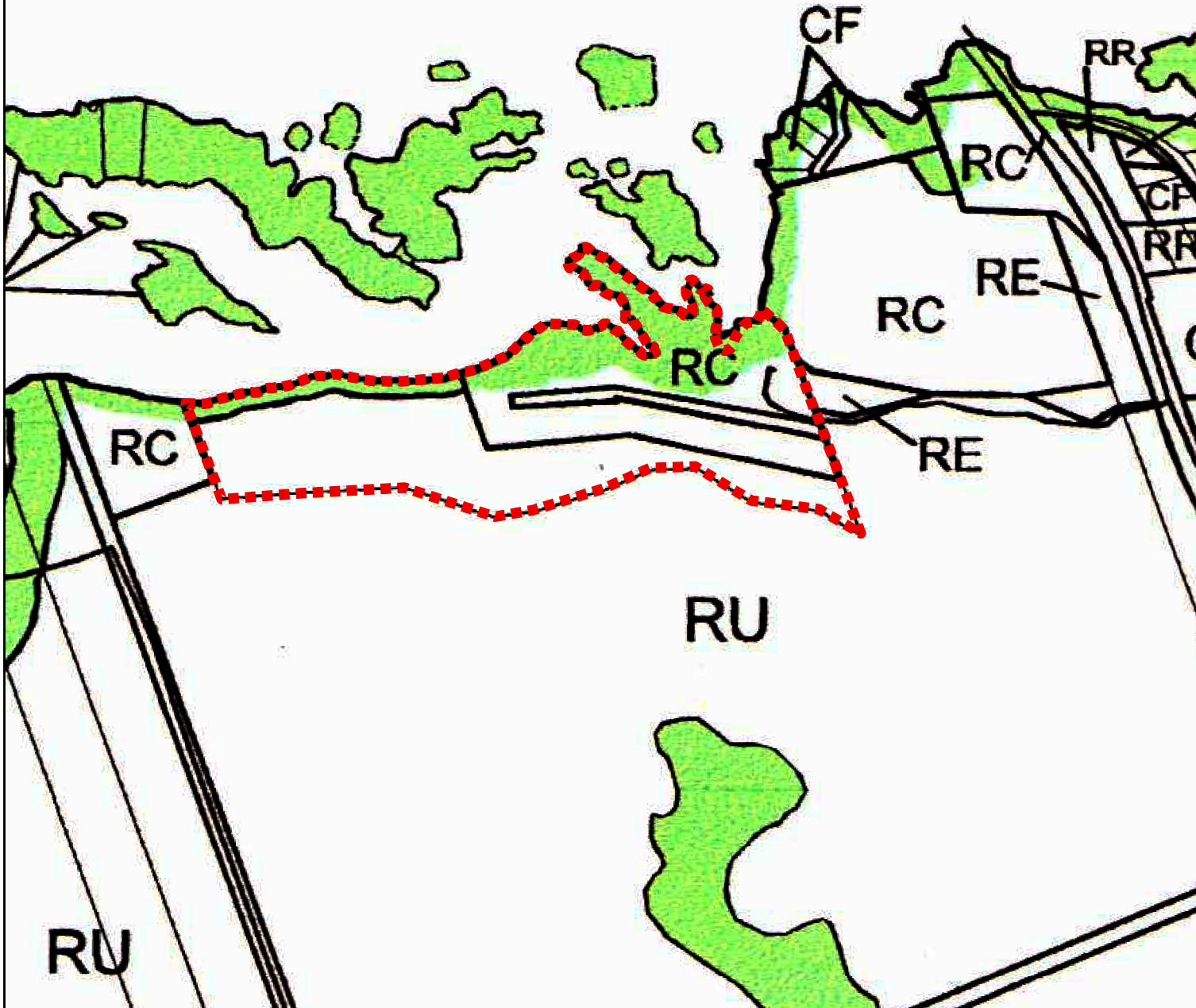
Table 1 – Proposed Zoning Provisions

Regulation under Section 4.14.6.1 Specific Regulations for Recreational Trailer Parks and Campgrounds	Required	Proposed
4.14.6.1 i) Recreational Trailer and Camp Site Area (Minimum)	232 m ²	Minimum Lot Provided for Typical Front Lot 284 m ²
4.14.6.1 iii) Recreational Trailer and Camp Site Frontage (Minimum)	10 m	11 m
4.14.6.1 iii) Separation Distance Between Recreational Trailer and Camp Sites (Minimum)	3 m	3 m
4.14.6.1 iv) Density Of Recreational Trailer and Camp Sites (Maximum)	15 sites per 4,050 sq. m exclusive of lands used for private roads providing access to sites.	1.9 sites per 4,050 sq. m
4.14.6.1 v) Recreational Trailer and Camp Site Coverage (Maximum)	35 %	4.9%
4.14.6.1.1 Minimum Spatial Separation between Recreational Trailers	No recreational trailer shall be erected on a site such that the minimum distance between sidewalls is less than 8 m and the minimum distance between end walls is less than 3 m.	8 m between sidewalls including 6 m vegetation buffer. Exceeds 3 m between end walls; no recreational trailers proposed to be oriented end to end.

ZONING BY-LAW


Excerpt from Map Schedule 'A' Map
4 (Smith North) of the Township of
Selwyn Zoning By-law 2009-021
3340 Strickers Lane
Part of Lots 43 & 44, Concession 16
Township of Selwyn
County of Peterborough

Figure 7



Legend

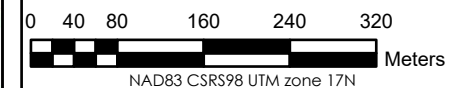
 Subject Property

 Environmental Protection Area

Zoning Description

RC - Recreational Commercial
RU - Rural

Scale: 1:7,000



D.M. Wills Associates Limited (Wills) has made every attempt to ensure that this map is free from error, however, all measurements and locations are approximate and based on the information available. Wills cannot be held responsible for the misuse or misrepresentation of any information and offers no guarantees or representations in connection to its accuracy or completeness. Mapping should be used for planning and information purposes only.

Created In:	ArcGIS Pro
Drawn By:	JW
Checked By:	DK
Map Date:	December, 2023
Project Number:	10844

Data Sources

County of Peterborough Public GIS: <https://data.cityofpeterborough.ca/geoserver/wfs?service=WFS&version=1.1.0&request=GetFeature&typename=PublicGIS:PublicGIS>



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5.0 Planning Rationale

The proposed OPA and ZBA conform to the applicable provincial and municipal policies as outlined above. The Subject Property is considered to be located within a rural area and rural lands. The PPS and Growth Plan both permit resource based recreational uses on rural lands. Provincial policy also encourages the promotion of tourism and economic opportunities for lands outside of settlement areas that are compatible with the rural landscape and can be sustained by rural service levels. The proposed development will expand the existing trailer park to meet current demand for seasonal trailers sites as a more affordable way to enjoy the surrounding recreational opportunities of the area. As per the servicing options report and the ECA, the site can be serviced by communal septic system that will not adversely impact surrounding land uses or result in an increase in phosphorous loading. The lands surrounding the Subject Property and Property include the existing trailer park with seasonal trailers and cabins, a tourist lodge to the west, vacant forested land to the south and low-density recreational dwellings north of Lovesick Lake and west of Forest Hill Road. The proposed development will only remove the existing vegetation required to support the placement of a trailer with the balance of the Subject Property to remain as illustrated on the site plan and to be enforced at detail design during site plan approval. The proposed development is compatible with the existing rural landscape. The proposed development does not conflict with the above provincial policy.

Consistent with provincial policy, the COP also promotes development in the rural area that is consistent with the surrounding rural landscape and can be sustained by rural service levels. As the Subject Property is located within 150 m of the shoreline of Lovesick Lake, the Shoreland Areas and the Waterfront policies apply to the proposed development. Limited development that relates to the growth of existing and new tourism developments is permitted in this designation. Conversely, under the local component of the Official Plan, the Township of Selwyn does not permit the establishment of new Trailer Parks. As proposed, the site development is considered an expansion to the existing trailer park operation. While the proposed location appears to be separate from the existing site based on topography and road access, the proposed development will share the same servicing infrastructure, have access to the existing site via the escarpment and will have access to the existing site amenities and waterfront. However, it is important to note that no further boat slips will be provided to accommodate new occupants and they will be required to share existing boat slips or use a public boat launch located at one of the surrounding locks on the Trent Severn Waterway system. The proposed OPA/ZBA do not conflict with the aforementioned planning policies.

Regarding economic development, the County recognizes the importance of sustaining tourism opportunities and growth while also ensuring natural resources are used and developed in a sustainable manner. As discussed, the proposed expansion of the trailer park will invite more visitors and seasonal residents to the Burleigh Falls area. This will support local businesses and assist in the community maintaining and potentially growing its future economic prosperity. Regarding natural resources, additional sites are not proposed along the waterfront, no further boat slips are proposed or will be

permitted, and the proposed trailer sites will limit the removal of existing vegetation to accommodate the siting of a trailer.

With respect to natural heritage features, provincial and municipal policy speak to maintaining, restoring and where possible, improving natural heritage features and areas. Based on the results of the EIS and Addendum report, the Subject Property does not contain any wetland features and will not negatively impact the shoreline as no development is proposed along the waterfront. No deer habitat was identified; however, it was noted that existing butternut trees on site must be protected including their required 25 m buffer. In addition, based on additional field investigations, five wildlife tree locations were identified on site and one identified location for potential habitat for the Pileated Woodpecker. As per the recommendations and conclusions of the EIS, the potential habitat for the Pileated Woodpecker will remain on site and monitored for habitat. The balance of wildlife trees as identified in the EIS will not be removed. Enforcement of these recommendations will occur under the site plan approval process. Regarding the escarpment, the slope stability assessment recommends a 6 m setback from the top of slope to maintain safety and slope stability. All development on the proposed site plan includes a 6 m setback from the top of slope.

As per the servicing hierarchy established in the provincial policy, where municipal services are not available, private communal services will be permitted. As the Subject Property does not have access to municipal services, a communal system is proposed to service the existing and proposed development. In order to provide new and updated servicing to the trailer park that meet current provincial regulations and standards, the existing holding tanks will be decommissioned and replaced with a new communal system and septic tanks. As holding tanks are no longer an acceptable form of services by the MECP and Health Unit, the proposed communal system will improve the existing conditions of the site with new technology and monitoring program to ensure the system is functioning to standard. In addition, the new system will not negatively impact or increase phosphorous level in the lake which will maintain the health of the lake and not create addition adverse impacts from the development.

As demonstrated through the TIS, additional turning lanes are not warranted in support of the proposed development. New trips generated by the development will have minimal to no impact on Forest Hill Road or adjacent intersections and levels of service will remain in the acceptable levels. In addition, the TIS also provides that no upgrades will be required to existing entrances from Spring Lane, the entrance to the Forest Hill Lodge and the proposed entrance to the trailer park expansion site. Additional review with the Township is required with respect to road geometry standards of the TAC manual.

As provided in the Stage 1 and Stage 2 and Addendum Archaeological Assessment reports, the Subject Property does not contain resources of archaeological value or interest and development on the Subject Property does not warrant further archaeological investigation. As such, the proposed development does not conflict with the cultural heritage and archaeology direction of provincial and municipal policy.

The Subject Property is not designated for trailer park uses and has been established in the local component of the Official Plan that no new trailer parks will be permitted. As the proposed development is considered an expansion to an existing trailer park operation, an OPA is required to facilitate the proposed expansion. When assessing an OPA, the criteria as set out in Section 7.9 of the local component of the Official Plan is required to be met.

Based on the foregoing, the proposed development satisfies the criteria with respect to OPAs. The expansion will support the market demand for recreational development and provides a more affordable opportunity to access the local recreational opportunities and waterfront. The proposed expansion will not include further development along the shoreline and therefore no further encroachment on the shoreline will occur. The development will limit the removal of vegetation to only the area required to accommodate a trailer site. The Subject Property can be adequately serviced and proposed development will involve updating the existing sewage services with new engineered technology to meet current regulations and standards thereby improving the overall health and safety of the area. Additionally, all identified wildlife trees and potential wildlife will be protected.

The proposed development will have minimal impact on municipal services and infrastructure. The development will require standard municipal services such as garbage and recycling collection and Emergency Medical Services as provided through Municipal taxes. However, as the development will be serviced by private infrastructure including water, sanitary, stormwater and road access, the responsibility of infrastructure installation and maintenance will be borne by the property Owner.

In analysis of the relevant Official Plan policies, the Trailer Park designation is considered appropriate for the Subject Property considering the existing seasonal trailer site development along the north side of the property.

In order to implement the proposed trailer park expansion as a permitted use on the Subject Property, a ZBA is required to expand the RC zone. All other zoning regulations of the RC zone, as well as the general provisions of the Zoning By-law will be maintained, and no further amendments are required.

Overall, the proposed development supports the economic diversification of the area at a density that can be sustained by rural service levels. The proposed expansion of the Lovesick Lake Beach Resort will continue to create and promote passive recreational tourism and economic growth within the community and surrounding area.

6.0 Proposed Official Plan and Zoning By-law Amendments

Please refer to **Appendix D** for the recommended Draft Official Plan Amendment as required by the County.

6.1 Proposed Zoning By-law Amendment

The following includes the recommended Draft Zoning By-law Amendment for the Subject Property.

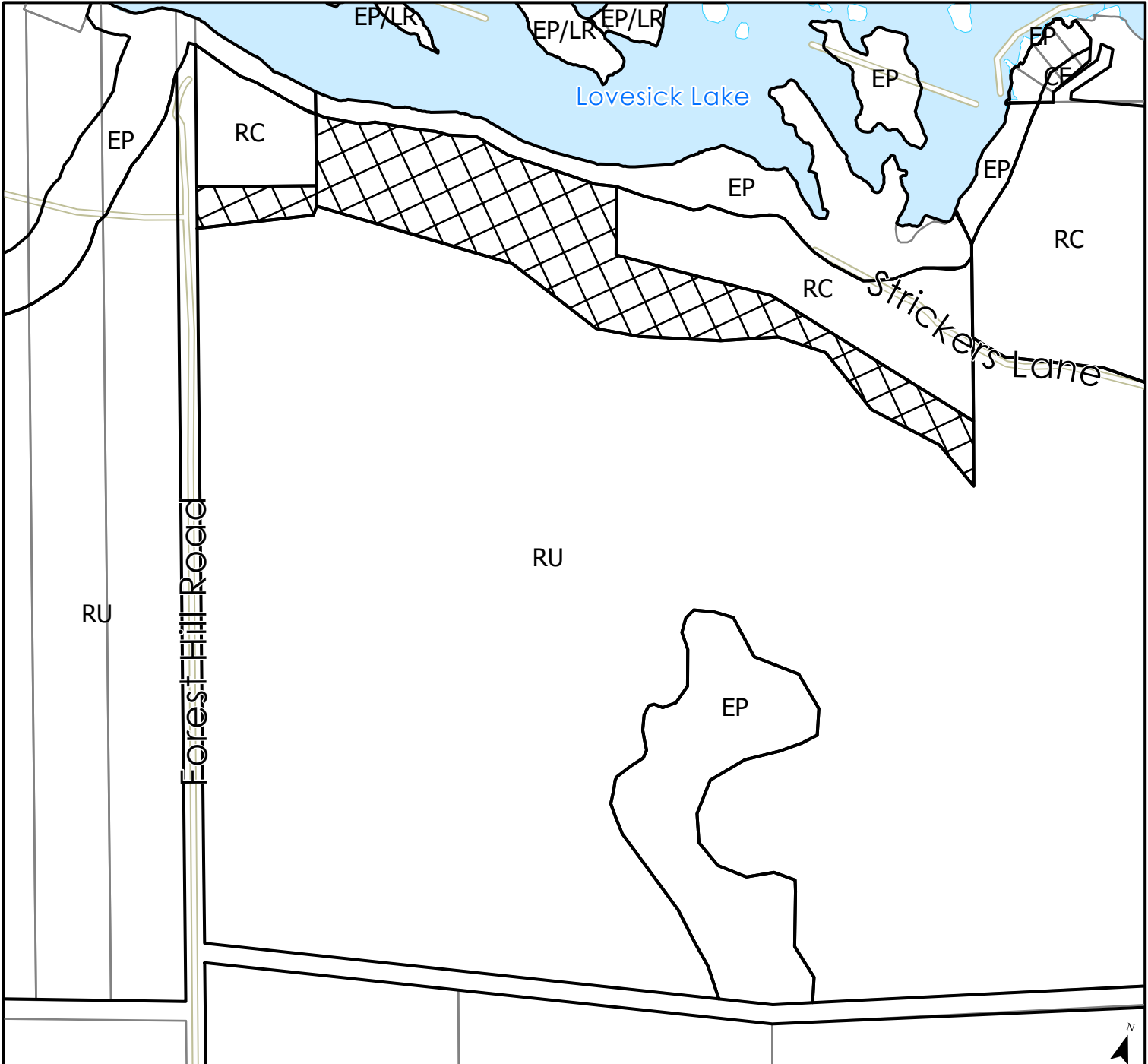
“Notwithstanding the provisions of the Recreational Commercial (RC) zone to the contrary, in the RC-XX zone, the following uses shall also be permitted:

- a) Trailer Park that is an expansion of an existing Trailer Park operation

All other uses and zoning regulations of the RC zone shall apply.”

Please refer to **Figure 8** for the proposed Zoning By-law Amendment Schedule.

SCHEDULE 'A' TO
BY-LAW 23-__



Legend



Lands to be rezoned from "Rural (RU)" zone to "Recreational Commercial Exception XX (RC-XX)" zone



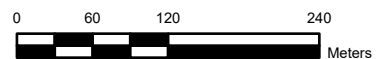
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K9J 0B9

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E. wills@dmwills.com

LOVESICK LAKE TRAILER PARK
ZONING BY-LAW AMENDMENT SCHEDULE

3340 Strickers Lane, Burleigh Falls
Part of Lots 43 & 44, Concession 16
Township of Selwyn
County of Peterborough

Scale: 1:6,000



7.0 Closing

This report has been prepared in support of OPA and ZBA applications to permit the expansion of Lovesick Lake Beach Resort to include the development of 40 trailer sites and the associated internal access road. This report provides an analysis of the applicable provincial and local policy documents in the context of the applications.

It is our opinion that the development does not adversely impact the surrounding land uses and natural heritage features, is compatible with the existing surrounding development and is consistent with the direction of provincial and municipal policy as it relates to promoting economic diversity and tourism in rural areas which can be sustained by rural service levels.

Based on the background information, the features on site and the forgoing review of the relevant policies, it is our opinion that the proposed OPA and ZBA applications are consistent with and conforms to provincial and municipal policies and constitutes as good planning.

Respectfully Submitted,

D.M. Wills Associates Limited



Diana Keay, MCIP, RPP
Principal Planner

DK/jh

Appendix A

Pre-Consultation Meeting Minutes





Mailing Address
 PO Box 270 Bridgenorth
 Ontario K0L 1H0

Tel: 705 292 9507
 Fax: 705 292 8964

www.selwynthship.ca

Record of Pre-Consultation
 Prepared by the
 Planning Department

Name: Lovesick Lake Beach Resort Ltd.	Agent: Kevin Duguay
Lot: Part Lots 43 & 44 Concession: 16	Ward: Smith
Roll No: 1516.020.502.26400	

Municipal Address: 3340 Strickers Lane	Roll No.: 1516.020.502.26400
Phone: 705-749-6710	Alt. Phone: 705-931-0975 Email: kevin@kmdplanning.com
Communication to be sent to:	Owner: <input checked="" type="checkbox"/> Agent: <input checked="" type="checkbox"/>

Meeting Date:	2017-07-27
Meeting Location:	Township of Selwyn, Upstairs Boardroom
Attendees:	Rick Dunford, Township of Selwyn, Manager of Public Works Robert Lamarre, Township of Selwyn, Manager of Building & Planning Jeannette Thompson, Township of Selwyn, Planner Caitlin Robinson, County of Peterborough, Planner Dylan Adams, County of Peterborough, Public Works Bev Hurford, ORCA, Watershed Planner Alanna Boulton, Parks Canada – TSW, Real Property Officer Cheryl Tolles – MTO, Corridor Management Planner Kevin Duguay – Agent / Planner

A copy of the complete Record of Pre-Consultation will be sent to all attendees.

Existing Parcel Description	
County Official Plan Designation:	Shoreline Areas and the Waterfront
Local Component Official Plan Designation:	Rural & Seasonal Residential
Municipal Zoning:	Rural (RU) & Recreational Commercial (RC)
Area/Lot Dimensions:	9.9 ha (24.4 ac)
Frontage:	Accessed via Strickers Lane
Existing Use/Buildings:	Trailer Park / Resort / Vacant Lands

Pre-Consultation Completed for:

- Plan of Subdivision (*Application submitted to County*)
- Plan of Condominium (*Application submitted to County*)
- Official Plan Amendment for:
 - County Official Plan (*Application submitted to County*)
 - Local Component of County Official Plan (*Application submitted to County*)
- Zoning By-law Amendment (*Application submitted to Township*)
- Site Plan Application (*Application submitted to Township*)

Proposal Summary/Description:

The site is presently developed with a number of trailer sites, and is presently undergoing replacement of 10 existing cottages with 10 trailer sites. The proposal includes the creation of an additional 38 trailer sites to be situated on the 'escarpment'; and accessed via Forest Hill Road.

Discussion:

It was noted that the property was designated Rural and Seasonal Residential; and that the appropriate designation for the property Trailer Park. Further, it was noted that the zoning of the property was Rural (RU) and Recreational Commercial (RC). The area zoned RC partially reflects the existing development. The appropriate zoning is RC.

The following documents / studies as noted on the checklist are required to support the applications:

Planning Study / Analysis: The Planning Report is to include:

- the draft OPA (Caitlin Robinson will provide template)
- the draft ZBLA
- explanation as to how the proposal is consistent with the PPS, 2014 and the Growth Plan, 2017
- Section 7.9 of the County Official Plan is required to be addressed
- Market Analysis / Justification
- review of Impact on Municipal Services (re: fire, waste disposal, road conditions etc.)
- should clearly illustrate the functional relationship between the existing park and the proposed expansion of 38 sites.

Stormwater Management: Further to standard requirements, ensure that erosion control is addressed.

Traffic Impact Analysis: County of Peterborough Public Works has requested that an analysis of the County Road 36 intersection be completed. Township has indicated that the application does need to consider the original application (property to the south) in its impact on traffic and the road network, as the application is still an open file. Township staff indicated that any road improvements that are required as a function of this proposal would be completed at the applicant's expense.

Hydro-geological Study & Servicing Options Report: Caitlin indicated that MOECC requested that the applicants pre-consult with MOECC in their comments related to the original application (for lands to the south) and she assumes that the same will be required for this application.

Environmental Impact Analysis: TSW indicated that they will be requiring a 30-metre setback from the water, which is to be left in a naturalized state. Further, given that the proposal includes the development of trailer sites on the escarpment, erosion and sedimentation control must be considered. ORCA indicated that the proposed development is outside of the known flood hazard. ORCA indicated that there is an erosion hazard, and they will require a setback

from top of slope. An EIS is required and is to be similar in scope to the original application and should consider SARS, significant habitat, significant woodlands, etc.

Lake Capacity Study: ORCA indicated that under Section 2.2 of the PPS, the municipality has the authority to request a Lake Capacity Study. Mr. Duguay noted concerns with the scope of the study. County and Township staff will rely on MOECC and ORCA for technical advice as it relates to the scope of the study. If the applicants wish to move forward with the proposal, we recommend a meeting to determine the criteria of such study.

Archaeological Study

Additional Notes: It was noted that the Health Unit declined the invitation to attend the pre-consultation as the septic system would fall under the approval of MOECC. Chris Eaton of the Health Unit will follow up with the applicant directly re: the small drinking water system if the expansion should occur.

Representation from First Nations was unable to attend, but requested to be part of the process. Mr. Duguay indicated that he would be following up with First Nations directly.

TSW indicated that they had previously requested detailed site plan of the existing docking for the original application, and have yet to receive the information. TSW indicated that they will not provide comments on the new application until they have received a detailed site plan illustrating what is now existing on the sites.

***Fees:** Zoning By-law Amendment – Commercial - Major Application \$2,550.00
Zoning By-law Amendment – Deposit - \$3,570.00

**Please note fees increase annually.*

Other applicable fees should be confirmed through staff at the County of Peterborough, Conservation Authority and/or Peterborough Public Health.

**Attachments: Application Checklist
Pre-development Agreement**

Record Completed By: Jeannette Thompson

Cc: All attendees of pre-consultation meeting (via email)
Steve and Scott Purvis, Property Owners (via email)
Kaitlin Hill, Curve Lake First Nation (via email)

Please Note: Personal information contained on this form is collected under the authority of Section 29(2) of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M.56 as amended and will be used to assist in the correct processing of this application. If you have any questions about the collection, use or disclosure of this information by the Township of Selwyn, please contact the CAO or Clerk, Township of Selwyn, P.O. Box 270, Bridgenorth, ON K0L 1H0 (705) 292-9507.

Appendix B

Comment/Response Matrix



Ref. #	Comment / Action	Status / Response
00.0	Comments by Keziah Holden, Senior Planner, County of Peterborough and Per Lundberg, Planner, Township of Selwyn	
01.0	A proposed official plan amendment schedule was not provided. Page 3, item 16 of the Official Plan Amendment Application Form requires a proposed schedule to be attached to the application if the amendment request changes or replaces a schedule in the County Official Plan. As described in the Planning Justification Report (PJR), "the OPA Application seeks to amend Schedule A1 – Land Use Plan Rural Area to Trailer Park". Please provide the proposed amendment schedule which clearly delineates the area to be re-designated.	All requested information has been provided by Wills in our resubmission to the County and Township.
02.0	No digital copies of the submission material were supplied. Please provide.	Digital copies of all documents have been provided with resubmission in December 2023
03.0	An updated Traffic Study or supplementary Traffic Opinion was not provided. This submission was a requirement of the original pre-consultation meeting in July 2017 with further updates necessary through the April 2022 pre-consultation meeting to reflect an increase in available trailer sites from the original proposal.	It is understood that a Traffic Study was originally prepared by Tranplan Associates. An Update was prepared by our firm Asurza Engineers and a "Traffic Brief" dated July 28, 2022 was provided.
04.0	Although not required to deem the applications 'complete' in accordance with the Planning Act, it is requested that the applicant provide a copy of the letter (if any) received from the Ministry of Tourism, Culture and Sport indicating that the submitted Archaeological Assessment was accepted into the provincial register.	Requested letter provided to the County.
05.0	Both the OPA and Holding would require that ECA approvals from MECP be provided for the centralized servicing system be obtained prior to any physical development or site alteration taking place, and that the related consent application (lot addition) be approved.	ECA Application has been approved by the MECP's approvals branch.
06.0	Be advised, that the holding zone provision will also be subject to a site plan agreement being entered into to the satisfaction of the Township of Selwyn.	Noted.
00.0	Comments by Fiona Parfitt, Planning Intern, MTO	
01.0	The ministry has reviewed the applications for the property on 3340 Strickers Lane. We have no concerns with the proposed changes as the new addition to the trailer park is not within MTO jurisdiction.	Noted.
00.0	Comments by Bell Canada	

Ref. #	Comment / Action	Status / Response
	<p>Thank you for your circulation on Notice of Complete Application for OPA & ZBLA - Trailer Park Expansion (SEL). Your email has been received and relayed to Bell staff for review. The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure. Bell Canada also appreciates the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.</p> <p>Bell Canada will provide a response should any comments/input be required on the information included in the circulation. Bell Canada kindly requests to always be circulated at CA.Circulations@wsp.com on any future materials related to this development project or infrastructure/policy initiative.</p> <p>Development Application Circulations.</p> <p>Please note that Bell Canada does not generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control bylaws.</p> <p>However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.</p>	<p>Noted. Will follow up at Site Plan Approval.</p>
00.0	<p>Comments by Casey O'Neil, Sr Analyst Municipal Planning, Enbridge</p>	
01.0	<p>Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.</p>	<p>Noted. Will follow up at Site Plan Approval.</p>
00.0	<p>Comments by Jeannette Thompson, Manager, Planning Services, Kawartha Pine Ridge District School Board</p>	
01.0	<p>Please accept this as a formal response from Kawartha Pine Ridge District School Board (KPRDSB). KPRDSB has reviewed the applications and have not identified any concerns or issues related to our mandate with the proposed official plan and zoning by-law amendments.</p>	<p>Noted. Thank you for your comments</p>
00.0	<p>Comments by Neil MacFarlane, Engineering Technologist, Otonabee Region Conservation Authority</p>	
01.0	<p>Erosion Hazard Limit</p>	
01.1	<p>The CVC's Slope Stability Definition & Determination Guideline is a document approved for the use within the CVC watershed. Otonabee Conservation has not prepared a slope definition guideline and relies on the criteria established in the Technical Guide – River & Stream Systems: Erosion Hazard Limit (MNR 2002) for Erosion Hazard Limit.</p>	<p>Noted. The Technical Guide will be referenced in the updated report.</p>
01.1.a	<p>Within Section 3.1 Slope Assessment, there is reference to the existing slope of 1.5:1 being flatter than the recommended 1H:1V stability gradient. This statement assumes that Otonabee Conservation has agreed to or provided evidence that calcareous bedrock is stable 1:1 slope.</p>	<p>Sedimentary bedrock slopes are generally stable between near vertical to 1H:1V (Table 4.3 of MNR's 1998 <i>Geotechnical Principles for Stable Slopes</i>), with less steep stable slope inclinations (nearing 1H:1V) reserved for weaker/less resistant shales. We believe that the 1H:1V recommendation is considered conservative in view of dolostone/limestone bedrock composition.</p>
01.1.a.i	<p>The Slope Assessment needs to evaluate the soils and bedrock and make a statement of stability.</p>	<p>Comment will be provided in the updated report with respect to the stability statement.</p>
01.1.a.ii	<p>Is it the opinion of D.M. Wills Associates, that the calcareous bedrock, within the escarpment is stable at a 1H:1V slope?</p>	<p>Yes, it is Wills' opinion that the 1H:1V stability gradient for the calcareous bedrock is considered suitable and conservative.</p>

Ref. #	Comment / Action	Status / Response
01.2	How does the fractured nature of the bedrock affect its stability?	Bedrock fractures were generally observed to be associated with NE-SW and NW-SE oriented joint sets that were near vertical in orientation. Joint sets were observed to be vertically discontinuous and were interrupted by more resistive horizontal sedimentary beds. These fractures are not expected to significantly impact the stability of the bedrock slope, as their orientation and intersection with horizontal bedding planes do not provide an advantageous slip surface. During Wills' site visit, northward-dipping fracture surfaces were not observed (i.e. those that daylight into the slope face and could constitute a failure/slip plane that could significantly impact the stability of the slope).
01.3	The LTSTOS plus the 6.0m Access Allowance needs to be added to the slope between Forest Hill Road and Lot #1. The access road and connection to Forest Hill Road will need to be outside the Erosion Hazard Limit.	Determining the relevant stability setbacks, including the need for additional topographic survey on private lands will be discussed with ORCA and Wills' Client.
01.4	The Erosion Hazard Limit is the furthest extent of the Long Term Stable Top of Slope plus the 6.0m Access Allowance. The heavy dashed line on Figure 2 Overall Site Plan delineates the Erosion Hazard Limit. Please remove the lot limits to outside the Erosion Hazard Limit.	Lines have been pulled back to the 6 m offset line.
02.0	Water Quality Control	
02.1	Please add the enhanced grass swale/ditch design to the Typical Road Cross Section and Sections A-A, B-B, & C-C.	Due to the existing elevation of bedrock, an enhanced grass swale/ditch cannot be supported. Details regarding the vegetative ditch will be conformed at detail design.
02.2	The quality control (enhanced grass ditch) is only being applied along the south side of the road. What water quality measures are being implemented for the north side of the road and parking areas?	The road surface will be revised to slope from north to south instead of a crown, to provide quality control for the entire roadway surface. Parking areas will either flow to the vegetated swale, or a soakaway pit will be provided.
03.0	Quantity Control	
03.1	The subject lands are currently completely covered with forest and topsoil with the odd rock outcrop. The proposal will remove the trees, understory growth and topsoil and replace with impervious surfaces (parking area, trailer and deck) and grass within the lot.	Noted.
03.1.a	Please provide the runoff calculations for existing and proposed conditions.	Runoff calculations will be provided at detail design.
03.1.b	Please provide solutions to reduce runoff on each individual lot.	At site plan approval, an overall stormwater strategy will be provided for the development to ensure there is no increase in peak flows.
03.1.c	To prevent erosion and scour of soil, rock and vegetation, there should be no increase in runoff flows and/or volume flowing over the escarpment/slope.	At site plan approval, an overall stormwater strategy will be provided for the development to ensure there is no increase in peak flows.

Ref. #	Comment / Action	Status / Response
03.2	To maintain the required 60% tree cover across the lot, the typical front lot plan should change the hatching to designate cleared area (parking, trailer and deck) and non-cleared area (trees to remain).	It is understood a Tree Inventory and Protection Plan (TIPP) is required at the Detailed Design stage of the project and will be completed at that time. It is also understood a minimum of 60% of the tree canopy must remain in place after development has occurred. This will be addressed at the Detailed Design stage of the project and will be incorporated into the Detailed Design drawings. The typical lot plan has been updated to include the typical area for tree removal in the locations of the trailer, deck and parking. Refer to attached drawings. Based on the largest trailer and deck being placed on the smallest lot the maximum tree canopy removal on the smallest lot would be 38%. The percentage of tree canopy removal for all remaining lots would be less.
04.0	Drawing Figure 2 Overall Site Plan	
04.1	This figure delineates the components of the Erosion Hazard Limit. Please add the contour data and labels.	Contour labels have been added to the drawing.
04.2	The Typical Front & Rear Lot Plans and Typical Lot Section only designates a 6.0m corridor between each trailer lot that the treed vegetation will remain undisturbed. Based on the Plans, the remainder of the lot will be cleared. What mechanism prevents the total clearing of all trees within the lot limits?	Staff will utilize the Site Plan Approval process as well as the Tree Inventory and Preservation Plan as two mechanisms to prevent lot clearing.
04.3	To aid in slope stability, the Access Allowance (6.0m) should be left untouched, no vegetation and/or tree clearing. Please add shading and note(s) to drawing.	Noted.
04.4	What does the hatched (dots – existing vegetation) area south of the road across from lots 14 to 23 represent?	This area is the septic field. Hatch has been modified and added to the legend for clarity.
04.5	The same hatching (dots – existing vegetation) is used for the proposed septic bed. This area is current forest and will become grassed area. Please change the hatching and add to the legend.	Hatch pattern for the septic field has been modified and added to the legend.
05.0	General Comments	
05.1	There is a topographic survey (Elliott and Parr) of the entire property delineating existing contour lines and point elevation data.	The topographic survey information is a combination of two limited surveys. The first survey was prepared by Elliott and Parr Surveying, and the second survey was prepared by J.B.F. Surveyors. A copy of each plan has been included with this submission for your reference.
05.1.a	Why is this information not included on any of the submitted drawings?	Existing contours and features have been turned on in the Overall Site Plan. Refer to updated Site Plan.
05.1.b	Please add this data to all drawings.	Existing contours and features have been turned on in all civil drawings.
02.0	Please provide a Grading Plan. The Grading Plan will include the following. <ul style="list-style-type: none"> ▪Existing contour and point elevations as surveyed by Elliott and Parr, ▪Proposed elevations/grades for road, lot grading, trailer bed/pad, parking area, ▪Inverts and diameter of proposed culverts 	This information will be provided at the Detailed Design phase of the project.
00.0	Comments by Jon K. Orpana, Environmental Planner & Environmental Assessment Coordinator, Ministry of the Environment	

Ref. #	Comment / Action	Status / Response
01.0	As we discussed; Ministry of the Environment, Conservation and Parks technical support section staff both (surface water and ground water) have been involved in this property and facility for some time as there was an application for a sewage works Environmental Compliance Approval (ECA) in support of the previous expansion proposal to expand the number of sites to 38	Noted.
02.0	It now appears as you have indicated, the number of sites has increased to 46 which will add an additional intensity of use to both the park setting and the waterfront area. To be clear, we understand that these sites are set back from the shoreline in excess of the 30 m minimum required by OP policies.	As discussed during a Teams meeting between the owner, Wills and Gerry Dignard (CSCA), we will continue the application process with 38 sites, as currently designed, and apply for the additional sites later on.
03.0	We are also of the understanding that there is also an interest to develop 300 additional sites on an adjacent land parcel. This will be done in a later phase (3) and the intent is for the sites to be serviced (sewage) by a centralized sewage treatment system requiring an approval for MECP. Water will continue to be supplied from the surface water source of Lovesick Lake. These planning applications (OPA and ZBL) pertain to phases 1 & 2 of this proposal and does not address the 300 additional sites to be addressed in a phase 3 on an adjacent property also owned by the same proponent.	Noted. If the owner proceeds with additional sites in the future, new applications will be required including pre-consulting with the County, Municipality and applicable agencies at that time.
04.0	Currently, there are three existing buildings (1 office and 2 cottages) and 18 existing Park Model Units, and 10 Recreational Vehicle Units serviced by a conventional class 4 system (office and 1 cottage), and 5 holding tanks that are pumped when needed and hauled off site (servicing the remainder of the units). Provided the above information and confirmation of Lovesick Lake as a policy 2 receiver - MECP does have concerns with this planning proposal. Status as a Policy 2 waterbody means that water quality which does not meet the Provincial Water Quality Objectives shall not be degraded further and all practical measures shall be taken to upgrade the water quality to the Objectives. Simply put, where new or expanded discharges are proposed, no further degradation will be permitted, and all practical measures shall be undertaken to upgrade the water quality.	Please refer to attached correspondence to MECP dated September 15, 2021, and the memo dated July 2021.
05.0	Premised on previous MECP surface water comments on an Environmental Compliance Application (ECA) for sewage in support of the earlier proposal of 38 additional sites there was concern in demonstrating that the phosphorus objective will result in an overall reduction in total phosphorous among other recommendations.	Please refer to attached correspondence to MECP dated September 15, 2021, and the memo dated July 2021.
06.0	Likewise, the previous ground water comments also highlighted concerns over total phosphorous (TP) as the critical contaminant for this site and highlights the need for additional monitors north of what was campsite 21, 25 and 29 as there is a strong northward gradient towards the lake to track TP. A larger scale monitoring program was also recommended as part of the approval to assure ongoing compliance with the approval. Given the shallow calcareous soils, fractured/weathered limestone bedrock near surface and distance to the Lovesick Lake of 230 m (i.e. <300 m) we would not expect much retention of TP in the natural subsurface soils.	Please refer to attached correspondence to MECP dated September 15, 2021, and the memo dated July 2021.
07.0	Additionally, MECP is not currently in receipt of an updated ECA application supporting the increase in proposed trailer sites to 48 and would urge the proponent to approach the ministry as soon as is possible to confirm that the expansion can be serviced through the issuance of an ECA for sewage.	As discussed during a Teams meeting between Steve Purves, Diana and Gerry Dignard (CSCA), we will continue the application process with 38 sites, as currently designed, and apply for the additional sites later on.

Ref. #	Comment / Action	Status / Response
08.0	<p>Provided the concerns above comments and concerns and the uncertainty in the ability to service the phase 2 expansion the respective approval authority(ies) may consider making approval of the respective planning applications contingent on demonstration that sewage servicing can be achieved. To be clear, these comments consider only the additional 46 sites and not the outstanding 300 sites to be included in phase 3 on an adjacent parcel of land.</p>	<p>We have not yet submitted an application for the 300 sites to the MECP. In discussions with Steve Purves, the plan is to wait until the ECA for the current 38 sites is received before submitting the application for the 300 sites.</p>
09.0	<p>Considering the extent of this proposed expansion and the related surficial hardening of the area to accommodate trailer pad expansions and road system, MECP also has concerns regarding management of stormwater runoff. This proposal is at the top of a very steep slope overlooking Lovesick Lake. Stormwater is also another source of introduced phosphorous to potentially impact the surface water quality of Lovesick Lake.</p>	<p>Noted.</p>
10.0	<p>From a planning perspective this expansion and that of the 300 additional sites attributed to phase 3 will inherently increase the density and intensity of use of the shoreline amenity areas immediately adjacent to Lovesick Lake. density and intensity of use of the shoreline amenity areas immediately adjacent to Lovesick Lake. The new seasonal residents will want to enjoy shoreline and water related activities the park has to offer, resulting in increased dockage and other shoreline disturbances.</p>	<p>There is no current plan to proceed with development beyond the proposed 46 sites under the current applications.</p>
11.0	<p>From this perspective - the planning approval authority(ies) should be satisfied that the increase in density and intensity of use is balanced by environmental (maintenance or establishment of a shoreline buffer etc.) and social considerations of other lake users and residents and represents good planning.</p>	<p>Noted.</p>
00.0	<p>Comments by Jasmine Gibson, Planning Ecologist, Otonabee Region Conservation Authority</p>	
01.0	<p>According to EIS Figure 4 (Image C) and Section 4.6, the development envelope, which supports the 46 trailer sites, is characterized by ELC ecosite FOD5-4 – a sugar maple-ironwood dominated woodland. Based on the ELC mapping, there are no wetlands or other flooding hazards within the proposed development envelope:</p>	
01.a	<p>SWM Figure 6 suggests areas of low points on adjacent lands to the south – these areas are mapped as unevaluated wetland by the province.</p>	<p>Noted.</p>
01.b	<p>Environmental Compliance Approval and Private Services Options Assessment reports have both evaluated a large-scale development including 300+ trailer sites that traverse adjacent lands (Roll # 1516 020 502 26500) – the EIS ELC mapping, including vegetation and soil descriptions, as well as the impact assessment was not provided for these adjacent lands. The EIS and supporting documentation would require amendments to address the proposal evaluated by Canadian Shield Consultants Inc.</p>	<p>We have not yet submitted an application for the 300 sites to the MECP. In discussions with Steve Purves, the plan is to wait until the ECA for the current 38 sites is received before submitting the application for the 300 sites.</p> <p>Cambium: Noted. Should an expansion to adjacent lands be proposed in the future, the applicable lands (development area plus 120 m) would be evaluated in accordance with a Terms of Reference that would be developed at that time.</p>
02.0	<p>Adjacent lands also include Lovesick Lake. The ECA report notes that the lake's total phosphorus (TP) concentrations already exceed provincial thresholds for drinking water. Given seasonal lake turnover and many other factors affecting nutrient cycling of TP, water quality sampling for a variety of parameters is a good indicator of a stressed ecosystem.</p>	

Ref. #	Comment / Action	Status / Response
02.a	<p>Technical staff note that pre-consultation meeting minutes requested a lake carrying capacity study for a complete application. However, the EIS did not discuss impacts to the lake's hydrologic function from this development, including water quality, lack of stormwater management controls, or implications from climate hazards, and did not reference a Lake Carrying Capacity Study. Please provide status of this report/assessment to demonstrate consistency with Growth Plan policy 4.2.4.5 c) and PPS 2.2.1 policies.</p>	<p>Please refer to attached correspondence to MECP dated September 15, 2021, and the memo dated July 2021.</p>
02.b	<p>Technical staff supports Cambium's recommendation to enhance the existing shoreline area (see EIS Section 5.1) – this is consistent with Growth Plan policy 4.2.4.5 a), b) and c) i). Therefore, please submit the Shoreline Enhancement Plan for review – this can be a condition of approval/development agreement.</p>	<p>Noted.</p>
03.0	<p>Peterborough County GIS maps identify the subject lands as karst topography, i.e., unstable soils and bedrock. Photos and site descriptions provided by Cambium support County GIS maps (Image D). Deep-rooted plants mitigate erosion, and fractured rock is permeable to surface drainage and may provide habitat for species not targeted in the EIS. Technical staff note that soil stability was not reviewed, the trailer sites and vegetation removal extend into the 6-metre erosion hazard, and sewage effluent will be pumped uphill through the erosion hazard (Image F) – assessment of these impacts was not provided. Therefore, please demonstrate how the proposal and applications are consistent with natural hazard policies. The following is required in support of the proposal:</p>	<p>Cambium recommends that vegetation removal and site alteration be located entirely outside of the applicable erosion hazard setback.</p>
03.a	<p>Please provide a Grading and Erosion Sediment Control Plan, including details for the material proposed below trailer/deck and pipe installation along the steep slope.</p>	<p>A grading plan, erosion / sediment control plan along with the typical additional civil detailed design drawings will be prepared as part of the Detailed Design submission at Site Plan Approval stage of the project.</p>
03.b	<p>Please assess/comment on functional impacts to the top of slope habitat and erosion hazard from vegetation clearing, grade changes, and uncontrolled stormwater, pipe installation.</p>	<p>Temporary functional effects to the top of slope habitat may occur as a result of vegetation clearing and increased occupancy of the Site; however, these effects are expected to be minimal provided that canopy cover is maintained at 60% or greater, and any unauthorized clearing of vegetation is strictly prohibited. High quality wildlife trees should be maintained to the best extent possible. The development is located along a distinct edge created by the escarpment; therefore, the Site does not provide interior habitat for birds and other wildlife. Maintaining the development along the edge limits the extent of effects to more sensitive habitats. Ample suitable interior habitat will remain to the south of the development footprint for area sensitive species. Grading should be limited to areas outside of the erosion hazard allowance/setback and should seek to prevent an increase in uncontrolled stormwater toward or down the steep slope to prevent erosion of the escarpment. Vegetation removals should be minimized to accommodate any infrastructure installations.</p>

Ref. #	Comment / Action	Status / Response
04.0	<p>Technical staff concur with Cambium that the woodland traversing the subject property and adjacent lands is significant based on the Natural Heritage Reference Manual criteria listed in EIS Section 5.3. While the development will be located along the existing edge of the woodland, which is preferred to developing within interior habitat or core areas, cutting into woodland boundaries effectively pushes ecological impacts/effects from the edge (e.g., increased predation, invasives species colonization, etc.) closer to interior habitats. Therefore, to align with the intent of PPS policy 2.1.5 and 2.1.8, the KNC preferred scenario, and Cambium's recommendation to maintain 60% woodland cover and associated habitat through selective cuts, technical staff recommends the following as a condition of approval/development agreement:</p>	
04.a	<p>A Tree Inventory and Preservation Plan (TIPP) to inventory the subject property and identify trees for preservation. Please include tree protection measures and a monitoring mechanism to confirm tree clearing is executed as per the TIPP, otherwise other measures may be required to minimize vegetation removal during construction and site occupancy.</p>	<p>Noted. Cambium acknowledges and agrees with the request for a TIPP to be provided as a condition of site plan approval.</p>
04.b	<p>A Landscaping Plan to offset disturbance from canopy gaps created by infrastructure.</p>	<p>As part of the Site Plan Approval application, a landscape architect will be retained to prepare a landscape plan.</p>
05.0	<p>Ontario's Make a Natural Heritage Map and NHIC data suggests the following occurrences of species at risk regulated by the Endangered Species Act (ESA) within proximity of the subject lands: a restricted species, Blanding's Turtle Category 2 or 3 habitat, as well as potential diurnal roosting by endangered bats. Cambium confirmed eastern wood-pewee and Butternut trees associated with FOD ecosites within property limits, and proximity of the development to Blanding's turtle occurrences. Other significant wildlife or special concern species include five-linked skink (southern shield), wood thrush, and turtles (snapping, Midland painted, and northern map) – these species are protected by other federal and provincial regulations. Technical staff note the Ecological Land Classification (ELC) protocol was conducted October 29, 2019, and May 13, 2020 – EIS photos infer leaf-off conditions and dense leaf litter during both site visits (see Image G). The timing of fieldwork, including breeding bird surveys conducted within 1 vs. 2-week intervals, and lack of targeted surveys for other tracked species (reptiles, mammals, insects, raptors) known to occur within the Lands Between ecotone may impact EIS functional assessments. Therefore, technical staff offer the following comments:</p>	
05.a	<p>Given discrepancies between the EIS and Servicing Report, please confirm Butternut Tree tally on site via the TIPP.</p>	<p>Acknowledged. The TIPP will include a tally of Butternut Trees that occur within 50 m of the development footprint.</p>
05.b	<p>Ensure detailed road design is triaged by the ecologist to confirm footprint minimizes overwinter predation impacts on deer as per EIS recommendations.</p>	<p>Cambium: The road design will be reviewed by Cambium to ensure that the footprint is in alignment with the recommendations of the EIS.</p>
05.c	<p>Consultants conduct a final review of the Site Plan and EIS Section 9.0 to ensure BMPs address information gaps related to natural hazards and heritage functions and policies, e.g., extend timing windows to protect bats and reptiles, mitigate erosion hazard, etc.</p>	<p>Cambium: The final Site Plan will be reviewed by Cambium to ensure that natural heritage feature and function mitigations are in alignment with the recommendations of the EIS.</p>

Ref. #	Comment / Action	Status / Response
05.d	Given 2020 filed data is dated, additional targeted surveys, e.g., restricted/END species, may be required by MECP to confirm applicability of the ESA regulation prior to any development, including vegetation removal, on site. Therefore, MECP review proposal for ESA compliance as a condition of approval/development agreement is recommended.	Noted.
00.0	Comments by Nicole Cameron, Engage Engineering	
01.0	The proposed 46 trailer site development is expected to have limited impact on traffic operations and is not anticipated to increase traffic volumes such that the reclassification of Forest Hill Road is warranted. However, Engage agrees with Asurza that it is important to note the existing surface width deficiency of Forest Hill Road in considering development applications that result in increases to traffic volumes, either on their own or cumulatively. Further developments on Forest Hill Road and associated increases to traffic volumes may trigger a higher classification to a road which is already deficient for its current classification.	Agree, no additional comments.
02.0	Engage would further recommend a review of the vertical and horizontal roadway alignment and an entrance visibility study. A hammer-head turnaround for emergency services should also be considered at the north end of Forest Hill Road.	This will be reviewed at detail design in consultation with the Township.
00.0	Comments by Alanna Boulton, Real Property Officer, Trent-Severn Waterway	
01.0	Species at Risk: Although the development is upland, the immediate risk is to land based organisms such as plants and birds. Future impacts could be felt by aquatic SAR, particularly SAR turtles that live near shore and may overwinter in the bays from changes to water quality, sedimentation and increased recreational water use.	The development area is located approximately 60 m from the shoreline of Lovesick Lake. Cambium acknowledges that aquatic organisms, turtles and turtle habitats may be susceptible to change caused by sedimentation, increased recreational use, and changes to water quality. Cambium also acknowledges that Lovesick Lake, and the surrounding Trent Severn Waterway is a recreational area that is promoted for recreational boating, not just for residents (seasonal and permanent) but also for day and short-term use. No increase in docks, or any inwater work of any kind is proposed under the development application. To increase the quality and habitat function of the nearshore area, Cambium has recommended that a Shoreline Enhancement Plan be prepared, with monitoring to ensure installation and maintenance in accordance with recommendations, be prepared as a condition of Site Plan Approval.
02.0	Water Quality: Lovesick Lake is considered a shallow lake and is a prime candidate for eutrophication. Although monitoring and assessing impacts to water quality fall within the jurisdictions of MOECP and Conservation Authorities, matters related to developments and activities with the potential to decrease in water quality would also be a concern for Ontario Waterway.	Noted.
03.0	Authority: The Parks Canada Agency is the approval authority for any in-water or shoreline works located in, on or over the Trent-Severn Waterway. The Agency has no records for any permits or licenses of occupation for any in-water or shoreline works which may be present at the existing Lovesick Lake Trailer Park, including but not limited to docks, boathouses, boat launches, or water intake pipes.	Noted.

Ref. #	Comment / Action	Status / Response
04.0	As such, Parks Canada requests deferment of a decision on this application until such time as information on the existing in-water and shoreline works at the Lovesick Lake Trailer Park can be provided by the proponent to the Agency. The Agency will then be in an appropriate position to comment on the proposed expansion of the Lovesick Lake Trailer Park.	Wills is working with the Owner to obtain information.
00.0	Comments by Donald Allin, Manager, Plan Review and Permitting Services, Otonabee Region Conservation Authority	
01.0	The proposed sites (area of expansion) are not located within any flood hazard and given the location on top of the escarpment are not associated with the flood hazard of Lovesick Lake. However, proposed new trailer site locations are mostly located immediately adjacent to and potentially within the erosion hazard limit associated with the escarpment. Please have the proponent address Erosion Hazard Limit comments 1 through 4 in the Appendix A and Appendix B comments 3 a) & b). The drawings should be updated accordingly as per both Appendix A and B technical memos for clarification. Otonabee Conservation is of the opinion that the application is still not consistent with Section 3.1 of the Provincial Policy Statement (PPS).	Noted. Wills' updated Slope Assessment Report (July 24, 2023) addresses the relevant agency comments pertaining to the erosion hazards.
02.0	Stormwater Management: Please have the proponent address comments in Appendix A regarding Water Quality Control and Quantity Control. From a quantity perspective, each individual trailer lot should have a described solution to reduce or eliminate runoff, especially toward the slope.	An overall stormwater strategy will be provided for the development for water quality and to ensure there is no increase in peak flows.
03.0	Natural Heritage: The new development is proposed within 120 metres from a key hydrological feature (Lovesick Lake) and there are unevaluated wetlands on adjacent properties. An EIS by Cambium was submitted to address those applicable provincial policies that relate to Natural Heritage. Please refer to Appendix B, sections 1 A) & b). The EIS and supporting documentation would require amendments to address the larger 300 site proposal. As it relates to the current expansion of 46 sites, the supporting documentation appears to adequately address setback requirements to satisfy PPS 2.1.4 and Growth Plan 4.2.4.	Noted. Should an expansion to adjacent lands be proposed in the future, the applicable lands (development area plus 120 m) would be evaluated in accordance with a Terms of Reference that would be developed at that time.
04.0	For the proposal to best align with PPS 2.1.5 & 2.1.8, the Authority recommends that a condition of approval or development agreement be placed to address the following:	
04.1	A Tree Inventory and Preservation Plan (TIPP) to inventory the subject property and identify trees for preservation. Please include tree protection measures and a monitoring mechanism to confirm tree clearing is executed as per the TIPP, otherwise other measures may be required to minimize vegetation removal during construction and site occupancy.	Noted. Cambium acknowledges and agrees with the request for a TIPP to be provided as a condition of site plan approval.
04.2	A Landscaping Plan to offset disturbance from canopy gaps created by infrastructure.	Noted. Cambium acknowledges and agrees with the request for a Landscape Plan to be provided as a condition of site plan approval.
05.0	In addition to the above, ORCA technical staff provide the following comments as it relates to the EIS (Appendix B):	
05.1	Given discrepancies between the EIS and Servicing Report, please confirm Butternut Tree tally on site via the TIPP.	Acknowledged. The TIPP will include a tally of Butternut Trees that occur within 50 m of the development footprint.

Ref. #	Comment / Action	Status / Response
05.2	Ensure detailed road design is triaged by the ecologist to confirm footprint minimizes overwinter predation impacts on deer as per EIS recommendations.	Cambium: The road design will be reviewed by Cambium to ensure that the footprint is in alignment with the recommendations of the EIS.
05.3	Consultants conduct a final review of the Site Plan and EIS Section 9.0 to ensure BMPs address information gaps related to natural hazards and heritage functions and policies, e.g., extend timing windows to protect bats and reptiles, mitigate erosion hazard, etc.	Cambium: The final Site Plan will be reviewed by Cambium to ensure that natural heritage feature and function mitigations are in alignment with the recommendations of the EIS.
05.4	Given 2020 filed data is dated, additional targeted surveys, e.g., restricted/END species, may be required by MECP to confirm applicability of the ESA regulation prior to any development, including vegetation removal, on site. Therefore, MECP review proposal for ESA compliance as a condition of approval/development agreement is recommended.	Noted.
06.0	Regarding consistency with PPS 2.2 as it relates to water quality of Lovesick Lake. It is noted in the pre-consultation notes that a Lake Carrying Capacity study was to be submitted as part of a complete application. Please have the proponent provide the status of this report/assessment to ensure consistency with Growth Plan policy 4.2.4.5 c) and PPS 2.2.1.	Please refer to attached correspondence to MECP dated September 15, 2021, and the memo dated July 2021.
07.0	Those areas within and adjacent to the erosion hazard limit and its 15 metre allowance as delineated by the Technical Guide – River & Stream Systems: Erosion Hazard Limit (MNR 2002) are regulated by the Authority. Therefore permits from this agency will be required prior to any development at the site.	Please refer to attached correspondence to MECP dated September 15, 2021, and the memo dated July 2021.
08.0	The subject lands are not located in a vulnerable area as per the SPP.	Noted.

From: [Muloin, Gary \(MECP\)](#)
To: [Andrew Hellebust](#); [Nicole Vézina](#); [Gerry Dignard](#); [Scott Lovesick](#); steve@lovesicklakepark.ca
Cc: [Gilbert, Beth \(MECP\)](#); [Bos, Alja \(MECP\)](#)
Subject: Groundwater monitoring follow-up - Lovesick Lake Beach Resort Sewage Works ECA Application, MECP Reference # 0905-C56PH4
Date: September 15, 2021 4:02:58 PM
Attachments: [image001.jpg](#)
[image003.jpg](#)

Hi folks

I am writing to follow-up on the groundwater monitoring proposal discussed in the e-mail chain below.

I have received some feedback from MECP groundwater resources staff and I can offer the following for your consideration:

- MECP water resources staff do not see an issue with your approach described below. MECP staff have reviewed the design brief and agree with your reasoning.
- **A potential issue to take into account:** the mass balance approach for determining the 3mg/L limit for the ECA at this location does not account for background concentrations for phosphorus in the groundwater. This would potentially throw off the proposed limit. Perhaps you can discuss this with MECP approvals branch staff; one way of dealing with this type of issue would be requiring background data to be collected...in which case, MECP water resources staff would like to request a background well be installed and then the 3 mg/L limit be applied to that value.

Let me know how you wish to approach this.

GM

From: Muloin, Gary (MECP) <Gary.Muloin@ontario.ca>

Sent: July 16, 2021 11:29 AM

To: Andrew Hellebust <ahellebust@canadianshieldconsultants.com>; Nicole Vézina <nicole@canadianshieldconsultants.com>; Gerry Dignard <gerry@canadianshieldconsultants.com>; Scott Lovesick <scott@lovesicklakepark.ca>; steve@lovesicklakepark.ca

Cc: Gilbert, Beth (MECP) <Beth.Gilbert@ontario.ca>; Stephenson, Kyle (MECP) <Kyle.Stephenson@ontario.ca>

Subject: RE: MECP Technical Support Comments (surface water) - Proposed Lovesick Lake Beach Resort Development

Thanks for clearly spelling out your position on this Andrew – I will make a request for the information below to be reviewed by regional groundwater section. You'll have a new person to work with, as Bob has quite happily retired from the ministry (not sure if you are aware).

In the interest of time, you may wish to proceed with your ECA submission, but I'll leave that with you. The groundwater comments can be produced in conjunction with the ECA application review.

Stay well,
Gary

From: Andrew Hellebust <ahellebust@canadianshieldconsultants.com>

Sent: July 13, 2021 11:54 AM

To: Muloin, Gary (MECP) <Gary.Muloin@ontario.ca>; Nicole Vézina <nicole@canadianshieldconsultants.com>; Gerry Dignard <gerry@canadianshieldconsultants.com>; Scott Lovesick <scott@lovesicklakepark.ca>; steve@lovesicklakepark.ca
Cc: Gilbert, Beth (MECP) <Beth.Gilbert@ontario.ca>; Stephenson, Kyle (MECP) <Kyle.Stephenson@ontario.ca>
Subject: RE: MECP Technical Support Comments (surface water) - Proposed Lovesick Lake Beach Resort Development

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

Hello Gary,

Thank you very much for passing on Beth Gilbert's comments on surface water, which agrees with our proposed 3 mg/L TP target. I feel we can address any other comments during Approvals and we will proceed to submit the ECA application.

We do want the phosphorus to be regulated at GW1 (a monitoring well located about halfway along the dispersal bed, within the bed). The proposed method of recirculation to add coagulant can result in some unreacted chemical as dosed to the Ecoflo treatment units due to the fact that it is a blended water, some raw, some recirculated with chemical. We want the coconut/peat media to provide additional time for reaction and to retain the reaction product/precipitate. Since the Ecoflo media is relatively coarse, we then want to have the effluent pass through the 15 m or so of imported sand in the Type A dispersal bed to capture the remaining precipitate. Furthermore, iron and aluminum in the imported sand can react with phosphorus, removing additional amounts. So, yes, we would like some of the dispersal bed to form part of the engineered envelope to take advantage of multiple P removal strategies. If Technical Support could support this position now that would be great or we can address it during Approvals.

Regards, Andrew

Andrew Hellebust, P.Eng.

Senior Engineer

Canadian Shield Consultants Agency Inc.

Toll Free: 866-691-0424

Cell: 416-456-2319

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From: Muloin, Gary (MECP) <Gary.Muloin@ontario.ca>

Sent: July 12, 2021 5:55 PM

To: Nicole Vézina <nicole@canadianshieldconsultants.com>; Gerry Dignard <gerry@canadianshieldconsultants.com>; Scott Lovesick <scott@lovesicklakepark.ca>; steve@lovesicklakepark.ca; Andrew Hellebust <ahellebust@canadianshieldconsultants.com>

Cc: Gilbert, Beth (MECP) <Beth.Gilbert@ontario.ca>; Stephenson, Kyle (MECP) <Kyle.Stephenson@ontario.ca>

Subject: MECP Technical Support Comments (surface water) - Proposed Lovesick Lake Beach Resort Development

Good day everyone – I hope all is well.

Please see the attached surface water-related comments created by MECP regional water resources staff based upon a review of your most recent design brief.

Please note comment #2 made in the attached:

There is a discrepancy between the location of the proposed effluent limit in the groundwater review comments dated May 12, 2021 which indicate a phosphorus effluent limit at the effluent discharge point to the disposal bed, where as the design brief dated March 31, 2021 (Section 10, Proposed Monitoring) suggest the phosphorus effluent limit would apply at proximal groundwater monitoring well GW1 (15m downgradient of the edge of gravel distribution area within the Type A dispersal bed) and distal wells GW2, GW3, GW4, GW5, and GW6. This discrepancy should be clarified with a Regional Hydrogeologist and possibly a wastewater review engineer as the disposal bed may form part of the engineered envelope.

I believe the above can be sorted out during your ECA application review (let me know if you disagree with me). I will ensure any subsequent information related to this will be shared with the regional groundwater group.

In addition, please ensure that you address recommendation #6 in the attached. The conservation authority can be reached via the following:

<https://www.otonabeeconservation.com/>

Given that your most recent design brief appears to have addressed the majority of the comments produced by MECP regional water resources staff (thank you for your time and effort in doing so), it appears you can probably proceed with the submission of your completed application for environmental compliance approval. You may submit the application electronically:

ECA.submission@ontario.ca

Please copy me on your ECA application submission.

Thanks and have a great remainder of the summer.

Gary

Gary Muloin (he/him), H.BSc., CET, EP

Provincial Officer

Ministry of the Environment, Conservation and Parks – Peterborough District

300 Water Street, Robinson Place, 2nd Floor, South Tower

Peterborough, ON K9J 3C7

Phone: 705-927-7811

Fax: 705-755-4321

E-mail: gary.muloin@ontario.ca

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ontario.ca/inspectionfeedback

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Beth Gilbert, M.Sc.

Surface Water Specialist

Technical Support Section – Eastern Region

Ontario Ministry of the Environment, Conservation and Parks

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Cell: 613-561-9783

Jul 7, 2021

Addendum to Lovesick Lake Beach Resort Design Brief March 2021

PHOSPHORUS IMPACT ASSESSMENT

Beth Gilbert, Surface Water Specialist, in her May 17, 2021 email, requested a calculation that shows that the proposed 3 mg/L total phosphorus effluent limit would not result in an increase in loading to the Policy 2 lake.

The property has a history as a resort starting in 1958. The existing wastewater infrastructure is primarily a mixture of holding tanks for trailer sites and a septic system for the office and 2-bedroom cottage. Historic cabins, trailers and tenting sites have been served by a variety of rudimentary wastewater infrastructure measures, with holding tanks being only the most recent approach. Based on GUIDELINE F-9 “The Use of Holding Tanks in Sewage Systems Under Part VIII of the Environmental Protection Act”, it is a policy that holding tanks are not allowed for new construction. The proposed Works #2 abides by this policy and takes responsibility for treating all the sewage generated on the site within the site. In order to compare on a level basis, this calculation models the existing buildings as if they did discharge to the environment using septic tanks as the treatment.

Existing design flow:

	# units	L/d per unit	L/d
Park Model Units (PMU)	22	425	9,350
Recreational Vehicles (RV)	17	425	7,225
Office/1 Bedroom	9		750
2 Bedroom	9		1,100
3 Bedroom	9		1,600
Total			20,025

The MOE “Design Guidelines for Sewage Works” 2008 Table 22-2 “Mass Loadings and Concentrations in Typical Residential Wastewater” states a total phosphorus range of 6-12 mg/L. For this model, 9 mg/L will be used for septic tank effluent.

Total existing	20,025	L/d
P concentration	9	mg/L
P mass	180	g/d

Proposed design flow of Works 2:

	# units	L/d per unit	L/d
Park Model Units (PMU)	22	425	9,350
Recreational Vehicles (RV)	17	425	7,225
Recreational Vehicles (RV) (Phase 2)	38	425	16,150
3 Bedroom*	1	1,600	1,600
			34,325

* this model adds 1,600 L/d to the Works 2 design flow in the March 2021 Design Brief to make sure the phosphorus loading is acceptable, but this flow may be dropped during the Approvals review based on the outcome of ongoing consultation with the owner.

The following table uses 3 mg/L as the effluent target for Works 2. The 3 mg/L is arbitrary to test what loading is acceptable, but the proposed phosphorus removal equipment is capable of achieving this. The office and a 2 bedroom cottage are on an existing septic system (Works 1).

	L/d	P (mg/L)	P g/d
Treated flow (Works 2)	34,325	3	103
Septic tank only flow (Works 1)	1,850	9	17
			120

	P (g/d)
Before	180
After	120

Comparing the before and after values, above, a target of 3 mg/L will produce a lower phosphorus loading to the lake based on the above assumptions, thus satisfying the requirement for a Policy 2 lake.

Yours Sincerely,



Andrew Hellebust,
Senior Engineer, Canadian Shield Consultants

Name	Comment / Action	Status / Response
Dian Bogie	<p>Good Morning Keziah and Per Hope that all is well with you and yours. I was wondering if you'd had a chance to read my email of Oct. 2nd, regarding the Application by the Purves Brothers for the expansion of the Lovesick Lake Trailer Park, File # 150P-22011 and ZBLA File # C-14-20? A number of people are very interested in the Application and specifically: A) The final date for submission of comments and observations? County response: Currently no specific deadline, but sooner is better. If we reach the point of holding a public meeting, comments are requested in advance of the public meeting. B) How to become registered as a person of interest and be notified of any movement regarding these applications? County response: By sending this email and asking the question, I have added you to our notification list! I won't make it any more complicated. C) At this juncture in the process, what is required, if there are objections? County response: Please submit any concerns/objections to both Per and myself so that they can form part of the public record. D) How does one submit comments? County response: County response: We ask that they be submitted in writing – via email is perfect, but we can also accept them handwritten and mailed/dropped off, or via fax if you or others prefer those methods. I can provide you with a mailing address or fax number if you prefer the latter. We would appreciate a response at your earliest convenience as a number of people in our Membership are quite concerned.</p>	Noted.
Doug Moffatt	<p>I am one of owners of property on Rubas Island in Lovesick Lake. I wish to be notified of any meetings, applications or decisions involving the organization known as Lovesick Lake Campground or Trailer Park or any other activity, involving the Purvis family business. The application notice shows an existing trailer park where a great number of trailers already exists on property formerly known as Stricker's Resort. While we were patrons of the Trailer Park for 3 years in that we rented a dock and parking space for our boat we observed the building of a road destroying the face of the limestone escarpment. This road building involved two large excavators and other equipment to build this road. We took pictures of this activity and we're threatened by one of the operators because of this. We were subsequently ordered off the property and not allowed to rent the dock space. This road allows the tractor and sewage container to climb the escarpment and I would suppose scatter the waste from holding tanks as septage on the property. The eco system of Lovesick Lake and Stony Lake will be negatively impacted by this proposal. Doug Moffatt</p>	The County and consulting team has added you to our contact list for future project notification. As for the road, the owners worked with the Township and obtained the proper permits. The intent of the road is to provide full park access to customers to enjoy park amenities and to staff to undertake on-going maintenance of the facilities and operation.
Cullen Hawken	<p>Good Afternoon: I wish to be notified on progress regarding Lovesick Lake Trailer Park Application File 150P-22011 and Application File C-14-20. More specifically, please advise deadlines of written and/or oral submissions at public meetings to allow for the exercise for a right to appeal. The expansion of Lovesick Lake Trailer Park continues to be a contentious issue despite historic and</p>	Noted.

Name	Comment / Action	Status / Response
	<p>continuous objection by vested shareholders, including previous attempts by the trailer park to gain access to Forest Hill Road (which were denied). There is great concern shared by many over these most recent applications.</p>	
Cathy Webb	<p>Dear Keziah and Per, It has come to our attention (The Lovesick Lake Association and the Committee for the Preservation of Lovesick Lake) that the Lovesick Trailer Park, owned by the Purves brothers and represented by Kevin Duguay, have applied for both an Official Plan Amendment, File # 150P-22011 and a Zoning By Law Amendment File # C-14-20, to change the zoning designation to permit an expansion of the trailer park by an additional 46 sites. We have many concerns about this proposed development and will forward a letter outlining those concerns in a separate email. On behalf of the Lovesick Lake Association, I wish to be added to a list of persons to be notified of any and all meetings regarding these applications and thereby also reserve the right to appeal any decisions made about them. Thank you for your time and attention in this matter, Regards, Cathy Webb President, LLA</p>	Noted.

Name	Comment / Action	Status / Response
Jane McLean	<p>Dear Sir or Madame.</p> <p>I am very concerned about this application for a small number of trailers to be built on a new trailer park site. The original application was for 294 sites. I can only imagine this company plans to follow through with expansion plans once they have approval for a small trailer park. I am requesting that as a person of interest about this proposal that I be kept informed of the application and review process including any public meetings. My concerns are:</p> <ol style="list-style-type: none"> 1. Lake capacity; 2. Water quality; 3. At risk species; 4. Boat traffic; 5. Highway traffic; 6. Environmental effects of land and water. <p>The present trailer park advertises 160 permanent sites with 20 overnight sites plus cottages. Total count around 250 residences. In the application in 2016 by Lovesick Trailer Park it was noted that Not a single permit from Parks Canada had been issued for the 160 boat slips. All their boat docks are therefore illegal. Lovesick Lake is the smallest Lake on the Trent Severn Waterway being less than 2 kilometres long and very narrow. If another 294 trailers are allowed that would mean 300 to 600 more people or more trying to enjoy an already crowded lake. It would be a sorry day for such a small, well-loved lake with another 150 more boat slips. Please take these concerns into consideration when contemplating this application.</p> <p>Sincerely , Jane McLean.</p>	<p>The traffic brief is related to 40 seasonal trailer sites only; as per the analyses, this number of new sites will generate a very small number of new trips on Forest Hill Road. The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view.</p> <p>With the additional trailer park sites, the water quality and Environmental effects of land and water was all taken into consideration during pre-consultation with the MECP District Office's surface and groundwater specialists. It was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. With regards to the effect of land and water, the wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc., a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper operation during the lifespan of this system.</p> <p>Cambium: Negative impacts to species at risk are not expected, as detailed in the EIS. The development plan accommodates the locations of the existing Butternut trees. Use of the development area by Blanding's Turtle is not expected, largely due to access limitations imposed by the steep escarpment that separates the Site from the resident habitat of this species. No additional boat slips are proposed under the current development concept.</p> <p>Wills: Regarding the boat slips, the project team is working with Trent Severn to provide the historical information on the property to address their comments. The application is only considering the development of 40 sites.</p>

Name	Comment / Action	Status / Response
<p>Arunas and Marilyn Pleckaitis</p>	<p>Dear County of Peterborough and Township of Selwyn:</p> <p>Since 2006 we have been owners and year around residents of a cottage on Lovesick Lake (111 Fire Route 9, Trent Lakes, Ontario). We know we are fortunate to live in such a unique and beautiful part of Ontario with its peaceful environment, its wildlife, its wonderful vistas and our friendly neighbors. While we accept that change is a constant in life, we are also mindful that not all change is good and that we have a responsibility to be wary, scrutinize and where warranted, challenge change which is harmful to us, our environment and our community. It is in this spirit that we write this letter.</p> <p>As members of both the Lot 7 Owners' Association and the Lovesick Lake Association, we have been aware of the numerous recent attempts by the Lovesick Lake Trailer Park (LL TP) to expand their footprint. What has us most concerned, is the impact an expansion of the LLTP would have on the quality of life on and around Lovesick Lake. Lovesick Lake is a relatively small and shallow lake. As such, it has capacity limits beyond which the quality of personal enjoyment and the quality of the natural environment (water, noise, and aquatic/bird/reptile life) will be negatively and permanently altered. Of particular concern to us is the additional boat traffic (including PWC's) that will be created. There is already a relatively high level of boat activity on Lovesick Lake. Part of this is due to the transient boat traffic created by the presence of the Trent Severn Waterway. Most of this traffic proceeds along the Lakes main channel and is of relatively short duration. Boaters from lake residents however, have a greater impact on lake quality because of the total time resident boaters spent on the lake and the natural tendency of these boater to use and explore the full range of the Lakes footprint. For example, lake residents by their very nature have greater familiarity with their lakes hazards such as shoals, and therefore, can have a perhaps unintended predisposition to travel at higher speeds and create larger wakes and also greater noise, than non-resident boaters.</p> <p>While some may consider 46 additional trailer sites as small, it is in fact quiet large when you consider the total number of lots that currently exist on Lovesick Lake. This substantial increase in residents on Lovesick Lake will most certainly have a material negative impact on our quality of life and on the local lake environment.</p> <p>We respectfully request that the County of Peterborough and the Township of Selwyn reject this application to expand the Lovesick Lake Trailer Park. We also request that you add our names to the communication list of interested parties.</p> <p>Sincerely, Arunas Pleckaitis and Marilyn Pleckaitis</p>	<p>With regards to the local lake environment, the wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc., a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper operation during the lifespan of this system. (Wills) The proposed trailer sites will have access to the lake via the existing beach however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use.</p>

Name	Comment / Action	Status / Response
<p>Jeff and Jessica Ross</p>	<p>We are writing to you in regards to File #15OP-22011, the expansion of Lovesick Lake Trailer Park. We along with many residents who utilize Forest Hill Road and enjoy our time on Lovesick Lake have many concerns with this proposal. We wish to express them to you in this email and we trust they will be taken into consideration throughout this process. We currently utilize Forest Hill Road to access our property. At the present it is a quiet road with many bumps, hills and a blind turn prior to entering Spring Lane. The road is quite narrow at points and requires one car to pull over to let another pass in the opposite direction. This road cannot handle any more traffic. Especially for 46 new residents. With that being said, it saddens me to see this road changed to handle more. The residents on this road currently enjoy a quieter lifestyle, not to mention the wildlife that call this area home. Increased traffic on this road is not possible, nor is it safe.</p> <p>An increase in residents on Lovesick Lake will also result in changes to the local landscape and the lake itself. Lovesick Lake is a small, quieter lake with a smaller capacity for boater traffic. There is no additional room for increased boater traffic, and if there was an increase in boater traffic on our small lake, it will ultimately result in a less enjoyable experience for existing residents.</p> <p>Any additional trailers on Lovesick Lake is also a major concern for the environment. We have several environmental concerns with this proposal:</p> <ul style="list-style-type: none"> -damage to the local water table and concerns about the quality of potable water -storm water runoff and control -sewage and septic management from additional residences -erosion from the limestone escarpment -concern for environmentally and protected lands -concern for threatened species that call this area home -loss of the current tree canopy <p>In light of global warming concerns, the above issues should not be taken lightly. The safety concerns, traffic concerns and environmental concerns listed about are all evidence that the expansion of Lovesick Lake Trailer Park is a concern and should not be approved. We believe we speak on behalf of many members of Lovesick Lake when we state that the expansion of the trailer park is not supported. Expanding the trailer park would be an incredibly unwise and unnecessary decision. Please take our comments as well as the many others that you will receive into consideration when making decisions on this proposal.</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raise the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>With regards to the concerns of the potential damage to the local water table and concepts about the quality of potable water and storm water runoff and control, the effects of land and water was all taken into consideration during pre-consultation with the MECP District Office's surface and groundwater specialists. With regards to the sewage and septic management form additional residences, the design and plan is for the wastewater treatment system to be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc., a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper operation during the lifespan of this system.</p> <p>Cambium: Negative impacts to threatened species and other at risk species are not expected, as detailed in the EIS. The development plan accommodates the locations of the existing Butternut trees. Use of the development area by Blanding's Turtle is not expected, largely due to access limitations imposed by the steep escarpment that separates the Site from the resident habitat of this species. The loss in canopy cover is expected to be minimal and temporary. The EIS recommends that a minimum 60% canopy cover be maintained, which is consistent with provincial definitions of forested landscapes. Due to the young to mid-age of the tree community, thinning of trees at ground level will result in slight openings in the canopy that the remaining trees will quickly grow to fill, due to the increase in light availability. It is expected that canopy gaps will naturally close within 3 years, and if this does not occur there is a monitoring mechanism in place that will require additional tree plantings.</p> <p>Slope stability/erosion hazard: A slope stability assessment was conducted for the limestone escarpment, in context of the proposed development. Negative impacts to the escarpment/slope are not anticipated provided that the required/recommended development setbacks are adhered to (on the basis of Ministry of Natural Resources and Forestry requirements).</p>

Name	Comment / Action	Status / Response
<p>Rose and Larry Macrae</p>	<p>We are writing to you as we have serious concerns regarding the Lovesick Lake on the Ridge proposal. We are concerned with the volume of traffic on Forest Hill Road and the entrance to the new trailer site. The entrance to the trailer site would make that spot a 4 way junction , Forest Hill Road, Forest Hill Lodge, Spring Lane and the new trailer park.</p> <p>Forest Hill Road is very narrow, presently cars must stop or drive on to the grassy shoulder to let another car pass coming the other way. This is not a two lane road, presently when cars are passing both cars must come to a crawl.</p> <p>Forest Hill Rd has very poor sight lines. There are 3 blind spots that would have to be addressed and corrected. The worst blind spot is right at the 4 way junction. A driver of a car/ truck can not see over the hill in the road from that spot when turning from Spring Lane on to Forest Hill Rd. and anyone driving towards the 4 way junction can not see oncoming traffic. If the entrance to the trailer park is used at the 4 way junction for large trucks for deliveries, garbage pickup and cars pulling boats on trailers it will make it impossible for vehicles to pass/drive safely.</p> <p>Forest Hill Lodge has rental units with many visitors who are accessing the lodge with cars. The Forest Hill Lodge exit consists of a very steep hill with no visibility until you get to the crest of the hill. One has only to stand at this junction to know it is not feasible to add yet another entry way. A major accident happened here several years ago and would be something that anyone planning to built a new entry point would be wise to investigate. A traffic study was conducted in 2015 and it was not favorable. It was done during the off peak season, traffic increases as summer cottage owners return. A new study should be completed before any new traffic is added to Forest Hill Rd, a small country road.</p> <p>It bears repeating that this entryway is not feasible for the new Lovesick Lake on the Ridge development.</p> <p>Sincerely Rose and Larry Macrae</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road. Further discussion is required with the Township regarding the existing road and how to address the existing deficient road width.</p>

Name	Comment / Action	Status / Response
<p>J. Otto</p>	<p>I have some comments I would like to make about the proposed and hopefully turned down expansion of the existing Lovesick Lake trailer park. I personally can not believe a Second Story Row of trailers overlooking tiny Burleigh Falls is what was even a thought: after reading this quoted in pc.gc.ca “recreation (particularly in the Kawartha sector where the cultural landscapes at Young’s Point and Lovesick retain their historic ties to summer resorts, cottages, steamboat excursions, hunting and fishing) natural features (such as geographic seclusion, pastoral surroundings such as those at Percy Reach, Meyers and Haigues Reach, supportive vegetation, wildlife like the osprey population at Murray Marsh) Lovesick trailer park managed to put trailers on islands with docks and wooden structures on every nook and cranny. They offer a wonderful seasonal and family location and wish them success with what they have, but at what point does over expansion ruin what benefits a lake offer. How much is too much when you know the size. I am not sure if you have ever visited Lovesick or have been on the lake itself, but it is a wee bit of a treasure that has thus far escaped the death of what was and is in some places called cottage county. With north of Toronto being over populated, cottages ripped down to become mansions and all night sky obscured with outdoor lighting and congested highways. The only other retreat was to come east. We Have Been Discovered and are now in heading for ruin. I have only known the modest and simple dwellings of our lake. Most of us appreciate the value in small, lightly lived and embrace the night sky. We keep our water fronts naturalized for nature, turtles, even Canada Geese can waddle on. We love our nature, loons and we don’t mind sharing what is small and genuine. Lovesick being one of, if not the smallest lake on the Historic Trent Seven Waterway, we are already populated to the maximum with shoreline cottages, first nation cabins occupying all of the available islands, three resorts, a full trailer park(s) and free camping for traveling Houseboat rentals and canoe/kayakers. An easy and cheap (1.50 cents) to launch at Burleigh Falls. No day tripper or fisher person gets lost or catch checked. Do I even mention the Air B and B,s?! The Increase of pleasure craft, fisher people, scuba divers and loads of kayaker and canoeists we do share what we have, but how much growth can a lake support and stay healthy and vital. Where Does It Stop?! I have seen the changes throughout my life with of boat activity, weed and zebra mussel invasions. We lose footage of shoreline each and every year but we take it in stride. Leave a small footprint and embrace what is our lakeside environment. My first moose spotting was on Forest Hill Rd. The vast wetlands and trees, marsh that line the escarpment provide home to a vast amount of nature, fox, deer just to name a few. Birds galore. Forest hill road is a single and once dirt passage to the limestone hills that work down to the lake. What trees remain provide a bit of a buffer to the now constant road traffic on Highway 28. Automobile and truck traffic has increased to such a degree that it can be a 5 to ten minute wait to pull into traffic on a Thursday-Sunday afternoon or evening. Our 36 is quoted as the highway of death. I am sure you know of the amount of accidents that happen each and every summer. Last mention is the Derecho in May that has changed the landscape forever. The amount of tree lost is unbelievable. Birds were killed, views will no longer be as pretty as it had been. Embrace the trees and leave Lovesick be.</p> <p>Sincerely J Otto</p>	<p>Thank you for your comments on the proposed development. We appreciate the feedback and history of the Lake. We will review your comments in the context of the site design. The site plan proposes to maintain as much of the existing vegetation as possible by only removing the trees required to place the trailers. All sites will maintain a 6 m vegetative buffer between sites. As a public launch is available, access to the lake is offered to anyone; however, no additional docks or boat slips are proposed with the development and therefore no additional boat access from the existing Lovesick Lake Resort will be provided.</p>

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John Di Fruscia	<p>Dear Keziah Holden and Planner,</p> <p>I am strongly apposed to the trailer park expansion at Forest Hill road and request that you denied their application based on my explanation below. Thanks in advance for taking the time to read my email. I am fond believer of progress, expansion projects, and enjoying our parks and outdoor spaces for all. Unfortunately, I have witnessed the same pattern over and over again in other parts of the world and in our country and province. Simply put, the trailer park represents high density living which can not be sustained by the natural surrounding environment. A single trailer represents, dozens of visitors, cars and boats with the same needs and habits as urban city dwellers.</p> <p>Many non-environmental practises are common in trailer parks as there is very little education about the environment or enforcement of rules. The steriotype holds true that trailer park visitors tend have very little concern about conservation and no respect of nature.</p> <p>As an example, I have personally seen many trailer parks owners look the other way and allow people to hookup outdoor washing machines, dishwashers and discharge grey water into nearby lakes/rivers. Another trend that is occurring is that trailer parks are not restricting subletting. So even short term trailer rentals and being sublet openly on popular websites.</p> <p>Simply put, trailer parks are bad neighbors to the community as their sole objective is to generate revenu and chew up the land in the process.</p> <p>Due to covid, our lakes (especially those with public boat ramps) have already seen an increase of novice boaters who are unaware of safety and participate in wreckless boating habits. A large volume of trailer parks visitors flock to nearby lakes with many inflatable devices and get into all sorts of trouble. I personally have had to perform many boating rescues to air bnb guest who had rented a boat and got into trouble on the lake who were from the trailer park. There is very little enforcement on our waterways, so the general boating public are put in harm way of inexperienced boater from trailer parks. Trailer park guests often share the same water craft across multiple trailer guests, so the water craft usage patterns are excessive and cause a nuisance.</p> <p>Trailer parks tends to have a large number of drones. Due to the price point, recreational drones have become more available and have become a command place in trailer parks. On any for given weekend you will see and hear noisy drones flying 2-3 km around and harassing nearby permanent residents.</p> <p>It is 2022, and it disappointing that trailer parks are still allowed to operate the same way decade after decade. The Forest hill expansion is no different. Same old people doing the same old bad habits. This trailer park industry needs an Uber effect or just some progressive planners like yourselves.</p> <p>Thank you, John and Jinny Di Fruscia</p>	<p>Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. Regarding the intensity of development, there are no density requirements for this type of use in the provincial and municipal (official plan) documents. There are however a number of policies that impact the size and scale of development. This includes but is not limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites with varying site sizes ranging from a minimum of 286.4 sq. m. to a maximum of 668.99 sq. m. and a 6 m. vegetative buffer between all sites. The zoning by-law provides general zoning provisions for lot area, coverage and setbacks for which the site cannot exceed. The proposed development meets these requirements and therefore, the site is being developed at a scale considered appropriate in the zoning by-law. In addition, the number of proposed sites will also be determined through the recommendations in the supporting studies submitted for the project. These studies were required by the Township, County and applicable agencies staff to address the development policies as established through the local official plan, i.e., adequacy of water and sewage services. The studies are in the process of being peer reviewed. To date, peer review comments received on the supporting reports provide that some upgrades will be required to the road that is currently deficient to support existing and the proposed development. However, there are no impacts with respect to traffic volumes as a result of the proposed development. The original application submitted to the Township and County in 2018 requested 46 sites. Based on comments received by the MECP, the number of sites has been reduced to 40 to accommodate a reserve area for a sewage system. The subject property can support the development of a 40 site trailer park expansion. The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use. Regarding noise, all development is required to adhere to the Municipality's Noise By-law and is implemented through By-law enforcement if there are issues regarding noise.</p> <p>Cambium: Negative impacts to threatened species and other at risk species are not expected, as detailed in the EIS. The development plan accommodates the locations of the existing Butternut trees. Use of the development area by Blanding's Turtle is not expected, largely due to access limitations imposed by the steep escarpment that separates the Site from the resident habitat of this</p>

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		<p>species. The loss in canopy cover is expected to be minimal and temporary. The EIS recommends that a minimum 60% canopy cover be maintained, which is consistent with provincial definitions of forested landscapes. Due to the young to mid-age of the tree community, thinning of trees at ground level will result in slight openings in the canopy that the remaining trees will quickly grow to fill, due to the increase in light availability. It is expected that canopy gaps will naturally close within 3 years, and if this does not occur there is a monitoring mechanism in place that will require additional tree plantings.</p>
<p>Bill Langley</p>	<p>As home owners on Springlane on Lovesick Lake in Selwyn township we object to the proposed development of trailer sites on the top of the escarpment above the southeast shore of Lovesick Lake. This trailer park development has been an ongoing issue for a number of years. Despite the fact that it has been reduced in scale, the process the developers have followed has been "suspect" in its approach. There has never been a real attempt by the developers to involve the cottage and home owners on either Lovesick Lake, Stony Lake or Lower Buckhorn in their development plans. They have also skirted the development process by building an access road up to the proposed site without the necessary permits.</p> <p>Currently the 47 trailer sites that the developers are hoping to install is more than double the number of existing cottages and homes along Springlane, west of Forest Hill Lodge. Forest Hill Rd. is not built to handle this increase in traffic. The hilly nature of the road, especially near the proposed entrance to the trailer park is unsafe. The southeast sight lines are blocked for car traffic making a sharp right turn onto Forest Hill from Springlane. In addition any cars coming up the hill from Forest Hill Lodge cannot see adequately until they are at the top. More than doubling vehicle traffic would create a very unsafe situation.</p> <p>Another consideration would be the additional waste water and sewage created by this development. Lovesick is one of the smallest and shallowest lakes on the Trent Severn waterway. The impact of E.coli and other types of harmful waste products would be significant. This would affect not only Lovesick but also Stony and other lakes further down the Trent river system. Boat traffic would also increase greatly. Day use on Lovesick is high due to the "free" and available boat launch at Burleigh Falls. Add to that the increase in boats docked at Lovesick Lake campground by the owners of the proposed development.</p> <p>Please include us with any correspondence regarding meetings and recent developments concerning Lovesick Lake Trailer Park expansion.</p> <p>respectfully submitted by Eva and Bill Langley.</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc., a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper operation during the lifespan of this system.</p>

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<p>Jane McLean</p>	<p>I am writing this letter in regard to the application by Lovesick Lake Trailer Park. The referral number is County of Peterborough 150P-22011 and Selwyn Township File#C-14-20. Firstly I would like to request that I be noted as a person of interest regarding the proposal so that I may be kept informed regarding this application and any developments regarding the development.</p> <p>As much as I am concerned about another 46 trailer sites to be added to the Trailer Park in question, I am extremely worried that this is only the beginning. The original proposal by the company was for 294 sites. I am sure once they get a few approved they will not stop at increasing the park to this large number.</p> <p>When my family came to Lovesick Lake in 1958, the Holmes family started the trailer park with 50 campsites. We could swim across the lake with a boat beside us and not worry about being killed by speed boats. Alas, times have changed. The Purves family have enlarged the trailer park to 160 trailers and 20 overnight camping. Even more concerning is they have put in docks for 143 boats. All these docks had to be grandfathered in as there were no permits obtained from Parks Canada to install them.</p> <p>How can the smallest lake in the Trent Severn Waterway absorb another 300 trailers with their accompanying tourists wanting to be on the water? Even if only 2/3 of the prospective trailer owners want to fish and go tubing or just boat on the lake, this would put an enormous strain on the lake. There is only one small area on the lake that is suited, which the main channel and therefore most of these activities occur there. Burleigh Falls, the eastern lock of Lovesick Lake is the 3rd busiest lock in the system. Maybe because of the 3 resorts, a provincial park situated at our other lock (called Lovesick Lock), a large trailer park, and the ability to dock one's boat free at Burleigh Falls is the answer to the popularity of Burleigh Falls Lock.</p> <p>Lovesick Lake also has the highest recorded reading of phosphates, I wonder why? Many species will be at risk if we overcrowd this little lake. The environmental effects of building on a piece to property that has access to a lake has, as always, many risks. With the Purves disregard for obtaining permits for docks, I am worried about their concern for the building of this large enterprise. For sure, the traffic on Forest Hill Road would be compromised and would need much improvement to keep the road users safe.</p> <p>I am not against progress, many people want to enjoy the extensive lakes in this area. However Lovesick Lake. I believe, has reached a critical point for capacity. The larger lakes in the area have much more capacity to deal with the large numbers of people who would want to enjoy the outdoors. Unfortunately, the Purves bought this 200 acres in question with the idea that they could expand their park, without consideration for the size of the lake.</p> <p>Please keep me informed of the progress of this application. With kindest regards, Jane Mclean</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raise the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake.</p> <p>Cambium: With respect to at risk species, an evaluation of potential impacts to local species at risk (SAR) was made in the EIS. The current development proposal is not expected to negatively impact SAR or their protected/regulated habitats.</p> <p>Wills: Any future proposed expansion to the park beyond the now proposed 40 sites will require future applications, additional studies to demonstrate the suitability and appropriateness of the development at that scale and size and will be subject to future public consultation. Approvals for 40 sites does not guarantee future sites as additional development will need to be confirmed through reporting. It should be noted that while there are concerns of phosphate levels, the proposed development will not only be supported by new technology that is subject to current regulations and shown positive results in other similar developments, the existing septic systems on the shoreline will also be updated with new systems subject to new regulations. It is important to note the positive impacts the shoreline septic system upgrades will have on the overall health of the lake.</p>

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Lovesick Lake Association	<p>I am writing this letter on behalf of the Lovesick Lake Association (LLA) and the Committee for the Preservation of Lovesick Lake in order to outline our many concerns about the proposed expansion of the Lovesick Lake Trailer Park (LLTP). Considering the sensitivity of Lovesick Lake and other environmental attributes of the area, we strongly recommend that the proposed project ("the Plan") carefully consider all matters that could impact the area's natural heritage and sensitive wetland features as well as the lake's ecosystem and the recreational values for both existing and potential users. We understand the Plan is currently undergoing the Peer Review process to review the various documents and reports submitted by the Applicant and request that we be advised of the findings and recommendations of the review committee when it is completed. Our concerns include the following areas:</p> <p>1. Increased Traffic and Road Safety: Access to the proposed trailer park expansion site is via Forest Hill Road. Forest Hill Road is a very narrow township gravel road which currently provides access via Spring Lane to roughly 30 cottages along the south shore of Lovesick Lake. The addition of 46 new trailer sites will more than double the number of road users and give rise to a corresponding increase in the amount of traffic. The current traffic level on Forest Hill Road puts the classification at R200 which requires a minimum 5.5m width with 0.5m shoulder. The current road width ranges from 4.6 to 5m with virtually no shoulder. Furthermore, the Ontario Building Code requires that a road should have a minimum clear width of at least 6m for fire access. There are some stretches of the road with short curves and limited visibility as well as a large boulder hazard right beside the road. The current condition of the road is marginal at best to support the current volume of traffic. Increasing traffic will result in more conflicts between vehicles travelling in opposite directions as well as interactions with additional construction and service vehicles accessing the trailer park creating unsafe situations. There should be no consideration given to the expansion of the trailer park without upgrading Forest Hill Road to comply with R200 standards.</p> <p>2. Lake Capacity: Lovesick Lake is among the smallest in the Trent Severn Waterway with many natural hazards and shallow areas that reduce the useable boatable area to 44% of the total surface area. While the proposed trailer sites are not directly on the lake and do not involve any new shoreline development, they are connected to the existing park which has significant presence on the lake. Water-based recreational activities are heavily promoted by the park and it is unquestionable that the addition of new trailer sites will put further pressure on the capacity of Lovesick Lake. The Water Recreation and Shoreline Land Use Study for Lovesick Lake by Geomatics commissioned by the TSW (published Oct 1991), determined that the lake was already at capacity in 1991 using the lake capacity model from Michalski et al (1990). Recommendation #23 in the study states that "Further development on Lovesick Lake should be discouraged unless it can be shown that such development will not significantly increase the existing boat use on the lake". The addition of new 46 sites represents a significant increase in lake</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc., a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper operation during the lifespan of this system.</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Any future proposed expansion to the park beyond the now proposed 40 sites will require future applications, additional studies to demonstrate the suitability and appropriateness of the development at that scale and size and will be subject to future public consultation. Approvals for 40 sites does not guarantee future sites as additional development will need to be confirmed through reporting. It should be noted that while there are concerns of phosphate levels, the proposed development will not only be supported by new technology that is subject to current regulations and shown positive results in other similar developments, the existing septic systems on the shoreline will also be updated with new systems subject to new regulations. It is important to note the positive impacts the shoreline septic system upgrades will have on the overall health of the lake. There are no real or perceived impacts to air quality and such studies were not requested in support of the applications. All development is within the Township is subject to the Township's Noise By-law. Any non-compliance is to be reported to By-law Enforcement. Lighting on site can be regulated through site plan approval.</p>

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	<p>users and we believe it has not been adequately demonstrated that there will not be a corresponding increase in boat usage.</p> <p>3. Project Definition: In the previous application for park expansion (2016-17), it was identified in the peer review that subject property had no linkage to the existing park because it is separated by a steep slope (escarpment) of approximately 25 meters. This escarpment is a regulated feature under Ontario Regulation 167/06. In an attempt to circumvent this encumbrance, the applicant has constructed an illegal road up the escarpment without a permit in order to justify the project as an expansion. While it is impossible to undo the damage already done to this significant natural feature, it is our belief that this unpermitted linkage should not be allowed to support the justification of the subject property as an expansion. The proposed trailer site should be considered as “new” and therefore not allowed as per the Official Plan.</p> <p>4. Archaeological Assessment: Caughwawkuonykawk (Lovesick) Lake has a long, rich and varied cultural history that needs to be surveyed, assessed and appropriately protected. The subject lands are located within the Traditional Territory of the Curve Lake First Nation and is incorporated within the Williams Treaties Territory. It is particularly noted for its Indigenous cultural heritage in and around the area. For example, the lake contains the oldest Native fishing weirs found so far in North America. Increased boat traffic could have a detrimental impact on these historically significant artifacts. While the current archeological study indicates that there were no artifacts found, it appears that the study only examined 30% of the subject land and did not adequately investigate the entire subject area. As well, we are concerned that there has not been adequate consultation with the local indigenous population and the project has not been reviewed or approved by the Curve Lake First Nation and the Kawartha Nishnawbe of Burleigh Falls.</p> <p>5. Project Creep: The Applicant has a track record of engaging in activities without first obtaining the required permits (road up the escarpment, beach alterations, dock installations). Such activities can have potentially detrimental effects to native flora and fauna. We are concerned that should the trailer park expansion be allowed, these activities may continue and there is no effective way to ensure compliance since there is no public visibility of the proposed site. The revised Environmental Compliance Approval Design Brief document (July 30, 2020) still refers to the future development of an additional 300 sites in addition the initial expansion along the top of the escarpment. We are extremely concerned that the park will grow far beyond the initial target by engaging in illegal Project Splitting, if the first phase of expansion is permitted to move ahead.</p> <p>6. Species At Risk: The subject land is located in an area which is potentially home to several Species at Risk. The EIS identified 3 Butternut trees on the property and there is the potential for others. Additionally, the Wood</p>	<p>Cambium: Refer to response to LLA</p>

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	<p>Thrush (listed as Species of Concern in Ontario) was found to be present in the proximity of the site. While the EIS did not identify any additional Species at Risk, it is known that the Eastern Whip-poor-will (identified as threatened under the Species at Risk Act) is found in the area from reports of local cottagers. The 3 brief (5 minute) surveys conducted during the EIS study are insufficient to confirm or deny the presence of this elusive nocturnal bird. More detailed studies should be conducted to ensure there is no impact from the proposed development on the nesting habitat of this threatened species. The majority of the site has been identified by the MNRF as a deer yard / deer wintering area. Any significant development in the area will no doubt have a negative impact on the deer's utilization of this site, compromising their survival.</p> <p>7. Water Quality: Lovesick Lake is the among the smallest lakes on the Trent Severn Waterway (TSW). It has a shallow mean depth, a small watershed, only one major inflow source, and is a prime candidate for continued eutrophication. It also has the highest Total Phosphorus (TP) concentrations in the Kawartha Lakes continuum. Occasionally the TP concentrations in Lovesick Lake even exceed the Provincial guideline of 20ug/L and we are very concerned about any increases to the TP loadings to the lake. Development is a known contributor to TP loadings. For example, Lake Management plans and assessments prepared for Lake Scugog and Pigeon Lake show that urban developmental areas contribute a disproportionate amount of TP loadings. We would want to see the Applicant commit to mitigation measures to control the phosphorus run-off. The Plan should also include measures taken to eliminate TP contributions from all sources, including septic systems or holding tanks, run-off from existing and proposed development, and the protection of groundwater.</p> <p>8. Stormwater Management: Stormwater runoff is a serious concern due to the porosity of the limestone escarpment especially to adjacent properties. There appear to be no stormwater quality or quantity controls for all of the proposed trailer sites north of the access road. While there is a "vegetated ditch" to control runoff from the access road, all of the stormwater runoff from the trailer pads containing nutrients and pathogens from pet waste, suspended solids and other contaminates will be directed down the escarpment and towards adjacent properties and the lake.</p> <p>9. Wastewater Management: It is recognized from the PSOA (Private Services Options Assessment) report that "native soil conditions at the resort may not necessarily be suitable for subsurface disposal as overall depths are insufficient to support common subsurface disposal design." As such, more advanced methods for primary and tertiary sewage treatment would be required. While such advanced systems can outperform traditional septic systems, they are more complex and prone to failure if not properly maintained. Since the sewage works would be located within 300m of Lovesick lake, any degradation of the system may result in leakage of nitrates, phosphorous, and pathogens into the ground water and ultimately to Lovesick Lake. The effluent plume and drainage</p>	

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	<p>from the proposed system needs to be adequately defined to ensure there are no negative effects adjacent wells and on the lake.</p> <p>10. Pollution - Air, Noise and Light: Concerns have been voiced about air and noise pollution from additional vehicles and fire pits at the site of the planned expansion, and light pollution impacting neighbouring property owner's ability for star gazing and enjoying the night sky.</p> <p>Summary: We have outlined many concerns we have about the potentially negative impacts of the proposal to expand the Lovesick Lake Trailer Park. We urge both the County of Peterborough and Selwyn Township to consider all of these elements prior to making any decisions in the matter. We also reiterate our request to be notified of any and all meetings and decisions regarding these applications and reserve our right to appeal.</p> <p>Regards, Cathy Webb President, LLA</p>	
Ann Ambler	<p>Good Afternoon Keziah: I, Ann Ambler am writing to you, as just retired past President of the Lovesick Lake Association (LLA) for 18 years and on behalf of the Membership, seasonal cottagers and neighbours as well as permanent residents of the Lake. We are obviously aware of the intentions of the Purves brothers ambitions to continue to expand by 46 new trailer sites on top of the Escarpment that runs the length of the south shore of the lake, with the filing of the two Applications to: the Peterborough County Planning Department and the Selwyn Building and Planning Dept.</p> <p>We will to the best of our ability, challenge the legitimacy of these two Applications. The past Application Of 2015-2017 for 300 trailer sites atop the whole 200 acres had studies that were incomplete inaccurate and work done without a permit. This appears to be a project whereby they are " project splitting " or "creep". To understand that this is frustrating to view: what they are doing in the off season: the whole escarpment on the south shore is fully forested and one cannot see what they are doing - like carving a road up the limestone escarpment without a permit for which according to the former Building Inspector LaMarre would not have been issued. This is due to the nature of the limestone. There is a video on UTb" —"The Road" of the devastation they caused on this escarpment - set to music.</p> <p>Also some background, in August of 2017 the lake association asked for a meeting with the Purves brothers to find out their intentions. According to the minutes of that meeting this is a long term project - 15 years and slowly once the first 20 acre parcel is developed then eventually all 200 acs of the former Parberry property will be developed adding 300 more sites in total. Currently there are three times (over 200) as many seasonal trailers in their park and there are cottages on the lake(approximately 70)There are no more lots available on this smallest lake on the TSW very small lake</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Any future proposed expansion to the park beyond the now proposed 40 sites will require future applications, additional studies to demonstrate the suitability and appropriateness of the development at that scale and size and will be subject to future public consultation. Approvals for 40 sites does not guarantee future sites as additional development will need to be confirmed through reporting. It should be noted that while there are concerns of phosphate levels, the proposed development will not only be supported by new technology that is subject to current regulations and shown positive results in other similar developments, the existing septic systems on the shoreline will also be updated with new systems subject to new regulations. It is important to note the positive impacts the shoreline septic system upgrades will have on the overall health of the lake. We can also note that the construction of the roadway has been discussed and inspected with the Township and a permit was issued to the owners.</p>

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	<p>among lake yet this in time would about 500 trailer sites within the purves brothers timeframe. of development.</p> <p>The trees in the first row will be cut to give seasonal trailer owners a view of the lake as well as Burleigh Falls. (a two tiered trailer park!)o approximately 500 trailers. We are very concerned about the entry: Forest Hill Road - a township road in poor condition; three blindspots very narrow road not up to grade; no shoulders and many ditches. There is considerably more traffic off Concession 15 and in fact on highway #28 than even 5 years ago. This road is very unsafe. the entry to their 46 sites is at the top of the Forest hill Lodge and four road enter at once- Forest hill Rd, Forest hill Lodge hill, Spring Lane-Nad their trailer entry. Owners Forest Hill Lodge are concerned about their business.</p> <p>Frankly it is a nightmare and one often has to stop to let on-coming traffic pass. The road is a major problem. DOT will not let them enter off #28 as there is no left turn lane going north on #28 highway. Boating capacity is another issue. According to a Geomatics study by the TSW waterway the lake was a boating capacity in the 1990s.The TSW channel goes straight through the middle of the lake. The channel divides the lake into two different townships Selwyn on the south and Trent Lakes on the north side. All are concerned about water quality - as we have the highest phosphorus content in the Water testing program which we have been doing for over 20 years. There is a small stream - the only inlet often blocked by beaver dams on Forest Hill Rd. wetlands.</p> <p>Storm water runoff is a major problem from the escarpment - and will increase as the land is flattened where trailers are located and tress uprooted. And just below the string of shoreline trailers on top there are 46 trailers along the actual shoreline - from the old Strickers resort who suffer from storm water runoff.</p> <p>Lovesick Lake has many of the characteristics of Stony - a lot of islands; channels - rocks; - a very pretty lake. Along the western shore there are wetlands from highway 36 to Buckhorn over to the Lovesick Lock. it is an untended Provincial park. It has several campsites which are often in use and many houseboats park along that shore. It is a very beautiful lake for kayaking and paddling. In behind abutting Lower Buckhorn Lake are a lot of wetlands a river and a pond which are delightful to paddle through. There are seven small dams controlling the flow of water across Wolf Island from Lower Buckhorn and the LLA restored an old canoe slide belonging to the TSW at the Lovesick Lock several years ago.</p> <p>Thank you for intake of letters.</p> <p>We are doing ur best to contact our members. I am more than happy to answer any questions. Most sincerely, Ann Ambler</p>	

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<p>Ruth Barrett</p>	<p>My name is Ruth Barrett. I initiated the Lovesick Lake association. My family has owned a cottage on the south shore of lovesick lake for over 70 years, # . We have seen the increase of boat traffic, road traffic and deteriorating of ecology. One of the main focusses of our association was Stricker's, the trailer area. Over the years, we have had to put up with illegally added trailers and docks. We were involved in a report printed in 1990 that said lovesick lake should have no further buildings or trailers. I am shocked that the brothers have put in an illegal road and advertised trailers for sale. They have no concern for prior reports or the people of Lovesick Lake.</p> <p>Forest Hill Lodge Road is one lane. Obviously we cannot support any development, let alone the 300 lots requested. What about road traffic and sewage? Do they plan to fill in the swamp that is on either side of the road, with no concern for the ecological fall out? My family and others walk or bike the road daily. How can this be safe with their plan?</p> <p>I don't support the excess runoff and drainage that would enter Lovesick Lake. What once was a spring next to the shore is now unavailable. I will forward this letter to my family member who is part of the Clear Lake association because they will be affected from the runoff. One has to spend an afternoon and watch the boating traffic. It is a such a small lake that they circle each other trying to avoid crashing. My family supports preserving lovesick lake and eliminating any expansion.</p> <p>Sincerely Ruth Barrett (my daughter is typing this for me)</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. There are, however, a number of policies that impact the size and scale of development. This includes but is not limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites that will maintain as much vegetation as possible and will only remove trees where the proposed trailers will be placed. The site will include a 6 m. vegetative buffer between all sites. The supporting studies address development requirements such as adequacy of water and sewage services. The studies are in the process of being peer reviewed. To date, peer review comments received on the supporting reports provide that some upgrades will be required to the road that is currently deficient to support existing and the proposed development. However, there are no impacts with respect to traffic volumes as a result of the proposed development. The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use.</p>

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<p>Wanye and Caroline Barlett</p>	<p>We are writing to you today to express our gravest concerns regarding the proposed expansion and development of the Lovesick Lake Trailer Park, and we wish to have these valid concerns recorded on file as well. Earlier in November, Cathy Webb, the President of the Lovesick Lake Association, with the help of committee members for the Preservation of Lovesick Lake and Board Members, sent you both a letter outlining numerous valid concerns with regard to this development. I would like to express my complete support for this insightful and learned view and strongly wish to reiterate those impactful concerns here as the outcome of your decisions will last into eternity and create permanent devastating consequences to our community for the lifetimes of generations to come.</p> <p>We recognize and appreciate that the need for housing is a key driver in our area however, this project is not a housing solution, rather it is an increase in short term recreational use dwellings that will unfortunately leave a huge deleterious carbon footprint and economical cost in our community without any added benefit of truly liveable homes, large scale long term employment and permanent tax base.</p> <p>The following are our valid points; which we believe that you should review and strongly consider how much they will truly detract rather than add to our global community:</p> <ol style="list-style-type: none"> 1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be a seriously unsafe liability 2. Lake / Boating capacity for Lovesick Lake - Lovesick is one of the smallest lakes on the TSW and is already over capacity for boat traffic. The probable additional use of this particular water body has a huge potential for added pollution whereby creating a toxic water supply for those actual existing homes who draw their life supporting water for daily use from this lake. 3. Project definition - the reasoning for it being an "expansion" vs a "new" trailer park is the illegal road they built without a permit to join the existing trailer park and the top of the escarpment. How can this anomaly and process be supported whereas other members of the community would be sanctioned for such action adding insult to injury for all those who in the past have followed the rules as well as precedent setting for all those who will no longer have to. 4. Archaeological Assessment - only 30% of area tested and this certainly is not reflective of respect for our indigenous peoples especially with truth and reconciliation being of prime importance for our country. The arrogance and hubris alone is beyond the pale at this time and certainly not the optics we wish to be associated with. 5. Project Creep - concern that this is really only a small part of their full plans, a real worry since their original application was for 300 trailer sites! If this corporate entity is not held to task now.....when? Their past practice already speaks volumes of their contempt and disregard for their neighbours, government and community in which they exist. It has been our understanding that the layers of legislation and good governance is meant to assist and protect and serve all of our community and that we all accountable to our neighbours. 6. Species at Risk -needless to say there will be a huge loss of habitat and protection for some threatened species which is also a huge loss for our generations to come. 7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP) adding additional effluents will 	<p>The number of trips generated by the 46 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper operation during the lifespan of this system.</p> <p>Cambium: Refer to response to LLA</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. There are, however, a number of policies that impact the size and scale of development. This includes but is not limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites that will maintain as much vegetation as possible and will only remove trees where the proposed trailers will be placed. The site will include a 6 m vegetative buffer between all sites. The supporting studies address development requirements such as adequacy of water and sewage services. The studies are in the process of being peer reviewed. To date, peer review comments received on the supporting reports provide that some upgrades will be required to the road that is currently deficient to support</p>

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	<p>eventually kill the lake as we know it and the people who depend on this water for survival.</p> <p>8. Stormwater Management- concerns about run-off down the escarpment and calamitous erosion and toxicity to the geographical area.</p> <p>9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake. The restrictions of development for individual home owners and home developers are stringent with respect to waste and waste water containment.....where is the consistency in expectations. Waste is waste regardless of the type roof under which the waste is produced.</p> <p>10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties thereby eroding property taxes and spin off economies already being generated because we husband, nature and protect our current resources.</p> <p>In addition, We request that as a taxpayer, we be noted as a persons of interest on these Applications so that we will be notified of any and all meetings and decisions made.</p> <p>Regards, Wayne and Caroline Barlett</p>	<p>existing and the proposed development. However, there are no impacts with respect to traffic volumes as a result of the proposed development. The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use. Regarding the definition of project expansion, the proposed new sites will be sharing amenities and services with the existing development. As a result, in order for the new sites to operate and to function as a recreational use i.e. access to the water and other activities offered by the park, it must rely on existing infrastructure and facilities from the existing park. The proposed sites cannot be sold and conveyed as a separate conveyable park while relying on the existing park to operate. Therefore, the proposed sites are considered an expansion to the existing park site. Any future proposed expansion to the park beyond the now proposed 40 sites will require future applications, additional studies to demonstrate the suitability and appropriateness of the development at that scale and size and will be subject to future public consultation. Approvals for 40 sites does not guarantee future sites as additional development will need to be confirmed through reporting. It should be noted that while there are concerns of phosphate levels, the proposed development will not only be supported by new technology that is subject to current regulations and shown positive results in other similar developments, the existing septic systems on the shoreline will also be updated with new systems subject to new regulations. It is important to note the positive impacts the shoreline septic system upgrades will have on the overall health of the lake.</p>
<p>Jason Cohen and Alix Herber</p>	<p>I am writing to you because I have serious concerns regarding the proposed Lovesick Lake Trailer Park expansion development and wish to have my comments registered on file. Earlier in November, Cathy Webb, the President of the Lovesick Lake Association, with the help of committee members for the Preservation of Lovesick Lake and Board Members, sent you both a letter outlining numerous concerns with regard to this development. I would like to express my complete support for this letter and reiterate those concerns here:</p> <ol style="list-style-type: none"> 1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be unsafe 2. Lake / Boating capacity for Lovesick Lake - Lovesick is one of the smallest lakes on the TSW and is already over capacity for boat traffic 3. Project definition - the reasoning for it being an "expansion" vs a "new" trailer park is the illegal road they built without a permit to join the existing trailer park and the top of the escarpment. 4. Archaeological Assessment - only 30% of area tested 5. Project Creep - concern that this is really only a small part of their full plans, a real worry since their original application was for 300 trailer sites! 	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper</p>

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	<p>6. Species at Risk - loss of habitat and protection for some threatened species 7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP) 8. Stormwater Management- concerns about run-off down the escarpment and erosion 9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake. 10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties.</p> <p>In addition, I request that as a taxpayer I be noted as a person of interest on these Applications so that I may be notified of any and all meetings and decisions make.</p> <p>Regards, Jason Cohen and Alix Herber</p>	<p>operation during the lifespan of this system.</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. There are however a number of policies that impact the size and scale of development. This includes but is not limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites that will maintain as much vegetation as possible and will only remove trees where the proposed trailers will be placed. The site will include a 6 m. vegetative buffer between all sites. The supporting studies address development requirements such as adequacy of water and sewage services. The studies are in the process of being peer reviewed. To date, peer review comments received on the supporting reports provide that some upgrades will be required to the road that is currently deficient to support existing and the proposed development. However, there are no impacts with respect to traffic volumes as a result of the proposed development. The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use. Regarding the definition of project expansion, the proposed new sites will be sharing amenities and services with the existing development. As a result, in order for the new sites to operate and to function as a recreational use i.e. access to the water and other activities offered by the park, it must rely on existing infrastructure and facilities from the existing park. The proposed sites cannot be sold and conveyed as a separate conveyable park while relying on the existing park to operate. Therefore, the proposed sites are considered an expansion to the existing park site.</p>
Alix Herber	I am writing to you because I have serious concerns regarding the proposed Lovesick Lake Trailer Park expansion development and wish to have my comments registered on file. I have been a property owner at the lake for over 5 years.	The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.

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	<p>Earlier in November, Cathy Webb, the President of the Lovesick Lake Association, with the help of committee members for the Preservation of Lovesick Lake and Board Members, sent you both a letter outlining numerous concerns with regard to this development. I would like to express my complete support for this letter and reiterate those concerns here:</p> <ol style="list-style-type: none"> 1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be unsafe 2. Lake / Boating capacity for Lovesick Lake - Lovesick is one of the smallest lakes on the TSW and is already over capacity for boat traffic. Given the shallowness of the lake, it is further restricted by reduced areas you can safely operate a boat and this concerns me as we have young children at our cottage. 3. Project definition - the reasoning for it being an "expansion" vs a "new" trailer park is the illegal road they built without a permit to join the existing trailer park and the top of the escarpment. We would expect you to address this illegal road and why it continues to be permitted. 4. Archaeological Assessment - only 30% of area tested 5. Project Creep - concern that this is really only a small part of their full plans, a real worry since their original application was for 300 trailer sites! It is clear to us that this is being done in stages to make it seem more palatable when it is not. 6. Species at Risk - loss of habitat and protection for some threatened species 7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP) 8. Stormwater Management- concerns about run-off down the escarpment and erosion 9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake. 10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties. <p>In addition, I request that as a taxpayer I be noted as a person of interest on these Applications so that I may be notified of any and all meetings and decisions made.</p> <p>Regards, Alix Herber</p>	<p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the systems proper operation during the lifespan of this system.</p> <p>Cambium: Refer to response to LLA</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. There are however a number of policies that impact the size and scale of development. This includes but is not limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites that will maintain as much vegetation as possible and will only remove trees where the proposed trailers will be placed. The site will include a 6 m. vegetative buffer between all sites. The supporting studies address development requirements such as adequacy of water and sewage services. The studies are in the process of being peer reviewed. To date, peer review comments received on the supporting reports provide that some upgrades will be required to the road that is currently deficient to support existing and the proposed development. However, there are no impacts with respect to traffic volumes as a result of the proposed development. The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing</p>

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<p>Jane Ross</p>	<p>I am writing to each of you because of my grave concerns re. the proposed Lovesick Lake Trailer park expansion development. Please have my comments registered on file. I wish to convey my support for the letters sent to you in November 2022 by Cathy Webb (President of Lovesick Lake Association, our any my) concerns:</p> <ol style="list-style-type: none"> 1. Lovesick Lake is a very small lake which is already over capacity for boat traffic. 2. We use Forest Hill Road to access our cottage - it's unsafe and not up to code. 3. Will the original application for 300 sites for trailers be the impetus for slowly enlarging the applications to the 300 4. We have high total phosphorus already. 5. The waste water management to protect the lake will be a nightmare <p>As a taxpayer - I request that I be noted as a person of interest on these applications so that I may be notified of any and ALL meetings and decisions made. Regards, Jane Ross</p>	<p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the system's proper operation during the lifespan of this system.</p> <p>Wills: Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. There are however a number of policies that impact the size and scale of development. This includes but is not limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites that will maintain as much vegetation as</p>

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<p>Jane Ross</p>	<p>My father bought our cottage property on Lovesick Lake in 1967. Our only access to it is down Forest Hill Rd. It has FOREVER been a concern- we especially cannot see when we turn right from Spring Lane onto Forest Hill when we need to go somewhere. It is done on a "wing and a prayer". With increased traffic due to the application from the Purveses there WILL BE a very SERIOUS ACCIDENT. Think about it - NO ONE can see us and we can't see them. Also think about the people pulling trailers with any number of "things" on them.</p> <p>BUT add to that the SPEED that some thoughtless people think is okay to travel as they anxiously want to get to the lake. Just go there and see it for yourself. Are you willing to see the results of being careless with of us who have been here for years?</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p>

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	<p>I hope I am addressing caring people in this letter. Regards, Jane Ross</p>	
<p>Birchcliff Property Owners Association</p>	<p>Dear Sir/Madam: I am writing on behalf of the BPOA in respect of the proposed County Official Plan Amendment, and the Township of Selwyn proposed Zoning By-Law Amendment for the above project. The BPOA has concerns about this proposal especially regarding stormwater and wastewater management, water quality, Lake capacity, the building of an illegal road, and the long term plans to expand beyond the 46 new trailer sites being applied for in this application. The BPOA is an incorporated property owner's association immediately downstream of Lovesick Lake. Our property owners will be impacted by water quality, water run-off, increased traffic, the project's impact on the area's natural heritage, and sensitive wetland features as well as the lake's ecosystem and the recreational values for both existing and potential users. We request to be notified of any and all meetings and decisions regarding these applications and reserve our right to appeal. Sincerely, John McGregor, Director</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>Cambium: Refer to response to LLA</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Thank you for your comments on the proposed development. The site plan proposes 40 sites only. Any future proposed expansion to the park beyond the now proposed 40 sites will require future applications, additional studies to demonstrate the suitability and appropriateness of the development at that scale and size and will be subject to future public consultation. Approvals for 40 sites does not guarantee future sites as additional development will need to be confirmed through reporting. It should be noted that while there are concerns of phosphate levels, the proposed development will not only be supported by new technology that is subject to current regulations and shown positive results in other similar developments, the existing septic systems on the shoreline will also be updated with new systems subject to new regulations. It is important to note the positive impacts the shoreline septic system upgrades will have on the overall health of the lake.</p>
<p>Elizabeth Ambler</p>	<p>Good day, I am writing to you because I have serious concerns regarding the proposed Lovesick Lake Trailer Park expansion development and wish to have my comments registered on file. Earlier in November, Cathy Webb, the President of the Lovesick Lake Association, with the help of committee members for the Preservation of Lovesick Lake and Board Members, sent you both a letter outlining numerous concerns with regard to this development. I would like to express my complete support for this letter and reiterate those concerns here:</p>	<p>The number of trips generated by the 46 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional</p>

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	<p>1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be unsafe</p> <p>2. Lake / Boating capacity for Lovesick Lake - Lovesick is one of the smallest lakes on the TSW and is already over capacity for boat traffic</p> <p>3. Project definition - the reasoning for it being an “expansion” vs a “new” trailer park is the illegal road they built without a permit to join the existing trailer park and the top of the escarpment.</p> <p>4. Archaeological Assessment - only 30% of area tested</p> <p>5. Project Creep - concern that this is really only a small part of their full plans, a real worry since their original application was for 300 trailer sites!</p> <p>6. Species at Risk - loss of habitat and protection for some threatened species</p> <p>7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP)</p> <p>8. Stormwater Management- concerns about run-off down the escarpment and erosion</p> <p>9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake.</p> <p>10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties.</p> <p>In addition, I request that as a taxpayer I be noted as a person of interest on these Applications so that I may be notified of any and all meetings and decisions made.</p> <p>Regards, Elizabeth Ambler</p>	<p>engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the systems proper operation during the lifespan of this system.</p> <p>Cambium: Refer to response to LLA</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. There are however a number of policies that impact the size and scale of development. This includes but is not limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites that will maintain as much vegetation as possible and will only remove trees where the proposed trailers will be placed. The site will include a 6 m. vegetative buffer between all sites. The supporting studies address development requirements such as adequacy of water and sewage services. The studies are in the process of being peer reviewed. To date, peer review comments received on the supporting reports provide that some upgrades will be required to the road that is currently deficient to support existing and the proposed development. However, there are no impacts with respect to traffic volumes as a result of the proposed development. The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use. Regarding the definition of project expansion, the proposed new sites will be sharing amenities and services with the existing development. As a result, in order for the new sites to operate and to function as a recreational use i.e. access to the water and other activities offered by the park, it must rely on</p>

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		<p>existing infrastructure and facilities from the existing park. The proposed sites cannot be sold and conveyed as a separate conveyable park while relying on the existing park to operate. Therefore, the proposed sites are considered an expansion to the existing park site. Any future proposed expansion to the park beyond the now proposed 40 sites will require future applications, additional studies to demonstrate the suitability and appropriateness of the development at that scale and size and will be subject to future public consultation. Approvals for 40 sites does not guarantee future sites as additional development will need to be confirmed through reporting. It should be noted that while there are concerns of phosphate levels, the proposed development will not only be supported by new technology that is subject to current regulations and shown positive results in other similar developments, the existing septic systems on the shoreline will also be updated with new systems subject to new regulations. It is important to note the positive impacts the shoreline septic system upgrades will have on the overall health of the lake.</p>
<p>Ronald Brown</p>	<p>I writing to you because I have serious concerns regarding the proposed Lovesick Lake Trailer Park expansion development and wish to have my comments registered on file. Earlier in November, Cathy Webb, the President of the Lovesick Lake Association, with the help of committee members for the Preservation of Lovesick Lake and Board Members, sent you a letter outlining numerous concerns with regard to this development. I would like to express my complete support for this letter and reiterate those concerns here:</p> <ol style="list-style-type: none"> 1. Increased Traffic and Road Safety concerns- Forest Hill Road is not up to code and adding more traffic will be unsafe. 2. Lake/Boating capacity Lovesick Lake-Lovesick Lake is one of smallest lake on the TSW and is already over capacity for boat traffic. 3. Project definition- the reasoning for it being an "expansion" verses a "new" trailer park is the illegal road that built without a permit to join the existing trailer park and the top of the escarpment. 4. Archaeological Assessment - only 30% of the area tested. 5. Project Creep - concern that this is really on only a small part of their full plans. This is a real worry since their original application was for 300 trailer sites! 6. Species at Risk - loss of habitat and protection for some threatened species. 7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP) 8. Stormwater Management - concerns about run-off down the escarpment and erosion. 9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake. 10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties. <p>In addition, I request that as a taxpayer I be noticed as a person if interest on applications so that I may be notified of any and all meetings and decisions made.</p> <p>Regards, Ronald Brown</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road. During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the systems proper operation during the lifespan of this system.</p> <p>Cambium: Refer to response to LLA</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p>

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<p>Karin Schwind-Renaud and Rick Renaud</p>	<p>We are writing to you because we have serious concerns regarding the proposed Lovesick Lake Trailer Park expansion development and wish to have our comments registered on file. Earlier in November, Cathy Webb, the President of the Lovesick Lake Association, with the help of committee members for the Preservation of Lovesick Lake and Board Members, sent you both a letter outlining numerous concerns with regard to this development. We would like to express our complete support for this letter and reiterate those concerns here:</p> <ol style="list-style-type: none"> 1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be unsafe 2. Lake/ Boating capacity for Lovesick Lake - Lovesick is one of the smallest lakes on the TSW and is already over capacity for boat traffic 3. Project definition - the reasoning for it being an "expansion" vs a "new" trailer park is the illegal road they built without a permit to join the existing trailer park and the top of the escarpment. 4. Archaeological Assessment - only 30% of area tested 5. Project Creep - concern that this is really only a small part of their full plans, a real worry since their original application was for 300 trailer sites! 6. Species at Risk - loss of habitat and protection for some threatened species 7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP) 8. Stormwater Management- concerns about run-off down the escarpment and erosion 9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake. 10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties. <p>In addition, I request that as a taxpayer we be noted as persons of interest on these Applications so that we may be notified of any and all meetings and decisions made.</p> <p>Regards, Karin Schwind-Renaud & Rick Renaud</p>	<p>The number of trips generated by the 40 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road.</p> <p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the systems proper operation during the lifespan of this system.</p> <p>Cambium: Refer to response to LLA</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p>
<p>Environmental Council for Clear, Ston(e)y and White Lakes</p>	<p>We are writing in support of the Lovesick Lake Association's position regarding the above Applications (ref. November 2 letter to County and Township planners from Cathy Webb, LLA President). The Environment Council is a volunteer, not-for-profit organization dedicated to protecting the health of our lakes and surrounding natural environment. We are supported in this work by seven local lake associations and several partner organizations. Our membership includes representatives from the associations and from the four municipalities having jurisdiction on Clear, Stoney and White Lakes.</p> <p>We are greatly concerned about the potential environmental and boating impacts of the proposed 46 new trailer sites on top of the escarpment above the former Strickers Resort. These impacts would affect not only Lovesick Lake itself and the natural heritage and sensitive wetland features in the area,</p>	<p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake.</p> <p>Cambium: With respect to at risk species, an evaluation of potential impacts to local species at risk (SAR) was made in the EIS. One (1) SAR, the Butternut tree, was identified on the Site (2 trees), one additional Butternut was discovered and has been accommodated in the current development plan (3 total). Further, a detailed Tree Inventory has been proposed for 2023 to confirm and update (if necessary) the number of Butternut present on the Site. The current</p>

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	<p>but also our downstream lakes, particularly the Burleigh Channel below the Falls, around Fairy Lake Island and in the Kawartha Park area.</p> <p>We share the LLA's concern about potential leakage of nitrates, phosphorus and pathogens from waste water into the ground water, the lake and waters downstream. As detailed in their letter, the proposed development threatens to negatively impact water quality, notably Total Phosphorus (TP) concentrations.</p> <p>Lovesick Lake already has high TP concentrations, and this is reflected downstream – readings in the Burleigh Channel below the Falls are typically higher than elsewhere in Stoney and Clear Lakes. [Ref. Kawartha Lake Stewards Association Annual Lake Water Quality Reports, May 2020, p. 45 (2019 data), May 2019, p. 42 (2018 data) and 2021 data at klsa.wordpress.com].</p> <p>The development would subject the limestone escarpment – a sensitive natural area – to increased storm water runoff and erosion. Unless very carefully managed, runoff could increase nutrients and pathogens in the lake water (as above), as well as sedimentation, damaging fish spawning habitat and potentially reducing fish populations in the lake and downstream.</p> <p>The project proponents have already damaged the steep and fragile slope of the escarpment by building a road up this significant regulated natural feature without municipal approval. As referenced in the LLA letter, the subject property was identified in the EIS as containing at least two Species at Risk. Further studies are needed to ensure that all Species at Risk are identified; and appropriate measures need to be taken to ensure that their habitat is not impacted.</p> <p>Another major downstream concern is an almost certain increase in boat traffic in the Burleigh Channel and in the Kawartha Park area, where future trailer park occupants can be expected to launch their boats, as well as through the TSW locks and other parts of Stoney and Clear Lakes. Very high recorded 'boat counts' in the Burleigh Channel were presented to the OMB hearing into the proposed Burleigh Bay (Fraser) Development in 2016. [Ref. Presentation by channel residents Reid Brownscombe and Patricia Bourne, Sept. 26, 2016, and cited in the OMB decision, Oct 6, 2017, p. 46]. Local residents report that boat traffic has continued to increase since then, except during some periods of the pandemic.</p> <p>More boats mean more wakes and shoreline erosion, more safety issues for swimmers and paddlers, more noise, and further loss of enjoyment for waterfront owners in high boat traffic areas. Finally, we support the LLA's position that the proposed 46 new trailer sites constitute a new development, not an expansion of the existing Strickers Resort, which was formerly a resort with cabins, not a trailer park. The proposed trailer sites are on a separate parcel of land and require a separate road entrance (with its own set of vehicle traffic and safety concerns). The fact that the proponents constructed an unapproved road up the escarpment to link the two properties should not qualify this new development as an 'expansion'. Like the LLA, we are greatly concerned that the proponents intend to continue to develop many more additional</p>	<p>development proposal is not expected to negatively impact SAR or their protected/regulated habitats.</p> <p>A second SAR, Blanding's Turtle, is known to occur in the local area, and habitat for this species may be present on the Site in the form of nesting or travel between habitats. The potential for these functions to occur on the Site is very limited by topography, lack of sun exposure for nesting success, and the type of adjacent wetland features at the top of the escarpment, which do not provide suitable conditions for resident use by this species. There is no resident habitat for the species on the Site (i.e., suitable wetlands).</p> <p>The EIS considered various other SAR through habitat screening and targeted surveys, in accordance with provincial protocols. No other SAR or SAR habitats protected under the ESA were confirmed on the Site.</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p>

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	<p>trailer sites through this kind of project splitting or 'creep' until they complete their original plan of 300 new sites.</p> <p>It is our understanding that the proponent's 2017 application to develop new trailer sites on this property was deemed by Selwyn Township to be a new trailer park and was turned down, for this and other reasons.</p>	
<p>Mathieu and Jacqueline Bedard</p>	<p>We have some points and questions to bring forward based on the draft Official Plan Amendment:</p> <p>s.6.2.9.3 (v) notes that a hydrological assessment and hydrogeological study are both required for water quality considerations. We have concerns with the impact of the trailer sites on our well, and our contact with Peterborough Public Health who has provided guidance with our own well water testing has shared similar concerns with us. Will the County or Township be conducting assessments to ensure that our well water will not be impacted? If our water is impacted, who will be liable for this?</p> <p>s.7.2.7 - Is it possible to confirm why the Lake Capacity study as suggested by ORCA is not required for this application?</p> <p>s. 7.9.3 highlights the need to assess the suitability of the land, considering the environmental and physical hazards and impacts on the natural environment. How is it ensured that adequate assessments have been done? I understand such assessments need to take into consideration the Credit Valley Conservation guideline in light of the substantial slope of the escarpment. Has this been done and are there any concerns? We are worried about the stability of the escarpment and the water runoff due to the development of the land.</p> <p>s. 7.9.4 notes the need to assess the adequacy of existing municipally maintained roads. The new park entry gate creates a significant safety concern for us. The traffic assessment that was prepared several years ago by Asurza Engineers notes that Forest Hill Road does not comply with the current road classification standards. It was also conducted in the winter, when it would be difficult to appreciate the state of the road and shoulders. The Ministry of Transport has also noted that there were traffic and site plan drainage concerns that needed to be addressed, and they wanted an updated storm water management plan. Has this been obtained and are there any concerns?</p> <p>The report prepared by Asurza did not take into consideration the existing traffic on Forest Hill Road, nor acknowledge that the 46 trailer sites would more than double the current number of sites/cottages that use the road for access. The report further does not address the fact that the new trailer park entry will create a dangerous intersection at the base of Forest Hill Road and Spring Lane. The proposed new entry gate to the park will create a four way intersection there, at a point on Forest Hill Road which is already challenging due to existing hills. There is no visibility leading to the intersection when driving northbound, and no visibility when we exit our property driving south. We also have to take a significant run to climb our hill, and meeting traffic at the top would be an incredible hazard. With all of this considered, the new entry gate will create very unsafe driving and pedestrian conditions at the base of Forest Hill Road. The entrance to the road cannot proceed where it has been proposed. Has the County or Township assessed this?</p> <p>s. 7.9.6 indicates that the development must take into consideration the possible depreciation of</p>	<p>A slope stability study has been conducted for the bedrock slope. Erosion hazard/slope stability concerns are not anticipated based on the slope characteristics, applied setbacks, and nature of the proposed development. The number of trips generated by the 46 trailer site will impose virtually no additional capacity impact from the traffic point of view. The traffic brief also raised the concern related to the narrow roadway platform; the design team is to address comments on the geometry deficiencies of Forest Hill Road. The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the systems proper operation during the lifespan of this system.</p> <p>Cambium: The EIS was conducted in accordance with industry and provincial standard protocols. The ORCA reviewed the EIS, and had no comments pertaining to the rigour or suitability of the assessment approach and indicated their general agreement that the EIS satisfies the natural heritage policies of the PPS and GPPGH.</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p>

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	<p>adjacent properties. There are no comments listed for this item. Will we receive information that property values have been considered? Along with the concerns and questions above, we are overall concerned with the additional traffic and environmental impact the expansion of the park will have on Lovesick Lake. We do enjoy our neighbours, however the section of the lake owned by the trailer park is already very densely populated, and the creation of these new sites will only add to this. We were also of the understanding that the Township would not allow the creation of new trailer parks, and it would seem with all of the adjustments, entry points and services required to allow for the 46 sites, it is beyond the scope of a growing park but rather a new one. The only connection point between the two sites is a road that was created by the park without appropriate authority</p> <p>We have a final question with regards to a note that a peer review will be conducted by both the County and the Township. Will we be advised of the outcome of the peer review before the public meeting is held? Thank your for your time and all of your attention to this matter. Please include this letter in your file and provide us with any updates of upcoming meetings with regards to these two applications.</p> <p>Sincerely, Mat and Jacqueline Bedard</p>	
<p>Association of Stoney Lake Cottagers Inc.</p>	<p>I am writing, on behalf of the Association of Ston(e)y Lake Cottagers (ASLC), in support of the Lovesick Lake Association's (LLA) position regarding the above Applications (ref. November 2 letter to County and Township planners from Cathy Webb, LLA President). The ASLC is volunteer run, not-for-profit member organization representing over 330 member families, many of whom are property owners in Selwyn Township. We offer summer programming and events on Juniper Island, manage historic buildings, and advocate year-round on issues impacting the lake community and environment. We have representation on the Environment Council for Clear, Ston(e)y and White Lakes (EC) and know they have written to you as well. However, as an association, we feel that our voice needs to be added to this important issue.</p> <p>The ASLC support the LLA's position that the proposed 46 new trailer sites constitute a new Development and not an expansion of the existing Stricker's Resort. The proposed trailer sites are on a separate parcel of land requiring a separate road entrance. The construction of an unapproved road up the escarpment linking the two properties does not qualify a new development as an expansion of an existing one.</p> <p>There is an element of déjà vu on this topic as we wrote with concerns about the original development proposal in 2017. It is our recollection that the 2017 application to develop new trailer sites for this property was deemed by Selwyn Township to be a new trailer park and was turned down. This current request to add additional trailer sites, in the manner proposed, appears to be an attempt to achieve the original plan of 300 new sites on the properties.</p> <p>The potential environmental impacts of the proposed 46 new trailer sites on top of the escarpment, in addition to the currently approved plan, are concerning. These impacts are not restricted to Lovesick</p>	<p>During pre-consultation with the MECP District Office's surface and groundwater specialists, it was determined that the wastewater treatment system would be equipped with a Phosphorus Reduction system, as to not increase the current levels ph TP in the lake.</p> <p>Cambium: The EIS was conducted in accordance with industry and provincial standard protocols for identifying and evaluating impacts to species at risk (SAR) and their habitats. There has been consideration for SAR identified on the Site, as demonstrated through the protective setback around Butternut trees identified on the Site, to ensure compliance with the Endangered Species Act (ESA, 2007). No other SAR or SAR habitats were identified on the Site. Recommendations made in the EIS will minimize the potential for inadvertent impacts to SAR.</p> <p>Stormwater: An overall stormwater management plan to address stormwater quantity and quality control will be prepared during detailed design to ensure there is no increase in stormwater runoff (quantity) from the development, and no negative impact to stormwater quality. Some examples of control features include enhanced vegetated swales / ditches, soakaway pits, infiltration features, detention basins.</p> <p>Wills: Thank you for your comments on the proposed development. The development of any site must conform to provincial and local municipal policy and meet the provisions of the local zoning by-law. There are however a number of policies that impact the size and scale of development. This includes but is not</p>

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	<p>Lake in the interconnected waterway system we all share; the natural heritage and sensitive wetland features in the area and the downstream lakes will also be impacted.</p> <p>As our colleagues at the EC have already reminded you, there are existing concerns about lake health with Lovesick Lake already reporting high Total Phosphorous (TP) concentrations with readings in the Burleigh Channel below the Falls typically higher than elsewhere in Stoney and Clear Lakes. [Ref. Kawartha Lake Stewards Association Annual Lake Water Quality Reports, May 2020, p. 45 (2019 data), May 2019, p. 42 (2018 data) and 2021 data at klsa.wordpress.com].</p> <p>Our colleagues have expressed concerns about:</p> <ul style="list-style-type: none"> - increased boat traffic and the subsequent shoreline damage, habitat erosion and unsafe swimming/paddling environment in high-traffic zones; - stormwater and pollution runoff down the escarpment at the proposed development site; <p>Our colleagues have expressed concerns about:</p> <ul style="list-style-type: none"> - increased boat traffic and the subsequent shoreline damage, habitat erosion and unsafe swimming/paddling environment in high-traffic zones; - stormwater and pollution runoff down the escarpment at the proposed development site; - air and noise pollution affecting human and animal habitat and enjoyment; - the lack of consideration for identified species at risk on the property; - the potential archaeological significance of the site that is unknown due to incomplete assessments. <p>We share these concerns and urge you to consider both short and long-term impacts of an approval of this proposal.</p> <p>It could be easy to read this letter and think it is a case of NIMBYism. It is not. We are not an antidevelopment group. We want people to be able to enjoy the beauty of the region for generations to come. The reality all citizens need to face is that the stressors on the lake environment have increased significantly over time because of human impact. This reality calls for thoughtful decision making.</p> <p>Decision making that considers no one development in isolation of the environment it exists in and thinks ahead to what precedence is being laid out at each and every turn.</p> <p>The project, as proposed, is simply not an expansion of an existing development. It is a new project. Building a road without permission to join properties together is not the logic to build an expansion case on. This basic fact, along with the environmental and community impacts outlined above and in the November 2 letter from the LLA and the November 22 letter from the EC are worthy of careful consideration. We urge you to not approve the Application for Official Plan Amendment or their Application for Zoning Bylaw Amendment (file numbers noted above).</p> <p>Thank you for your attention.</p> <p>Shannon Thibodeau</p>	<p>limited to, adequacy of vehicular access, adequacy of water supply and sewage facilities, setbacks from natural heritage and hazard features, i.e., the lake and the escarpment and meeting setbacks as established in the zoning by-law. The site plan proposes 40 sites that will maintain as much vegetation as possible and will only remove trees where the proposed trailers will be placed. The site will include a 6 m. vegetative buffer between all sites. The supporting studies address development requirements such as adequacy of water and sewage services. The studies are in the process of being peer reviewed. To date, peer review comments received on the supporting reports provide that some upgrades will be required to the road that is currently deficient to support existing and the proposed development. However, there are no impacts with respect to traffic volumes as a result of the proposed development. The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use.</p> <p>Regarding the definition of project expansion, the proposed new sites will be sharing amenities and services with the existing development. As a result, in order for the new sites to operate and to function as a recreational use i.e. access to the water and other activities offered by the park, it must rely on existing infrastructure and facilities from the existing park. The proposed sites cannot be sold and conveyed as a separate conveyable park while relying on the existing park to operate. Therefore, the proposed sites are considered an expansion to the existing park site. Any future proposed expansion to the park beyond the now proposed 40 sites will require future applications, additional studies to demonstrate the suitability and appropriateness of the development at that scale and size and will be subject to future public consultation. Approvals for 40 sites does not guarantee future sites as additional development will need to be confirmed through reporting. It should be noted that while there are concerns of phosphate levels, the proposed development will not only be supported by new technology that is subject to current regulations and shown positive results in other similar developments, the existing septic systems on the shoreline will also be updated with new systems subject to new regulations. It is important to note the positive impacts the shoreline septic system upgrades will have on the overall health of the lake.</p>

Name	Comment / Action	Status / Response
<p>Michele Reed Sonja Reed Darcy Maclennan Mark Maclennan</p>	<p>Hello, we would like to voice our opinions on the Lovesick Lake Trailer Park expansion. We have concerns that the additional trailers and boats on the smallest lake on the Trent Water system will have a greater impact on our already overused lake.</p> <p>We have a lot of problems already with boats creating waves that cause erosion of our property that the additional people and boats will have an even worse impact on our shoreline. We have to continually repair our ever disappearing shoreline now and we are concerned about how much more damage will occur.</p> <p>We are concerned about the additional boat traffic and the potential for gasoline and oil leakage and its impact on the already declining fish and bird species. The noise pollution from the boats is already excessive and as cottagers we want to enjoy our beautiful lake as peacefully as we can. Our other concern is the proper gray water and septic waste disposal. Often this is incorrectly disposed of and will drain into our water system and damage our ecosystem. Please add us to the list of persons to be notified of any and all meetings regarding the applications for file #1 S0P-22011 and C-14-20 and reserve the right to appeal any decisions made by Peterborough County and Welwyn Township. Please send to REDACTED</p>	<p>The wastewater treatment system which will service the site was designed by Canadian Shield Consultants Agency Inc. a professional engineering firm, and the design brief was submitted and reviewed by the MECP. The design was reviewed by the MECP's surface and groundwater impacts specialists, who confirmed that the design meets all of their standards and requirements, including Ontario Water Resources Act standards. The installation of the new system will also be accompanied by a monitoring program and contingency plans which will confirm the systems proper operation during the lifespan of this system.</p> <p>Cambium: The EIS provided an assessment of significant wildlife habitats on the Site, which included an inventory of breeding birds. While we do not have historical data to compare change over time, the results of our surveys were consistent with expectations for the habitat features on the Site. An evaluation of fish and fish habitat was not made because the development does not involve any in- or near-water work. Wills The proposed trailer sites will have access to the lake via the existing beach; however, no new boat slips or docks are proposed to accommodate the additional sites. New residents will be required to access the lake via the existing public boat launch. The public boat launch is open to anyone for use.</p>
<p>Doug Barrett 416-885-0858</p>	<p>Good Morning,</p> <p>I am in receipt of your invitation to the open house on May 3, 2023 to receive information regarding your clients Official Plan and Zoning application for Lovesick Lake Trailer Park. I am the son of a cottage property on Lovesick Lake which is in the ownership of Don Barrett in Trust. My 94 year old Mother, Ruth Barrett, is currently recovering and doing well from hip surgery on March 9, 2023.</p> <p>Would you kindly email me a copy of the summary pages of the Official Plan and Zoning applications that I assume have been submitted to the municipality at this time? I hope that this would give me a good idea of what is being proposed. I'm not sure at this time if I can attend the open house. I would really appreciate this information and I thank you for informing the owners surrounding the subject lands.</p> <p>Yours truly, Doug Barrett cell # 416-885-0858</p>	<p>Apologies for not responding sooner. I have been under the weather. Thank you for reaching out regarding the applications and open house for the proposed Lovesick Lake Trailer Park expansion. If you'd like, we will add you to our contact list to make communication easier for you and your mother? I am glad to hear she is recovering well. We can send a drop box link with all the information (it is quite large) or you can view the applications and supporting studies that were submitted to the County and Township on the County's website. Please see below link for ease of reference. The notice of applications are located on the second page and posted on Wednesday, September 21, 2022.</p> <p>https://www.ptbocounty.ca/Modules/News/Search.aspx?feedId=29a3fecc-631e-49e2-998c-635bcda7fd55&page=2</p> <p>Please note that the current and submitted applications, the planning justification report and the draft official plan amendment was not completed by D.M. Wills but another local planner. Since the application submission, the owner has retained Wills to assume carriage of the file. After reviewing the submission, Wills will be submitting a new planning justification report, draft official plan amendment and will also prepare a draft zoning by-law amendment to the County and Township that considers additional policy and provides more</p>

Name	Comment / Action	Status / Response
		<p>context to the applications. In the meantime, please peruse the existing information and I can answer any questions you may have. If you cannot attend the open house, please feel free to submit your comments/questions via email. Thanks again for contacting us and we will be in touch with more information.</p> <p>Best,</p> <p>Diana Keay, MCIP RPP Manager, Planning Services 150 Jameson Drive · Peterborough, ON · K9J 0B9 Tel: (705) 742-2297 ext. 245 · Fax: (705) 748-9944</p>
<p>Warren Mar (warrencmar@gmail.com)</p>	<p>Hi Diana,</p> <p>I received a copy of the May 3 open house notice circulated to neighbours of the proposed resort/trailer park expansion on Forest Hill Road. Unfortunately, due to the day and time of the open house, I'm unable to make it back home in time to attend the meeting. Can you please email me copies of the materials, drawings, etc. that you will have available at the open house?</p> <p>Thanks in advance, Warren</p>	<p>Good morning Warren,</p> <p>We are sorry you won't be able to attend and yes, we can absolutely send the open house materials. With the size of the files, we won't be able to send as an attachment. Is dropbox ok?</p> <p>Thanks.</p> <p>Best, Diana Keay, MCIP RPP</p>
<p>Ann Ambler</p>	<p>Good Morning Diana:</p> <p>In regard to the Wills Associates letter/invitation to an Open House, on behalf of the Lovesick Lake Trailer Park I am writing with some comments and questions pertaining to this event. I have am a cottager, Member of the Committee for the Preservation of Lovesick Lake and long time, now retired President of the Lake Association.</p> <p>The Cottage Association members and residents of the lake are very concerned about the effect the Lovesick Lake Trailer Park (LLTP) expansion will have on the ecology (eutrophication)of, the safety on the lake as well as the effects on the land and surrounds (wetlands) as well as serious safety concerns the indicated on the Forest Hill Road approach to the expansion. In a meeting with the owners, (August 2017) they indicated their long term plan that the 200 acres they purchased atop the escarpment will eventually be expanded to 300 new trailer sites atop the escarpment. The 47 sites at the in this new Application is just the beginning.</p> <p>Lovesick Lake is the smallest lake on the Trent Severn Waterway which bisects the lake directly through the middle between two townships and the Burleigh Lock and the Lovesick Lock and as such has a heavy traffic load of boats (Geomatics study 1990/TSW 1990 - " Lake is at or very near boating capacity) and other watercraft passing through frequently at high speed. The current expansion plan is on a very high porous limestone escarpment, south shore, and runs the length of the lake- lock to</p>	<p>Good afternoon Ms. Ambler,</p> <p>Thank you for your email and providing us with your list of questions and comments below. As part of our public consultation plan, our team has created a Project Comment and Response Matrix (Matrix). The purpose of this Matrix is to document all the comments and questions received on the project as well as to document the consulting team's responses to those questions/comments. This will include those comments received prior to the Wills Planning team being retained on the project. As the Matrix is updated and managed by the Wills team, please continue to send all correspondence to me directly. When I receive comments/questions on the project, they are documented and shared with the consulting project team for the appropriate consultant to prepare a comprehensive response. The Matrix will be included as part of our resubmission package to the County and Township as we update our work through the course of the project. We will also be sending a copy of the Matrix to the members of the public on our contact list so you have a copy of the responses our team has prepared. This also offers you the opportunity to review what others have asked, our responses to those questions and to get more information on the project.</p>

Name	Comment / Action	Status / Response
	<p>lock. The escarpment is currently heavily forested and is impossible for us to see activity</p> <p>Questions:</p> <p>a) What organization (township, permitting officers, others) will take charge of monitoring compliance of permits of the LLTP as this expansion occurs? We, the lake association seem to have done our best to monitor and report concerns through the trees and along shoreline. This is not our responsibility- much LLTP done in the off season.</p> <p>b) Why has this Open House been planned in mid week, when few, if any cottagers, many out of town and most cottagers have yet to open up?</p> <p>c)The Forest Hill township Rd has some very serious safety concerns and in poor condition? How will this road entry be addressed?</p> <p>d) Stormwater runoff from the Escarpment is already a serious concern- to those who have properties below- This contributes to pollutants to an already high phosphorus content that flow into the lake and Ston(e)y lake. Ston(e)y lake residents are concerned as well as it would flow directly over the dam to the lake. Will they be allowed to cut down trees in front of the new 47 trailer sites further contributing to the problem?</p> <p>e) Why is this expansion plan being called the Lovesick Lake Beach Resort when clearly it is now part of the LLTP with the roadway carved up the Escarpment?</p> <p>There are concerns from others but many to address here. I do respect the fact that D.M. Wills Associates is a well respected Planning business. I do hope any cottagers and permanent residents will attend as able. I would appreciate some response back from you prior to the Wednesday May 3rd date of the Open House.</p> <p>Sincerely Ann Ambler</p>	<p>Our Matrix will be updated today to include your questions below and then sent to our consulting team for the appropriate person to respond. You can expect a copy of our responses shortly after the Open House – around 2-3 weeks. As we are expecting to receive many more comments from the Open House event, I would like to capture as many comments now, so our team can respond in a comprehensive manner.</p> <p>Regarding your question about the timing of the Open House, I can provide that as we are headed into a busy tourist season, we are hopeful to meet with the public before the season starts and becomes very busy with visitors and residents planning their vacations or hosting family/friends at their cottage. In our experience, open houses are not well received on the weekends as many residents have plans and with any nice weather on the horizon, most people do not want to spend their weekend or evening at an open house, and we often experience low attendance. This is also true for the summer time and when residents are in “vacation mode”, we often experience low attendance. As the public process is very important to our team and a critical component to any Planning Act application, we wanted to invite the community at a time before cottage season becomes very busy with the vacationing public. With that said, we also know how important public consultation is to you and your neighbours. As a result, we encourage continued participation throughout the project so we can better work through concerns. If anyone cannot attend the Open House, please feel free to contact me and we can arrange a time/video call to discuss the project. Also please note, the Planning Act requires that a Statutory Public Meeting is held by the County and Township which offers another, yet more formal opportunity, for residents to ask the consultants questions and to express their opinions on the project. So, there will be more opportunity to provide feedback and discuss the project with our team.</p> <p>I hope this information is helpful. Our team is working hard to address the comments received to date and to update our work based on the comments we received from applicable agencies, the County and Township. Please let me know if you require clarification or have any other questions at this time.</p> <p>Thank you. Best, Diana Keay, MCIP RPP</p>

Name	Comment / Action	Status / Response
Name withheld by request	<p>Morning,</p> <p>Please DO NOT allow the expansion of this park!! Many in the park DO NOT want it but are afraid to speak up. It will destroy the beautiful nature trails and natural habitat of wildlife!! I will be emailing the township as well.</p>	<p>Thank you for your comments regarding the project. Negative impacts to threatened species and other at risk species are not expected, as detailed in the EIS. The development plan accommodates the locations of the existing Butternut trees. Use of the development area by Blanding's Turtle is not expected, largely due to access limitations imposed by the steep escarpment that separates the Site from the resident habitat of this species.</p> <p>The loss in canopy cover is expected to be minimal and temporary. The EIS recommends that a minimum 60% canopy cover be maintained, which is consistent with provincial definitions of forested landscapes. Due to the young to mid-age of the tree community, thinning of trees at ground level will result in slight openings in the canopy that the remaining trees will quickly grow to fill, due to the increase in light availability. It is expected that canopy gaps will naturally close within 3 years, and if this does not occur there is a monitoring mechanism in place that will require additional tree plantings.</p>
Caroline Barlett	<p>Good morning, As an attendee of the May 3rd open house and Town Hall information meeting regarding the proposal redevelopment of the Lovesick Lake Trailer Park in Trent Lakes, which you chaired; I distinctly recall your promise to us all in the room: that notes of our lengthy discussions and unanswered questions were being recorded, would then be compiled and documented into a legible account and that within two weeks time, said documentation would be made available to us via email.</p> <p>It is one month later and not one person, not even the President of the Lovesick Lake Association has received any of this promised information. I have even gone to the Burleigh Falls Inn, the location where the Town Hall was held, to see if any literature was dropped off for pick up, or if anything was posted: nothing as well.</p> <p>It is my sincere request that you and your clients respect the community stakeholders and expeditiously provide that which was promised. You may attach said document as a pdf and email directly to me via this address. However, I will not be responsible for forwarding the information to any of the other stakeholders, as this was your undertaking.</p> <p>Most Sincerely, Caroline Barlett cc. File</p>	<p>Good afternoon,</p> <p>Thank you for your follow up. As discussed at the Open House, there were concerns raised with respect to the proper initial and continuous consultation efforts with the local Indigenous community known as the Kawartha Nishnawbe First Nation. Our team is currently in discussion with their legal counsel to ensure we are following proper protocol and providing the project information in a manner that is consistent with the legislation and the Duty to Consult process. At this time, we are delayed in our responses back to the public until such time as we have addressed the outstanding issue related to consultation with the Kawartha Nishnawbe First Nation.</p> <p>Thank you for your understanding and patience. Best, Diana Keay, MCIP RPP Manager, Planning Services</p>

Appendix C

Photographic Log



<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 1</p>
<p>Date: December 7, 2022</p>
<p>Direction: South</p>
<p>Description: Forest Hill Road</p>



<p>Number: 2</p>
<p>Date: December 7, 2022</p>
<p>Direction: Northeast</p>
<p>Description: Area of proposed new entrance from Forest Hill Road</p>



D.M. Wills Associates Limited

150 Jameson Drive, Peterborough, Ontario, Canada K9J 0B9

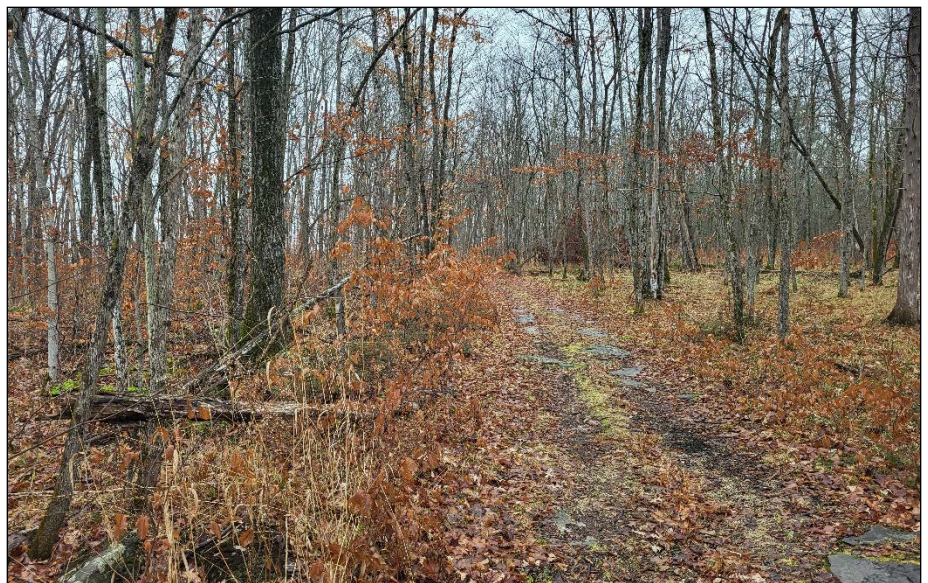
P. 705.742.2297 F. 705.748.9944 E. wills@dmwills.com

<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 3</p>
<p>Date: December 7, 2022</p>
<p>Direction: South</p>
<p>Description: Area of proposed development</p>



<p>Number: 4</p>
<p>Date: December 7, 2022</p>
<p>Direction: East</p>
<p>Description: Area of proposed development</p>



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<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 5</p>
<p>Date: December 7, 2022</p>
<p>Direction: West</p>
<p>Description: Area of proposed development</p>



<p>Number: 6</p>
<p>Date: December 7, 2022</p>
<p>Direction: Northeast</p>
<p>Description: Area of proposed development</p>



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<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 7</p>
<p>Date: December 7, 2022</p>
<p>Direction: Northwest</p>
<p>Description: Area of proposed development</p>



<p>Number: 8</p>
<p>Date: December 7, 2022</p>
<p>Direction: Southeast</p>
<p>Description: Area of proposed development</p>



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<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 9</p>
<p>Date: December 7, 2022</p>
<p>Direction: Northeast</p>
<p>Description: Exposed bedrock</p>



<p>Number: 10</p>
<p>Date: December 7, 2022</p>
<p>Direction: North</p>
<p>Description: Top of escarpment feature</p>



D.M. Wills Associates Limited

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<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 11</p>
<p>Date: December 7, 2022</p>
<p>Direction: East</p>
<p>Description: Existing internal road connecting areas of existing and proposed development</p>



<p>Number: 12</p>
<p>Date: December 7, 2022</p>
<p>Direction: Northwest</p>
<p>Description: Existing beach and shoreline area</p>



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<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 13</p>
<p>Date: December 7, 2022</p>
<p>Direction: Northeast</p>
<p>Description: Existing beach and shoreline area</p>



<p>Number: 14</p>
<p>Date: December 7, 2022</p>
<p>Direction: South</p>
<p>Description: Existing trailer site</p>



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<p>Client Name: Lovesick Lake Beach Resort Ltd.</p>	<p>Site Location: 3340 Strickers Lane Part Lots 43 & 44, Concession 16, Lakefield Township of Selwyn</p>
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<p>Number: 15</p>
<p>Date: December 7, 2022</p>
<p>Direction: East</p>
<p>Description: Shoreline along existing trailer sites</p>



<p>Number: 16</p>
<p>Date: December 7, 2022</p>
<p>Direction: West</p>
<p>Description: Shoreline at western property line</p>



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Appendix D

Draft Official Plan Amendment



Amendment No. #
to the
Official Plan of the
County of Peterborough

D.M. Wills Associates Limited
Part of Lots 43 and 44, Concession 16
Lakefield Ward

Official Plan Amendment No. #

Part "A" - The Preamble does not constitute part of this Amendment.

Part "B" - The Amendment consisting of the following text and schedules constitutes Amendment No. # to the Official Plan for the County of Peterborough.

Also attached is **Part "C" - The Appendices** which does not form part of this amendment. The appendices contain copies of correspondence that have been received relating to the amendment and also a copy of the Minutes of the public meeting associated with the amendment.

Part A - The Preamble

Purpose

The purpose of the Official Plan Amendment is to change the land use designation on the subject lands from “Rural” and “Seasonal Residential” to “Trailer Park”.

The amendment applies to certain lands within the “Rural” and “Seasonal Residential” designation, on lands located in Part Lots 43 and 44, Concession 16 of the Lakefield Ward.

Basis

The County of Peterborough has received an application to amend the Official Plan for the County of Peterborough to redesignate certain lands located within Part of Lots 43 and 44, Concession 16 in the Lakefield Ward in the Township of Selwyn; and having municipal address 3340 Strickers Lane.

The property known as 3340 Strickers Lane is a 7.2-hectare (17.8 acres) parcel of land having approximately 661.9 metres of shoreline frontage along the southern shoreline of Lovesick Lake. The property is currently also subject to an application for zoning by-law amendment with the Township of Selwyn (File No. C-14-20).

As submitted in 2022, the applications together with supporting technical studies pertain to the development of 40 additional seasonal trailer sites, in a phased approach, as an expansion to an existing trailer park, currently known as Lovesick Lake Park, formerly Strickers Resort. Phase One will involve the development of 38 new trailer sites as permitted by the Environmental Compliance Approval (ECA) issued by the Ministry of Environment, Conservation and Parks (MECP). Phase Two will involve the development of the final two trailer sites, provided monitoring of the communal sewage system demonstrates support for the additional sites.

The new trailer sites are to be serviced with hydro, water and sewage services by a new collector system and septic tank system. Access to the new trailer sites will be provided from Forest Hill Road, located west of the subject lands. A new internal road will be constructed from west to east across the proposed development area and will provide access to the new trailer sites together with the visitor parking areas. Additional details are provided in the Planning Justification Report (PJR).

Given that the “Rural” and “Seasonal Residential” designations do not permit trailer parks, it is proposed that a portion of the subject lands designated as such are redesignated to the “Trailer Park” designation.

Existing and Surrounding Uses

The subject lands are currently developed with 39 seasonal trailer sites and three seasonal cabins along the shoreline of Lovesick Lake. South of the existing site development and the escarpment is the area subject to the proposed development which consists of vacant forested land with a mixed deciduous forest and exposed bedrock ridges. An east-west bedrock escarpment provides a natural division of the current and proposed development sites on the subject lands.

The subject lands are surrounded by waterfront residential and recreational commercial uses to the northwest and northeast. Land uses directly west consist of tourist commercial, seasonal residential and vacant forested lands, to the east are recreational commercial and retail (Lovesick Lake Beach Resort and RV Sales) uses, while vacant mixed forest lands are located directly south.

Provincial Policy Statement (PPS)

The PJR by D.M. Wills Associates Limited, dated December 2023, reviewed the applicable provisions of the 2020 Provincial Policy Statement (PPS). The PJR concluded that the proposed development is consistent with the applicable provisions of the PPS.

According to policies of the PPS, resource-based recreational uses, such as trailer parks, are permitted on rural lands in municipalities. Recreational, tourism and other economic opportunities should be promoted, as should development that is compatible with the rural landscape and can be sustained by rural service levels. The proposed development conforms to the permitted uses of rural lands under the policies of the PPS and will serve to expand and enhance recreation and tourism opportunities offered by the existing trailer park. The surrounding rural landscape consists of a mix of seasonal dwellings and tourist and recreational commercial establishments. The proposed development is therefore compatible surrounding rural landscape. The submitted technical studies demonstrate the proposed development can be sustained by rural service levels for the provision of water, sewage disposal, transportation infrastructure, etc.

Where municipal water and sewage services are not available, planned, or feasible, private communal sewage and water services are the preferred form of servicing for multi-unit/lot development. As provided in the Private Servicing Options Assessment (PSOA), private communal sewage servicing is the most appropriate form of servicing for the proposed development. ECA approval has been granted in respect of the existing and proposed sewage disposal systems to service the existing development and the Phase One development of 38 new trailer sites. The submitted Functional Servicing Report (FSR) demonstrates that the existing private on-site

lake water treatment system can provide adequate water to the proposed new trailer sites. Stormwater management (SWM) is required to minimize or prevent increases in contaminant loads and minimize erosion and changes in water balance to mitigate risks to human health, safety, property, and the environment. The FSR provides that minimal interventions are required to ensure SWM quantity and quality controls maintain existing conditions.

Policies of the PPS prohibit or otherwise restrict development in and around natural heritage and water features. In accordance with the submitted Environmental Impact Study (EIS) prepared by Cambium in 2020 and as amended in 2023, no negative impacts to the identified natural heritage and water features on and adjacent to the subject lands are anticipated to result from the proposed development provided adherence to the recommended mitigation measures outlined in the EIS.

Policies of the PPS also require the conservation of cultural heritage and archaeological resources. Earthworks completed a Stage 1 and 2 Archaeological Assessment in 2018 which concluded that the subject lands do not contain archaeological material, structural remains, or cultural heritage resources and are therefore not of any cultural heritage value or interest. In 2023, Northeastern Archaeology completed additional field investigation on the escarpment and north side of the subject lands that were not originally assessed. The additional field investigation completes the required comprehensive review of the subject lands for cultural heritage and archaeological resources. The assessment concluded that these additional lands do not contain archaeological material, structural remains, or cultural heritage resources.

Growth Plan for the Greater Golden Horseshoe, 2017

The PJR by D.M. Wills Associates Limited, dated December 2023, reviewed the applicable provisions of the Growth Plan for the Greater Golden Horseshoe, Consolidated 2020 (Growth Plan). The PJR concluded that the proposed development is consistent with the applicable provisions of the Growth Plan.

The Growth Plan provides that resource-based recreational uses, including commercial uses to serve the needs of visitors, are a permitted use in rural areas. Resource-based recreational uses are required to be compatible with the scale, character, and capacity of the associated resource and the surrounding rural landscape. The proposed development conforms to the permitted uses within rural areas as contemplated by the Growth Plan. The surrounding shoreline areas of Lovesick Lake are developed with a mix of seasonal dwellings and tourist and recreational commercial establishments. The proposed expansion will maintain the balance of built form and the natural environment along the shorelines of Lovesick

Lake. As per the Phosphorus Impact Assessment, development will reduce the phosphorous level of the lake.

Correspondent to the policies of the PPS, where municipal water and sewage disposal systems are not available or planned, private communal water and sewage disposal systems are the preferred form of servicing. The ECA design brief prepared in support of the proposed large subsurface sewage disposal systems demonstrates that the system achieves servicing efficiencies and has sufficient attenuation capacity. Therefore, no negative impacts to the quantity or quality of Lovesick Lake are anticipated because of increased effluent flows. The submitted FSR recommends the construction of a vegetative ditch along the southern limit of the proposed internal gravel road to ensure appropriate control of stormwater quantity and quality.

The Growth Plan requires that a natural heritage evaluation be prepared where development is proposed within 120 metres of key natural heritage and/or hydrologic features. The natural heritage evaluation is required to identify a vegetation protection zone (VPZ) around key natural heritage and hydrologic features. The submitted EIS delineates the recommended VPZ around each respective natural heritage feature. Site development will be executed in accordance with said recommendations of the EIS.

A minimum VPZ of 30 metres is required for key hydrologic features and fish habitat. Existing development is located within the required 30 metre VPZ at the shoreline of Lovesick Lake; however, no new development will take place within 30 metres of the shoreline and the existing vegetation in the shoreline VPZ will remain undisturbed.

In accordance with policy 4.2.4.5 c) of the Growth Plan, in shoreline areas designated or zoned for concentrations of development, redevelopment and resort development is permitted, provided it will:

- i) establish, or increase the extent and width of, a vegetation protection zone along the shoreline to a minimum of 30 metres;*
- ii) increase the extent of fish habitat in the littoral zone;*
- iii) be planned, designed, and constructed to protect hydrologic functions, minimize erosion, and avoid or mitigate sedimentation and the introduction of nutrient or other pollutants into the lake;*
- iv) exclude shoreline structures that will impede the natural flow of water or exacerbate algae concerns along the shoreline;*
- v) enhance the ability of native plants and animals to use the shoreline as both wildlife habitat and a movement corridor;*
- vi) use lot-level stormwater controls to reduce stormwater runoff volumes and pollutant loadings;*

- vii) use natural shoreline treatments, where practical, for shoreline stabilization, erosion control, or protection;*
- viii) meet other criteria and direction set out in applicable watershed planning and subwatershed plans;*
- ix) be serviced by sewage works which reduce nutrient inputs to groundwater and the lake from baseline levels; and*
- x) demonstrate available capacity in the receiving water body based on inputs from existing and approved development.*

The submitted EIS has outlined recommendations in respect of fulfilling the relevant criteria of the above stated policy, with which the proposed development will comply.

County of Peterborough Official Plan

The PJR by D.M. Wills Associates Limited, dated December 2023, reviewed the applicable provisions of the County Official Plan. The PJR concluded that the proposed development is consistent with the applicable general provisions of the County Official Plan.

Policies of the County Official Plan pertaining to the natural environment are generally correspondent to those of applicable provincial policy. Development within certain significant natural heritage features is prohibited. Development within non-significant natural heritage features and lands adjacent to natural heritage features may be permitted, subject to an EIS which demonstrates no negative impact to the feature or its ecological function. The submitted EIS concludes that the proposed development will not have any negative impact to the identified natural heritage features, provided adherence to the recommendations of the report.

The County Official Plan also requires all new development to achieve a setback of 30 metres from the high-water mark of waterbodies and that the quality and quantity of water resources will be conserved. All proposed development will achieve the minimum 30-metre setback from the shoreline of Lovesick Lake. The submitted EIS provides shoreline enhancement measures to ensure no indirect impacts to the fish habitat and littoral zones along the shoreline of the subject lands.

The County Official Plan identifies tourism as a key generator of economic activity within the County and recognizes the need for new quality-built tourism developments, which are complementary to existing tourism developments and make sustainable use of natural resources, to enhance and maintain the tourism potential of the County. Specifically, the County Official Plan endeavours to promote linkages between the tourism sector and the Trent Severn Waterway. The proposed trailer park expansion, located along the Trent Severn Waterway and to be developed in accordance with the relevant technical standards, aligns with the tourism objectives and policies laid out by the County Official Plan.

County of Peterborough Official Plan – Local Component

As previously noted, the lands which are subject to this amendment are currently designated “Rural” and “Seasonal Residential” in the local component of the County Plan. The proposed development, being an expansion to an existing trailer park, does not conform to the permitted uses within either the “Rural” or “Seasonal Residential” designations. It is therefore proposed that the subject lands be redesignated as “Trailer Park” where trailer parks are a permitted use.

Section 7.9 outlines a list of criteria that should be considered when considering an amendment to the local component of the County Official Plan. These are as follows:

(1) *The need for the proposed use.*

Given the intended degree of expansion to the existing trailer park on the subject lands, it is evident that there is market demand for additional trailer sites to accommodate tourists and a seasonal population in the Burleigh Falls area.

(2) *The extent to which the existing designated areas in the proposed categories are developed, and the nature and adequacy of such existing development.*

The Trailer Park designation applies only to trailer parks in existence on the date of passing of the County of Peterborough Official Plan; therefore, what limited lands currently designated Trailer Park within the Township are already developed. Existing trailer parks within the Township are generally characterized by a high density of trailers and/or park model homes on a single parcel of land which enjoy proximity to natural resources and recreational opportunities. The proposed trailer park expansion aligns with this characterization. Given the intended expansion, existing trailer parks in the Township lack capacity to accommodate increased tourism activity and a growing seasonal population.

(3) *The physical suitability of the land for such proposed use, taking into consideration potential for hazard, environmental areas etc.*

The subject lands are suitable for the proposed trailer park expansion. All new development is proposed to be located atop the bedrock escarpment feature on the subject lands. The submitted Slope Assessment and Setback Requirement Report indicates that any steep slope and erosion hazards can be appropriately mitigated provided the new development achieves a 6-metre setback from the top of the slope. All new development will achieve a setback in excess of 30 metres from the shoreline and given the steep rise in elevation due to the bedrock escarpment feature, no flooding or erosion hazards are anticipated, nor are any adverse impacts to the lake and aquatic habitat.

Environmental features on the subject lands will be appropriately protected in accordance with the recommendations of the submitted EIS.

(4) The location of the area under consideration with respect to the existing roads system, vehicular and pedestrian traffic, water supply and sewage disposal, and the protection of the natural environment.

The subject lands are currently accessed from Highway 28 via Stricker's Lane, a private right-of-way. The existing development will maintain this access going forward; however, the new trailer sites are proposed to be accessed via a new internal road traversing the subject lands from west to east in the area of the proposed development. The new internal road will be accessed from Forest Hill Road which currently provides access to a number of private roads serving seasonal residential properties along the shoreline of Lovesick Lake. A lot addition will be required from the adjacent lands to the west of the subject lands to provide direct frontage onto Forest Hill Road.

The submitted Traffic Impact Study, completed by Aszura Engineers in August 2023, concluded that the anticipated increases in traffic volume are moderate and no improvements to road geometry are required to support the proposed development.

The submitted PSOA and ECA design brief demonstrate the capability of the subject lands for accommodating the proposed private communal sewage disposal system. Similarly, the FSR indicates that the existing private on-site lake water treatment system located at Lovesick Lake Beach Resort to the east has sufficient capacity to service the additional new trailer sites.

The submitted EIS indicates that the proposed development is not anticipated to result in any negative impacts to the identified natural heritage and hydrologic features, provided the recommendations of the EIS are adhered to.

(5) The compatibility of the proposed use with the uses in adjoining areas.

The proposed expansion to an existing trailer park is consistent with surrounding land uses which consist of a mix of permanent and seasonal dwellings and tourist and recreational commercial establishments. The Burleigh Falls area thrives on seasonal tourism activities, which will grow as an outcome of the proposed development.

(6) The effect of the proposed use on the surrounding area regarding possible depreciation of adjacent properties.

Planning justification does not assess the financial impacts of a development and therefore, the policy direction is not applicable.

(7) The potential effect of the proposed use on the financial position of the Township.

Minimal impacts, if any, to the financial position of the Township are anticipated. Given the expanded trailer park use and its capability to accommodate more visitors, increased use of Township fire, rescue and emergency response services may occur during times of seasonal operation. The trailer park use is considered a commercial use; therefore, no pressures on school facilities and busing will arise. Similarly, commercial operations are not serviced by municipal solid waste collection and are required to arrange for private solid waste disposal services.

(8) Consideration of the soil capability for agriculture and the potential impacts on surrounding agricultural uses and operations.

The proposed development reflects no direct or indirect impacts on either soil capability or surrounding agricultural operations.

(9) Where the proposal involves taking prime agricultural land out of production, the planning justification requirements of the Provincial Policy Statement shall be addressed.

This application does not propose to remove any prime agricultural land from production. To further clarify, the subject lands are not identified as “prime agricultural” on the Province’s Agricultural System mapping, nor are they designated as such under the Official Plan.

(10) The Minimum Distance Separation requirements of the Provincial Policy Statement shall be met for new uses being proposed in proximity to existing livestock facilities.

As per Section 1.1.5.8 of the PPS, new land uses shall comply with the minimum distance separation formulae. No livestock facilities exist in proximity to the subject lands; therefore, the Minimum Distance Separation requirements of the Provincial Policy Statement are met.

(11) *Demonstration of how the proposal conforms to the Provincial Growth Plan.*

Please refer to previous subsection of amendment, titled “Growth Plan for the Greater Golden Horseshoe, Consolidation 2020”.

Township of Selwyn Comprehensive Zoning By-law (By-law No. 2009-021)

The lands which are subject to this amendment are currently zoned Recreational Commercial (RC), Environmental Protection (EP) and Rural (RU) in the Township’s Zoning By-Law.

The RC Zone permits a variety of recreational and tourism uses, including but not limited to, a private campground, an existing trailer park, and resort and tourist establishments. Several accessory uses intended to support such recreational and tourism uses, such as convenience stores, restaurants, and retail commercial establishments, are also permitted. The RU Zone does not recognize trailer parks as a permitted use.

The zoning provisions relevant to trailer parks and associated accessory uses within the RC zone, as outlined in Section 4.14.5 of the Zoning By-law, are as follows:

4.14.5 Zone Regulations – Primary Use “Group B”

<i>i) Lot Area (Minimum)</i>	<i>4 ha</i>
<i>ii) Lot Frontage (Minimum)</i>	<i>100 m</i>
<i>iii) Building Height (Maximum)</i>	<i>11 m</i>
<i>iv) Front Yard (Minimum)</i>	<i>15 m</i>
<i>v) Exterior Side Yard (Minimum)</i>	<i>15 m</i>
<i>vi) Interior Side Yard (Minimum)</i>	<i>15 m</i>
<i>vii) Rear Yard (Minimum)</i>	<i>15 m</i>
<i>viii) Maximum Lot Coverage (all buildings and structures)</i>	<i>30%</i>
<i>ix) Minimum Setback from Street Centreline (County Road)</i>	<i>28 m</i>
<i>x) Minimum Setback from Street Centreline (Township Road)</i>	<i>25 m</i>
<i>xi) Landscaped Open Space (Minimum)</i>	<i>30%</i>

4.14.6 Zone Regulations For Non-Residential Uses – Ancillary to a Permitted Use

<i>i) Building Height (Maximum)</i>	<i>11 m</i>
<i>ii) Front Yard (Minimum)</i>	<i>15 m</i>
<i>iii) Exterior Side Yard (Minimum)</i>	<i>15 m</i>
<i>iv) Interior Side Yard (Minimum)</i>	<i>6 m</i>
<i>v) Rear Yard (Minimum)</i>	<i>15 m</i>
<i>vi) Maximum Lot Coverage (all buildings and structures)</i>	<i>30%</i>
<i>vii) Minimum Setback from Street Centreline (County Road)</i>	<i>28 m</i>

viii) *Minimum Setback from Street Centreline (Township Road)* 25 m

4.14.6.1 *Specific Regulations For Recreational Trailer Parks and Campgrounds*

- i) *Recreational Trailer and Camp Site Area (Minimum)* 232 sq. m
- ii) *Recreational Trailer and Camp Site Frontage (Minimum)* 10 m
- iii) *Separation Distance Between Recreational Trailer and Camp Sites (Minimum)* 3 m
- iv) *Density Of Recreational Trailer and Campsites (Max)* 15 sites per 4,050m²
- v) *Recreational Trailer and Camp Site Coverage (Maximum)* 35%

As illustrated on the submitted site plan, the proposed development will comply with all provisions of the Zoning By-law applicable to trailer parks in the RC Zone. It is proposed that the entirety of the lands subject to this application for Official Plan Amendment be rezoned from Recreational Commercial (RC) and Rural (RU) to Recreational Commercial-Exception (RC-XX). The site-specific zoning is proposed to address any constraints associated with the development of the trailer park expansion and the functioning of the site post-development.

CONCLUSION

D.M. Wills Associates Limited has applied to amend the local component of the County Official Plan to permit the expansion of an existing trailer park by way of the addition of 40 new trailer sites.

The amendment is deemed to be in general conformity with the County Official Plan, the local component of the County Plan, the Provincial Policy Statement, and the Growth Plan.

Part B - The Amendment

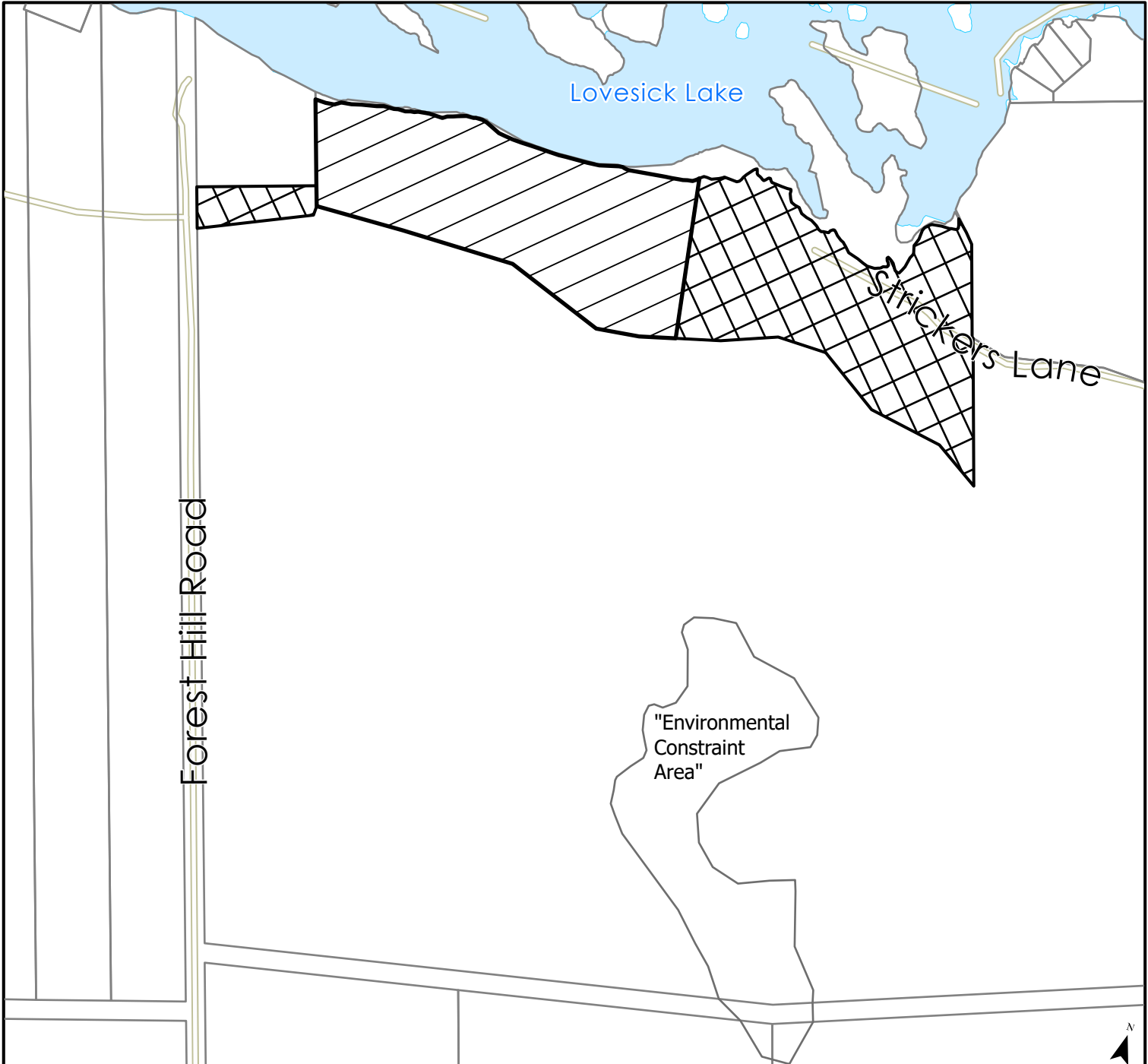
All of this Part of the document entitled Part B - The Amendment consisting of the following text and schedule constitutes Amendment No. “#” to the Official Plan of the County of Peterborough.

Details of the Amendment

The Official Plan of the County of Peterborough is hereby amended as follows:

1. Schedule “A1” - Land Use Plan – Rural Component Smith & Ennismore Wards for the Township of Selwyn is hereby amended by changing the land use designation from “Rural” and “Seasonal Residential” to “Trailer Park” for certain lands located in Part of Lots 43 and 44, Concession 16, Lakefield Ward, as shown on Schedule “1”, attached hereto and forming part of this amendment.

TO THE TOWNSHIP OF SELWYN OFFICIAL PLAN



Legend



Lands to be re-designated from "Rural" to "Trailer Park"



Lands to be re-designated from "Seasonal Residential" to "Trailer Park"



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**LOVESICK LAKE TRAILER PARK
OFFICIAL AMENDMENT SCHEDULE**

3340 Strickers Lane, Burleigh Falls
Part of Lots 43 & 44, Concession 16
Township of Selwyn
County of Peterborough

Scale: 1:6,000

