

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	

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	<p>Thank you for your circulation on Notice of Complete Application for OPA &amp; 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 &amp; 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 &amp; 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>

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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.

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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"> <li>▪Existing contour and point elevations as surveyed by Elliott and Parr,</li> <li>▪Proposed elevations/grades for road, lot grading, trailer bed/pad, parking area,</li> <li>▪Inverts and diameter of proposed culverts</li> </ul>	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	

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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.



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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>	

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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>

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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>



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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.

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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. <b>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.</b>	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](mailto: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](#)

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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

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**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

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**From:** Andrew Hellebust <[ahellebust@canadianshieldconsultants.com](mailto:ahellebust@canadianshieldconsultants.com)>

**Sent:** July 13, 2021 11:54 AM

**To:** Muloin, Gary (MECP) <[Gary.Muloin@ontario.ca](mailto:Gary.Muloin@ontario.ca)>; Nicole Vézina <[nicole@canadianshieldconsultants.com](mailto:nicole@canadianshieldconsultants.com)>; Gerry Dignard <[gerry@canadianshieldconsultants.com](mailto:gerry@canadianshieldconsultants.com)>; Scott Lovesick <[scott@lovesicklakepark.ca](mailto:scott@lovesicklakepark.ca)>; [steve@lovesicklakepark.ca](mailto:steve@lovesicklakepark.ca)  
**Cc:** Gilbert, Beth (MECP) <[Beth.Gilbert@ontario.ca](mailto:Beth.Gilbert@ontario.ca)>; Stephenson, Kyle (MECP) <[Kyle.Stephenson@ontario.ca](mailto: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](mailto:Gary.Muloin@ontario.ca)>

**Sent:** July 12, 2021 5:55 PM

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

**Cc:** Gilbert, Beth (MECP) <[Beth.Gilbert@ontario.ca](mailto:Beth.Gilbert@ontario.ca)>; Stephenson, Kyle (MECP) <[Kyle.Stephenson@ontario.ca](mailto: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](mailto: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, 2<sup>nd</sup> Floor, South Tower

Peterborough, ON K9J 3C7

**Phone: 705-927-7811**

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E-mail: [gary.muloin@ontario.ca](mailto:gary.muloin@ontario.ca)

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## Canadian Shield Consultants

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Cell: 613-561-9783

Jul 7, 2021

### **Addendum to Lovesick Lake Beach Resort Design Brief March 2021**

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#### ***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: <b>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> B) How to become registered as a person of interest and be notified of any movement regarding these applications? County response: <b>By sending this email and asking the question, I have added you to our notification list! I won't make it any more complicated.</b> C) At this juncture in the process, what is required, if there are objections? County response: <b>Please submit any concerns/objections to both Per and myself so that they can form part of the public record.</b> D) How does one submit comments? County response: County response: <b>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.</b> 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"> <li>1. Lake capacity;</li> <li>2. Water quality;</li> <li>3. At risk species;</li> <li>4. Boat traffic;</li> <li>5. Highway traffic;</li> <li>6. Environmental effects of land and water.</li> </ol> <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"> <li>-damage to the local water table and concerns about the quality of potable water</li> <li>-storm water runoff and control</li> <li>-sewage and septic management from additional residences</li> <li>-erosion from the limestone escarpment</li> <li>-concern for environmentally and protected lands</li> <li>-concern for threatened species that call this area home</li> <li>-loss of the current tree canopy</li> </ul> <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
J. Otto	<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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Jane McLean	<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><b>1. Increased Traffic and Road Safety:</b> 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><b>2. Lake Capacity:</b> 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><b>3. Project Definition:</b>                      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><b>4. Archaeological Assessment:</b>                      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><b>5. Project Creep:</b>                      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><b>6. Species At Risk:</b>                      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><b>7. Water Quality:</b> 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><b>8. Stormwater Management:</b> 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><b>9. Wastewater Management:</b> 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><b>10. Pollution - Air, Noise and Light:</b> 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><b>Summary:</b> 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"> <li>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</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP) adding additional effluents will</li> </ol>	<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"> <li>1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be unsafe</li> <li>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</li> <li>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.</li> <li>4. Archaeological Assessment - only 30% of area tested</li> <li>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!</li> </ol>	<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"> <li>1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be unsafe</li> <li>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.</li> <li>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.</li> <li>4. Archaeological Assessment - only 30% of area tested</li> <li>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.</li> <li>6. Species at Risk - loss of habitat and protection for some threatened species</li> <li>7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP)</li> <li>8. Stormwater Management- concerns about run-off down the escarpment and erosion</li> <li>9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake.</li> <li>10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties.</li> </ol> <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. 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		<p>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>
Jane Ross	<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"> <li>1. Lovesick Lake is a very small lake which is already over capacity for boat traffic.</li> <li>2. We use Forest Hill Road to access our cottage - it's unsafe and not up to code.</li> <li>3. Will the original application for 300 sites for trailers be the impetus for slowly enlarging the applications to the 300</li> <li>4. We have high total phosphorus already.</li> <li>5. The waste water management to protect the lake will be a nightmare</li> </ol> <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>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. 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>
Jane Ross	<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"> <li>1. Increased Traffic and Road Safety concerns- Forest Hill Road is not up to code and adding more traffic will be unsafe.</li> <li>2. Lake/Boating capacity Lovesick Lake-Lovesick Lake is one of smallest lake on the TSW and is already over capacity for boat traffic.</li> <li>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.</li> <li>4. Archaeological Assessment - only 30% of the area tested.</li> <li>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!</li> <li>6. Species at Risk - loss of habitat and protection for some threatened species.</li> <li>7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP)</li> <li>8. Stormwater Management - concerns about run-off down the escarpment and erosion.</li> <li>9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake.</li> <li>10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties.</li> </ol> <p>In addition, I request that as a taxpayer I be noticed as a person of 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"> <li>1. Increased Traffic and Road Safety concerns - Forest Hill Road is not up to code and adding more traffic will be unsafe</li> <li>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</li> <li>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.</li> <li>4. Archaeological Assessment - only 30% of area tested</li> <li>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!</li> <li>6. Species at Risk - loss of habitat and protection for some threatened species</li> <li>7. Water Quality - Lovesick Lake already has high Total Phosphorus (TP)</li> <li>8. Stormwater Management- concerns about run-off down the escarpment and erosion</li> <li>9. Wastewater Management - shallow soil depth and porous limestone in the area will require advanced treatment options to safeguard neighbouring wells and Lovesick Lake.</li> <li>10. Pollution - Air, Noise and Light pollution will further degrade the area and reduce the desirability and value of adjacent properties.</li> </ol> <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 &amp; 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><b>s.6.2.9.3 (v)</b> 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><b>s.7.2.7</b> - Is it possible to confirm why the Lake Capacity study as suggested by ORCA is not required for this application?</p> <p><b>s. 7.9.3</b> 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><b>s. 7.9.4</b> 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><b>s. 7.9.6</b> 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"> <li>- increased boat traffic and the subsequent shoreline damage, habitat erosion and unsafe swimming/paddling environment in high-traffic zones;</li> <li>- stormwater and pollution runoff down the escarpment at the proposed development site;</li> </ul> <p>Our colleagues have expressed concerns about:</p> <ul style="list-style-type: none"> <li>- increased boat traffic and the subsequent shoreline damage, habitat erosion and unsafe swimming/paddling environment in high-traffic zones;</li> <li>- stormwater and pollution runoff down the escarpment at the proposed development site;</li> <li>- air and noise pollution affecting human and animal habitat and enjoyment;</li> <li>- the lack of consideration for identified species at risk on the property;</li> <li>- the potential archaeological significance of the site that is unknown due to incomplete assessments.</li> </ul> <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.</p> <p>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><a href="https://www.ptbocounty.ca/Modules/News/Search.aspx?feedId=29a3fecc-631e-49e2-998c-635bcda7fd55&amp;page=2">https://www.ptbocounty.ca/Modules/News/Search.aspx?feedId=29a3fecc-631e-49e2-998c-635bcda7fd55&amp;page=2</a></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>



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		<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>

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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.</p> <p>Best,                      Diana Keay, MCIP RPP                      Manager, Planning Services</p>