

Commenting Matrix

Official Plan Draft 2024

Township Wide Draft Official Plan			<i>Commenting Matrix to identify the public comments received in 2024</i>	
#	Name/Address:	Comment	O.P Section	Response
1	James Gordan (Fowlers) Rec: 2024-08-13	We note that the Fleming Quarry Extension has not been identified as Mineral Aggregate Resource Area on the schedules. As the Township is aware, the extension was approved by the OLT and the MNR has issued the ARA licence. Prior to Council adoption of this document, Fowler requests that Official Plan Schedules A1 and D be updated to show the Mineral Aggregate Resource Area designation on the extension lands.		Mapping has been updated on Schedules A1 and D
2	Morgan Planning 5534 Hwy 12 (Layzee Acres) Rec: 2024-04-16	Please accept this letter as a formal request for the Township to reconsider the proposed 'Village Residential' designation as per Schedule B1 of the draft Official Plan to a combined 'Village Industrial/Village Commercial' designation through		Mapping has been updated on Schedule B1

		<p>the current Official Plan review process.</p> <p>The proposed combined designation would provide for flexibility for the business to accommodate their needs in the long term and is consistent in nature with the proposed designation of the adjacent lands (the current sales lot) to the east and north.</p> <p>MP&D are of the opinion that the subject property is appropriately located to accommodate the proposed expansion concept which would provide both commercial and industrial uses to support a local business that is continuing to grow and contribute to the community.</p>	
3	<p>MHBC Planning LCP Quarry Rec: 2024-08-12</p>	<p>LCP Quarry Limited requests transition policies be included in the Draft Official Plan to recognize existing applications to the current Official Plan.</p> <p>Furthermore, we request the Draft Official Plan schedules be updated to label the subject site as being subject to the existing approved Official Plan. The Repeal and Replace by-law for this Official Plan should also contain language to identify that the subject site remains subject to the existing approved Official Plan</p>	<p>Formal response letter drafted</p>

Objective 3.9.4 speaks to the involvement and/or consultation of neighbouring municipalities regarding aggregate haul route agreements.

- **The proposed objective states:** “Neighbouring municipalities should be involved and/or consulted if aggregate haul route agreements are being established that would direct truck traffic to roads in those municipalities.”
- **MHBC comment:** Reference to “aggregate haul route agreements” should be deleted. An aggregate haul route agreement should only be required when improvements to the entrance/exit or haul route are required to accommodate the proposed mineral aggregate operation.

Policy 6.3.4.8 speaks to a Natural Area designation.

- **The proposed policy states:** “New or expanded mineral aggregate operations are prohibited in areas

designated Natural Area, regardless if the lands are identified as HPMARAS on Schedule 'D'."

- **MHBC comment:** It appears that there is no "Natural Area Designation" in the Draft OP or the Schedules. Please clarify. Furthermore, the policy should be updated since natural areas are not an automatic prohibition for mineral aggregate operations. In accordance with Provincial Policy, mineral aggregate operations are only prohibited in Provincially Significant Wetlands and may be considered in other features subject to meeting certain criteria.

Policy 6.3.4.9 speaks to where extraction may occur.

- **MHBC comment:** this policy should be modified since it is inconsistent with other provisions of the Official Plan which state an Official Plan amendment would be required if the site is not

already designated “Mineral Resource Extraction Area”. Furthermore, other policies state aggregate extraction is permitted to occur outside of the HPMARA identified on Schedule D, subject to an Official Plan amendment. A policy option could include stating that if the site is within the HPMARA, only a Municipal Zoning By-law Amendment would be required and if the site is outside of the HPMARA, both an Official Plan Amendment and Zoning By-law Amendment would be required.

Policy 7.12.2 speaks to permitted uses in the Mineral Aggregate Extraction Area Designation.

- **MHBC comment:** Aggregate recycling should be permitted on-site without the need for a Zoning By-law Amendment.

Policy 7.12.4.4 speaks to Municipal Site Plan Approval.

- **The proposed policy states:** “All new

development in relation to mineral aggregate operations will be subject to Site Plan Approval.”

- **MHBC comment:** Mineral Aggregate Operations are not subject to Municipal Site Plan Approval as they are subject to site plans issued under the ARA. This policy should be deleted or modified to clarify that the site plan approval is in accordance with the Aggregate Resources Act.

Policy 7.12.4.5 refers to Site Plan Amendments

- **The proposed policy states:** “Any application under provincial statute to change, vary or add to the conditions in an existing licence and/or site plan that proposes to increase the tonnage limit of annual extraction and/or that proposes to extract aggregate below the groundwater table must comply with the Township’s requirements according to Section 7.11.5 of this Plan, and in all applications, the

Township shall send its comments and recommendations to the provincial agencies within the legislative comment periods.”

- **MHBC comment:** Section 7.11.5 refers to Official Plan Amendments for lands designated “Highway Commercial.” Furthermore, this policy should be deleted as site plan and licence amendments are to be completed in accordance with the requirements of the Aggregate Resources Act and are not subject to the provisions of the Municipal Official Plan unless a Zoning By-law Amendment is required to permit the use.

Policy 7.12.4.7 speaks to OPA requirements.

- **MHBC comment:** This policy should be modified to remove the reference to sections 6.2 and 6.3. We request that the natural environment policies specific to aggregate applications should be developed and

included within section 7.12. This request is because mineral aggregate policies are subject to a separate natural heritage policy framework in provincial policy compared to other forms of development.

Policy 7.12.5.1.b refers to Township requirements for an EIS.

- **MHBC comment:** the reference to section 6.2 should be deleted and the natural heritage policies application to mineral aggregate applications should be included in section 7.12. (as mentioned above).

Policy 7.12.5.1.c refers to requirements for consistency with the County and Township Official Plan.

- **MHBC comment:** The policy should be revised to request “conformity” rather than be “consistent with”. 7.12.5.e and 7.12.5.e.ii speaks to development agreements.
- **The proposed policy states:** “e. Consideration

of the use of the proposed operation compatible with existing and planned sensitive land uses in the area, the staging of extraction and rehabilitation within the proposed licenced area, the entering into a registered development agreement with the Township and such other relevant matters as the Township deems necessary such as: ii. if a public highway is to be used as a haul route, the appropriate road authority or authorities may require, in a suitable agreement, that any road improvements, the timing of road works, and the responsibilities for road maintenance during and after road construction are undertaken all at the expense of the operator of the pit or quarry;”

- **MHBC comment:** The reference to a development agreement should be clarified to confirm that it is only required where works are required on County of

Township land. The regulation of the site is to be in accordance with the requirements of the Aggregate Resources Act and the Municipal Act does not permit Municipalities to regulate mineral aggregate operations. Furthermore, reference to maintenance of the haul route in ii) should be removed since this is prohibited in accordance with the Section 12(1)(1.1) of the Aggregate Resources Act.

Policy 7.12.5.1.f.vi speaks to off-site monitoring.

- **MHBC comment:** this policy should be clarified that off-site monitoring is only applicable where it is deemed required and where the landowner provides access to complete the monitoring.

Policy 7.12.6 speaks to Township monitoring of operations.

- **MHBC comment:** Clarification should be provided to confirm that while the Township may monitor and provide

		comment, any determination of compliance in accordance with the Aggregate Resources Act is within the jurisdiction of the Ministry of Natural Resources	
4	CN (Alexandre Thibault) Rec: 2024-07-18	<p>We recommend that the following policies be added and/or integrated into the Elgin County new OP. In some cases, they provide clarification, such as definitions and map information, which should be considered for planning purposes, particularly with respect to mitigation.</p> <p>1. General Acknowledgement Sensitive land uses shall not be encouraged adjacent to or in proximity to rail facilities. Development in proximity to rail facilities shall be developed in accordance with the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC Guidelines).</p> <p>2. Include a definition for Rail Facilities and Sensitive Land Uses</p>	Formal response drafted

We request that the following definitions be included in the OP to improve understanding of railways and development coexistence issues in a planning perspective:

Rail Facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities.

Sensitive Land Uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from operational emissions generated by a nearby rail facility. Sensitive land uses may be a part of the natural or built environment. Examples may include but are not limited to residences, daycare centers, educational and health facilities, playgrounds, sporting venues, public parks and trails, recreational areas, places of worship, community center, hotels, retirement residences, and long-term care homes, group residences, crisis center, and any uses that are sensitive to

dust, odour, noise, and vibration emissions.

3. Identify Rail Facilities and Areas of Influence

We recommend identifying rail facilities and the areas of influence for sensitive land uses (300 meters for a Principal main line), on relevant maps in the Official Plan. This approach will reduce the uncertainty for planning and developing sensitive land uses near Railway corridors and will help reduce future land use incompatibility issues and conflicts with rail operations.

4. Specific regulations for developments in proximity to rail facilities.

a) measures options, security issues, validation processes and roles of stakeholders: All developments in proximity to rail facilities shall be developed in accordance with the FCM/RAC Guidelines;

b) All proposed buildings to be occupied by an industrial use shall be setback 15 meters from a Principal main line;

c) All proposed residential developments or other sensitive uses located within 300 metres of a railway right-of-way be required to undertake noise

studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall undertake to implement the appropriate measures to mitigate any adverse effects from noise that were identified in the report and as may be required by the appropriate railway operator;

d) All proposed residential developments or other sensitive uses located within 75 metres of a railway right-of-way be required to undertake vibration studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall undertake to implement the appropriate measures to mitigate any adverse effects from vibration that were identified in the report, and as may be required by the appropriate railway operator;

e) All proposed building setbacks shall be in accordance with the FCM/RAC Guidelines. As a general guideline, buildings shall be setback 30 metres with an appropriate berm abutting the rail right-of-way. Reduced setbacks can be considered in certain circumstances dependant

on the proposed use and in conjunction with additional studies and alternative safety measures, to the satisfaction of the Municipality, in consultation with the appropriate railway operator;

f) All proposed residential developments or other sensitive uses located adjacent to railways shall implement appropriate mitigation measures, including but not limited to, safety setbacks, berms, crash barriers and security fencing, in accordance with the FCM/RAC Guidelines;

g) All proposed residential developments or other sensitive uses located adjacent to railways shall implement the applicable warning clauses provided by the appropriate railway operator;

h) All proposed residential developments or other sensitive uses located adjacent to railways shall implement, secure and maintain any required rail noise, vibration, and safety impact mitigation measures, along with any required notices on title, such as development agreements, warning clauses and/or environmental easements, through appropriate legal mechanisms, to the

satisfaction of the Municipality and the appropriate railway operator; and,

i) All proposed residential developments or other sensitive uses located in proximity to rail facilities shall evaluate, prioritize and secure grade separation of railways and major roads, in cooperation with Transport Canada and the appropriate railway operator;

j) All proposed vehicular property access points shall be located at a minimum 30 meters setback from an at-grade railway crossings;

k) A chain link fence of a minimum of 1.83 meters in height shall be installed and maintained along the mutual property line shared with the railway right of way for all proposed developments.

5. Stormwater management facilities

Railway corridors/properties with their relative flat profile are not typically designed to handle additional flows from neighboring properties, therefore future developments should not discharge or direct stormwater, roof water, or floodwater onto a railway right of way. Any proposed alterations to the

existing drainage pattern affecting railway property must receive prior concurrence from the appropriate railway operator. Stormwater or floodwater flows should be designed to maintain the structural integrity of the railway corridor infrastructure; avoid sediment deposits; and prevent adverse effects on the railway right of way. Drainage systems should be designed to capture storm waters on-site or divert the flow away from the rail corridor to an appropriate drainage facility.

Stormwater management facilities must be designed to control stormwater runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on the railway right of way, including ditches, culverts, and tracks.

6. Recreational uses

To mitigate any potential trespassing onto the railway right of way, we recommend the installation of a minimum 1.83-meter-high chain link safety fence along public parks and trails and site-specific landscaping design to improve the visual quality of the areas adjacent to the railway corridors

5	<p>MHBC Planning 6637 Quarry Point Rd Rec: 2024-07-25</p>	<p>Our comments on the New OP can be summarized as follows: 1. The current Rural designation should be maintained on the subject lands for the following reasons: a) Maintaining the rural designation permits a wider range of uses which could contribute to the local economy; b) Maintaining the rural designation protects the property value which is a significant financial consideration for the landowner; c) The land owner has demonstrated a commitment to environmental stewardship on the property and maintaining the rural designation encourage responsible land use without the need for restrictive Greenlands policies; d) Maintaining the rural designation provides flexibility for future planning to accommodate the changing needs and priorities of the community and property owner; e) Maintaining the rural designation supports balanced growth ensuring that conservation efforts do not stifle</p>	<p>Formal response drafted</p>
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economic opportunities and community development.

2. The “Woodland” overlay currently depicted on the subject lands on Schedule ‘A2’ should be removed for the following reason:

a) Section 6.2.4 lists the natural features and their functions recognized by the Plan. Included in that list are ‘Significant Woodlands’. The section also notes that Schedule Subject Lands “A2” identifies these features are mapped by the MNRF” which suggests that the subject lands are host to a significant woodland. We note however that Section 6.2.13 ‘Significant Woodlands’ states that, “wooded areas within the Township have not yet been evaluated to determine their significance....” Accordingly, illustrating the property as hosting a significant woodland as depicted on Schedule ‘A2’ is premature at this time as the woodlands on the site have not been identified as a significant woodlands.

3. The Zoning By-law zones the subject lands as rural. The proposed Greenlands designation would lead to the

		<p>eventual down-zoning of the subject lands which exhibits rural characteristics and is not in the public interest.</p> <p>4. The down-designation of the subject lands is not in the public interest for the reasons outlined in this correspondence.</p>	
6	<p>IPS The Hopkins Bay Project Rec: 2024-08-06</p>	<p>Based on the above, we hereby request the Township consider designating all of the subject landholdings as Destination Commercial, in order to facilitate a subsequent Zoning By-law amendment application (and Site Plan Application) to ensure the proper and orderly development of the site in accordance with applicable Provincial and Municipal standards</p>	<p>Formal response drafted</p>
7	<p>SCDSB Rec: 2024-07-31</p>	<p>Section 4.2 (Community Facilities and Services) changed the title heading to 'Public Service Facilities'. In addition, sections 4.2.1, 4.2.2, and 4.2.4 are deleted and replaced with the following (in part): 4.2.1. Public service facilities are directed towards settlement areas and shall be permitted in any settlement area designation without amendment to this Plan. Public service facilities may be located outside of settlement</p>	<p>Formal response drafted</p>

areas in limited situations and in accordance with demonstrating locational criteria to the satisfaction of Schedule 4 Committee of the Whole CCW-2022-235 Growth Management OPA 34 the County and local municipality. Proposals for new public service facilities within the Agricultural designation shall be subject to policy 3.6.12. An EIS will be required for proposed locations within Greenlands designation and in accordance with Sections 3.8, 3.10, 3.11 and 3.12

For clarity, the board currently operates three (3) public elementary schools in Ramara:

- Brechin Public School – 3226 Ramara Road 47
- Rama Central Public School – 7269 County Road 169
- Uptergrove Public School – 4833 Muley Point Road

The SCDSB respectfully requests that the Township replace all references to “day care” and “day care centres” in the Official Plan with “child care” and “child care centres”, respectively.

The Day Nursery Act has been replaced by the Child Care and Early Years Act, 2014.

Additionally, SCDSB requests that accessory or ancillary child care centres are included as permitted uses in all designations which permit public service facilities. Given that working families are in significant need of child care services, it is important to allow flexibility for the use of child care facilities in other types of land use designations where the sensitive land use is not adversely affected. Encouraging and incentivizing the co-location of child care facilities with appropriate outdoor amenity space should be considered.

Section 5.0 – Public and Private Infrastructure

SCDSB planning staff note that two of the existing public elementary schools in the Township of Ramara are currently serviced with private water and wastewater systems: Rama Central Public School and Uptergrove Public School. As such, the policies found in Section 5 regarding public and private infrastructure servicing are of great importance to the SCDSB.

SCDSB planning staff respectfully request that language be added to protect the water quality and quantity of public service facilities in **Section 5.1**, by adding an additional policy as number **5.1.13**: “The Township shall protect the water quality and quantity of public service facilities by requiring hydrogeological assessments where development may impact the public service facility’s water supply.” The additional protective language would ensure that development projects do not negatively impact the water quality and quantity of private water systems at places like schools. Rama Central Public School and Uptergrove Public School both use a private well water system; protecting the viability of those systems is crucial for the operation of the schools.

SCDSB planning staff also request that policy be considered for connecting the existing privately serviced schools to proposed new municipal or communal water or wastewater systems, where such systems are proposed through

development applications, secondary planning processes, or any other comprehensive servicing strategy. When a school is privately serviced, its population has a limit set by the Ministry of Environment's Reasonable Land Use Policy. Thus, it is imperative that servicing connections be facilitated to ensure that the board is able to provide appropriate student accommodation in the community in a timely manner. **Section 5.4** discusses Stormwater Management policies within the Official Plan. **Section 5.4.1.1** provides that where an application for major development is made, it shall be accompanied by a Low Impact Development (LID) Evaluation as part of the overall Stormwater Management Report. It is SCDSB planning staff's understanding that, based on the definition of "major development" found in Section 9.0 of the Official Plan, the board would generally be required to submit a LID Evaluation for any proposed new schools, renovations, or additions. SCDSB planning staff respectfully request that schools be exempt from this requirement.

The board is subject to a high level of oversight from the province when it comes to the design, construction and funding of capital projects like new schools and additions, which results not only in tight budgets in order to maximize ratepayer funds but also in tight timelines to complete needed projects. The board notes that some LID infrastructure is inappropriate for use on school sites as they can pose safety hazards for pupils, and is also concerned that the LID Evaluation will create additional costs and slow down development timelines for needed school accommodation. SCDSB staff would encourage additional policies to identify and demarcate safe pedestrian and cycling routes to schools and other community destinations and promoting these routes. School boards are promoting students' ability to walk or cycle to school for environmental health and well-being benefits as well as engaging students in the community. We encourage municipalities to consider winter maintenance of multi-use trails particularly along routes that connect pedestrians to key destinations such as schools.

Additionally, we encourage municipalities to consider providing crossing guards. On all new local roads, sidewalks will be required on one side of the street. Sidewalks on both sides of local roads may be required in the vicinity of schools to ensure the safety of the students. It is important to identify fragmented sidewalks and connectivity within existing residential areas and develop a plan for the construction of sidewalks or multi-use trails on at least one side of the road. Through development approval process active transportation amenities including bicycle parking and racks shall be required. Creating focal or meeting spots within developments to support congregation of people which could also serve as a safe alternative for student drop off and pick up, would help to mitigate the reliance on driving.

Section 5.11 – Parks and Open Space

The draft Official Plan contains various policies related to parkland and open space throughout

Section 5.11. The SCDSB would recommend adding

additional policy language that encourages parkland to be located adjacent to school sites wherever possible; for example, “The co-location of parkland with public service facilities and municipal services shall be promoted, where possible.”

Section 6.5 – Public Service Facilities

SCDSB planning staff are pleased to see that public service facilities, including schools, are permitted in all land use designations as per **Section 6.5.3**, which aligns with the policies of the Provincial Policy Statement and contributes to the creation of complete communities. The board is also pleased that a commitment to co-location with public services in community hubs, where possible, is outlined in **policy 6.5.5**.

SCDSB planning staff would recommend that an additional policy be added to **Section 6.5** in order to permit and promote alternative parking strategies for public service facilities.

Suggested language to be included in this section could be

that the Town encourages shared parking between compatible uses and requires proponents to enter into agreements for such facilities, such as: "Alternative parking arrangements, included shared or off-site parking facilities, shall be encouraged provided that an agreement(s) are entered into with the Township to ensure the continued availability of the alternative parking arrangement." Promoting alternative parking arrangements reduces the amount of land required for surface parking and creates a more efficient use of land between compatible uses.

Section 7.6 – Atherley-Uptergrove Secondary Plan
Policies within **Section 7.6** of the Official Plan describe the structure and land use concept for the Atherley-Uptergrove Settlement Area. **Section 7.6.5** specifically describes policy for Village Institutional Areas, which includes schools as a permitted use. SCDSB planning staff note that current best practices for locating school sites include trying to ensure that schools are located within or adjacent to residential areas that generate

students. The existing Village Institutional Area in the Atherley-Uptergrove Secondary Plan is highly concentrated and generally adjacent to commercial lands. Thus, SCDSB planning staff respectfully request that schools, as public service facilities, be included as a permitted use in Section 7.6.3 Village Residential Areas. This will provide the board with more flexibility in locating school sites, contributing to the complete community goals espoused within the secondary plan.

Policy 7.6.5.4 provides specific direction for school sites within the Village Institutional Area. SCDSB planning staff respectfully request that this policy be reworded as follows: Any school site required by any school board may be located within this area and the size and configuration of the site shall meet the standards of the school board and shall be supported by planning studies in a Site Plan Approval application.

The suggested wording for **policy 7.6.5.4** acknowledges that schools may be permitted in other areas of the secondary plan so that the board has flexibility in providing school

		<p>accommodation where it is needed. The wording also specifies the type of planning application that will be required to permit a school to provide clarity and transparency in the planning process.</p> <p>Section 8.17 – Pre-Consultation and Complete Application</p> <p>Section 8.17 of the Official Plan provides policies relating to the requirements for a complete application for any proposals requiring permission under the Planning Act. A list of potential required studies is identified in policy 8.17.3. SCDSB planning staff respectfully request that “public service facility needs analysis” be added as a potential required study for a complete application. This will ensure that consideration for public service facilities, such as schools, will be contemplated early in the development process and provides clarity for potential proponents about what matters they may need to address.</p>	
8	<p>Derek Stanley</p> <p>2002 Concession Rd 1</p> <p>Rec: 2024-08-08</p>	<p>It is my desire to have the County of Simcoe recognize the zoning of the property [2002 concession 1 Ramara] matching the township zoning of dry industrial in the official plan. The</p>	<p>In Ramara Current Official Plan as well as within the Draft Official Plan, the Industrial designation is applied to the property municipally known as 2002 Concession Road 1. Any amendments to the County of Simcoe Official Plan can be done through a County Official Plan Amendment application, or potentially through comment</p>

		dry industrial zoning would allow a company to take advantage of the railway and Highway 12. The county of Simcoe designation of the property as prime agricultural does not match the property's characteristics. Crop production is not sustainable on this property as there is not enough topsoil to drain the land. On many parts of the property, there is less than a plow's depth of topsoil.		during a County of Simcoe comprehensive official plan review.
9	Robert Lehman Lagoon City Lands Rec: 2024-07-06	Thanks for the notice. A few things. 1. See the editing below as I don't think you need " regarded as Village Settlement Area within the Village of Brechin and ". Also some rewording of the paragraph of explanation. 2. Also note that the Lagoon City map, Schedule B3, in the draft OP is not correct as you need to delete the Timbercreek lands as they are shown on the Brechin Settlement Area map. See the attached OMB order for the County settlement area boundary. 3. I am not sure the phasing policies for Lagoon City matter any longer, I would delete them and also the numbers 1,2 and 3 on the Lagoon City map – I will	7.5	After reviewing the draft, it was determined a special policy area is not required for the lands subject to the Ontario Land Tribunal. Subject properties are regarded as Designated Greenfield Areas and are within a defined Strategic Growth Area. Please review the policies contained in Section 7.5, and further review Schedule B-2

leave that up to Scott and Robert.

4. The increases in the density ranges are fine.

7.5.14.3 Timbercreek Lands

The lands previously known as the “Concord Point to Brechin” Lands under the Lagoon City Settlement Area were the subject of a settlement boundary adjustment finalized in 2024 in OLT Case No: OLT-21-001730. The adjustment removed some lands from the Lagoon City Settlement Area and added other lands to the Brechin Settlement Area.

7.5.14.4

It is intended that the Timbercreek lands will be comprehensively ~~regarded as Village Settlement Area within the Village of Brechin and~~ planned as part of the Lagoon City and Brechin settlement areas. A wide variety of residential uses are permitted including ground-oriented dwellings, townhouses, medium rise and high rise multiple unit dwellings.

In order to create a greater sense of community a broad variety of commercial, institutional, and recreational uses are permitted to serve the

		wider Lagoon City and Brechin community.		
10	Woodbull LLP Kim Mullin LCP Lands Limited Lots 4, 5 and 6, Concession 6 and Lots 4 and 5, Concession 7 Rec: 2024-08-09	We continue to request that the Dalrymple Lands be designated as "Rural" within the Final Draft OP and that the existing permissions for Countryside Residential Subdivisions outlined in Policy 4.4.2 within the Existing OP remain in the Final Draft OP for lands designated as "Rural". As mentioned, this would allow the Draft OP policies to better align with the policies proposed in the PPS as well as support the achievement of housing objectives in the Township		Response drafted
11	Noah Stegman Rec: 2024-08-13	Require clarification regarding Section 6.2.15 2. Natural Hazards, as to why Lake St. John is not included, and where/if the flood mapping is going to show in the new OP schedules. As well, regarding the actual location of the landfill site on lot 16, as it is not identified in Schedule E - to ensure it is correctly mapped. the Township owned shoreline residential lots along Bluebird Street. Can these be redesignated as Greenlands	6.3	A written inquiry has been submitted to the County of Simcoe Planning Department regarding the local or private landfill at Stepan site may not be on identified on the proper parcel, and noted to the County that ECA # A253401 is located on Part of Lot 16 in the Broken Front Concession. We presently await County response. Natural Hazards can be located in Section 6.3. Schedule 'A3' will identify mapped floodplains Schedule F will reflect the mentioned unopened road allowances along Lake St. John. For the mentioned Shoreline Residential lots on Bluebird Street, we have consulted the County regarding direction on where our Shoreline Residential designation matches up with the Greenlands

(and eventually NAP). These areas are already zoned Greenlands under the Simcoe County Official Plan. These lots are almost always permanently flooded, so would not make sense to remain shoreline residential lots. I understand the few privately owned ones likely can't be rezoned as they are already existing buildable lots of records, the township owned ones however I wouldn't think have that issue. I know there have been request to purchase some of these lots over the years and redesignation would help to alleviate those requests, since they wouldn't show as residential lots. Attached is a map of the township owned lots in red that I am referring to. On the current draft schedule A1 they show as shoreline residential and the lands south of the lots as Greenlands. I know these lots are part of the Beauty Point subdivision (Plan 681), so I don't know if they can be rezoned to NAP within the subdivision or if a different type of amendment is required to remove them from the shoreline residential designation.

Designation within the County Official Plan for instances where the SR designation should remain. The lots owned by the Township on the south side of Bluebird Street have been designated Greenlands on Schedule 'A1'

12	<p>Mike and Pat Radonicich 3150 Mara Carden Boundary</p> <p>Rec: 2024-07-17</p>	<p>Further to our discussions at the open house last week, Pat and I have reviewed with our neighbours your suggestions regarding shooting ranges in the new Draft Official Plan. As we discussed, in 7.4.8.11 the word 'adapt" should actually read 'adopt." As well "Shooting Ranges and Sound " publication by the RCMP is a 1999 documentthere is an updated edited version from 2007 and thus we feel this should be referenced as "Shooting Ranges and Sound" (2007). Thus the paragraph would read: 11. The Proponent.....shall adopt the standards referenced in the "Range Design and Construction Guidelines" and "Shooting Ranges and Sound" (2007) or newer publications that are in effect....etc As you know the Range Design and Guidelines are geared for safety not for noise suppression so we want to meet or exceed any recommendations made there as they relate to ambient noise outside a range. The framework proposed in the OP, encompassing or exceeding the RCMP noise criteria is a great start. Further criteria re shooting hours of operations, independent</p>	7.4.8.11	<p>Please be advised that the language text of Section 7.4.8.11 referenced in this comment has been revised to the following:</p> <p>“The proponent of a Gun (Shooting) Club and/or Shooting Range shall adapt the standards contained in the “Range Design and Construction Guidelines” and “Shooting Ranges and Sound” publications by the R.C.M.P. that are in effect at the time of any application for approval to the Township of Ramara.”</p>
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		sound engineers, complaint driven rechecks, licensing penalties for breach can be dealt with in a site plan agreement.		
13	Gerri Stegman Rec: 2024-07-23	<p>I wanted to clarify that my inquiry was really about Trails being included on the Master Plan. I felt two things, firstly that it ensured the Township had a commitment to trails, which I was curious to confirm and secondly I noted that in other jurisdictions, that trails were incorporated into transportation plans.</p> <p>I believe that is where the other two points came from as our casual discussion led to water and air as further forms of transportation other than roads. I did not specifically request any lagoon city waterway be added as an inquiry- it simply came up as a discussion about modes of transportation.</p>	<p>7.5.7.a.</p> <p>7.6.2 12.</p> <p>7.6.7 2.</p> <p>7.6.9 17.</p>	<p>KB emailed reponse: 07-24-2024</p> <p>Sections regarding prioritization of trails are incorporated. An objective of the Village designation (settlement areas) includes the integration of surrounding public facilities, including pedestrian and biking connections to trails and recreational areas under Section 7.5.5.a. <i>This Section has since been revised to Section 7.5.7.a. within the draft Official Plan under settlement form development of the Village designation –Karissa Barker, December 16, 2024.</i></p> <p>Schedule 'F' has been updated to include the Provincial Cycling Network.</p> <p>There are sections that speak to connected trails/bikeways/parks etc. to be incorporated into the structure of the Atherley-Uptergrove Village objectives of the Rama Rd. Economic District, and provisions for Destination Commercial areas to include walkways, trails, bikeways and pedestrian areas within a development project to connect externally:</p> <ul style="list-style-type: none"> -Sections 7.6.2 12. -Section 7.6.7 2. -Section 7.6.9 17. <p>The Township of Ramara Recreation Master Plan has more specifics for trails analysis/recommendations, and creating community linkages for trails. The existing Recreation Master Plan can be viewed at the following link:</p>

			<p>https://www.ramara.ca/en/municipal-office/resources/Documents/2012RecMasterPlan.pdf</p> <p>The Township is currently revising its Recreation Master Plan. Click the following link for more information about the proposed Township of Ramara Recreation Master Plan:</p> <p>https://www.ramara.ca/en/recreation-and-community/recreation-master-plan.aspx</p> <p>The County also has a trails strategy in place. Click the following link to learn more about the trails within the County of Simcoe as well as the County's Trails Strategy:</p> <p>https://simcoe.ca/services/planning/trails-and-transportation/</p>
14	<p>Konnor Brenner</p> <p>Rec: 2024-08-13</p>	<p>However, there is one item you may take a closer look at. The issue is private communal sewer and water systems. -- (Private communal system for this discussion does not include development under the Condominium Ac. I am talking free-hold properties.) I recommend the OP should prohibit or strongly discourage such private communal sewer and water systems. The current wording is too soft in my opinion. I submit that by permitting such systems you will create headache and cost for future</p>	<p>Water Supply and Waste Water Treatment Policies have been reviewed against PPS 2024 an modified accordingly, these policies can be found in Sections 5.1 and 5.2.</p> <p>The PPS identifies private communal water and private communal sewage services as part of the hierarchy of servicing. Private communal water and sewage are second in the hierarchy to municipal services. These terms are also defined in the PPS.</p> <p>Note that in Section 5.1 it states Planning for Water Services shall ensure sustainability, feasibility and financial viability, protection of human, health and safety and align with comprehensive municipal planning for the servicing.</p>

		<p>Councils. To demonstrate my point I describe what will and can happen in these situations. Assume you have 4 free-hold houses on one water system. As time goes mayor repair is required. However, owner 1 has move away due to fire, death, etc. and the Trustees are not interesting to spend money. Owner 2 has no extra money to spend. Owners 3 and 4 do not want to pay for the first two owners. – Then Owner 3 and 4 show up at Council, with News and TV reporters in tow, pleading for help on the grounds that their children’s health is at risk.</p> <p>–So what will you do?</p> <ol style="list-style-type: none"> 1. Say “no” and face the music in press and Tv. 2. Or, help out financially and get the money from te water system i.e. Lagoon City, Bayshore Estate. The latter will complain. 3. Or, do the work and put the cost on the taxes of the 4 houses. In which case owner 1 and 2 will yell the Township did more work than was necessary and wasted money. <p>— The end result is that Council can not win.</p>		
15	Aaron Little 3433 & 3409 Louis Lane	I had made some inquiries last year and also met with you,		These properties are within an existing built up rural area within the natural heritage system. Part of the

	<p>Rec: 2024-07-25</p>	<p>Waliel and Karissa at the summer open house in Brechin. To refresh your memory, we were concerned about the proposed change to the Land Use Designation on our lots from RURAL to GREENLANDS, and how this might affect future development of the lots as well as potentially affect zoning further down the road.</p> <p>Recently we reviewed Schedule A "LAND USE" from the latest Final Draft of the OP and noticed that our lots appear to be slated for RURAL designation. We are certainly not complaining if this is indeed the case, as we feel that a RURAL designation makes more sense for recently created building lots in a rural community. Could you please confirm this with me, and perhaps provide a little information on how this came to be. Thank you very much.</p>		<p>intent of the Township's proposed Official Plan is to align land use designations with the County of Simcoe (upper-tier) Official Plan land use designations. When conflicts arise between the two documents, the County's Plan prevails over the Township's, and Township is required to align their Official Plan with the Upper-Tier under the Planning Act.</p> <p>Schedule 'A1' has been updated and the subject properties are designated Greenlands. However please note in Section 7.2 permitted uses include: subject to demonstrating that the lands are not within a <i>prime agricultural area</i>, residential <i>dwelling units on lots</i> which were approved prior to May 9, 2016 – these lots were created in 2006 and are not within a prime agricultural area.</p>
16	<p>Steve Percy</p> <p>Rec: 2024-08-26</p>	<p>Here is my list of Questions/Comments on the Ramara Draft Plan.</p> <p>Atherley Sched B</p> <ol style="list-style-type: none"> 1. Future Use designation ? - north side of Orkney Beach Rd on the farmland before the 	<ol style="list-style-type: none"> 1. Section 7.6 	<ol style="list-style-type: none"> 1. The designation of Future Growth Area correlates with our Atherley-Uptergrove Secondary Plan.

		<p>creek. Why use this “outlier” designation and what is the expected use ? Note: there are some residential house’s being built on that area already).</p> <p>2. Commercial Use - large area designated just west of Institutional on the south side of 12. Plan says that strip plaza’s are not allowed so what industry would this be targeted for ? It looks adjacent to the RV site who in turn have provided a letter to re-zone their area to the west to Village Industrial/Residential so that they can expand operations. That would create quite a large commercial area. Please comment.</p> <p>Official Plan Doc.</p> <p>1. Cross-Reference edits required. Official Plan Section 7 “Special Designations” Sections are not referenced properly to Schedule B1. Need to fix B1 - 7.5.14.4.1-6 - ...2 Noble ? is designated</p>	<p>2. Section 7.6.4.6 and 7.6.4.10</p>	<p>2. As stated in 7.6.4.6 “local neighbourhood shopping needs, or provide smaller-scale retail commercial and personal service uses.” And 7.6.4.10. Larger commercial areas in the settlement area have been identified as such, with a Village Commercial designation in the secondary plan. The smaller commercial nodes are place intermittently throughout communities – these uses do not include large commercial operations or drive-thru restaurants for example and are intended to create complete communities with compatible mixed uses.</p> <p>1. Schedules and numbering have been updated in final draft</p>
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		<p>Commercial but this allows building if 300 residences ? ...3. Is Abernathy</p> <p>2. Cross-Reference edits required. Sched B4 Rama Rd - reference 7.9.11.1-2 and 7.7.14.4 marked on the map are not listed or detailed in the Official Plan</p> <p>3. The under landfill assessment area in Atherley (Con11 and SR25, marked as formerly Closed). This area appears to be on top of a Significant Groundwater Recharge Area and close to a Highly Vulnerable Aquifer according to Schedules C and E. With the plan to expand Atherley residences in a significant manner this could be troublesome.</p> <p>4. Staff Report #BP-32-24 : page 1 Background identifies that Ramara in 2023 is updating the plan based on provincial policy changes that are still in draft form with the province. Are these changes premature and</p>	<p>2. Section 7.8.13.4 & 7.10.10</p>	<p>2. Schedules and numbering have been updated in final draft</p> <p>3. The Atherley-Uptergrove Secondary Plan does not identify that property as part of the Schedule for expansion.</p> <p>4. PPS 2024 was put into effect Oct 2024. The final Draft OP has been reviewed against PPS 2024.</p>
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should Ramara sign off in them prior to the Province finalizing these items ?

5. Section 7.6 The Atherley-Uptergrove Secondary Plan: Amendment so it supersedes overall plan. Village Settlement Area (one of three in Ramara) that are planned to have “full services”. Please clarify that the “Village Settlement” designation is independent of and does not include the “Shoreline Residential” properties in the area.
6. 7.6.3.3 - total 30 year period housing development growth is planned to be 7550 people in Atherley-Uptergrove. This represents 50% of the planned target growth hence total growth in Ramara is to be 15,000 on a current population of 10,377 (2022). Are these calculations accurate ? What is the current population of Atherley-Uptergrove ? With this type of growth is there a school planned for the

5. The Shoreline-Residential Designated Area below the Atherley-Uptergrove Plan are not within the Atherley-Uptergrove Secondary Plan Sch B-1. The shoreline residential lands are outside of the settlement area.

6. The projected population numbers have been updated in the plan and are based off of the County of Simcoe growth estimations. The County creates a community profile for Ramara. The province also has growth estimations. To the best of my knowledge, these calculations and the census do not break populations down per ward or community. In the Atherley Uptergrove Secondary Plan there is provision for schools, the Official Plan itself also provides flexibility for zones for Schools. The School Board is notified of Plans of Subdivision to enable the board to make decisions on educational institutions.

		<p>area that is zoned as Institutional ?</p> <p>7. 7.6.2.3 "... but subject to the completion of municipal environmental assessments and financial analysis, may be connected to municipal water supply and wastewater treatment systems." Please provide clarification of <u>but</u> and <u>may</u> ? Does this mean it is optional to the homeowner and will all existing homeowners in the "Village Settlement" areas share any tax burden to install and maintain these systems even if they are not serviced by them ? This is also mentioned in section 7.6,6.4&5. Will any other tax payors within Ramara be burdened with paying installation and maintenance costs for these centralized facilities ?</p> <p>8. 7.6.3.1 - I cannot reference R1,2...5 in this paragraph to Schedule B1 drawing as stated in</p>	<p>7. The policies contained in this section identify that the existing built up areas may remain private, however also may be connected to the municipal water and waste water system (when available) subject to the applicable studies. Funding for capital projects is determined by Council.</p> <p>8. The servicing areas are contained within the Current Master Servicing study. This paragraph has been removed</p>
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7.6.3.7 as well. Cross-reference issue.

9. 7.6.9.6 - Treated Wastewater "...or direct discharge to surface water as determined by Phase 3 Class Environmental Assessment in each service area." I don't like the sound of this based on the recent proposal in the Rama area for temporary wastewater facilities. I searched the underlined text and came up with nothing. Nothing on Ontario Gov't website and nothing related to wastewater. Please provide links or documents outlining this Phase 3 process. This is what seems to be approved for the Rama/Fern development "Temporary Solution" with direct discharge into wetlands vs. a local pool/drainage field in these areas that is committed land for this purpose. I believe there is a drainage pool out at Concession 10/Sinclair to

9. Please refer to the Master Servicing Study

		<p>service that development.</p> <p>10. Stormwater - awareness. While the water volumes will generally not change, the velocity with which they may move may change as land is developed (more roofs and concrete and paved roads) hence discharge into Simcoe and Couchiching will be faster. Existing downstream capacity must be known in advance to assure development addresses any upgrades to same. Otherwise the existing waterfront homeowners properties could be at risk of flooding as water cannot be discharged into the lake fast enough. And who should pay for that ? Developers I would think.</p> <p>11. 7.8.10 High Water Setback at 30m ? This is not possible for many waterfront properties as the entire lot is only that deep or less in many cases. I would prefer more elaboration on what</p>	<p>10. Stormwater Management is reviewed as part of planning applications.</p> <p>11. The 30m setback is provided through provincial guidance. Existing uses can continue. If development cannot met setback requirements, there are tools under the Planning Act to address this. The appropriate tool is property specific.</p>
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will be allowed to protect those homeowners from misinterpretation in the distant future by future generations.

12. 5.8.14 Road Entrance Permits ? Why does this need to be put in an official plan document ? Yet another tax solidified and non-debatable in the future “unless the Official Plan is changed”.

13. 5.8.16 Road design and maintenance standards - fantastic. Courtland, from the S-turn and south has been repaired 5 or 6 times this year already with what amounts to a guy shovelling loose blacktop into the holes which clear themselves out again within a week. I would like to see those turns and intersections use a better technology solution to support the stress of turns better. The change in speed limit to 40 does not make a difference to this issue. If done, we wouldn't need these monthly wasted

12. A bylaw was passed by Council in regards to Entrance Permits – it correlates with this section of the OP (Private and Public Infrastructure)

13. This comment/question would be more appropriately addressed through the Infrastructure Department. Please contact infrastructure@ramara.ca with questions related to road speed, maintenance and/or asset management.

		<p>repairs and it would be a lot safer.</p> <p>14. 6.2 Natural Heritage Policies - our property is zoned Shoreline Residential but we are at or very close to 120m adjacent limit of a significant Greenland/Wetland. This applies to many shoreline properties on Simcoe in Ramara. As we are already shoreline and have to meet stringent building requirements of Ontario and the LSCA-LSPP already, why do we need more restrictions added ? This distance is more than a football field away and we have 300' properties between us. Again, this could be an undue burden in the future when interpretation of future generations come into play. Can these distances be reduced to reasonable distances ?</p>	<p>14. A Natural Heritage Study or Environmental Impact Study would be required if you trigger a Planning Act Application, such as a minor variance, consent, zoning by-law amendment or site plan application. These policies are required in the Provincial Planning Statement, Lake Simcoe Protection Plan, County of Simcoe Official Plan to ensure the protection of natural heritage features, being a matter of Provincial Interest.</p> <p>Please review 6.2.6.2 Existing Uses</p>
17	<p>Konnor Brenner Rec: 2024-07-11</p>	<p>The following are my comments on the draft Official Plan issued in 2024 July:</p>	<p>Please see response in question 14 above regarding communal services.</p>

The use of communal sewer or water services shows up in several sections. I recommend that Councillors have serious discussion on when to permit these. Such systems have great potential to create political difficulties similar to what the Township dealt with in the Davy Drive water issue. The entering into “backup” agreements reduces the risk of future problems but does not eliminate these. - I do not do not consider systems “communal” that are developed under the Condominium Act. I would not discourage condominiums. I suggest the document could be made shorter and hence easier read if items were deleted or shortened that are not under the jurisdiction of the Township. For example clause, 2.3, Chippewas of Rama. The clause could state “The lands in Reserve 32 are not under the jurisdiction of the Township.” Or leave out the entire clause as Rama is separate community.

An other example is clause 3.6 Waste Management. This is County business so why is it in the Township’s OP.

Section 2.3 is a brief overview of the First Nations community that borders our municipality.

The County of Simcoe Official Plan policies are incorporated in sections of Ramara’s Official Plan where it is applicable, for conformity.

		<p>This draft document goes into more detail than Official Plans have gone in the past. While there is nothing wrong with this, it will lead to more work and inflexibility by the Township in the future. I suggest some thought should be given to leave some of the details to the zoning and secondary plan stage.</p> <p>I see very little in the plan to increase future public access to Lake Simcoe and Lake Couchiching.</p> <p>Detail comments Section 5.7.2 - Requiring public consultation for utility replacement. This may be difficult to enforce. Furthermore, it is likely that the utility company may refuse to pay for such consultations when just replacing a facility. This means that the Township will have to pay. Does the Township really want this extra cost as the Township can not stop the work in most cases?</p> <p>Section 8, Affordable Housing – Is this not County jurisdiction? So why is it in the Township’s OP?</p>	<p>The Official Plan provides policy direction and text for matters related to the municipality. Matters more appropriate for the Zoning By-law will be implemented through the updated Zoning By-law. The text in the Official Plan contains terms such as “shall”, “should”, “may” to provide direction for development and other municipal plans.</p> <p>Please see Section 5.11. This initiative is also being included in the Township Recreation Master Plan</p> <p>This section has been removed.</p> <p>PPS 2024 provides direction for planning authorities to ensure housing options and affordable housing. See section 2.2 of PPS 2024</p> <p>Duplicate sentence removed.</p>
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		<p>Section 7.6.9 -5 Water supply.... This may stand some rewriting as is hard to understand.</p> <p>Section 8.14 Fiscals Measures – I recommend this not be put in the OP as it will tie unnecessary Council’s hands and is not land planning matter.</p>		<p>After review of this section, this is appropriate and will remain in the document.</p>
18	<p>Elias and Adina Toby</p> <p>Rec: 2024-07-11</p>	<p>We hope that our property and our neighbours are being considered for this improvement.</p>		<p>No response required</p>
19	<p>Noah Stegman</p> <p>Rec: 2024-07-11</p>	<p>schedule A1 does not identify longford mills as a rural settlement area which conflicts with the current draft</p>	<p>4.1.2.2</p>	<p>Schedule A1 is updated to reflect rural settlement area</p>
21	<p>Jim and June Newlands</p> <p>Rec: 2024-11-05</p>	<p>We are requesting the following considerations for any future updates to the Ramara Township Draft Official Plan:</p> <p>1. Keep the current Rural and Agricultural designations for our property as they currently are in the existing Official Plan and have only the Natural Area Protection replaced with the new Greenlands designation. This would allow us to continue to use our property in the same manner that our family has done for six generations.</p> <p>2.The Ramara Township Draft Official Plan does not clearly identify the Township’s</p>	<p>7.2 7.3 6.1.2</p>	<p>1. The Designation Map correlates with the County Official Plan Designations. Please review the updated permitted uses in Section 7.2 to confirm permitted uses.</p> <p>2. The Schedule ‘A1’ shows the designated Agricultural lands, which identifies the Township’s Prime Agricultural Area. Schedule ‘A4’ has been added</p>

		<p>Agricultural System or the Prime Agricultural Areas. These should be clearly identified so it is easy to understand how the policy framework would affect the permitted uses of our property.</p> <p>3. Section 3.8.16 of Simcoe County's Official Plan needs to be included in the Township's new Official Plan to make it clear that the Township supports agriculture and to align with the stated goals of the Draft Official Plan.</p> <p>4. The current wording of Section 6.1.2 of the Ramara Township's Draft Official Plan will have widespread negative impacts on the Township if it truly is the Township's intent that the existing uses which do not conform with the Greenlands designation are to cease to exist. If this is not the Township's intent, this section needs to be re-worded.</p>	<p>identifying the overlay of the Agricultural System. Sections 3.8 and 7.3 reference the agricultural system</p> <p>3. Please review Section 7.2.4</p> <p>4. The wording in this section has been amended. Please review.</p>
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Appendix A - Draft Official Plan Comment Matrix - Comment responses from 2023 Open House/Online Comments

First and Last Name	Municipal Address	Subject Property	Comment	Township Response
Stephen Edell	6604 Quarry Point Road	Properties on Private Quarry Point Road	<p>Good afternoon,</p> <p>Our family has a vacation home and your orange shaded map segment appears to show it intended to be rezoned Commercial. Kindly confirm if this is true and what is intended. We only indirectly learned of this last night and we are not in the Ramara area this week to attend a public meeting.</p> <p>Thank you</p>	This designation was carried over from the 2003 Official Plan, the area in question has been amended to be designated Shoreline Residential which is reflective of the current and appropriate land use
Jake Collier	Quarry Point Road	Quarry Point Road	<p>Hello,</p> <p>I have a question regarding the revised Schedule A1 dated July 6, 2023. I have a property on Quarry Point Road in Ramara where it seems half the street is now being zoned as "destination commercial" compared to being shoreline residential.</p> <p>Could you let me know what is driving this change? Or is it just an error? See below a snapshot and attached PDF.</p>	This designation was carried over from the 2003 Official Plan, the area in question has been amended to be designated Shoreline Residential which is reflective of the current and appropriate land use
Greg Stager	6246 Jim Mitchells Road	Property at Jim Mitchells and Rama Road	<p>I was reviewing Schedule A1 - Land Use of the Official Plan Review and noticed what I think is an error.</p> <p>There is a piece of land that is labelled as Destination Commercial, but I believe it is instead part of Rama First Nations. The other maps in the other schedules have it correctly labelled.</p>	This designation was carried over from the 2003 Official Plan. It is Rama First Nations land and the mapping has been updated accordingly.
Mae Whaley	not provided	general questions regarding OP	<p>With governments encouraging citizens to switch to alternative fuels, will there any reconsideration of how the location of solar farms and individual solar panels may be permitted in the township?</p> <p>How close are our local aggregate quarries to the end of their productive lives? Are we likely to see changes in use of those properties in the next ten years?</p>	Recently adopted OPA 25 (awaiting approval at the County of Simcoe) provides direction for renewable energy facilities. This text has been incorporated into the proposed official plan. Any changes made by the County of Simcoe during the approval of OPA 25 will be updated in the plan accordingly.

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			<p>What is the median age of farmers in the township? Do you have a sense of how many family farms may cease operation in the next decade because of aging out and no family succession?</p>	<p>The Township did not query the remaining life span or quarries or the age of farmers through the Official Plan review. Active quarries have rehabilitation plans through their licence through the ARA.</p> <p>Lands designated Agriculture in the Official Plan remain protected to support the agricultural operations, however family succession or lack thereof is more appropriately directed to economic development.</p>
William Little	3433 and 33409 Louis Lane	3433 and 33409 Louis Lane	<p>I am writing this letter to voice my concern with regard to the Ramara Official Plan Review and how proposed changes in the draft plan may affect two building lots that my wife and I own on Louis Lane.</p> <p>To provide a little background, between 2006 and 2008 we severed 3 lots (3441, 3433 and 3409 Louis Lane), being approximately three quarters of an acre each from what was, prior to the severances, an approximate 66 acre property (3461 Louis Lane). In subsequent years we sold the retained land (3461 Louis Lane) and also one of the severed lots (3441 Louis Lane). As a side note, in 2022 a home was built on the severed lot we had previously sold at 3441 Louis Lane.</p> <p>Obtaining the severances was an arduous and expensive task, requiring minor variances, an official plan amendment, and an EIS due to the severed lands being within 120m of a Provincially Significant Wetland (PSW). That is why we are alarmed to see that the Draft Official Plan proposes to change the land use designation of the building lots we still own (3433 and 3409 Louis Lane) from their current designation of RURAL to GREENLANDS. Our lots are also currently zoned RURAL under the Ramara Zoning Bylaw which allows for many uses. We are concerned as to how a change of the Land Use Designation under the Official Plan to GREENLANDS may affect the zoning of our lots in the future and potentially threaten our ability to build. We are also concerned that an eventual change in zoning may remove some of the permitted uses that the RURAL zoning currently allows, such as Additional Residential Units.</p> <p>The GREENLANDS Designation under the Draft Official Plan does not allow development, and if the Zoning eventually comes in line with the Land Use Designation, this would essentially make our building</p>	<p>The Greenlands designation does not prohibit development for residential dwellings on these properties. The owner and staff discussed this concern at the open house and it has been resolved. The Greenlands designation permit residential development on lots approved before May 9, 2016. These lots are not within a prime agricultural area.</p> <p>Note that the Greenlands designation in the OP does not equate to a change in zoning at this time. The Greenland designation has been in place on this property since 2016 when the County's Official Plan came into effect.</p>

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			<p>lots worthless. We would be transitioning from a very flexible zoning of RURAL, to a zoning which potentially does not allow development. We don't think it is appropriate to change the Land Use Designation of lots that were created in recent times for the very purpose of building to GREENLANDS. This change may be appropriate for larger tracts of land, but not for typical building lot sized properties in an existing rural community such as our lots. We respectfully ask for your support in amending the Draft Official Plan so that our lots retain their existing RURAL land use designation. We are long time seasonal residents who have owned a cottage on Amilia Drive for 23 years. We look forward to meeting both of you at the upcoming Open House.</p>	
<p>Jan Leonard</p>	<p>76 Creighton Street</p>	<p>Atherley/Uptergrove Settlement Area</p>	<p>Further to my conversation with Walied Zekry at Udney Community Centre, July 26/23, I have concerns regarding Atherley/Uptergrove Settlement Area. More specifically, my concern is regarding Creighton Street and Muley Point Road as the only traffic access points from Hwy 12 that provide intersection traffic lights.</p> <p>Accessing Hwy 12 intersections without traffic lights, can be problematic if not dangerous given highway traffic travelling at speeds exceeding 80 kph. The only Hwy 12 access roads in the whole of the Atherley Uptergrove Settlement Area that provide traffic lights are Creighton Street and Muley Point Road, each located at the opposite outermost boundaries of the Settlement Area, a distance of 4.6 km apart.</p> <p>Creighton Street currently functions as the main access road into the western half of the Settlement Area, funnelling traffic from well beyond the immediate neighbourhood. This is an unacceptable situation for a well established residential street that is one lane in each direction, with narrow shoulders, often bordered by deep ditches and shallow depth front lawns. There are no sidewalks, and a significant number of pedestrians (residents, tourists, senior citizens, dog walkers, and young families with strollers). It also serves as the main pedestrian access for area residents visiting Atherley Community Park, Playground and Beach, and it forms part of the Ramara Trail Cycling Route.</p> <p>As a resident of Creighton Street I can attest to the sheer volume and variety of residential, recreational, commercial and heavy construction</p>	<p>An Atherley Transportation Study Needs and Justification was conducted in March 14, 2024. This study provided recommendations for the roads network and intersection improvements, specifically in the Highway 12 corridor. The recommendations from this study have been incorporated into the draft Official Plan and will be used for development applications.</p> <p>The text in the draft official Plan also provides direction on interconnectedness within communities, working towards complete communities, including active transportation and sidewalks.</p> <p>The Township is also currently in the process of undertaking a Recreation Master Plan, which will include Atherley.</p> <p>The lot fabric has been updated on Schedule B1.</p> <p>The Master Servicing Study has been referenced and implemented into the draft Official Plan.</p>

Appendix A - Draft Official Plan Comment Matrix - Comment responses from 2023 Open House/Online Comments

			<p>vehicles. Exceeding posted Speed Limit and ignoring Community Safety Zone signage is the norm creating a dangerous situation for area residents. Furthermore, the noise created by the significant traffic frequently speeding is reaching intolerable levels destroying the quiet residential and recreational nature of the street and surrounding area.</p> <p>Increased residential development will only worsen the current situation. Inbound and outbound traffic will only increase. Multiple access routes with traffic lights along Hwy 12 east of Creighton will redistribute traffic flow more appropriately and maintain a more equitable residential environment for all. What is needed is an alternate, additional or new route that better serves the south central portion of the Atherley/Uptergrove area. A more central option (ie. Rama Road extension, Ramara Centre extension, Orkney Heights or similar) providing ease of access to Hwy 12 will better serve the residents residing in the mid sections of Atherley/Uptergrove and deflect traffic from Creighton Street neighbourhood.</p> <p>I would implore Ramara Township sooner than later to prioritize increased number of safe access points (traffic lights) from Hwy 12 into Atherley/Uptergrove Settlement Area to reduce the current and future pressure on Creighton Street, maintain the safety of our street; and retain the eclectic and charming residential neighbourhood whose residents deserve better.</p> <p>On a separate note, I am also concerned regarding Map Schedule B1 (Atherley/Uptergrove Settlement Area) as a reference for public input regarding the Draft Official Plan. The map is misleading as for some reason it only shows a portion of existing residential lots, ie. Whole existing neighbourhoods are not depicted (ie. accurate Lake Simcoe shoreline, Anderson Avenue neighbourhood, etc. It should show all existing residential lots and locations of key attractions such as provincial parks for reference and to present an accurate depiction to the Public. Why the failure to only partially illustrate existing residential subdivisions and shoreline development? Include all or none instead of just some.</p> <p>Also, quite concerned about water and waste challenges within the Atherley/Uptergrove Settlement area which currently does not offer</p>	
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			<p>municipal services. Given the priority emphasis on growth shouldn't such important matters be a well defined consideration up front in the planning process? Solution options provided are vague at best given the potential impact on existing private systems.</p>	
Jana and John Bickell	2992 Con Rd. 7, Brechin	2992 and 2996 Con. Rd 7, Brechin	<p>These two properties are currently listed as Mineral Aggregate Extraction Areas. The pit on the property is not, nor has been, active in many years and is no longer licensed.</p> <p>Under section 7.11.8 Deletion of Official Plan Designation is states that the Township may change the designation to an appropriate designation more reflective of the characteristics of the lands. In this case that would be agricultural and/or residential, rural.</p> <p>Wondering how this change can be started or made as part of the official plan.</p>	These areas have been removed from the MAE area in the Official Plan designation.
Lou Pasubio	2687 Concession Road A, Brechin, Ontario, L0K 1B0	2687 Concession Road A, Brechin, Ontario, L0K 1B0	<p>We have owned and operated Brechin Motorsport Park/Gamebridge Go-Karts since 2015. Located at the corner of Concession A and Ramara Road 47 in Brechin, the facility has been in operation for 50 years+. My family has owned and operated this business for more than 8 years now, and we have had the pleasure of meeting many local residents and visitors to our community over the years, many of which have been coming to our facility for multiple generations (people that have come as children and that are now bringing their grandchildren). It is for this reason that we did not change the name of the go kart business (Gamebridge Go-Karts), having a desire to maintain its legacy over an extended period of time. We are very highly rated and reviewed and we pride ourselves in being a clean, safe, family-friendly destination for the community. We provide an important outlet for outdoor recreation for families, and our business draws upwards of 10,000 people from all over the province and beyond into the community, supporting our business and other local businesses. Importantly, while we do draw significantly from the local community and tourists visiting the area, a great many of our visitors come to us specifically as a destination and would otherwise not visit our community. We are a local employer of young people, starting with kids at 16 years old and keeping them employed right through high school and post-secondary school. We look forward to many</p>	<p>The property has been designated Greenlands under the County of Simcoe Official Plan since it came into effect in 2016. Without the benefit of a Natural Heritage Evaluation, re-designating the property would be premature. This requested change could therefore not be implemented as there are other policy considerations that need to be address in the PPS, County of Simcoe Official Plan and Lake Simcoe Protection Plan prior to making a change.</p> <p>A site specific policy is the result of a land owner or applicant applying for a change to the Official Plan.</p> <p>Please note, the proposed change is for the Official Plan designation, there is no change to the Zoning at this time.</p>

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			<p>years of growth and having a positive impact on our community for many years to come. We strive to be good and responsible corporate citizens, as considerate as we can be towards our neighbors, diligent and conscientious with respect to our environment, and giving back when and where we can.</p> <p>Since 2015 we have made a significant investment in the business, purchasing materials and services from local suppliers, and we continue to do so to this day.</p> <p>In 2016 we filed a Site Plan with the Township, showing areas of possible future expansion of the track. We are zoned RU-5 and have looked forward to growth in the future.</p> <p>It is against this backdrop that you can imagine our surprise when we reviewed the Draft Official Plan and noticed that our property is now marked as "Greenland". Moreover, "Greenland" areas now exclude Active Recreation from its permitted uses. We assume that this is a mapping error, since the facility has been in place for as long as it has, and whatever trees that remain are mainly brush or cedars, with very few mature quality trees otherwise. To be clear I am not concerned with existing trees/vegetation at the southern part of the property (south of the track), nor am I concerned with areas on the new map noted as having "Natural Heritage Features", but I am deeply concerned with ensuring that we are supported and secure in our business and that we can continue to grow our business in the years to come.</p> <p>I am requesting that all of the property north of the existing track be excluded from the "Greenlands" designation and that we continue to be designated as "Rural", contiguous with the lands to the east/north, as this is consistent with the current land use and its features. Moreover, I am requesting that our business be recognized as one with a "Special Designation" in the Official Plan, reaffirming our current zoning just as several other businesses have been recognized (such as the quarry across the road, marinas, campgrounds, etc.). Finally, I am requesting that the definition of "Active Recreation" specifically include mention of not just golf courses and other activities but also specifically go-karting and accessory uses as a positive signal of support by the Township of our presence, activity and</p>	
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			<p>importance to the community.</p> <p>In closing, I very much appreciate the opportunity to advocate on behalf of my business and feel very strongly in the reasonableness of my position. I am confident that my requests are fair and reasonable, and I am available at your disposal to discuss this matter and provide whatever additional information that you may require in support of my position.</p>	
Anton Muzychka	2660 Lakeshore Drive, Brechin, ON, Canada	Entire Ramara	<p>Hello</p> <p>This comment is about a 30m setback from high water mark. Please don't do it. Minimum lot depth required for 1000sq.ft. home is around 148 ft. on city services and 231ft if its private septic. We don't have many waterfront lots that are that deep in Ramara. This change will eventually put at least 90% of all waterfront lots. Entire Lagoon city. Freeze re development on waterfront. Simcoe conservation has exception to their setback of 30m provision. One of requirements to get that exception is for it to be compliant with current zoning by-law. Once you change the official plan, the zoning would have to change so owners won't qualify for LSCA exception. Please do not take easy way out path. Fight with province. Stand up for us small people of Ramara.</p> <p>Thank you.</p>	<p>The wording in Section 7.8.10 and 7.13.6 is being further reviewed. The wording in 7.8.10 provides for provisions for existing lots of record where the 30 metre setback is not possible.</p> <p>There are planning tools in place such as zoning bylaw amendments, applications for permission or minor variance applications that an ensure any reduction into a setback is done in a responsible way while meeting policy.</p>
Dana Tuju	7383 Davy Drive	7368 Glen Ellen Drive (family cottage)	<p>The RU zoning for a few lots across the road from waterfront at the north end of Floral Park is mislabeled as RU and should be SR.</p> <p>If the reasoning is that they are larger lots, those properties are not rural, in that the bulk of them consists of uninhabitable wetland. The rest of the usable yard is small, and certainly not large enough to have chickens in a way that is respectful the rest of the shoreline residential neighbours. Even worse, these neighbours feel they can have a rooster, and that the bylaw should not apply to them (it explicitly states in the bylaw that roosters are not permitted).</p> <p>Those properties should be designated SR just like the rest of the properties a little farther south (a couple hundred metres) on Beach</p>	<p>The change in designation from RU to SR is currently being reviewed internally.</p> <p>12-16-2024 The existing Official Plan designation of the mentioned lots is "Rural" and within the draft OP, these lots continue to be designated "Rural" however portions of the property have been designated "Greenlands" to align with the County of Simcoe Natural Heritage System. The Official Plan designation does not change the existing RU zoning of the properties.</p>

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			<p>Drive, where both sides of the road are designated SR. Even the homes on Rama Road by Switch Road are designated SR.</p> <p>Floral Park is the only waterfront community in the township that has this flawed zoning labelling. A waterfront road should hold all properties to the same high standards no matter which side of the street. Why would anyone want to spend time in their valuable home as a peaceful lakeside retreat when across the road it is permitted to be basically something out of Deliverance?</p>	
Daniel McMillan	7547&7525 Rama Road	7547&7525 Rama Road	<p>I am owner of lands at 7547& 7525 Rama Road consisting of app.300 acres. I feel that a portion of this property should be designated RURAL.</p> <p>In the draft O.P. it looks like 99.9 percent of the property has the Greenland's designation as per (schedule A1).</p> <p>On schedule A2, wetlands and woodlands are shown, also open areas (Lot Fabric).</p> <p>Schedule A2 (Natural Area Framework) shows wetlands on my Property, these wetlands would not be there if it was not for the Man made dam on St. John Creek.(What is Natural about that)</p> <p>The portion that I feel should have a rural designation fronts on Rama Road and Switch Rd.(easterly on Switch Rd to first wetland, app.across from quarry designation)then southerly including woodlands and lot fabric to the lot line between Lot 35&Lot34(7429 Rama road).</p> <p>This property has the same physical characteristics as other properties that have the rural designation, in particular the properties on the north side of the quarry.</p> <p>If you need any clarification on what my request is please let me know</p>	<p>The property has been designated Greenlands under the County of Simcoe Official Plan since it came into effect in 2016. Without the benefit of a Natural Heritage Evaluation, re-designating the property would be premature. This requested change could therefore not be implemented as there are other policy considerations that need to be address in the PPS and County of Simcoe Official Plan. There are unevaluated wetlands and woodlands mapped on the property by the MNR, which identify natural heritage features.</p>
Anton Muzyelvla	2660 Lakeshore Dr. Ramara On	every waterfront property	<p>Please remove 30m set back from high water mark. Will effect every waterfront owner. Minimum lot size with municipal services 50x148 and 50x235 with septic.</p>	<p>Duplicate comment, addressed above</p>
Christy Philip	124 Wellington St.	Atherley Area	<p>Sewage around Tim Hortons and the marina.</p> <p>The ditches are full, next to the lake, with no outlet. Will there be any accommodation to discharge the ground water.</p> <p>*Septic tank review reinspection? Dates?*</p> <p>Development of farm-51 Balsam</p>	<p>Concerns regarding existing ditch levels are more appropriately directed to the Infrastructure Department. We have confirmed with Infrastructure that this ditching work has been completed in 2023.</p> <p>Septic re-inspection program questions are more appropriately directed to the Building Department.</p>

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			<p>What plans for water and sewer for the new houses?</p> <p>Mara Rama Boundary Road needs to be updated on map- called Monck Rd.</p> <p>Map of Atherley does not accurately reflect existing lots along Patricia and Wellington</p>	<p>To date there are no development proposals received at 51 Balsam Road. There are no municipal services in Atherley, existing lots of record would need to be serviced by private water supply (ie. Well) and septic system.</p> <p>The mapping has been updated to reflect the road names and existing lots in the area.</p>
Mae Whalay	5608 Grays Bay Rd.	5608 Grays Bay Rd.	Solar Farms permitted uses and land designations	Duplicate comment, addressed above
Daniel McMillan	7547 Rama Rd.	7547 Rama Rd.	<p>Section 2.5.2 Housing & Population: By 2031 approximately 1400 new dwellings needed.</p> <p>In the past 6.5years an average of about 75 new dwellings per year (as per the monthly building reports).At that it will leave the township well short of its target of 1400 new dwellings by the year 2031.I would suggest that staff/consultants and council look at changes to some policies, and create some new policies that would give more development opportunities for residential development in rural and Greenland designations out side of the settlement areas. Including policies regarding small parcels of land that are designated agricultural.</p> <p>Section 2.6.5 Natura Heritage System: Where the Mayor has indicated that the is being thrown out in its entirety, although no time line given. Where as staff have indicated that the natural heritage system is under review is it not premature to use it as a basis for the O.P.</p> <p>Section 3.8.4: On small parcels of land that are designated Agricultural, I feel lot creation should be allowed. There is no difference allowing for 2 additional dwellings on agricultural land or creating a separate lot for the second dwellings. Bottom line it is still farm land coming out of production. Not sure what size it should be maybe in the 10 to 15 acre size.</p>	<p>As per Provincial Policy, settlement areas are the focus of growth and development. Some residential development is permitted within the Rural designation, See Section 7.4.7. Lot creation in the Greenlands designation continues to be restricted in line with Provincial and County policy as this is considered the local natural heritage system.</p> <p>The natural heritage system has not been removed in its entirety. The new Provincial Planning Statement provides for policy and guidance as it relates to natural heritage features and their protection. Please refer to Section 4.1 and the definition of Natural Heritage System.</p> <p>Lot creation in Agricultural Areas is restricted through Provincial policy. Principal dwellings and additional residential units are permitted in agricultural areas as an agricultural use.</p>

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			<p>Section 5.11.3: What are development rights bonus??</p> <p>Section 6.1.1.2: Although this is just the draft O.P. does that mean that what is in this draft are the intentions of council (with out changes)</p> <p>Section 6.2 Natural Heritage policies: Where as the Mayor & Warden (Basil Clarke) has indicated that the natural heritage system is being scrapped, although he did not give a time frame. If it is scrapped will these policies still apply???</p> <p>Section 6.2.3 Greenland's Designation: Where all lands designated Greenland's in the County O.P. have also been designated on Schedule A1 because Ramara is totally different from the whole of Simcoe County. I feel that the township should have a closer look at the Greenland designation and change some of to the RURAL designation, as I previous township Official Plans, where all sensitive areas where protected through E.P.(environment protection) designation or through N.A.P.(natural area protection) designation</p> <p>Section 6.2.4 Significant Woodlands: in the P.P.S. Section 4.1.5.b Ecoregion 5E, development and site alterations are permitted, will this apply to lands in Ramara that are in the 5E zone???</p>	<p>This language is being updated. This was bonusing, which has been replaced by the community benefits charge</p> <p>The draft is reviewed and edited before it is adopted by Council. At which point it is then sent to the County of Simcoe for approval.</p> <p>The new Provincial Planning Statement provides for policy and guidance as it relates to natural heritage features and their protection. Please refer to Section 4.1 and the definition of Natural Heritage System.</p> <p>Planning is a multi-tiered process. The Greenlands designation as implemented by the County of Simcoe Official Plan is to be transposed to our plan. The Greenlands Designation does not necessarily means the lands will be zoned Natural Area Protection. The natural heritage features themselves are identified where the Greenlands designation includes those areas and the systems that connect them. Refinements to these areas are possible through EIS submitted with a Planning Application.</p> <p>In the proposed Provincial Planning Statement, development and site alteration is not prohibited in significant woodlands in Ecoregion 5E. Any development or site alteration in this area would not be prohibited, however would be reviewed depending on the proposal.</p>
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			<p>Section 6.2.6.1.1 Mapping Inaccuracies: If an amendment to the Zoning-bylaw is required to recognize a change in mapping due to inaccuracies who is responsible for the cost of the amendment??</p> <p>Section 6.2.13 Significant Woodlands: Does this apply to lands in the Ecoregion5E in the P.P.S.???</p> <p>Section 7.2.2 Greenland's Permitted Land uses: Is it still possible to get a building permit, for a lot of record in the Greenland designation??? Before the county imposed the Greenland designation on the township, some of these lands where designated RURAL, I feel that the permitted Land uses should carry over to the new Greenland designation Where as under section 3.2 Housing The goal is to provide a variety and choice of housing or everyone wants to live in a subdivision, or condos, some people want to live in the country side There should be lot creation in the Greenland designation There should be the same opportunities for additional dwellings in the Greenland designation</p> <p>Section 7.3.6 Agricultural Lot Creation: Lot creation should be allowed on small parcels of land that are designated agricultural Permitted uses in agricultural designation allows the primary dwelling and 2 additional dwellings if this happens on small parcels the result is land that comes out of agricultural production, same result of lot creation is permitted Lot creation should be allowed on small parcels of agricultural lands 10 to 15 acres</p>	<p>This would be property specific and is not able to be answered with a blanket statement. Note the language says 'may'.</p> <p>Yes. Any development in a mapped woodland would be subject to review regardless of the Ecoregion.</p> <p>There are permitted uses listed in the Greenlands Designation. This section has been updated since the 2023 draft to provide clarity. Lot creation in the Greenlands designation continues to be restricted in line with Provincial and County policy Additional residential units are permitted in Greenlands. ("subject to demonstrating that the lands are not within a prime agricultural area, residential dwelling units on lots which were approved prior to May 9, 2016)</p> <p>Duplicate comment answered above.</p>
Michael Douglas	3905 Simcoe County Road 47,	North Lot 6, Concession 3, Ramara Township	The Township of Ramara Official Plan, Schedule A1- Land Use map dated July 06, 2023 requires updating. The property described as North Lot 6, Concession 3, Ramara Township needs to be identified in	At the request of the property owner, the designation of this property has been amended to Agriculture. To note, the lands are still

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	Brechin, Ontario, L0K1B0		yellow as Agricultural. The property has been farmed including crops and livestock for over fifty years and will be preserved as farmland.	designated as Rural according to the County of Simcoe Official Plan.
Peter Schwab	2868 LINE 5	2868 LINE 5	We would like to see the Greenland's designation refined in order to accommodate severance potential. Also, we would like this property to be flagged with the County of Simcoe natural heritage evaluation being undertaken currently, along McMillan side road.	The subject property is located within and surrounded by wooded features as defined by the MNRF and significant unevaluated wetlands. The County of Simcoe Official Plan designates the entire property and surrounding properties with the Greenlands Designation. Without the benefit of a Natural Heritage Evaluation it would be premature to change the designation at this time. The County of Simcoe will be provided with the comments and requests for Greenlands considerations.
Charlotte Knegt Public Health Nurse, Chronic Disease Prevention Program	120 - 169 Front Street South, Orillia ON L3V 4S8	Feedback to consider for Official Plan	<p>Thank you for the opportunity to review and provide feedback for Ramara's first draft of the Official Plan. The following goal and objective statements are from the Simcoe Muskoka Health Unit's Healthy Community Design - Policy Statements for Official Plans (https://www.simcoemuskokahealth.org/docs/default-source/jfy-communities/Healthy_Community_Design.pdf?sfvrsn=0).</p> <p>We have identified some specific topics for feedback at this time, but we encourage you to consider other goals, objectives, and policy statements in this resource as you create draft two of the Official Plan.</p> <p>PHYSICAL ACTIVITY: Goal Statement: Create a physical environment that provides opportunities for safe daily physical activity. Objective PA 1- Ensure a built environment that supports and promotes safe active transportation as a priority travel option. Objective PA 2- Provide greenspaces, places to play and gather, and recreational facilities and opportunities for all.</p> <p>Objective PA 3 – Ensure natural and built shade features are available at outdoor public spaces.</p> <p>SMDHU commends the Township of Ramara for their dedication to develop and maintain a safe, connected network of publicly accessible walkways, trails, and bikeways to reduce automobile dependency, while simultaneously both encouraging and facilitating resident health and tourist enjoyment.</p>	

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			<p>SMDHU's feedback on this topic is as follows:</p> <ul style="list-style-type: none"> • SMDHU recommends inclusion of language in Section 3.10, Comprehensive Goals and Objectives, Transportation to establish a basic public transit system to provide connection between key residential, employment and commercial areas, as well as neighbouring municipalities. The Township could work with local groups and stakeholders to create a comprehensive long-term transportation plan (to update the 2010 Transportation Plan) that would consider various modes of transportation including on demand transit in addition to the typical modes of travel such as walking, cycling, and automobile travel. SMDHU encourages you to place priority on active travel and transit in the transportation hierarchy and to also examine how best to connect the various modes of transportation to facilitate ease of travel within the Township for both residents and tourists. • SMDHU recommends inclusion of language in Section 5.11 Public and Private Infrastructure, Parks and Open Space, to promote natural and built shade features in outdoor public spaces, such as municipal facilities and buildings, greenspaces (parks and playgrounds), recreation areas and along trails to help protect residents from UVR/sun exposure. The 2010 Ramara Active Transportation Plan identified that respondents of the Trail User Questionnaire had requested "tree cover" as an additional trail amenity. Shade in public spaces was also identified by survey respondents as a need in the 2012 Ramara Parks and Recreation Master Plan. • SMDHU recommends inclusion of language in Section 6.5 General Development Policies, Community Services, to encourage collaboration with school boards when considering both placement and retention of schools. Currently language in this section states "...one of the considerations in designating new residential areas will be the adequacy of school sites and facilities in consultation with the school boards serving the Township". Expanding on this language to reflect active collaboration between the Township and school boards could maximize opportunities for active school travel (with connections to pedestrian, cycling, and public transit networks), school safety zones, reduced speed limits, traffic calming, reduced public parking and enforcement to deter personal vehicle use and 	<p>Section 3.10 has been updated.</p> <p>Section 5.11 has been updated.</p> <p>Section 6.5 has been updated</p>
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			<p>reduce roadway traffic.</p> <ul style="list-style-type: none"> • SMDHU recommends language be included in Section 8.8 Implementation Measures, Community Improvements, to expand vegetation and tree planting in public spaces to increase areas of shade, mitigate the effects of heat islands and contribute to the sequestration of greenhouse gases. <p>FOOD ACCESS: Goal Statement: Increase availability of healthy food for all residents. Objective FA 1- Ensure that healthy food is available in every neighbourhood. Objective FA 2- Protect and conserve land and water for use in the growing and production of food as part of a sustainable local food system.</p> <p>SMDHU commends the care that has been taken by the Township of Ramara to include strong policy language to protect land of agricultural importance and preserve their rural and cultural landscape.</p> <p>SMDHU's feedback on this topic is as follows:</p> <ul style="list-style-type: none"> • SMDHU recommends the terms "Home Industry" and/or "On-Farm Diversified Use" that appear in Section 6, General Development Policies also include orchards and market gardens as examples in their definitions (which appear on pages 132 and 133). • SMDHU recommends that policy language be included in Section 7, Land Use Policies, to encourage/permit development of small-scale food processing facilities (e.g., abattoirs/butchers, bakeries, commercial kitchens) and distribution centres (e.g., food hub) to support a resilient local food system. • SMDHU recommends that policy language be included in Section 7, Land Use Policies, in residential, commercial, and institutional designations (e.g., health, cultural, and municipally owned facilities, places of worship and schools) to encourage and permit urban agriculture initiatives such as community gardens, edible landscaping and roof top gardens. 	<p>While this could be included under 8.8.3.(j) - This comment is continuing to be reviewed internally</p> <p>These examples are included in OMAFRA's Publication 851 as on-farm diversified and/or agricultural-related uses</p> <p>These examples are included in OMAFRA's Publication 851 as on-farm diversified and/or agricultural-related uses</p> <p>These would be considered landscaping or accessory uses.</p>
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			<ul style="list-style-type: none"> • SMDHU recommends that policy language to encourage and permit small and medium sized food retailers, such as grocery stores, mobile food vendors and farmers' markets be included in section 7, Land Use Policies, 7.5 Village Settlement Area, as well as in commercial and employment designations. <p>SOCIAL COHESION & WELL-BEING: Goal Statement: Create a physical form within communities that encourages social interaction, promotes social capital, and sustains the well-being of all residents. Objective SC 1- Create complete neighbourhoods that include mixed densities and affordable housing options for people of all ages and socioeconomic status. Objective SC 2- Provide public spaces, parks, and greenspaces where residents can meet, connect and congregate for social interaction.</p> <p>SMDHU commends the Township of Ramara for their inclusion of policy language that encourages a mix of housing types and non-traditional housing arrangements. SMDHU also commends Ramara's commitment to retain and acquire waterfront lands for public access.</p> <ul style="list-style-type: none"> • SMDHU recommends further policy language in Section 7, Land Use Policies, to ensure the provision of adequate and safe infrastructure to accommodate public access to both navigable river and lake shoreline. To enable community access, land along waterways needs to not only be publicly owned, but also have a range of access opportunities available. Additionally, public access should balance the protection of environmental values and develop the best place-based solution for the area. Recommendation 22 in the 2012 Ramara Parks and Recreation Master Plan identifies the need to improve public access to the waterfront by: a) Making access to waterfront lands and facilities part of the parks and recreation system in Ramara; b) Developing appropriate water access facilities at north, central and south waterfront locations; and c) Creating a focused, long-term strategy to assemble road end allotments, waterfront access and parklands. As noted in this recommendation, a waterfront study may be required. 	<p>This would be considered permitted under general and local commercial uses.</p> <p>Policy 6.1.8 is being reviewed to include this policy guidance.</p>
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			Please contact me with any questions about the provided feedback.	
Tim Elford	7722 Oak Point Rd	7711 Oak Point Rd & 7790 County Rd 169.	For 7711 Oak Point Rd, would like to see an increase in density in the Hamlet designation, or at least an increase in density in Hamlet specific to Oak Point Rd. Requesting a settlement boundary change for a lot on 7790 County Road 169.	Recently adopted OPA 25 (awaiting County of Simcoe approval) allows for greater density in the Hamlet designation. There are mapped Natural Heritage Features on the subject and adjacent properties. Without the benefit of a Natural Heritage Evaluation it would be premature to change the designation at this time. The County of Simcoe will be provided with the comments and requests for Greenlands considerations.
Konrad Brenner	*	*	I suggest the document could be made shorter and hence easier read if items were deleted that are not under the jurisdiction of the Township. This draft document goes into more detail than Official Plans have gone in the past. While there is nothing wrong with this, it will lead to more work and inflexibility by the Township in the future. I suggest some thought should be given to leave some of the details to the zoning and secondary plan stage. The use of communal sewer or water services shows up in several sections. I recommend these not be allowed except in very special circumstance. Furthermore, if permitted, they should be subject to a compulsory agreement with the Township. These agreements to deal with cases of system failure. (I make this recommendation from past experience with such systems) I see very little in the plan to increase future public access to Lake Simcoe and Lake Couchiching. Detail comments Section 3.2.4 It is not clear to me what this means. Is the term	Without specific references to sections of concern this comment is difficult to address. Much of the language in the OP is used to guide the zoning. The secondary plans are embedded into the Official Plan. The use of 'may' or 'should' is used in instances where there is suggestion and a deviation of this may not trigger an amendment to the plan. The use of 'shall' is required. Any proposed private communal service is reviewed on a project specific basis as well as against the applicable Master Serving Study. Language regarding parks and public access to waterway is being reviewed internally, in consultation with the recreation master plan. Municipal service capacity for development.

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			<p>"service capacity" referring to utilities or planning approvals.</p> <p>Section 5.7.2 - Requiring public consultation for utility replacement. This may be difficult to enforce. Furthermore, it is likely that the utility company may refuse to pay for such consultation when just replacing a facility. This means that the Township will have to pay. Does the Township really want this extra cost as the Township can not stop the work in most cases?</p>	<p>This section is flagged to be removed.</p>
Karen Piccolotto	3967 Melrose Dr.	3967 Melrose Dr.	<p>This email is for the purpose of submitting my comments with respect to the, almost 200 acre, parcel located at 3967 Concession Road 10 (now named Melrose Drive)</p> <p>I respectfully request that the above-noted parcel be included in the settlement area of Uptergrove, since said property currently straddles the settlement boundary, and indeed is on the south side of Melrose Drive, with the Lakepoint Village development directly opposite on the north side of Melrose.</p> <p>I appreciate that this parcel contains some areas of protected wetlands, and respect the importance of protecting fragile environments, but the majority of this parcel is zoned Agriculture and since Atherley-Uptergrove is targeted for growth under the new draft plan, I am requesting that the non-protected areas of 3967 Melrose be included in the settlement area of the Atherley Uptergrove.</p>	<p>Settlement areas are identified in the County of Simcoe Official Plan as approved by the Province. The Lands Needs Analysis completed by the County of Simcoe demonstrated that Ramara has sufficient vacant land in the settlement area at this time.</p> <p>A portion of this property (the North West Corner) in contained within the Settlement Area of Atherley Uptergrove with the balance being designated Agriculture and Greenlands. Without the benefit of supporting studies to demonstrate the conversion is appropriate and required it would be premature to change the designation at this time.</p>
EDWARD PIEKNY	3754 MARA CARDEN BOUNDARY ROAD	3754 MARA CARDEN BOUNDARY ROAD	<p>This draft official plan changes the lot's present designation from RU to DC. The lot is only used for residential purposes currently. In future Edward would like the lot's zoning changed to Rural as well. There are no plans for commercial uses, and the Rural designation keeps in better character with the surrounding area. Please keep the official plan designation to rural.</p>	<p>This has been updated. The designation has been changed to Greenlands</p>
Margaret Walton	3862 Muley Point Road	3862/3868 Muley Point Road	<p>Jennifer I am an RPP but am contacting you as a ratepayer regarding an issue related to property I own at 3862 Muley Point Road. My husband owns a lot at 3868 Muley Point Road. My concern is with the Natural Heritage mapping. There is an area on the easterly boundary of my property that is shown as a linkage between the PSW to the north and Lake Simcoe to the south. The property that the linkage is shown on</p>	<p>Staff met with Ms. Walton to discuss the natural heritage mapping and land use designations.</p>

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			<p>is high and dry. If you look at the land use schedule there is no such designation on the property. However on the land use schedule there is a similarly shaped linkage shown on the property further to the east which does have wetland features.</p> <p>I think the mapping on the land use schedule is correct, the mapping on the Natural Heritage schedule is not.</p> <p>I would appreciate your thoughts on this and to be added to the list of ratepayers requesting notice of all actions related to the Official plan process. Please confirm that this has been done.</p> <p>If you wish to discuss this I can be contacted at 705-645-0276 or at the email given.</p>	
Mary P	Heritage Farms	Heritage Farms	<p>With the Government introducing legislation to address the current shortage of residential units in the province, we do not understand why in Heritage Farms, we are not able to accommodate for residents needing separate granny suites/accessory dwellings for family members who are unable to find suitable accommodation elsewhere.</p>	<p>Recently adopted Official Plan Amendment 25 (awaiting County approval) permits 1 additional residential unit in the Shoreline Residential zone with provisions. This policy is carried into the draft Official Plan.</p>
Jamie Byers	3788 Harrys Lane	Residential development in Ramara	<p>I firmly advocate for preserving Ramara's rural essence, a key reason many of us choose it over city living. I propose that Ramara enforce a minimum requirement of 100ft frontage and depth for all new residential developments. Narrow 60ft lots are more suitable for urban areas and townhouses, which don't align with the rural character of Ramara. Atherley, Val Harbour, Bayshore Village's current development serves as an ideal model for future layouts, ensuring Ramara retains its rural charm.</p>	<p>Atherley, Uptergrove, Brechin and Lagoon City are Village Settlement areas where the intention is to intensify development. Minimum lot frontages in these Village designations permit smaller lot frontages for single, semi-detached, townhouse and multi-unit dwellings.</p> <p>Val Harbour and Bayshore Village are not settlement areas. They are built up shoreline residential areas which are not the focus of redevelopment and intensification. As this document is the Official Plan it does not provide explicit requirements for frontage, the Zoning Bylaw requires 30m of frontage for a lot zoned Shoreline Residential.</p>
Cordell du Toit	3900 Concession Road 12 Ramara	3900 Concession Road 12 Ramara	<p>Dear Planning Department,</p> <p>I am writing to express my sincere interest in having my property, located at 3900 Concession Road 12, Ramara, comprising 98 acres, considered for development purposes as part of the upcoming update to the official plan. As a member of this community, I firmly believe that the development of my property aligns with the long-term goals of</p>	<p>Policies in the proposed Provincial Planning Statement continue to direct development to settlement areas within municipalities. Without the benefit of supporting studies to demonstrate the conversion is appropriate and required it</p>

Appendix A - Draft Official Plan Comment Matrix - Comment responses from 2023 Open House/Online Comments

			<p>the township to attract investment, promote tourism, and bolster our local economy.</p> <p>One of the key factors that make my property suitable for development is its location within a high water recharge area. This presents a unique opportunity to responsibly utilize the land in a manner that not only benefits the local economy but also respects and preserves the natural environment. By developing in an area with high water recharge capabilities, we can ensure sustainable growth while minimizing our ecological footprint.</p> <p>Furthermore, the potential development of my property holds great promise for the township's economic prosperity. With the right infrastructure investments, such as assuming the end of Concession Road 12 and paving it, the accessibility and attractiveness of the area would be significantly enhanced. This, in turn, would make this area of the township more appealing to investors, tourists, and potential residents alike.</p> <p>Assuming the remainder of Concession Road 12 would not only improve access to my property but also unlock its full potential for development. A paved road would not only benefit future residents or businesses on my property but also enhance connectivity for neighboring properties and improve overall transportation efficiency within the township.</p> <p>In addition to the economic benefits, the development of my property could also provide opportunities for community growth and enrichment. Whether through the creation of new jobs, the establishment of recreational amenities, or the enhancement of public infrastructure, the positive impact of this development would be felt by residents across the township.</p> <p>Furthermore, the presence of a subdivision across the road underscores the ideal location of my property for similar development initiatives. Such proximity offers synergistic benefits, facilitating cohesive planning and development strategies that can further enhance the appeal and livability of the entire area.</p> <p>The potential growth in revenues for the township resulting from this</p>	<p>would be premature to change the designation at this time.</p>
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Appendix A - Draft Official Plan Comment Matrix - Comment responses from 2023 Open House/Online Comments

			<p>development would contribute to the financial health of the township, supporting vital services and infrastructure improvements for all residents.</p> <p>I am dedicated to collaborating closely with the township and relevant stakeholders to ensure that any proposed development meets the growing demand from an influx of people into the county. Together, we can create a vision for my property that not only meets the needs of the present but also lays the foundation for a vibrant and sustainable future.</p> <p>Thank you for considering my request. I look forward to the opportunity to discuss this matter further and collaborate with the township to bring this vision to fruition.</p>	
Margaret Walton	3905 County Road 47	3905 County Road 47	<p>Jennifer I wanted to follow up on our conversation about the Douglas property located at 3905 County Road 47. Mike Douglas and Anna Bourgeois have submitted a letter asking that their farm be designated as "Agriculture". It is currently proposed as "Rural" in the draft Official Plan.</p> <p>As a planner I support this request. The property abuts an area with an Agriculture designation. Including their property would be a logical extension of the designation. As you confirmed, their property contains prime land (Class 1, 2 and 3) as defined in the PPS and is actively farmed. It is also subject to an agricultural easement held by the Ontario Farmland Trust that requires it to remain in agriculture in perpetuity. Mike and Anna voluntarily registered this easement to ensure the property would remain in agriculture.</p> <p>I understand that the Township Official Plan must confirm to the County Official Plan in which the property appears to be designated Rural. However, as we agreed, a lower tier plan can be more restrictive than the upper tier plan, it cannot be less restrictive. In my experience dealing with agricultural lands, upper tier documents can exclude areas that should be designated Agriculture because of the more generalized nature of an upper tier review. Specific knowledge at the local level provides an appropriate refinement of the designations. It is my opinion that this is the case for the Douglas /</p>	This property has been updated to Agriculture Designation in the Official plan. Please note that the property continues to be designated Rural in the County of Simcoe Official Plan.

Appendix A - Draft Official Plan Comment Matrix - Comment responses from 2023 Open House/Online Comments

			<p>Bourgeois property</p> <p>I also noted in my review of the online County mapping that a proposed refinement of the prime agricultural areas in the County dated 2022 appears to propose that the Douglas / Bourgeois property be included in the agricultural area.</p> <p>In conclusion, as a Registered Professional Planner, it is my opinion that designation of the property at 3905 County Road 47 as Agriculture represents good planning and conforms to all applicable policy.</p>	
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16 November 2023

Sent via E-mail to wzekry@ramara.ca

Walied Zekry
Director of Building and Planning/Chief Building Official
Township of Ramara
2297 Highway 12
PO Box 130
Brechin, ON, LOK 1B0

Dear Mr. Zekry:

**Re: Township of Ramara – Official Plan Review
Comment Submission on the Draft Official Plan on Behalf of Talisker Corporation**

We are counsel for LCP (III) Lands Limited (“LCP”). LCP owns a 411 hectares (1,017 acres) plot of land legally known as Lots 4, 5 and 6, Concession 6 and Lots 4 and 5, Concession 7 in the Township of Ramara (the “**Township**”), County of Simcoe. The property (“**Dalrymple Lands**”) is located alongside and to the west and southwest of Lake Dalrymple outside of the Township’s settlement area boundary and the prime agricultural area.

We understand that the Township is currently undertaking an Official Plan Review to bring its existing Official Plan up to date with the current policy regime. We have reviewed the latest draft of the Official Plan dated 4 July 2023 (“**Draft OP**”) and submit the comments below for the Township’s consideration. If necessary, we would be pleased to provide additional information related to the Dalrymple Lands if it would assist in considering the requests made in this submission.

Summary

The Dalrymple Lands are proposed to be designated as “Rural” on Schedule A1 of the Draft OP. This designation is the same designation that the Dalrymple Lands currently hold within the Town’s existing 2003 Official Plan (“**Existing OP**”). Under the Existing OP, a “Countryside Residential Subdivision” is permitted on lands designated Rural, but this permission has been removed in the Draft OP. Talisker wishes to retain the existing development potential of the Dalrymple Lands and so Talisker requests that all policy permissions for Countryside Residential Subdivisions within the Existing OP remain in the Draft OP for lands designated as “Rural”.

16 November 2023



In particular, LCP proposes that the entirety of Policy 4.4.2 as outlined in the Existing OP remain in the Draft OP. Policy 4.4.2 currently outlines the definition of a Countryside Residential Subdivision and permits this use on lands designated as “Rural”. The inclusion of Policy 4.4.2 in the Draft OP would support the achievement of housing objectives in the Township.

The Township of Ramara Existing Official Plan Policies vs. Proposed Official Plan Policies

As mentioned above, the Dalrymple Lands are designated as “Rural” within both the Existing OP and Draft OP and are depicted on the map attached as **Attachment 1**.

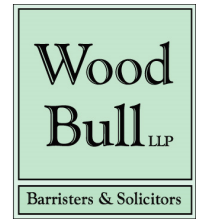
The Countryside Residential Subdivision policies that currently apply to the lands through Policy 4.4.2 are outlined below:

- *Policy 4.4.2.1 - A Countryside Residential Subdivision is a cluster of single detached dwelling units that is designed as a planned unit with a public street or private street in a plan of condominium. The subdivision plan may include a public or private park.*
- *Policy 4.4.2.2 - Countryside Residential Subdivisions are permitted only in the Rural designation and shall contain a maximum potential of 40 dwelling units.*
- *Policy 4.4.2.3 - A Countryside Residential Subdivision shall be established with a Special Policy amendment to this Official Plan and shall be implemented by plan of subdivision and/or plan of condominium and by Zoning Bylaw amendment.*
- *Policy 4.4.2.4 - The size of individual residential lots shall be determined by the capacity of communal water supply and wastewater treatment systems or individual water supply and wastewater services and the cumulative impact on ground water quantity and quality.*
- *Policy 4.4.2.5 - A Countryside Residential Subdivision shall be separated by a minimum of one kilometer from any Settlement Area; the Rama Road Corridor; any Shoreline Residential Area; and a Countryside Residential Subdivision designated or identified in this Plan.*

Currently, the above policies no longer exist within the Draft OP. Instead, through the Draft OP, a plan of subdivision may only be permitted on lands designated as “Rural” subject to proposed Policy 7.4.7.8 which reads as follows:

Plans of Subdivision may be permitted subject to the following requirements:

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- A. *The subdivision must be located adjacent to existing rural residential clusters (10 or more contiguous existing rural residential lots);*
- B. *It must be demonstrated that the subdivision can be adequately serviced with individual private septic and well; and*
- C. *The lots within the subdivision must be directly accessible from an existing or new publicly maintained road, or via a private condominium road*

The Dalrymple Lands are not adjacent to an existing rural residential cluster of 10 or more contiguous lots. Under the Draft OP policies, development of a residential subdivision on the Dalrymple Lands would no longer be permitted.

Proposed Provincial Planning Statement (the “Proposed PPS”)

The Proposed PPS aims to replace both *A Place to Grow* and the *Provincial Policy Statement 2020* in an effort to support the achievement of housing objectives across the Province of Ontario. Based on correspondence with Township staff, a Public Meeting on the Draft OP is not expected to be scheduled until the Proposed PPS is in effect (targeted for 2024).

The latest version of the Proposed PPS (dated 16 June 2023) outlines policies for rural land development in municipalities through Policy 2.6. Specifically, Policy 2.6.(c) states that:

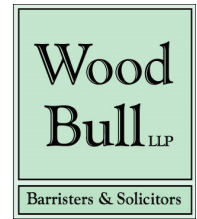
On rural lands located in municipalities, permitted uses are:

- c) residential development, including lot creation and multi-lot residential development, where site conditions are suitable for the provision of appropriate sewage and water services.*

Rural lands are defined in the Proposed PPS as:

.... the lands which are located outside settlement areas and which are outside prime agricultural areas.

The Proposed PPS does not require that “multi-lot” residential development on rural lands be located adjacent to existing rural residential clusters as proposed in the Draft OP (proposed Policy 7.4.7.8). Instead, this type of development must only demonstrate that site conditions are *suitable for the provision of appropriate sewage and water services* which is already a criterion for Countryside Residential Subdivisions under Policy 4.4.2.4 in the Existing OP.



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As such, it is our submission that the policies for plans of subdivision in rural areas outlined in Policy 7.4.7.8 of the Draft OP are overly restrictive and do not conform to the intent of the rural subdivision policies in the Proposed PPS. As mentioned above, we believe that conformity between the Proposed PPS and the Draft OP would be better achieved for “multi-lot” subdivisions in rural areas if the Countryside Residential Subdivision policies within the Existing OP remain.

Request

We request that the Dalrymple Lands continue to be designated as “Rural” within the Draft OP and that the existing permissions for Countryside Residential Subdivisions outlined in Policy 4.4.2 within the Existing OP remain in the Draft OP for lands designated as “Rural”. As mentioned, this would allow the Draft OP policies to better align with the policies proposed in the PPS.

We ask that the Township notify us of any meeting of Council or any committee of Council where the Draft OP is being considered. We also ask to be provided with notice of any decision of Council with respect to the Draft OP.

We thank you in advance for your consideration of these comments. If you have any questions, please do not hesitate to contact the writer.

Yours very truly,

Wood Bull LLP

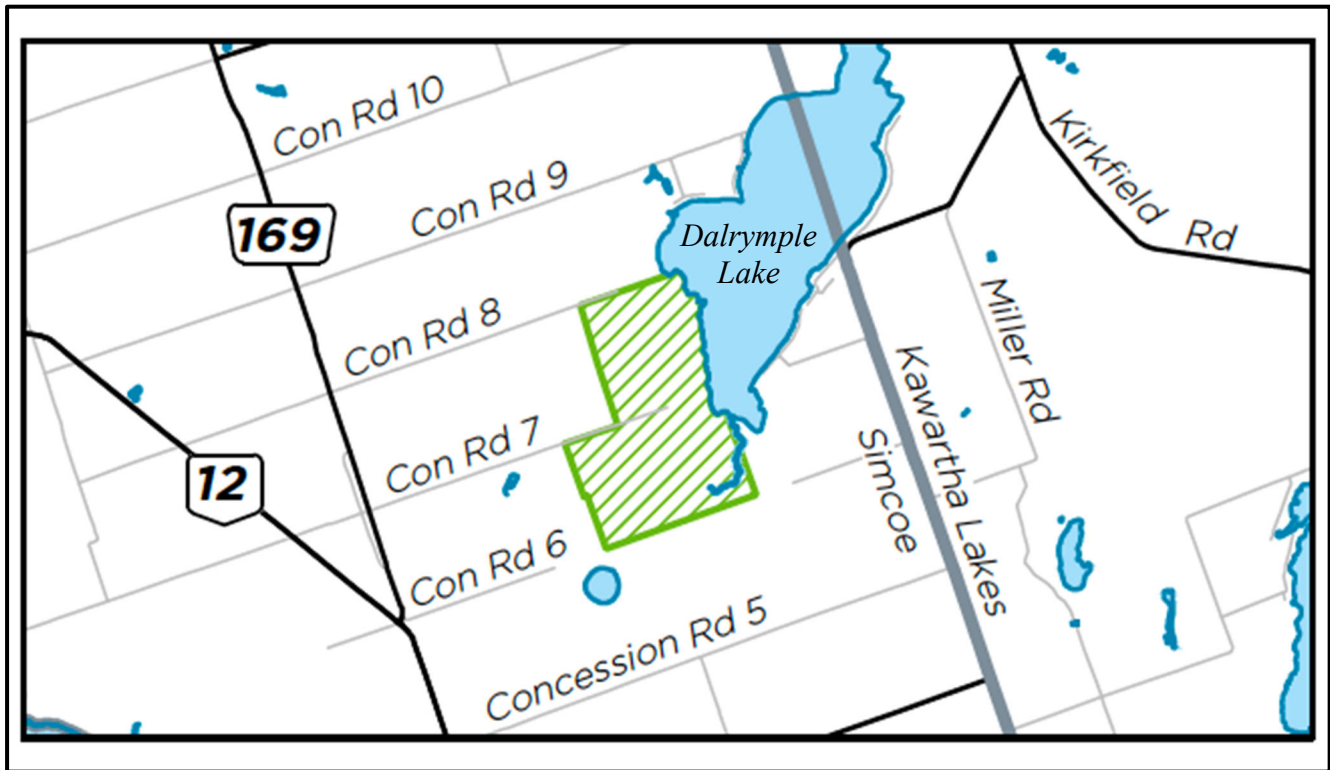
A handwritten signature in blue ink that reads "Kim Mullin". The signature is written in a cursive style.

Kim Mullin

KM/as

cc. Jennifer Strong
Karissa Barker
client

Attachment 1 – Location of the Dalrymple Lands



 Dalrymple Lands



Sent Via Email

September 18, 2023

Jennifer Stong, Planner
Assistant Secretary-Treasurer, Committee of Adjustment
Township of Ramara
2297 Highway 12, PO Box 130
Breachin, ON L0K 1B0

**The Regional Municipality of
Durham**

**Planning and Economic
Development Department**

Planning Division

605 Rossland Road East
Level 4
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Fax: 905-666-6208
Email: planning@durham.ca

durham.ca

Brian Bridgeman,
MCIP, RPP, PLE
Commissioner of Planning and
Economic Development

RE: Township of Ramara Draft Official Plan

Thank you for the opportunity to review the draft Township of Ramara Official Plan and Schedules A to F.

Staff in various Regional departments, including Planning and Economic Development, Works, Health, and the CAO's Office, have reviewed the materials and provide the following comment related to Objective 3 of Section 3.9 of the draft plan:

- Neighbouring municipalities should be involved and/or consulted if aggregate haul route agreements are being established that would direct truck traffic to roads in those municipalities.

Please contact me if you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Aneesah Luqman', written over a light blue horizontal line.

Aneesah Luqman, MES Pl., MCIP, RPP
Senior Planner

c.c. Colleen Goodchild, Planning Division
Michael Scott, Planning Division



Walied Zekry
Director of Building & Planning
Township of Ramara
2297 Highway 12
Brechin ON L0K 1B0

April 16, 2024

RE: 5534 Highway 12 (Roll: 434801000723301)
Property Overview and Anticipated Development Proposal
Township Official Plan Review Process

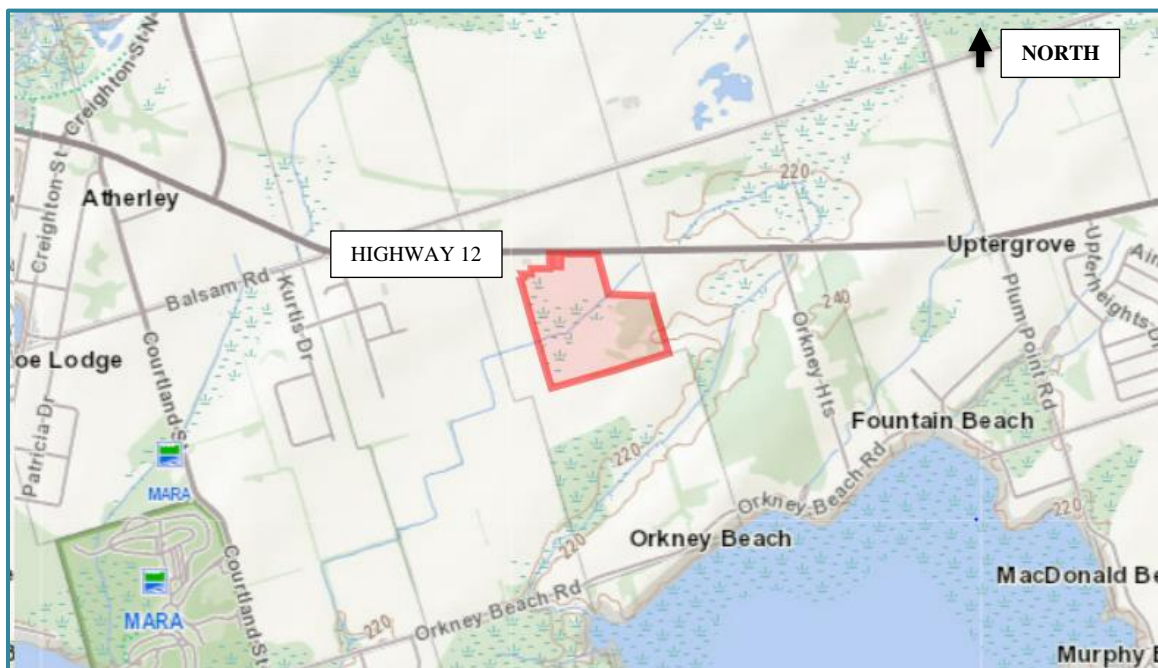
Mr. Zekry,

We are submitting this letter on behalf of our client, Layzee Acres RV Sales, which will summarize their conceptual development proposal on the above noted lands, and request that it be considered during the preparation of the Township's draft Official Plan.

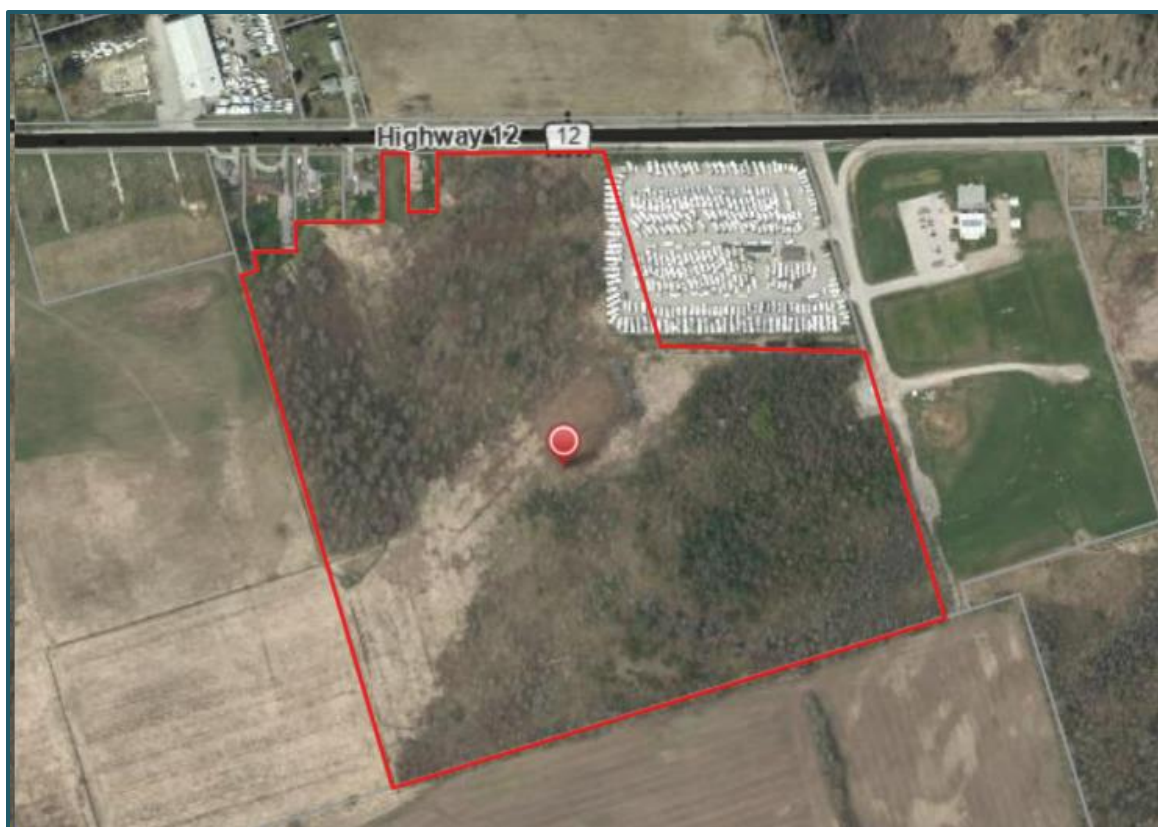
An overview of the property and the development proposal is provided below:

Property Information	
Existing Conditions	
Municipal Address	5534 Highway 12
Roll Number	434801000723301
Lot Area	~ 16.95 ha
Lot Frontage	~ 155 m (Highway 12)
Official Plan Designation (County)	Settlements (Atherley Uptergrove)
Official Plan Designation (Township)	Village
Zoning	Village Residential with Hold (VR-H)
Proposed Natural Heritage Mapping	Property not located within proposed Natural Heritage mapping area.
Surrounding Lands	North: Highway Commercial (Proposed Storage Area for Layzee Acres) East: Layzee Acres RV Sales site, Ramara Community Centre & Sports fields South: Agricultural Lands West: Residential & Agricultural Lands

Location Map



Aerial Image (2023)



Proposed Future Development

It is the intention of the owners to develop a portion of the property into a service/parts centre for the existing Layzee Acres RV sales centre, as well as permit a future expansion to the sales centre as required based on business activity. Layzee Acres RV Sales has recently obtained Site Plan approval for the development of a trailer storage lot at 4387 Concession Road 11. This property is immediately north of the existing sales site at 5516 Highway 12. 5534 Highway 12 surrounds the existing sales site, and is also situated directly south of the proposed storage lot. Layzee Acres RV Sales currently has a service/parts centre located at 113 McNabb Street in the City of Kawartha Lakes.

The existing location of the service/parts centre has become too small for the number of trailers that are currently being serviced. The location of the subject property (5534 Highway 12) in relationship to the existing Layzee Acres RV sales site, and proposed storage site, makes it the ideal location for the expansion of the existing Layzee Acres RV Sales business. The subject lands will allow Layzee Acres to expand their existing service centre capabilities, and allow them to keep up with the current demand of service requests. As the existing service centre is at capacity the majority of the time, customers are being turned away and asked to go elsewhere. The owners of Layzee Acres RV Sales would like to be able to ensure their capability to service all trailers that they sell.

The subject property is conveniently located along Highway 12, and abuts the existing Layzee Acres RV sales site, and is south of the proposed Layzee Acres RV Sales trailer storage site. The subject property is an ideal location for a proposed trailer service centre which will compliment the existing/future Layzee Acres RV Sales businesses.

It is understood that the Township is currently in the process of reviewing its Official Plan, and therefore MP&D believe that it is appropriate for the consideration of this proposal at this time.

Request

Please accept this letter as a formal request for the Township to reconsider the proposed '*Village Residential*' designation as per Scheduel B1 of the draft Official Plan to a combined '*Village Industrial/Village Commercial*' designation through the current Official Plan review process. The proposed combined designation would provide for flexibility for the business to accommodate their needs in the long term and is consistent in nature with the proposed designation of the adjacent lands (the current sales lot) to the east and north.

MP&D are of the opinion that the subject property is appropriately located to accommodate the proposed expansion concept which would provide both commercial and industrial uses to support a local business that is continuing to grow and contribute to the community.

Thank you for your consideration. We look forward to discussing the proposal with your department through the Official Plan Review process.

Respectfully,
MORGAN Planning & Development Inc.

A handwritten signature in black ink, appearing to read "Victoria Lemieux". The signature is fluid and cursive, with the first name being more prominent.

Victoria Lemieux, RPP
Senior Planner

cc: *Jennifer Stong – Senior Planner*

Commenting Matrix

Official Plan Draft 2024



Property: Township Wide Proposal: Draft Official Plan		<i>Commenting Matrix to identify how the MTO comments received August 2, 2023 and Addressing MTO Comments</i>	
Date Sent:	August 2nd 2023		
Comment #	MTO Comment	O.P Section	Response
1.	Please refer to the attached MTO OP Review Guideline and incorporate where appropriate. The OP should include wording contained in various sections of MTO's OP Guideline, including that listed in our sections 3.1, 3.3.7, 3.3.9, 3.3.10, 3.3.11, 3.3.13.	3.1 - 6.7 3.3.7 - 6.1.13 3.3.9 – 5.4.8 3.3.10 – N/A 3.3.11 – 6.1.9.1.a 3.3.13 – 5.12 speaks to Renewable Energy, heights and setbacks to be in ZB	All comments have been addressed
2.	Please include the following policy under the General Provisions section of the OP, to notify landowners adjacent to a provincial highway of the mandate of MTO: "In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early	6.7.2 Page 54	Addressed.

	<p>consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any new areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited."</p>		
3.	<p>Schedule A1 – Land Use: the Brechin Settlement Area appears to have expanded westerly in relation to the current OP (to now include lands west of the railway, on the north side of Ramara Rd. 47; we note that the road name on Schedule 1A looks to be incorrectly labelled as Simcoe Rd., west of Hwy 12). We understand that the Township may have plans for a Secondary Plan study for these lands, however it may be premature to show these lands within the Settlement Area in the OP until a</p>	<p>7.5 Page 69</p>	<p>This settlement boundary adjustment was approved by the OLT in 2023 at the County Official Plan level. This area has been updated to reflect that Order.</p>

	Secondary Plan has been adopted and approved.		
4.	Schedule A1 references “See Section 7.8.8.1” for lands NW of Hwy 12 / Conc. Rd. A in Gamebridge, but this section does appear to be in the draft OP. The lands in question appear to be the James Dick Mara Quarry.	7.9.7.1 Page 102	James Dick Construction – Special Designations – will be updated
5.	MTO recommends that the OP Update be supported by a municipal – wide Transportation Master Plan (if not for the entire Township then at least to deal with growth planned for in Brechin and Atherley – Uptergrove settlement areas, to assess potential growth impacts on the provincial highway network). In addition, it would be prudent to develop a strategy to recover costs / fund any highway improvements required to support growth / future development		Transportation Studies have been done for Brechin and Atherley areas.
6.	OP Sections on Lot Creation: we suggest that new commercial lots not be created for lots fronting a provincial highway unless access can be provided from a municipal road, and in accordance with MTO access spacing criteria, if applicable.	6.7	This section speaks to development within the MTO permit control area and notes that direct access to Provincial Highways will be discouraged.
7.	OP Section 5.4 / Stormwater Management: we suggest that	5.4.8 Page 24	Addressed.

	wording from MTO OP Guideline Section 3.3.9 be included here.		
8.	OP Section 5.8 / Road Transportation: please reference MTO's March 2014 Bikeways Design Manual.	5.8.20	Addressed.
9.	OP Section 6.1.13 / Home Occupation: please reference here MTO OP Guideline Section 3.3.7.	6.1.13.7	Addressed.
10.	OP Section 7.4 / Rural: unless municipal road access is available, we recommend that no new small scale commercial uses be permitted within the Rural zone for sites fronting on a provincial highway, as no new commercial highway access will be permitted.	7.4.5	Addressed.
11.	OP Section 7.5.14.3 / Atherley - Uptergrove: please identify here that all development lands fronting on or within MTO permit control area for Highway 12 will be subject to MTO review and approvals.	6.7	This is included in Section 6.7
12.	Subsection 3. Noble (OPA 47 viii (a) 1 - references a need for improvements to the Highway 12 / Plum Point Rd. intersection. This looks to be in association with the Lake point Village residential development, for which MTO have not required improvements at this intersection (developer will however be constructing a new access road	Page 77	This wording was carried over from the original amendment. This is regarding the access at Highway 12 for the Lakepoint Village/Uptergrove Estates.

to intersect with Highway 12).
Please clarify the reference to the Highway 12 / Plum Point Rd. intersection.

03-06-24 Email

I think it would be best if we complete our review and comment on the recently submitted Atherley Transportation Study (Draft Needs & Justification, February 21, 2024) before commenting on the proposed designations shown for Residential and Commercial. I note that the attached Fountain Dr. site is not included within the Residential designation, and appears to not be included in the transportation study. **Township Response: Fountain Drive is included in the residential designation of the OP.**

Is the Township therefore considering an OPA to have it included in a Residential designation? **Township Response: Not required. See above**

Additional developments in the Uptergrove area, not shown in the Residential designation on the Secondary Plan, include the Lakepoint Village site plan, and the Highland Mills draft plan of subdivision, both situated east of Plum Point Rd. and west of Muley Point Rd. Are these sites reflected in the OP update? **Township Response: Yes**

Also, I'm not sure about the Institutional designation. Is that to reflect existing or proposed uses? **Township Response: This is proposed/existing. The south east corner is the Ramara Center. This area is designated as the future community institutional area to have parks and a future school site etc.**

Other than the existing Township office and library, these lands appear to be agricultural or rural, and development of these lands does not appear to be addressed in the transportation study. **Township Response: Any developments will require updated traffic studies to identify any changes or improvements required based on the development of this area.**

In addition, you might want to consider labelling Highway 12 and key municipal roads if you are updating Secondary Plan Map 1. **Noted. Highway 12 added**

Item	OP Section	Page Number	Comment	Township Response
1.	-	-	MTO recommends that any planning measures align with Ontario's Freight Supportive Guidelines as it pertains to truck routes and delivery of goods and services to the local community.	
2.	3.10, Transportation	p.15 - 16	MTO recommends consulting the Provincial Policy Statement (PPS) 1.6.8.2 to consider adding an objective regarding the protection of corridors.	Addressed in 3.10.5
3.	3.10, Transportation	p.15 - 16	MTO recommends consulting PPS 1.6.7.1 to consider adding an objective that ensures the necessary infrastructure is provided to support current and projected needs.	Addressed in 3.10.3
4.	3.10, Transportation	p.15	MTO recommends reflecting some of the objectives under 3.3 "Community Well-Being and Accessibility" in Section 3.10 "Transportation". For example, Section 3.3. speaks to parks and public facilities being readily accessed and used by everyone. We suggest having a similar objective for transportation infrastructure in Section 3.3 or Section 3.10.	Addressed in 3.10.6
5.	3.10, Transportation 5.8, Road Transportation	p. 15 p. 27 - 29	MTO recommends that the township explicitly consider policies for designing active transportation infrastructure to connect the Mnjikaning (Chippewas of Rama) First Nation Reserve into the regional transportation network. This is consistent with Section 1.6.7.1 of the PPS.	Addressed in 3.10.11

Item	OP Section	Page Number	Comment	Township Response
6.	3.10, Transportation 5.8, Road Transportation	p. 15 p. 27 - 29	<p>MTO recommends that the Township include a general objective and policies related to planning for and managing the movement of freight on the key routes and corridors and at facilities identified within the Strategic Goods Movement Network (SGMN) in Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (Connecting the GGH) to result in multi-jurisdictional awareness, collaboration and coordination across the goods movement sector, not limited to within the township. This is consistent with Sections 1.6.7.1, 1.6.8.1 and 1.6.8.2 of the Provincial Policy Statement (PPS).</p> <p>It should be noted that the SGMN in Connecting the GGH is subject to refinements and updates with input from municipalities.</p>	Will expand and add to 5.8.3 to make reference to this.
7.	3.10, Transportation, section 3	p.16	MTO recommends including the wording “and users of micromobility modes (e.g., kick scooters, skateboards)” after “cyclists”.	Added to 3.10.6
8.	4.1, Settlement Area Objectives, section 6 7.5.7; Parking Facilities	p. 17 p. 69	Note that bicycles and other micromobility devices are included in the definition of “vehicles” in the Highway Traffic Act . Based on the context of the referenced sections, it appears that the OP is referring only to motor vehicle traffic. If so, “motor vehicle traffic” should be used instead of “vehicular traffic”.	Section 4.1 and 7.5.7 updated.

Item	OP Section	Page Number	Comment	Township Response
	7.9.11, Special Designations , section 1.b, section 2.e	p.96	<p>In addition, MTO recommends policy modifications to capture minimizing conflicts between all road users (motorists, micromobility users and pedestrians)</p> <p>For example: 4.1.6: Develop a local road system for safe and convenient local vehicular motor vehicle traffic and that and pedestrian traffic movement and minimizes vehicular—pedestrian conflicts; among all road users.</p>	
9.	5.8, Road Transportation	p. 27 - 29	MTO recommends this section include a provision for the planning and development of infrastructure required for emerging technologies, such as electric charging stations, within off-street parking facilities. This will support a diversity of transportation options for those living, working, and playing within the township. This is consistent with Section 1.6.7.1 of the PPS.	Added 5.8.17
10.	5.8, Road Transportation	p. 27 - 29	MTO recommends this section specifically mention the improvement of safety of off-street parking facilities and transit facilities through design-based interventions, such as the Crime Prevention Through Environmental Design (CPTED) approach. An example could include adding lighting to transit facilities. This is consistent with Section 1.6.7.1 of the PPS.	Added 5.8.23

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11.	5.8, Road Transportation	p. 29	<p>MTO recommends that the township includes policies to acknowledge and plan for active transportation connections into, where possible, transit services that neighbour the township. Specifically, MTO suggests that the township acknowledge existing and new regional bus connections, including the Ontario Northland inter-city bus service which serves a stop in neighbouring Washago, and the VIA Rail Northeastern Passenger Rail Service, which also serves a stop in Washago, as depicted in Map 5: Current, Planned and Conceptual Future Transit Infrastructure and Services in Connecting the GGH. This is consistent with Section 1.6.7.2 and 1.6.7.3 of the PPS.</p>	<p>Will add section to 5.8 to make reference to this</p>
12.	<p>5.8, Road Transportation, section 18</p> <p>Schedule F – Transportation</p>	p. 29	<p>MTO recommends including a depiction of the segments of the Province-Wide Cycling Network (PWCN) that runs through the township within Schedule F – Transportation.</p> <p>MTO also recommends that the segment of the PWCN that runs through the township be explicitly acknowledged in Section 5.8, with consideration given as to how local and regional cycling networks can strengthen one another.</p> <p>The promotion of regional active transportation networks, in addition to the local network, may strengthen initiatives related to mobility, health, recreation, tourism, and economic development</p>	<p>Continuing to review this section internally</p> <p>Will add section to 5.8 to make reference to this</p> <p>Will include cycling on Schedule F</p>

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			within the township, neighbouring municipalities, and Simcoe County more broadly.	
13.	7.5.5, Settlement Form	p. 68 - 69	<p>As the Village Settlement Area land use type is where intensification in the township will be focused, and considering that the township's population experienced a 9.4% change between 2016 and 2021 according to Census data, MTO recommends including policies to allow for the coordination of future development in this land use type with transit services where possible.</p> <p>MTO also recommends that the township explicitly allow for transit stations and/or transit infrastructure in this land use type in the future. These provisions will support the regional bus connection as depicted in Map 5 of Connecting the GGH which runs between an area with frequent local transit service in Orillia, through Atherley-Uptergrove, which is designated as a Village Settlement Area in Schedule A1, and on through Rural lands and Greenlands. This is consistent with Section 1.6.7.4 of the PPS.</p>	<p>Included in 4.1.3</p> <p>Transit is also included in the definition of infrastructure. Public and Private infrastructure is permitted the Rural and Greenlands designation and would be permitted in an institutional zone within the Village Settlement Areas.</p>
14.	7.12.3, Destination Commercial Areas , section 5	p. 109	Remove typo "December 17, 2007 12."	Removed.
15.	7.12.3, Destination	p. 110	MTO recommends revising the wording of "the implementation of urban design standards, including pedestrian and bicycle movements" to	Updated (7.13.3.7)

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	Commercial Areas, section 7		“the implementation of urban design standards that includes accommodation for safe and accessible pedestrian, bicycle and micromobility travel.”	
16.	7.12.9, Design Principles, section 11	p. 117	Regarding the “ratio of 1 bicycle space for every 10 required vehicle parking spaces,” MTO recommends that the Township consult Ontario Traffic Manual, Book 18 – Cycling Facilities and other sources as necessary for guidance about appropriate quantities of different kinds of bicycle parking.	Continuing to review this section internally.
17.	9.0, Definitions	p. 128	MTO recommends including a definition of “active transportation” as per A Place to Grow: Growth Plan for the Greater Golden Horseshoe, section 7 (pg. 65).	added
18.	Schedule F - Transportation		MTO recommends including a depiction of the rail and highway portions of the Strategic Goods Movement Network (SGMN) identified in Connecting the GGH that are within the township in Schedule F – Transportation so that these corridors may be planned for and protected.	Continuing to review this section and schedule F