



Date: August 22, 2021

To: Jennifer Golletz-Collingwood Today

From: George Powel, Vice Chair, Watershed Action Committee Blue Mountain Watershed Trust (BMWT)

Re: August 20, 2021 Article in Collingwood Today, "Opposition to pending County Rd. 91 closure gets support from TBM mayor, deputy mayor" by Jennifer Golletz.

This is a timely article and important issue impacting the transportation network in the South Georgian Bay region but equally important the Niagara Escarpment Planning and Development Act which established a planning process to ensure that the area would be protected. From this emerged the Niagara Escarpment Plan (this Plan), which serves as a framework of objectives and policies to strike a balance between development, protection and the enjoyment of this important landform feature and the resources it supports. This Plan is Canada's first, large-scale environmental land use plan designed to protect the environment and the public need to be made aware of its importance in protecting the natural heritage features of the escarpment such as physical features (landforms, geology), water resources (surface and ground water), woodlands, wetlands, wildlife, and fisheries.

Its importance was recognized in 1990 by the United Nations Educational, Scientific and Cultural Organization (UNESCO) Man and Biosphere (MAB) program which approved the designation of the Niagara Escarpment as an important Biosphere Reserve. Implementation of this Plan upholds the biosphere reserve principles by balancing protection, conservation, and sustainable development to ensure that the Escarpment will remain substantially as a natural environment for future generations.

As well as transportation issues, the public need to understand the impact of what Clearview is proposing and how it could negatively impact the area from an environmental point of view.

Therefore, the Blue Mountain Watershed Trust has taken out Party Status on the appeal hearing.

We conclude as follows:

1. A Class C Environmental Assessment should have been undertaken on the proposed reconstruction of Clearview Side Road 26/27 and the closure of Clearview Road 91.
2. Reconstruction of Side Road 26/27 is flawed undertaking because of its unique location on the Niagara Escarpment's two most sensitive areas, Escarpment Natural and Escarpment Protected

designations, where there are species at risk bats and amphibians, fishery habitat, natural features including steep slopes, woodlands, wetlands, groundwater seeps and springs.

3. There are better alternatives to the proposed closing of Clearview Road 31 and reconstructing Side Road 26/27 and the public should be properly engaged.
4. There is no need to make Side Road 26/27 a seasonal road an all-season road as it adequately services the present property residents now, in all seasons and during the winter period when vehicle traffic is not advised, a corridor which is safe and needed by the foraging wildlife when most required.
5. There was no proper public consultation on the whole matter.

Conclusion: The NE Plan amendment and the NE application for the Reconstruction of Side Road 26/27 should be denied