

#	Sent by	Organization/Method	Section	Question/Feedback	Response
1	Thomas Nabb	NWHU	3.18.2	Do you have any stipulations in terms of what you would accept to not have to comply with the 30m rule? Would you require a variance in order to proceed with installing a septic system less than 30m from the shoreline?	For any new development that triggers the need for a planning application, such as a minor variance to install a septic system less than 30m from a HWM, a professional biologist/ecologist may have to provide some information on site characteristics, what are they, and whether the potential development would create negative impacts, and mitigation if necessary. This required information would also include a statement from the Part 8 CBO of the NWHU.
2	Thomas Nabb	NWHU	6.2.2.1	Can the NWHU be added to section (c) as we approve all systems that are less than 10,000 L (most if not all residential systems)	Will be added
3	Facebook	-	3.28	Where's the homeless shelter going?	Please refer to section 3.28 for details on Homeless Shelter, The OP does not specifically locate permitted uses as it is a high level policy document.
4	Mel Fisher	Emailed		Toronto drive: The power of a careless word, in the wrong place and time: I commented at a meeting discussing the eastward extension of Elm Road that we had got it wrong – Toronto drive, along the beautiful Wabigoon River was industrial, while Elm Road along the CPR tracks was residential! I meant this as a joke – Toronto drive is along the River just downstream of our Sewage treatment plant and the mill outlets, and surrounded by industrial uses and its lots are too big for residential! But it was taken seriously and became a cause ever since! I was disappointed to see Toronto Drive has morphed into residential in the proposed Official Plan! Seriously?	Due to lot sizes that were subdivided, only medium to small size industrial business would fit on these lots and each proposed development would be bound to provide Environmental Impact assessments among other planning requirements in order to build within the influence zone of the river. Proximity to shoreline with anything other than residential is more difficult and may be planning application heavy when considering compatibility. This is a prediction of future use but has the option for amendment if desired by future development.

5 Mel Fisher	Emailed	Southeast of cemetery: There was a serious plan to develop a large-lot commercial subdivision in this area; pie-shaped lots around a cul de sac. This proposed Official Plan has it going into residential. One of the things holding us back is lack of large lot commercial property, do we really want to convert in-town highway frontage (or just off the highway) into residential?	Mapping has included commercial use for a large portion wholly along the highway frontage and behind with Mixed Use along the municipal border fronting on Leach Road. Remaining land is designated with varying density of residential as again proximity to Swanson Creek to the south and wetland areas makes other developments more planning application heavy. This is a prediction of future use but has the option for amendment if desired by future development.
6 Mel Fisher	Emailed	Pioneer Street: Pioneer Street was developed specifically as large lot commercial – the development frozen in the general melee after 2010 – do we really want to convert it to (small) industrial?	Lands fronting along Pioneer Street to the North have been sold to a party wishing to develop Light Industrial. Commercial is left both East, West and North of these lands to ensure separation from northern parcels with residential designation.
7 Mel Fisher	Emailed	Olson Landing Road: (Some pie in the sky thinking). Before Dryden gets to 30 000 people we will want a bridge across the West Arm to access the attractive Parker Point area (replace the ice road, and in summer 5 mile detour). The logical place for such a bridge would be near where Olson Landing Road reaches the lake – perhaps our Official Plan ought to protect that road allowance/access to the water (?)	Taken under advisement but at this time unlikely to be prescribed.
8 Mel Fisher	Emailed	Barclay Railway station: The original railway point here was Barclay, as you know, Dryden started off as 'Barclay Tank', a branch of Barclay. The Barclay Railway station site can still be discerned where Islandvue road crosses the CPR – perhaps consideration should be given to preserving a patch there for a future parkette/historical site!	Lands are currently Rurally zoned and privately owned. However, use next to railway corridors other than farm use is regulated under the OP and Planning Act in a way that any use other than parks, or farmland is highly unlikely.

<p>9 Mel Fisher</p>	<p>Emailed</p>	<p>4.1.2.3.</p>	<p>Waterfront: About 15 years ago a very comprehensive study was done with a lot of public input into what should be done with the waterfront around Government Dock. The conclusion was that the area west of the dock should be for public use; perhaps a large activity field with bleachers (sports, pow-wows, musical ride, fireworks, and so on); pavilion/picnic facilities, its northern edge made available for educational facilities. This new Official Plan shows 'mixed use', which might imply commercial or high density residential use – a complete reversal. I suggest it would be worth your while to review that 15 year old study.</p>	<p>The Waterfront plan was reviewed by staff and consultants in formulating the Strategic Plan in 2020 and the draft OP today. As a designated Waterfront Mixed Use, OP Section 4.1.2.3. specifically calls out that the waterfront is to be dedicated to public uses. Once the zoning bylaw is created the property will be further delineated and could possibly be multi-zoned for this protection</p>
<p>10 Mel Fisher</p>	<p>Emailed</p>		<p>Street at Walmart: The highway crossing and road between Walmart and the Coop was intended to be a street, as was the extension to the north between the Grocery store and Tim Hortons, providing future access to the properties behind, both ways. This road allowance seems to have disappeared in the draft Official Plan. Traffic lights have been justified at that intersection for a long time, and sooner or later someone will be killed. Can't put traffic lights on private driveways!</p>	<p>Walmart and Northwestern Auto have a unopened road allowance between them that extends South to the railway. The lands between Walmart and Co-op are privately owned with an easement over the lands so Walmart, Co-op and the undeveloped property to the South East have access to the highway. The road North between No Frills and Tim Hortons exists and is a viable option to expand for lands North of the highway. It is the intention, should these lands North of Highway 17 be developed that a secondary road system will also be included to further mitigate traffic concerns. This consideration will also include any impacts to access points to Highway 17. Again all the lands North of the highway are privately owned with both commercial, light industrial and residential proposed designations</p>

11 Mel Fisher	Emailed	<p>Large lot industrial: After the bypass goes in, highway 17 east of town becomes a secondary road, perhaps ideally used for large lot industrial use, lack of which is another of our shortcomings holding us back. Perhaps both sides of the entire stretch from Airport Road to Thunder Lake road should be officially planned 'large lot Industrial' My last job as a town employee was to lead our making a pitch for a proposed 'engineered wood' plant be located in Dryden. One of our shortcomings was we really did not have an ideal site available; the plant went to Kenora.</p>	<p>The Official Plan is updated every 10 years minimum. Last update was 2012, now we are finishing up in 2023 for the new one. At the discretion of staff and Council we can update it in as little as 5 years or an amendment be submitted if serious interest in larger areas of the community need consideration for change. We are in annual contact with MTO regarding the bypass and until advisement by MTO of serious progression in the development of a bypass occurs we can alter our plans accordingly if warranted. Municipal service does not extend East to these lands which can restrict the type of industrial uses these properties can support.</p>
12 Mel Fisher	Emailed	<p>An 'economic development' study was done about 20 years ago, and one of its main conclusions was what is holding us back is development property – they point out that when for example Burger King decides to open let's say 10 new stores across Canada, they hire a 'site locator' consultant to find suitable places. It doesn't take much to get disqualified as they reduce the list of potential cities to 10. just as a shoe store has to have a variety of styles and sizes if they hope to sell any shoes, so a town needs a variety of sites, ready for use. We need large lot industrial and commercial sites, ready to go</p>	<p>I will refer you to the Community Capacity Study and Business Gap Analysis(CCS & BGA) that was done in 2022 of which we have based our source information for the background of the Official Plan on as well as public surveys and stakeholder consultation as well. We are in progress of consolidating and creating a vacant land availability page on the website to further market the available lands. Please see the City website to review the CCS and BGA for your interest.</p>
Trans Canada 13 Pipeline	Emailed	3.45.1 operates high pressure natural gas pipelines within its rights-of-way which cross through the City and is identified on Schedule A-1 'Settlement Area' and Schedule A-2 'Rural Area', to this Plan.	Schedule to be updated

Trans Canada 14 Pipeline	Emailed	3.45.2	3.45.2. TCPL is regulated by the Canada Energy Regulator (“CER”), which has a number of requirements regulating development in proximity to the pipelines, including approval for activities within 30 metres of the pipeline centreline (the “Prescribed Area”).	Wording to be added to the section
Trans Canada 15 Pipeline	Emailed	3.45.3	3.45.3 New development can result in increasing the population density in the area, and may result in TCPL being required to replace its pipeline to comply with CSA Code Z662. Therefore, the City shall require early consultation with TransCanada for any development proposals within 200 metres of its facilities (the “Class Assessment Area”).	Wording to be added to the section
Trans Canada 16 Pipeline	Emailed	3.45.4	3.45.4 A setback of 10 metres shall be maintained from the limits of the right-of-way for all permanent buildings and structures. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way. A minimum setback of 10 metres shall be maintained from the limits of the right-of-way for any parking area or loading area, including parking, loading, stacking and bicycle parking spaces, and any associated aisle or driveway.	Wording to be added to the section
Trans Canada 17 Pipeline	Emailed	3.45.5	3.45.5 In the Settlement Area for urban development, the City will encourage the development of TCPL’s right-of-way for passive parkland or open space purposes subject to TCPL’s easement rights.	Wording to be added to the section

I am wondering if anything is being done to the constant raw sewage storage in our basements from your sewage backup during heavy rainfalls. It has cost us thousands of dollars and many hardships after the event.

I have personally had four raw sewage backups during the time I have owned my home. The last one last year was the worse being a lot deeper and containing feces. Many in the area no longer have backup insurance as they were considered in a high risk area. A few I know have managed to get five thousand coverage for a considerable increase in premiums. I found that I was lucky enough after my renewal that I still have coverage but not enough to cover expenses. A tear out, removal of contents, wash down, dissenctant and drying cost came to \$9600.00 last summer. I spent a lot of time cleaning and salvaging to keep my cost down. A rebuild was over \$20,000. Replacement of furnishings etc was cut back as I cant afford it.

I enclosed some pictures of the growth including trees in the blasted out ravine behind Thunder Drive which would hinder a lot of water flow. The ditch alongside Laura Howe Marsh parking lot across from the pumping station is plugged with cattails and bulrushes. Maintenance is obviously ignored to these drainage systems.

One of the items on your agenda is protection of Dryden community lifestyle.

Sewer Backups. Information was provided to the individual regarding appropriate installation systems and the Sewer Drainage Rebate Program currently in effect by the City of Dryden in regard to the question asked. Public Works crews will be inspecting the drainage ditches from Pronger Park and Laura Howe Marsh this spring. Follow up with any cleaning determined will be completed by City staff.

Facebook 19 Clarification	Regarding HWY 17 consolidation, closing highway section 2.1.8 access, restricting Hwy 17 access to Dryden	No access to Highway 17 will be removed, or blocked specifically. However, the OP intends to make it easier for commuters by ensuring appropriate connections to new roads and that existing businesses in Dryden have ease of access to Highway 17. Additionally, the flow of traffic is a priority to be maintained or improved to ensure the City's role as an important regional service centre.	
20 Joanna Craig	Infrastructure Ontario Zoning, Schedule A Map 1	The only thing I wanted to confirm was that the Laure Howe Marsh Wetland Trail would continue to be permitted in the Laura Howe Marsh. I noticed that the trail maintenance is mentioned under the Open Space policies, even though it is proposed that the Marsh is no longer under the Open Space designation and instead classified as a water body (aside from the northern portions). Any information you have on that would be helpful.	Mapping has been adjusted to ensure the Natural Heritage designation shows.
21 Joanna Craig	Infrastructure Ontario Zoning, Schedule A Map 1	After further discussion, we would prefer that Laura Howe Marsh be provided a land use designation rather than being declared as a water body as there are still active uses on the site. Understanding that the marsh is identified as "Hazard Lands" in the Zoning By-Law and Policy 3.49.2 of the proposed Official Plan identifies marshes as being a type of wetland, we feel that designating the Laura Howe Marsh as "Natural Heritage and Environmental Protection Area" would be more appropriate. We are in agreeance that the northern portion of the lands currently proposed to be designated as "Open Space" is a suitable designation. Please let me know if you would like to discuss.	We have discussed internally and agreed to re-designate the land to "Natural Heritage and Environmental Protection Area". We will change and update the map to reflect this change.

22 Denyse Turpin	Mailed	Why would you project a plan for 25 years as it ties the hnds of any new council for 6 terms/elections?	An Official Plan is a document which can be updated as required. As development of a community takes years to evolve the OP strives to provide this direction to Council, staff and the development community over a longer term in order to provide consistency of approach. This is not a new document only a modernized update to and existing plan that has been in place for many decades.
23 Denyse Turpin	Mailed	Your own demographics show that the highest age group is 55-59, why would you implement a bike lane? Babies, children, parents, disabled and seniors do you expect them to walk and ride bikes in -40 weather? Are you going to make sure ambulance are available if someone falls and suffer frostbite?	Land ambulance service is not a service delivered by the Municipality. Even though the demographics show the highest population age group as 55-59, items such as trails, bike lanes etc. are mentioned to ensure considerations in the future will include these features. Age does not restrict the need for active communities and attraction of the younger demographic thus ensuring longevity of our community.
24 Denyse Turpin	Mailed	Why are you using DGR as projection for population growth when the people have not even agreed to this?	The purpose of the Official Plan is to provide staff and council with a guiding document regarding growth and development in our community. Since the development of a Deep Geological Repository is still under investigation 55 kilometres east of Dryden, the impacts of such development must be considered regardless of the siting outcome.
25 Denyse Turpin	Mailed	Support for an alternative means of transportation? What about residents in rural Dryden?	Alternative means of transportation can be interpreted in multiple ways including biking, walking, e-bikes, ride sharing, public transportation, etc. The City will always strive to achieve better and more economical means of transportation given available resources.

26 Denyse Turpin	Mailed	Why do we need a by-law to manage the effects of climate change?	The Official Plan is not a bylaw but a guiding document that makes the public aware of the municipality's general land use planning policies, making sure that growth is coordinated and meets our community's needs, helps decide where roads, watermains, sewers, parks and other services will be built. It provides a framework for establishing zoning bylaws and ways to evaluate and settle conflicting land uses while meeting local, regional and provincial interests. Ultimately, the document demonstrates Dryden's commitment to the future growth and protection of the community and its environment.
27 Denyse Turpin	Mailed	Why are traffic lights equipped with Cameras? Its not for our saftey what are they for?	Traffic signals in our community are equipped with radar, not currently with cameras. Radar helps to assess traffic flows in relation to timing of traffic lights and volume of traffic, which in turn has a beneficial effect on safety.
28 Denyse Turpin	Mailed	Direct access onto provincial highway will be restricted. The city will support and encourage the consolidation of access points on the highway, section 2.1.8 what does that mean?	MTO has directed that where access to the Highway is not required by property owners (example dual or triple driveway access to the highway) that unneeded entries be removed to assist in traffic flow. No access to Highway 17 is specifically intended to be removed, or blocked. However, the Official Plan intends to make it easier for the commuters to ensure appropriate connections to the new roads and businesses in Dryden have ease of access to Highway 17. The flow of traffic is maintained or improved to maintain the City's role as an important regional service centre.

29 Denyse Turpin	Mailed	Why are you using a smart city scenario when a lot of us do not wish to share our personal data with everyone?	Smart City initiative refers to the reduction of energy and operational costs while delivering reliable, safe and efficient services with the goal to enhance quality of life by managing resources and assets helping to create a more sustainable focus for our City's future. Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.
30 Denyse Turpin	Mailed	Do we get a chance to vote on this plan?	Feedback provided regarding the Draft Official Plan is considered and assessed. Municipal Council has the final authority to adopt the Official Plan document.

31 Deniz Ogun	Infrastructure Ontario	<p>This review of the City of Dryden Draft Official Plan takes direction from the Provincial Policy Statement (PPS) (effective May 1, 2020) as it relates to electricity generation facilities and transmission and distribution systems. In particular, PPS Section 1.6 provides specific direction for municipalities to maintain the primacy of hydro corridor lands for the transmission and distribution of electricity throughout the province. The relevant PPS Sections include:</p> <p>1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.</p> <p>Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:</p> <p>a) financially viable over their life cycle, which may be demonstrated through asset management planning; and</p> <p>b) available to meet current and projected needs.</p>	Comments received, to be cross referenced and ensure PPS information captured
32 Deniz Ogun	Infrastructure Ontario	<p>1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.</p>	Comments received, to be cross referenced and ensure PPS information captured

33 Deniz Ogun	Infrastructure Ontario	<p>1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.</p>	Comments received, to be cross referenced and ensure PPS information captured
34 Deniz Ogun	Infrastructure Ontario	<p>1.6.11.1 Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.</p>	Comments received, to be cross referenced and ensure PPS information captured

1. Terminology

Terminology Recommendation:

While we do not have any specific concerns regarding the terminology referenced throughout the proposed the City of Dryden Draft Official Plan, we would like to encourage a consistent approach to defining hydro corridors and electricity infrastructure facilities throughout the province. Accordingly, it is requested that the following language be considered for use throughout the City of Dryden Draft Official Plan, including in the definition of “infrastructure”.

- All references to Hydro One should be referred to as “Hydro One Networks Inc.”
- All references to corridors used for the transmission and distribution of electricity should be referred to as “hydro corridors.”
- All references to electricity infrastructure and facilities should be referred to as “electricity generation facilities and transmission and distribution systems.”

36 Deniz Ogun	Infrastructure Ontario	<p>Appendix A - Definitions Infrastructure states: Means physical structures that form the foundation for development. Infrastructure includes sewage and water works, waste management systems, electrical power, communications, transit and transportation corridors and facilities, and oil and gas pipelines and associated 4 facilities.</p> <p>Appendix A - Definitions Infrastructure Recommendation: We request that this policy be revised to state: “Means physical structures that form the foundation for development. Infrastructure includes sewage and water works, waste management systems, electricity generation facilities and transmission and distribution systems, communications, transit and transportation corridors and facilities, and oil and gas pipelines and associated 4 facilities.”</p>	Suggested wording to be incorporated.
37 Cathy Hutchison	Public Meeting	<p>Why are we using nuclear site as a part of our population base, when a lot of people have said no to the nuclear waste deposit in our area?</p>	<p>The Official Plan utilized data that includes future population growth projections. Since the Official Plan is a document that is used to prepare for growth and development in our community, it must include the impacts of any potential large development, in order to guide the decision making of staff and council. Future population growth projections also consider the impact of other mining activities and economic development opportunities that are currently known.</p>

Why are you using a "Smart City" scenario?
According to Wikipedia: "A smart city is a technologically modern urban area that uses different types of electronic methods and sensors to collect specific data. Information gained from that data is used to manage assets, resources and services efficiently; in return, that data is used to improve operations across the city. This includes data collected from citizens, devices, buildings and assets that is processed and analyzed to monitor and manage traffic and transportation systems, power plants, utilities, water supply networks, waste, Criminal investigations, information systems, schools, libraries, hospitals, and other community services. Smart cities are defined as smart both in the ways in which their governments harness technology as well as in how they monitor, analyze, plan, and govern the city. In smart cities the sharing of data is not limited to the city itself but also includes businesses, citizens and other third parties that can benefit from various uses of that data". it is basically sharing our data

Smart City initiative refers to the reduction of energy and operational costs while delivering reliable, safe and efficient services with the goal to enhance quality of life by managing resources and assets helping to create a more sustainable focus for our City's future. Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.

38 Cathy Hutchison Public Meeting

Did you know that CTV, Global News and Globe & Mail and the Canadian Press have printed a story saying CSIS warns "SmartCity" technology can open doors to attacks, interference. The smart city device collects massive amounts of personal data including biometrics and other personal information, highlighting life choices. Articles are dated March 6, 2023. How would we guarantee that this does not happen?

Smart City initiative refers to the reduction of energy and operational costs while delivering reliable, safe and efficient services with the goal to enhance quality of life by managing resources and assets helping to create a more sustainable focus for our City's future. Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.

39 Cathy Hutchison Public Meeting

40	Cathy Hutchison	Public Meeting	Is Smart city a gateway to 15 minute city? Are we eventually going to be blocked out?	The "15 minute city" urban planning concept is not a part of the proposed Draft Official Plan.
41	Cathy Hutchison	Public Meeting	Do we get to vote on this? I am not concerned of the Building and Planning but collection of data plays on my mind that one thing will lead to another	Municipal Council has the final authority to adopt the Official Plan document.
42	Catherine Kiewning	Public Meeting	Suggestion: Add specifics in the plan regarding protection of personal information, if its gathered.	Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.
43	Dave Joslin	Public Meeting	300 Thunder Lake is a mess, chunks of asphalt is getting on to the property. Tired of driving into potholes. Temporary fixes done by summer students not adequate. When is Thunderlake getting fixed? Culvert towards Hwy 17 is ridiculous. I wonder if anyone knew of what they were doing when they were adding a culvert in?	<p>Although not directly OP related, Public Works has provided the following response.</p> <p>The City of Dryden allocated budget for road reconstruction/paving and other projects is very limited at this current time. Most major paving work over the last 10 years has only taken place on arterial/collector roads if funding is available. Residential roads have seen a minimal amount of allocated funds.</p> <p>The City has requested additional funding from senior levels of government in the past for specific roads that meet a specific criteria. Sandy Beach Road repaving for example was requested in 2022 but the funding application was denied.</p> <p>The City has also a limited Hot mix patching and Cold mix patching budget for repairs.</p> <p>The City has a limited Surface Treatment Program to chip and seal rural roads. A portion of Thunder Lake Road was completed in 2019 with further work planned when funding is available and allocated to such projects.</p>

Smart cities and 15 minutes cities, there is some misunderstanding on what involved in that the whole idea of smart cities or 15 minute cities or from sustainability development comes from the WEF and UN sustainability program that sadly Stephen Harper and Pierre Poilievre wants us to legally tie us into. It is not something innocuous that Edmonton has already embarked on the program and is envisioned by UN and WEF which will eventually result in internal passports such as your head paper from Old Soviet Union, or digitally which we have now in communist China. So the idea that it will never come or won't have to worry about it is disingenuous to say the least and some of us who are here and hoping for this council will have a backbone to say no to any kind of such suggestions or close to approaching this. The idea that it couldn't happen in Ontario I'm not sure of that we saw how the various political bodies during COVID coerced people which forces provincially and federally willing to push the citizens around. Some of us remember the indigenous lady bring trampled by the RCMP in Ottawa knocked her to the ground. We want an assurance from this Council about the whole 15 minutes Smartcity system would never come to Dryden

The "15 minute city" urban planning concept is not a part of the proposed Draft Official Plan.

44 Dave Joslin Public Meeting

What is being done to support non-Indigenous cultures in Dryden? There are a lot of newcomers who are Hindu and have no place of worship

Not specifically OP policy related.

45 Pame Williams Emailed

46 Pame Williams	Emailed	"I was wondering if we can have a sidewalk built on ross Street into birch ave and also wood street, lots of kids using these roads and its not safe looking at the children they're always walking in the middle of the road	Not specifically OP policy related.
47 Chantasy Thibault	Emailed	I'd like to know what the city is doing to improve safety in the downtown core?	Not specifically OP policy related.
48 Chantasy Thibault	Emailed	What is the city's plan to help our unhoused population? A shelter, warming stations, or a daily soup kitchen even? What can the community do to help these issues?	Not specifically OP policy related.
49 Cindy Fenwick	Mailed	What type of legal or permanent assurance do citizens have we have been verbally told that city of Dryden would never share data with regard to personal privacy, such as data, records or videos obtained by smart surveillance? you reference both "sustainable development" and "SMART CITY" in your proposal. Both of these phrases are known to be on the 2030 agenda of the WEF, which is highly suspicious in a democratic country, and should be avoided as a threat to democracy.	Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.
50 Lynn Brickman	Mailed	My question has nothing to do with smart cities. When the town voted to accept the money from NWMO, Ritchie Noel asked if perhaps some of the funds could be set aside to help offset costs to the anti nuclear waste in NWMO side. This is what was going to be "looked into" what is the answer?	Not specifically OP policy related.

51 Denyse Turpin	Mailed	<p>Why are we adopting a carbon neutral footprint this area or any area for that matter, we need the carbon for the plants, trees etc to survive, without it nothing can survive. I really feel this council needs to needs more education on many of the planning being put forward to have a better understanding of what we're really dealing with, this plan is a gateway for complete control in no way is good for our planet or the people on it. Please consider saying no to this.</p>	<p>Carbon neutral means no net release of carbon dioxide to the atmosphere by artificial means. Some greenhouse gases are still released naturally, but these are offset by removing an equivalent amount of greenhouse gases from the atmosphere and storing by planting of trees, plants, soils or materials and by protecting the existing natural environment.</p>
52 Denyse Turpin	Mailed	<p>So, the public meeting on March 13th, 2023, 5-6:00 PM where Dhruv Mehta answered my question on access points along Hwy. 17, will all the citizens of Dryden be notified in advance of any new access points and will there be public meeting of any of the changes in respect to access point changes?</p>	<p>Any new roads, access points are reviewed and approved by the Ministries that have jurisdiction over their implementation. Typically, with new developments, planning applications or subdivision plans public consultation is required.</p>
53 Denyse Turpin	Mailed	<p>I see a lack of communication between the city and its residents being able to easily access any changes posted to their website or Facebook page, I think it's important to keep your webpage more up-to-date by categorizing each new submission with timelines. I'm very comfortable navigating web pages and find your webpage very confusing by design.</p>	<p>Not specifically OP policy related.</p>

		<p>Could you please clarify what this means below, has the city already received the funding and what entity is the funding coming from?</p> <p>7.17.3 Ontario's More Homes for Everyone Act [Bill 109, 2022], received Royal Assent on April 14th 2022 and a Zoning bylaw amendment that is proponent initiated may have receive a refund on fees on a graduated schedule overtime, up to 100% refund, if the municipality fails to meet the statutory deadlines for decisions [currently 90-120 days]. These refunds will come into effect on January 1st, 2023</p>	<p>This legislation is specific to planning applications and the fees associated. There are fees associated to planning applications submitted to the City for review by owners or developers of land. These fees are created on a cost recovery basis only to cover staff time to review and process as prescribed by the Planning Act of Ontario. If the City does not meet the timelines prescribed by the Ministry for processing the applications, applicants have the power to demand a partial or full refund of their application fees.</p>
54 Denyse Turpin	Mailed		
55 Denyse Turpin	Mailed	<p>I Denyse Turpin do not consent to the collection of my data.</p>	<p>Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.</p>
56 Bryan Turpin	Mailed	<p>We didn't vote this council in to tell us how to live our life our control our day-to-day living, this is extreme overreach by town council. Pushing this WEF smartcity agenda is corporate capitalism which means the corporate elite govern over the rest of the people, in essence enslaving us. Do all councillors and mayor agree to sign a document stating that you will not share any personal data collected by any means available to the City of Dryden and agree to delete any data with request to be deleted?</p>	<p>Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.</p>

57 Bryan Turpin	Mailed	<p>Has the City Council been paid in advance for this updated modernized sustainable plan? I had read somewhere in a media release that I cannot find at the moment that the funds have already been accepted, does this mean that this plan will be moving forward regardless of whether the taxpayers agree or not question mark which is against our constitutional rights and freedoms.</p>	<p>An Official Plan must be updated every 10 years as per the Planning Act of Ontario and the cost associated with this work was included in the municipal budget. Municipal Council has the final authority to adopt the Official Plan document.</p>
58 Bryan Turpin	Mailed	<p>I would also like to add that this is an extreme threat to our constitutional rights and freedoms. The way that the City Council has tried to push this through, being vague about the proposal and limiting the taxpayers response time, this is highly suspicious. Note on this, first public meeting was a poorly advertised, and we have many council members on FB that would have shared it which would have circulated on the November 8th 2022 public meeting more efficiently. Which also brings forward the question of why these public meetings are not out front and centre on your City of Dryden webpage.</p>	<p>The Official Plan process has been undergoing review by both ministry, municipality, stakeholders, general public since the spring of 2022. We have had public meetings, open houses, surveys and notices posted requesting public input throughout this timeframe.</p>
59 Bryan Turpin	Mailed	<p>I Bryan Turpin do not consent to the collection of my data.</p>	<p>Any personal information collected by the municipality is protected under the Freedom of Information and Protection of Privacy Act.</p>
60 Jacqui Haukeness	Mailed	<p>In the sustainability section that's mentioned following Federal Sustainable Development Act, is there some legal binding for the city to be in accordance with federal policy? If not why would the city include lofty sustainability goals that would ultimately damage our local economy?</p>	<p>Will review requirement to include said policy in relation to the general requirement to be consistent and conform with legislation.</p>

61 Jacqui Haukeness Mailed	I would like add why would the City include (set federal policy) into the city plan without first fully evaluating any economic or societal effects specifically to a northern community prior to including in the city plan.	Will review requirement to include said policy in relation to the general requirement to be consistent and conform with legislation.
62 Susan Bunney Mailed	My first question is around finances, more specific financial incentives/funding received from the government. How much and in which areas would be heavily funded or subsidized?	Not specifically OP policy related.
63 Susan Bunney Mailed	What ability, options or opting out of any of these areas of the plan under the "smart city" umbrella does the City have?	Smart City initiative refers to the reduction of energy and operational costs while delivering reliable, safe and efficient services with the goal to enhance quality of life by managing resources and assets helping to create a more sustainable focus for our City's future.
64 Susan Bunney Mailed	Will the city make transparent and open communication strategy to notify and involve the community as a whole with regards to steps of agreement, plan development, implementation or changes including such things as transportation, financial impact, movement, individual lifestyle, home appliances, property and privacy?	The City adheres to both legislated and internal policies which dictate how and when public consultation is conducted.
Catherine 65 Kiewning Emailed	why are we using the term "aboriginal" in our OP? I see that we also use Indigenous which is the more widely accepted and less offensive term. Is there a reason for using both, it seems inconsistent of us. I would like to see us use Indigenous only to avoid confusion and offence	Updated the document to reflect the word Indigenous to maintain a consistent terminology throughout the draft OP