

Srijana Rasaily

From: Nepahwin Lake Watershed Stewardship Group <[REDACTED]>
Sent: Monday, March 6, 2023 4:29 PM
To: Alex Singbush
Cc: Stephen Monet
Subject: Blue Rock Development Long Lake-St Charles Rd
Attachments: Long Lake Rd Development 2023.pdf

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Dear Mr Singbush

Please find attached a letter outlining some concerns and community-based suggestions regarding the Blue Rock Development for 2013-2177 Long Lake Rd and 250 St. Charles Lake Rd.

I've cc'd Dr. Stephen Monet, Manager of CGS Strategic and Environmental Planning, as one of the suggested initiatives is within his portfolio.

Thank you in advance for your consideration of the contents of the letter.

Respectfully
Mandy Hey
Co-Chair, Nepahwin Lake Watershed Stewardship Group.



NEPAHWIN LAKE WATERSHED
STEWARDSHIP

Mr. Alex Singbush
Manager, Development Approvals
Planning Department, City of Greater Sudbury
P.O. Box 5000 Station A,
Sudbury, ON P3A 5P3

March 5, 2023

Dear Mr. Singbush

I attended the Neighbourhood Meeting on February 23, 2023 hosted by Innovation Planning Solutions about the proposed development by Blue Rock Developments for 2123-2177 Long Lake Rd and 250 St. Charles Rd.

The audience had many inquiries, a common one being a question about the medium and long term economic and environmental wisdom of installing a gas station, when the South End already has four large gas stations. Does another South End gas station align with the CGS Community Energy and Emissions Plan and its community-wide efforts required to meet a 2050 net-zero emissions target or the need for enhanced city-wide electric vehicle charging infrastructure?

As Co-Chair of the Nepahwin Lake Watershed Stewardship Group, I will share my concerns about how this development, located in the Nepahwin Lake watershed, may add another incremental ecological stress to an already stressed lake.

The Junction Creek Subwatershed (JCS) Study states that the Nepahwin Lake subwatershed already has one of the highest percent of impervious area within the JCS and that South End commercial and industrial developments already have imperviousness of 96%. The JCS Study also reports the South End will absorb the greatest growth in impervious area with future development. The proposed development is 9204 sq meters with ~8400 sq meters of parking areas or queuing lanes, which will likely be impervious with the consequent run-off into stormwater drains leading to Nepahwin Lake. It would be beneficial if this new development optimized the integration of innovations contained in the Ministry of Environment, Conservation and Parks 2022 draft Low Impact Development Stormwater Guidance Manual.

The CGS Nepahwin Causation Study 2020 focussed on Nepahwin Lake's elevated phosphorus levels and stated the rise of the lake's phosphorus and chloride levels was associated with the rapid urbanization in the watershed in the last few decades. Urbanization is accompanied by the increased use of road salt for the winter maintenance of roads, parking lots and residential units. Nepahwin Lake's current chloride levels of ~150 mg/L exceeds the Canadian Guideline of 120 mg/L for the protection of aquatic life. Winter maintenance road salt use is unlikely to be eliminated. However, property owners, managers and winter maintenance contractors can be educated in the science-based application of road salt to optimize its effectiveness while minimizing environmental and infrastructure harm through Smart about Salt™ certification. In 2022 CGS's EarthCare offered a guide to salt management best practice and a discounted rate for Smart



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about Salt™ certification for businesses. It would be beneficial if business leads of this new development were apprised and encouraged to avail themselves of the CGS EarthCare initiative to help protect the water of Nepahwin Lake and contribute to collective community identity as the "City of Lakes".

Sincerely

Mandy Hey

Co-Chair, Nepahwin Lake Watershed Stewardship Group

Cc: Gary Bota, Co-Chair, Nepahwin Lake Watershed Stewardship Group
Dr. Stephen Monet, Manager of Strategic and Environmental Planning

Srijana Rasaily

From: Mk Kostakos [REDACTED]
Sent: Wednesday, January 18, 2023 12:34 PM
To: alex.singbush@greatersudbury
Cc: Deb McIntosh; Glen Ferguson; Mk Kostakos
Subject: Supporting email M Kostakos letter of concern File 751 6/22-21

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Sent from my iPhone

Begin forwarded message:

From: "Kostakos, Maria" [REDACTED]
Date: January 18, 2023 at 12:06:00 PM EST
To: [REDACTED]
Subject: FW: Concern regarding road traffic

From: Deb McIntosh [mailto:Deb.McIntosh@greatersudbury.ca]
Sent: February 22, 2016 8:40 PM
To: Kostakos, Maria [REDACTED]
Cc: Todd Zimmerman <Todd.Zimmerman@police.sudbury.on.ca>
Subject: RE: Concern regarding road traffic

Hello Ms Kostakos,
Thank you for taking the time to send this email.
I am glad the corner has been improved. I will also forward your note to the operations crew that removed the snow.
Have a great evening and let me know if you have any further concerns.

Deb McIntosh
City Councillor - Ward 9
City of Greater Sudbury
705-929-2517 (cell)

705-673-1651 (fax)

>>> "Kostakos, Maria" [REDACTED] 2/22/2016 4:34 PM >>>

Good afternoon-

I would like to extend a sincere thank you for responding the concerns below. The snowbanks have been cleared and it feels much safer. I would like to extend a thank you to Sgt. Daryl Adam-he was very pleasant and responsive to the concerns.

Thank you again

Best

Maria Kostakos, [REDACTED]
[REDACTED]
[REDACTED]

From: Deb McIntosh [<mailto:Deb.McIntosh@greatersudbury.ca>]

Sent: February 16, 2016 5:41 PM

To: Kostakos, Maria

Cc: Todd Zimmerman

Subject: Re: Concern regarding road traffic

Good Afternoon Ms Kostakos,

Thank you for your email. You are not the first to share this concern of drivers rolling through that stop sign.

It is a chronic problem.

I have cc'd Inspector Todd Zimmerman with the Sudbury Police. I don't know if there is anything beyond enforcement that can correct this continuous problem.

Deb McIntosh

City Councillor - Ward 9

City of Greater Sudbury

705-929-2517 (cell)

705-673-1651 (fax)

>>> "Kostakos, Maria" [REDACTED] 2/16/2016 8:28 AM >>>

Good morning,

I hope this e-mail finds you well. I am located at 295 St. Charles Lake Road and am constantly driving by the stop sign between Brenda and St. Charles Lake Road. This morning I was almost hit by a large GMC truck that was accelerating. I drive a small matrix and while he was turning left to get to the lights I was going straight. He rolled the stop sign. This is the second incident where someone has rolled the stop sign and I have almost been hit in 2 days. Yesterday I turned on to St. Charles Lake Road and SUV was turning left at the stop sign while I was going straight towards my home. He also rolled the stop sign. In both cases I had to swerve out of the way. The people at the stop sign expect most of the traffic to turn onto Brenda from St. Charles Lake and they also do not expect a vehicle to be driving straight towards the lights on St. Charles Lake Road and hence roll the stop sign. In both cases the vehicles were accelerating.

Also yesterday I was walking the dog and was crossing Brenda (where the stop sign is located) and I had to stop in the middle of the road because a vehicle rolled the stop sign.

3 incidents in 2 days and there have been many other incidents in the past. Is there any way we can ensure that people stop at that stop sign on Brenda before anyone gets hurt

Thanks for your time.

Maria Kostakos, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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St. Charles Lake Watershed Stewardship Association
c/o [REDACTED]

Mr. Alex Singbush
Manager, Development Approvals
Planning Department, City of Greater Sudbury
P.O. Box 5000 Station A,
Sudbury, ON P3A 5P3

February 16, 2023

Dear Mr. Singbush:

A local resident recently made the St. Charles Lake Watershed Stewardship Association aware of the changes proposed by Bluerock Developments for the property at the corner of Long Lake Road and St. Charles Lake Road.

There are many reasons for concern with the company's proposal. The Association is providing just one comment, however, based on its concern about the potential effects of the proposed development on the water quality of St. Charles Lake, since the subject property is at the margin of the St. Charles Lake watershed.

The proposed development includes more than 8,000 square metres of parking areas and driving lanes. Those areas will be paved, rather than being permeable as at present. Salt will almost certainly be applied to these areas – which are, in total, larger than a soccer field – as a de-icing agent in winter. The salt will eventually end up in Sudbury lakes and rivers.

And, local lakes will be at even more risk of an increased dose of dissolved sodium and chloride if the proposal is allowed to proceed because a section of Long Lake Road will be widened, resulting in even more pavement where salt will be applied during the winter months.

The impacts of road salt on water quality are fact based. Studies have shown that the levels of dissolved sodium and chloride in the water of St. Charles Lake have almost doubled over the past 30 years. They are already almost twice the level at which the local Medical Officer of Health must be notified when found in public water supplies. This increase reflects even greater increases in the levels of dissolved sodium and chloride in the upstream lakes of the St. Charles Lake watershed (Hannah Lake and Middle Lake), which are very close to the heavily salted southwest bypass.

The anticipated impact on the quality of water in St. Charles Lake and other water bodies in our "City of Lakes" that would result from the development as currently proposed must be avoided.

Thank you for addressing the concern expressed by the St. Charles Lake Watershed Stewardship Association when you and your staff review Bluerock Development's proposal.

Yours truly,



Ruth DeBicki
Secretary-Treasurer
St. Charles Lake Watershed Stewardship Association

David Fearn, P.Eng., PMP.
271 St Charles Lake Road
Sudbury, ON, P3E 5G6 [REDACTED]

[REDACTED]

January 15, 2023

Alex Singbush

Manager of Development Approvals
Planning Services Division
City of Greater Sudbury
Box 5000 Stn A,
Sudbury, ON., P3E 5P3
Alex.singbush@greatersudbury.ca

RE: E.L.Demattia Investments Limited application to amend Zoning on Subject lands adjacent to the intersections of Long Lake Road and St. Charles Lake road.

Dear Alex Singbush:

Thank you for taking the time to consider my thoughts on the proposed Zoning amendment. I am vehemently opposed to the proposal put forward by E.L. Demattia that considers only the needs of the developer and not the adjacent residents of St. Charles Lake Road, Wayne Street and Brenda Drive.

This development proposal aligns with the Sudbury Mission statement in one area only (economic development) and falls short in both the environmental and social aspects. When compared against Sudbury's values it falls short in many aspects such as:

- Acting today in the interests of tomorrow (gas stations are going to be a thing of the past)
- Providing quality service with a citizen focus (developer focused and ignores those citizens living adjacent to the property)
- Encouraging innovation, continuous improvement and creativity (the development as presented could be described as being functional only and is not aesthetic or integrated into the residential fabric of the area it is adjacent to)
- Fostering a culture of collaboration (this remains to be seen but its hard to consider being collaborative given the intrusive nature of the proposal)
- Ensuring an inclusive, accessible community for all (certainly not inclusive to the nearby residents)

- Respecting our people and our places (disrespectful given the noise, light, odours, garbage and removal of any tree buffering that existed between the Long Lake corridor and the residential areas.

I would like to bring your attention to the adjacent Dental building which we were able to review during the planning process. The community was able to prevent this development from accessing the parking area from the residential streets and did lobby for a green barrier between the residential houses and the building. If you have been to the property the green buffering area is completely ineffective and a failure in the planning oversight from the City. However, the property is a balance between economic development and the rights of nearby residents.

This balance between the rights of the owner of the Maple Leaf property and nearby residents is, however, completely remiss in that the proposed development will have a significant and negative impact on the residential area including:

- Increased noise levels at all times of the day and night
- Increased nuisance garbage
- Increased light pollution as the existing property was closed at night and on Sundays and the buildings provided a buffer between Long Lake Road and the residents.
- Increased traffic and congestion. The Brenda Drive intersection is quite dangerous as stopping seems to be optional at this location and the proposed intersection into the development off St Charles Lake road is very close to the turn off Long Lake road posing an additional hazard. A traffic impact study should be taken into account given the additional growth in traffic from the Moonrock subdivision and the impact that this development has on the school bus stopping area.
 - This might also be an opportunity to confirm the 15m sight triangle required for a Gas Station (Section 4.35 of the Zoning By-law) There is no discussion about this in the Planning justification report.

I believe economic development will be prioritized over the values of the residents living in this area and request that the following conditions be applied to the development:

- A 12 foot high opaque isolation wall is constructed along the Brenda and St Charles lake road alignments.
- Bright LED lighting for signage must be prohibited and area lighting must be dimmed at night time. Lighting should be placed as low to the ground as possible.
- No allowance shall be given to access along St Charles Road or Brenda Drive.
- The developer must be responsible for regular garbage collection in the neighborhood.
- The drive through features should not be allowed in order to:
 - Reduce noise pollution from the speakers and vehicles.
 - Reduce garbage disposal from customers.

- The car wash should not be permitted due to noise pollution in the nearby area at all times of the day and night.
 - If this is not possible it should have hours of operation that do not go past 11:00 PM or start before 7:00 AM.
- None of the 3 variances applied for should be accepted (set back and queuing requirements) A good example of the lack of queuing capacity is demonstrated at the Esso Gas bar on Regent Street where traffic is often backed up into the right lane of Regent street during busy periods (especially when pulling trailers)
- The proponent is also proposing 3 drive through operations (2 restaurants and the car wash) and By-law 4.2.e.i states that no more than 2 drive throughs are permitted in a lot.

Considering the noise from both the potential drive through speakers and the dryers in the car wash I find it hard to understand how this business wouldn't contravene the current noise by law.

Again the residential quality in this area has been eroding away due to an imbalance in the planning approach that puts economic development ahead of Sudbury's main Values and Vision. Thanks again for taking the time out to consider my concerns about the development and if you have any questions feel free to contact me at [REDACTED] or by email at [REDACTED]

Sincerely,

David Fearn, P.Eng., PMP.

Cc: Deb McIntosh, Councillor Ward 9

Dave and Kari Hodge
499 Helen's Point Road
Sudbury
P3E6E6

Alex Singbush
Manager of Development Approvals
Planning Services Division
City of Greater Sudbury
Box 5000, Station A
Sudbury, ON P3A5P3

cc. Glen Ferguson, Senior Planner
Deb McIntosh, Councillor, Ward 9
Paul Lefebvre, Mayor, City of Greater Sudbury
Re: Notice of Application, File #751-6/22-21
E. L. Demattia Investments Ltd. (Agent: IPS Consulting Inc.)

Dear Mr. Singbush

We are in receipt of a copy of the Notice of Application for rezoning of the property known as 2123-3177 Long Lake Road, Sudbury, Ontario, (file number noted above). We have also been provided with a copy of the Planning Justification Report prepared by Innovative Planning Solutions, IPS No. 22-1203, dated October 2022.

By means of this letter, we are filing objections to this rezoning on the following grounds:

1. We have a primary concern regarding the entrance on an extremely short section of St Charles Lake Road between the corners of Long Lake Road and Brenda Drive. School buses load and unload children at this section of road. The proposal fails to account for the expected traffic on St. Charles Lake Road. In addition, this section of road is not long enough to accommodate traffic exiting the rezoned property without causing traffic blockage. We gather that, in the case of the commercial building across St. Charles Lake Road (the Dr. Lewis dental office building), the proponent requested an entrance on Wayne Road and was denied this entrance despite the fact that traffic counts at the Dr. Lewis office building are likely to be substantially lower than expected traffic from a property with a proposed car wash, gas bar and two drive throughs.
2. Secondly, any removal of the existing conifer vegetation on the property must be mitigated by the replanting of mature conifers as buffers. The city has prided itself in the revegetation efforts that have gained world-wide recognition. Removal of mature trees must be offset by replanting mature trees rather than the immature deciduous trees which, assuming they survive, will take many years to provide any benefit.

It must be kept in mind that this development is adjacent to a place where residents have made their homes for many years. Any development on this property must respect this fact. The development must not only benefit the proponent but must also not result in a loss of enjoyment of use of property to adjacent and nearby residents which includes the business signage on the proposed development which will introduce light pollution and impact the enjoyment of use of residential properties.

While the development looks good on paper it appears that the proponent is trying to include too many activities on this property, activities which exceed by several orders of magnitude that which occurred at the Maple Leaf operation. A rezoning to permit a less intrusive use of the property would, therefore seem to be more appropriate.

We respectfully urge that the proposal for rezoning in its present form not be approved. If any rezoning is approved we are requesting that limitations as noted above be placed on the approval.

approval.

Yours truly,

Dave Hodge

Kari Hodge

Jan 30, 2023

City of Greater Sudbury
Attention Alex Singlish
Manager of Development Approvals
Planning Services Division
Box 5000 Station A
200 Brady St.
Sudbury, Ont.
P3A 5P3

Re: File # 751-6/22-21

Dear Sir,

In the matter of an application under Section 34 of the Planning Act, R.S.O. 1990 Chapter P.13.

I would like to oppose this application.

Approval of this application would double the traffic on St Charles Street and Brenda Drive. With the development of the Moonglo subdivision, the traffic is currently very heavy on these two streets in the morning and the afternoon. The city should do a current car count.

We do not need another gas station or car wash in this area. Within a kilometer of this location we have a Shell, Esso, Petro Can., and Canadian Tire gas station. Also there are two car washes.

Also the traffic on Long

RECEIVED

FEB 09 2023

PLANNING SERVICES

Lake road is currently very busy due to the Walmart and Liquor stores. Why make more traffic and cause congestion in this area?

In summary, I would suggest a small strip mall with low traffic would be acceptable for this area.

Yours Sincerely

Mary Hickey +

MARY HICKEY

D. Hickey

D.A. Hickey
431 Brenda Dr
Sudbury, Ont
P3E5G8



Srijana Rasaily

From: Dave and Jenn Fearn [REDACTED]
Sent: Sunday, March 26, 2023 8:06 PM
To: Alex Singbush
Cc: Paul Lefebvre; Deb McIntosh; Glen Ferguson
Subject: Re: Notice of Application, File #751-6/22-21 E. L. Demattia Investments Ltd.
Attachments: Long Lake development - J Fearn.pdf

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Hello Mr. Singbush

I have attached a letter expressing my concerns with respect to the proposed development on Long Lake Road, File #751-6/22-21.

I would appreciate your acknowledging receipt of this email as well as I would appreciate being advised of any meetings or hearings with respect to this matter.

Thank you

Jenn Fearn

March 26, 2023

Alex Singbush
Manager of Development Approvals
Planning Services Division
City of Greater Sudbury
Box 5000, Station A
Sudbury, ON P3A5P3

cc. Glen Ferguson, Senior Planner
Deb McIntosh, Councillor, Ward 9
Paul Lefebvre, Mayor, City of Greater Sudbury

Re: Notice of Application, File #751-6/22-21

Dear Mr. Singbush

My household has received the Notice of Application for rezoning of the property known as 2123-2177 Long Lake Road, Sudbury, Ontario, (file number noted above). I have had the opportunity to review the October 2022 Planning Justification Report prepared by Innovative Planning Solutions (IPS), the October 2022 Dillion Consulting Transportation Impact Study as well as view the Maple Leaf Centre leasing opportunity documents at <https://www.bluerockdevelopments.ca/sudbury-2135-long-lake-road>.

I am writing to express my concerns with respect to the proposed development in its present form. I fully understand the city's master plan has designated Long Lake Road corridor as slated for commercial properties. We purchased our house close to 25 years ago back when there were two houses located on the southern end of the Maple Leaf property. Over the years the Maple Leaf business had sprawled over the property however a buffer from the residential area remained.

I am extremely hopeful that the City will be of the same mindset as in the 2015 Staff Report for the 2231 Long Lake Road property (on the south side of St. Charles Lake Road) when it stated:

Uses for which business activity typically extends into the evenings and on weekends are not appropriate due to the close proximity to residential uses.

Office uses typically generate less traffic compared to other commercial establishments. There is less potential for nuisance factors such as noise and odours. Business activity primarily takes place during daytime business hours, with less demand for parking compared to retail stores and restaurants.

My concern is the developer does not appear to be of this mindset, instead the developer appears to have very lofty goals for this property and is trying to maximize every inch of the property without regard for the surrounding residential neighbourhood or bylaws with respect to buffers or number of cars to cue in line for fuel or food. The type of proposed businesses are definitely not in keeping with the above City report statement.

When I wish to build something on my residential property I must follow the city bylaws, I cannot reach out and ask for special considerations to fit extra structures beyond predetermined buffers. Therefore I believe the developer should have to also abide by the same principles. If they wish to build next to a residential neighbourhood it comes at a cost – no special allowances. Yes that may mean they need to scale down their plans however don't we all need to live within the bylaws even if it prevents us from having something we may prefer to have?

I am aware that the City is also in a precarious place trying to satisfy both the developer and the residents and one part of the equation is the more buildings, the more money that the City brings in to its coffers. But I also ask at what the cost is to both the neighbourhood and the surrounding lakes specifically Lake Nepahwin, St. Charles Lake and even Still Lake (also consider the interconnectedness of the multiple lakes in the area). Is the developer considering the watershed? Is the developer proposing any amendments to their large parking lot to prevent excessive runoff from the elevated land?

The developer is proposing that it is OK to have half the number of cuing spaces for the gas station, be short a cuing space for one of the restaurants, place the buildings at the side of the property closest to the residential neighbourhood and ask for a substantial variance at the back of the property for the car wash. Have we not learned from the Esso Station on Regent that not enough cuing spaces is problematic or learned from the Tim Horton's on Regent near Walford Road that drive-throughs close to intersections need to be well thought out? It is not just one exception for the property, all add up to trying to fit too much on this particular piece of property.

I did not see a special allowance asked for by the developer for the three refuse bins that appear on drawing no. A1.0 of the Planning Justification Report – they appear to be on the buffer zone (Figure 1 in Appendix). If in fact they are on the buffer zone I do not believe that placement should be approved. Perhaps a placement not directly beside a residential house could also be considered. Good neighbours are considerate of their neighbours.

I am very hopeful that the City planners will thoroughly evaluate the entrance to the Maple Leaf property from St. Charles Lake Road. I understand it is a commercial property however I cannot see how the logistics will work with routing traffic onto St. Charles Lake Road so close to the Long Lake intersection when in the 2015 City staff report for 2231 Long Lake Road proposal (the building directly south separated by St. Charles Lake Road) the City report said - *A driveway entrance is not possible on St. Charles Lake Road due to the short street line and the proximity to the intersection.* Yet the Maple Leaf development hopes to move their driveway about 5 metres **closer** to Long Lake Road – essentially directly across from the small dental building that would have had significantly less traffic coming out of it in comparison to the proposed development. Yes there is an existing driveway there as a legacy from the house that used to be there, however it was by no means a major entrance to Maple Leaf and only a handful of staff used it for their personal vehicles. It wasn't a public access point to the commercial property yet now the developer is very keen to promote the signalized intersection.

I reviewed the traffic document based on 2018 data and I gleaned that there were no increases in traffic projections as there was the impression no growth was occurring as it functions primarily as an access to a stable residential area and does not serve as a route for through traffic. Why use and model May 2018 data? Why not look at the present reality, there is in fact building happening in the depths of the Moonglow neighbourhood and there is no public transit within that neighbourhood therefore an increase in traffic is inevitable even if it is by bike or as pedestrians. Our neighbourhood definitely knows cars cut through Brenda Drive to avoid the Four Corners, exact number is unknown however perhaps that could be studied prior to telling us that is not the case. In addition, we have running groups and in warmer weather there are a multitude of bikers (more since COVID struck) passing by the driveway to the Maple Leaf property off St. Charles Lake Road. I have noted the traffic report doesn't speak to the school buses that stop in close proximity to the property's St. Charles Lake Road driveway. It speaks of peak volumes but doesn't comment on how one needs to take into consideration the cars are not evenly spaced out to accommodate traffic flow, they tend to be in bunches especially with the westbound traffic. When a westbound car is turning into the property from St. Charles Lake Road only three cars bumper to bumper will be accommodated behind prior to backing up onto Long Lake (Figure 2 in Appendix). In my opinion this driveway should remain however be designated as an emergency exit with a locked gate to be opened only for the access of emergency vehicles.

I understand that the property's present Long Lake Road driveway to the south is not optimal as there is a traffic island across from it and as a result it will be eliminated. At present 9.4 metres is the proposed width of the remaining Long Lake Road driveway and the traffic report informs us:

Table 2 summarizes the operations at Long Lake Road and St. Charles Lake Road / MacIsaac Drive.

The west leg of the intersection has an 11-metre pavement width and a single 5.6-metre wide approach lane. The lane functions as a single lane during the green interval, but is wide enough that right turns can generally bypass queued vehicles during the red interval (i.e., right turn on red), and through/right turning traffic can bypass one or two vehicles waiting to turn left during the green interval. The eastbound approach was modeled with two 2.8-metre wide lanes (a single shared through/left turn lane and a dedicated right turn lane).

It fails to mention that the eastbound queued vehicles (turning left or going straight through the intersection) must be midsize or smaller cars perfectly aligned to the centre of the road in order for cars making a right hand turn to fit alongside them. As there is 1.6m more width at the intersection than the proposed driveway off Long Lake Road, I feel consideration should be taken into widening Long Lake Road driveway to incorporate a left hand turn lane out of the property and provide ample room for the fuel and delivery trucks that will be accessing this driveway. Customers in transports and cars with trailers would also benefit by this additional space, especially when our northern winters generate space consuming snowbanks.

The planning report proposes to move the remaining Long Lake Road driveway about 20 metres closer to the St. Charles Lake Road intersection. With the planners telling us that one third of primary trips would be coming in from the highway, have they considered how little room there is in the centre turning lane when heading north? After two cars occupy the turning lane to turn left into the property off Long Lake Road the remaining cars wanting to do the same will occupy a lane of Long Lake Road. See Diagram 2 in the Appendix. Will that not affect traffic flow? Or are most cars travelling north going to turn left onto St. Charles Lake Road and use that access point instead? Which as you remember - it is directly across from the 2231 Long Lake Road property that wasn't allowed a driveway as it is too close to the Long Lake Road intersection.

Will the developer be paying to widen Long Lake Road for a longer left hand turning lane onto St. Charles Lake Road? In the past few years we have been upgraded to having a left hand turn signal into our neighbourhood and cars fill the allotted turning lane now – what about when the development opens?

Suggestions on Page 16 of the traffic study rely heavily on the use of St. Charles Lake Road:

4.0 Total Future Traffic Volumes 16

- 20% to/from the north via Paris Road;
- 20% to/from the northwest via Regent Street;
- 5% to/from other commercial sites south of Regent Street;
- 5% to/from the east via Regent Street;
- 10% to/from the east via MacIsaac Drive;
- 5% to/from the west via St. Charles Lake Road; and
- 35% to/from the south via Long Lake Road.

4.4 Site Traffic Assignment

Trips generated by the site were assigned to the site accesses logically based on the location of various uses within the site, the directness of approach route and the ease of making turning movements. The following driveway assignment was applied:

- Traffic entering from the north was assigned to the Long Lake Road driveway;
- Traffic exiting to the north was divided between the Long Lake Road and St. Charles Lake Road driveways;
- Traffic entering and exiting from/to the south was divided between the Long Lake Road and St. Charles Lake Road driveways;
- Traffic entering and exiting from/to the west was assigned to the St. Charles Lake Road driveway; and
- Traffic entering and exiting from/to the east was assigned to the St. Charles Lake Road driveway.

Yet the Planning Report only speaks of the traffic flow on Long Lake Road:

Development and site intensification is articulated to enhance the commercial prominence of Long Lake Road and St. Charles Lake Road. Buildings are sited parallel to the Long Lake Road where the focus of traffic flow and transit connections exist. The proposed building articulation is relatively consistent throughout the site and will provide a compatible setback and street view with the existing character of the area to ensure the appropriate transitions in scale.

Furthermore from this excerpt - Is the compatible set back, street view and existing character all about Long Lake Road – what about the existing character of our residential neighbourhood?

I am puzzled by the approach to what is classed as the 'front of the property'. From the planning documents it appears the 250 St. Charles Lake Road is being classed as the front of the property with the developers asking for a large variance at the back of the property of 0.6 m vs 7.5m. Meanwhile the property is being advertised as 2135 Long Lake Road by the developers. If Long Lake Road is the front of the property then I believe our neighbourhood should have the benefit from a 7.5 m buffer in keeping with our history of the Maple Leaf brickyard business as well as how the 2231 Long Lake Road property is positioned. Move the buildings towards Long Lake Road.

I realize that the subject property is comprised of four lots, yet I fail to understand how 250 St. Charles Lake Road is subject to the City's plan for Long Lake Road. The front and side are technically part of the residential neighbourhood – it abuts to 260 Brenda and the west side faces 4+ other residential lots and the front of the lot faces a residential road – therefore I do not believe turning this residential lot into a spot for two drive-through restaurants is 'in keeping with the neighbourhood'.



250 St. Charles Lake Road

Left of this photo is St. Charles Lake Road, background of photo is Brenda Drive, foreground is present entrance to applicant's property off of St. Charles Lake Road.

Another thing that puzzles me is how the planners on Page 30 of their report can in good faith give the following response below to 20.4.1.

Section 20.4.1 states, with respect to land use in the South End, it shall be the goal of Council to:

- Facilitate the orderly development of the South End
- Facilitate the designation of commercial and industrial development to expand the range of services and employment available in the South End.

The proposed development supports the South End land use goals as it will encourage the revitalization of lands to expand the range of commercial uses and employment opportunities in the South End of Sudbury.

How are they expanding the range of services and employment available? We have 2 gas stations 700 m away, one with a car wash, another service station 1.2 km away and within that radius we have a multitude of fast food restaurants available with *Help Wanted* signs in their windows. What is the new service? What is the new employment? I could see if this were an apartment or office building that it would expand the range of services

and promote the use of the public transit, but building more of what we have in close proximity is definitely not going to benefit our neighbourhood although according to the planners on page 22 of their report:

The proposal introduces an attractive mix of commercial uses to serve visitors and surrounding residents. In accordance with this policy, the proposal will minimize the length and number of vehicle trips by intensifying the availability of commercial uses in the immediate area. The proposal will increase the vitality of the area which in turn will optimize ridership and the financial investment of the existing transit routes.

I assume part of the ridership may be employees at the gas station and car wash but otherwise ridership is not seeking the car related services on the property.

Lastly, noise, air and light pollution are a large concern. I fail to see how a metre and half opaque fence will block out the noise pollution from the multiple drive-throughs. The Harley Davidson dealership down the road has events on Thursday evenings in the summer that cause noise in our neighbourhood, evenings once a week, part of the year....not 360+ days a year from dawn into the night. Has there been a noise study to determine noise impacts from the drive through speakers and idling vehicles on nearby residences? Light pollution is a given, no matter what fancy new lighting systems are installed. Furthermore, I dread the thought that one of those super-bright large LED signs may insidiously work its way onto the property once all is said and done.

In conclusion, I respectfully ask that the proposal for rezoning in its present form not be approved and I hope a less obtrusive use of the property can be agreed upon between the developers and the City. I also hope that decision makers will keep in mind our city's climate emergency, saving our lakes, maintaining an urban canopy, and the view that although idling bylaws don't apply to drive-throughs, it doesn't mean they should be promoted especially when so close to a residential neighbourhood.

If our neighbourhood's concerns are disregarded and this development is allowed to proceed with the current proposed plan I sincerely hope there will be a caveat that will truly be reinforced by the City that the developers **must** build a fence similar to those we see in southern Ontario (below). The buffer zone will contain **mature** conifers along it except where they would impede sight lines at the intersection. Speaking of sight lines, the fence would run all the way along the Brenda Drive portion of the property, be angled at the Brenda/St. Charles Lake Road corner and extend up along St. Charles towards Long Lake Road.



Example of proposed fence (picture taken in Kitchener- Waterloo)

I hope that the load restrictions for our residential road will be strictly reinforced. No allowances for any heavy trucks entering the property via St. Charles Lake Road for construction related activities or once things are in full operation.

Thanks for the opportunity to express my concerns.

Sincerely

Jenn Fearn

Appendix

Figure 1

3m buffer zone on left of diagram used as a template for buffer zone on right side of diagram where refuse bins appear to be encroaching on buffer zone.

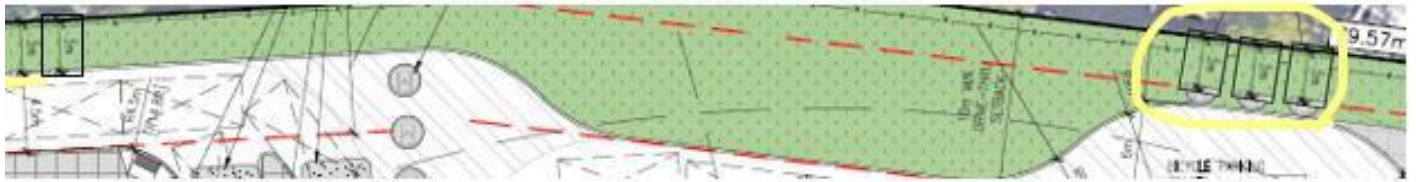


Figure 2

Template of cars in drive-through line used to illustrate cars turning left off Long Lake Road into the 9.4 m wide entrance off Long Lake Road— traffic curb limits number of cars that can cue in middle lane. Also depicted is cuing on St. Charles Lake Road when a car slows to turn right into the property.



Srijana Rasaily

From: CARMEN PAQUETTE [REDACTED]
Sent: Friday, January 13, 2023 1:07 PM
To: Alex Singbush
Subject: Rezoning classification file # 751-6/22-21

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

As residents at 310 Brenda Dr, Sudbury, ON P3E 5G7, we wish to express our concerns of the proposed development on the corner of Long Lake Road and St Charles Lake Road. Especially the exit on St Charles Lake Road. It seems this is a very large amount of businesses for this location and we are concerned with the extra traffic on both roads. As you are aware there is a school bus pick up and drop off at the corner of Brenda Drive and St Charles Lake Road. This is very concerning for the childrens safety with the increase of traffic. If they have room for an entrance from long lake road they should have room an exit also.

Thank you

Phil and Carmen Paquette

Fwd: Application of Development on 2132-2177 Long Lake Road

Carol Graham <[REDACTED]>

Wed 2023-01-04 12:48

To: Alex Singbush <Alex.Singbush@greatersudbury.ca>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

As per our conversation, I am sending you an email about the development on Long Lake Road. The amount of traffic that has increased on Long Lake road due to all the housing development in the area along with Wal Mart's Smart Center, LCBO and other stores has made it almost impossible at times to make a left hand turn out of Alice Street onto Long Lake Road. At times, I have seen the line of traffic turning into the Walmart Centre lined up past Alice Street making it impossible to turn left. I know that there is a turning lane starting just before Ester Road but a good majority of the time people choose to use it as a third lane to turn into the Walmart Centre which increases the chances of being rear ended by oncoming vehicles again, making it unsafe. Turning right is very difficult as well but easier of course. You add to that all the cars are going over the speed limit makes driving very unsafe in this area on Long Lake Road. We really need a set of lights at Alice Street to make things safe for the residents in the area. I have been told that having lights at Alice Street and Mclssac Drive would be too close but that being said there are lights close together on Regent Street at Moonglo and Caswell Drive.

The traffic will only increase with Mclssac's proposed office buildings. If you add to that another space filled with an automotive service station having an accessory convenience store, car wash along with two general commercial buildings containing a mix of restaurant and retail store along with three drive-through service facilities associated with the proposed restaurant and car wash will again increase the amount of traffic astronomically.

This only confirms the need to have a set of traffic lights installed at Long Lake Road and Alice Street. The increase in vehicle traffic will increase exponentially over the next few years with the addition of the above mentioned development as well as the continued housing development in the Algonquin area. Moonglo has grown and continues to develop at a very rapid rate which means even a greater increase in traffic with many houses having more than one vehicle.

Again, I stress with the increase in development, measures need to be taken to increase the safety on Long Lake Road.

Thank you, Carol,

.

January 23, 2023

City of Greater Sudbury
Alex Singbush
Planning Services Division
Box 5000, Station A
Sudbury, ON P3A 5P3

RECEIVED

JAN 23 2023

PLANNING SERVICES

Dear Mr. Singbush,

I am writing this letter in regards to the matter of File # 751-6/22-21 regarding the proposed re-zoning of the properties located at 2123-2171 Long Lake Road and 250 St. Charles Lake Road. The properties are currently zoned R1-5 and the proposal is to re-zone to C2(S). The proposed re-zoning is requested in order to allow for a Gas Station with an accompanying Convenience Store and Car Wash, as well as two additional buildings that will include multiple Drive-Thru restaurants. Although I would like to see the properties remain R1-5 I understand the city plan wants the properties to be re-zoned commercial. I would just like to see similar restrictions as were enforced for the property located at 2231 Long Lake Road. The applicant for that property originally wanted it approved for all uses allowed under C2(S) and, then reduced it somewhat. They still wanted the rights for many types of businesses including restaurants, retail and convenience stores (among others). Many residents attended the planning meeting for that property (2231 Long Lake Road) and noted their concerns, not the least of which included the number of children in the area and the fact that the property backs on (across the street) to residential properties. These same issues still exist and the current properties in question are just across the street (St. Charles Lake Road). The planning committee recommended C2(S) zoning with only offices, day care centre, scientific or medical laboratory and related accessory uses, but excluded financial institutions. This was supported by council and meant that neither a convenience store, restaurant nor a Gas Station were permitted on that property. I would like to see the same restrictions imposed on the properties under review.

My specific concerns with the current re-zoning request and proposed site plan are:

1. Current request to allow for a Gas station.

The installation of a gas station will result in some fuel being spilled with every fill. This fuel seeps into the concrete and eventually the soil. This property is located close to St. Charles Lake (a smaller lake) and any fuel spills or seepage could reach the lake and pollute/kill the lake. This lake is the home to a variety of fish species, turtles, frogs and more. Any fuel spills could affect these populations, as well as the home owners who might draw water from the lake. Given the fact that Sudbury is a city built on rock, the City needs to ensure that any spillage and potential leakages from the tanks or elsewhere will not affect the nearby lake. Every time we blast in the area there is potential for changes to the cracks/fissures in the rocks below, and that increases the risk of leakage into the lake. In addition the fumes that come with the operation of a gas station may have an impact on the health of the nearby residents (cancer, asthma, and other concerns). The current site plan depicted on the Bluerock Developments' website for the Maple Leaf Centre (this property) shows the gas bar located next to St. Charles Lake Road which places it that much closer to the lake. This would be even worse.

2. Hours of Operations / Lighting Pollution

My concern with the proposed site plan is that it includes a gas station/convenience store as well as two Drive-Thru restaurants. The operations previously located on the property operated Monday to Friday with regular business hours and minimal traffic. The proposed operations could be open 24 hours/day and 7 days/week. This will impact the ability for residents to enjoy their neighbourhood. It will also result in excessive noise and light pollution (as most gas stations are fully lighted 24 hours a day). I do not believe it is appropriate to locate these types of businesses within a residential neighbourhood.

3. Increased Traffic

The proposed site plan is to have one entrance/exit on Long Lake Road and a second one on St. Charles Lake Road. Based upon the number and types of operations proposed for this site, there will be an increase in traffic. Many residents currently walk in this neighbourhood, whether for necessity or pleasure and the City needs to ensure they remain safe. The St. Charles Lake Road exit is in a location that sees a lot of pedestrian traffic as well as being the primary location for a number of school buses to pick up/drop off children each day. This was one of the reasons that the residents did not want to see the exit for the property located at 2231 Long Lake Road be to Wayne Road. In addition it is located very close to Long Lake Road. Both these factors may result in an increase in accidents. Therefore no entry/exit should be allowed to St. Charles Lake Road.

4. Request to reduce the number of Queuing spaces and reduce the rear setback.

The proposed site plan is requesting to reduce the rear set back from 7.5m to .6m, and reduce the number of queueing spaces for the Gas Bar (from 4 to 2 per a point of service) and the Drive-thrus (from 11 to 10). If these reductions are allowed there could be adverse effects to the traffic on Long Lake Road. For those that live in the South End of Sudbury, there is already the Esso that backs up onto Regent Street, Tim Horton's that backs up onto Algonquin Road and McDonald's that sometimes backs up onto Regent Street. There does not need to be another location where traffic is backed up on to a roadway. I am not even sure that the required queueing spaces would prevent this and may still result in backups onto the roadway occurring (as I believe that the named establishments have that number of queueing spaces and yet there is still impact on the traffic flow). The reduction in the rear setback will bring all of the operations closer to the neighbourhood, increasing the fumes and noise that the residents will have to endure.

5. Landscape buffers

Although the proposed site plan offers to meet the minimum Landscape Buffer I would like to see the requirement increased. If the City deems it appropriate to place these businesses abutting a residential neighbourhood (and placing a Gas Station near a lake) then I feel that the City should provide the neighbourhood with some relief. The rear of the property which will face the neighbourhood will be the back of the car wash, the drive-thru lanes for the restaurants and likely multiple garbage bins. I would like to see the City require the development to have an 8-10 foot solid fence with a large cedar/evergreen buffer on the residential side of the fence. This would help reduce the noise and fumes from filtering into the neighbourhood and provide the neighbourhood with a more residential look.

In conclusion I would request that the city only allow for re-zoning similar to what was permitted for the property located at 2231 Long Lake Road. And if the City is to re-zone as requested by the land owner, then the City needs to enforce all requirements plus consider the neighbourhood and near-by lake. There are currently other commercial properties empty in the city and these properties may be better suited for these types of operations.

Yours Truly,

Patricia Leonard

cc. Deb MacIntosh



Alex Singbush
Manager of Development Approvals
Planning Services Division
City of Greater Sudbury
PO Box 5000, Stn A
200 Brady Street
Sudbury, Ontario
P3E 5P3

December 16, 2022

Dear Mr. Singbush,

Re: Rezoning Application - E.L. Demattia - File #751-6/22-21

We write to you respecting the rezoning application submitted by E.L. Demattia Investments Ltd. which seeks to amend By-law 2010-100Z by changing zoning classification on the subject lands from R1-5 to C2(S). By this letter we seek to preserve our right to provide additional comment on the application, as more information becomes available, and appeal the decision of Council for the City of Greater Sudbury.

Please do not hesitate to contact the undersigned should you have any questions or concerns.

Yours very truly,

Andrew MacIsaac
Director of Operations
Southridge Mall

Srijana Rasaily

From: Glen Ferguson
Sent: Saturday, March 25, 2023 10:26 AM
To: Srijana Rasaily
Subject: FW: Notice of Application, File #751-6/22-21 E. L. Demattia Investments Ltd.
Attachments: Maple Leaf Development Letter in Word.docx

FYI / letter of concern

From: ted djaferis [REDACTED]
Sent: Friday, March 24, 2023 6:16 PM
To: Alex Singbush <Alex.Singbush@greatersudbury.ca>
Cc: Glen Ferguson <Glen.Ferguson@greatersudbury.ca>; Paul Lefebvre <Paul.Lefebvre@greatersudbury.ca>
Subject: Re: Notice of Application, File #751-6/22-21 E. L. Demattia Investments Ltd.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Mr. Singbush

I have attached a letter of objection with reasons regarding the above noted application. I would appreciate your acknowledging receipt of this email and I would appreciate being advised of any meetings or hearings with respect to this matter. Thank you.

Regards,

Ted and Carolyn Djaferis

Alex Singbush, MCIP,RPP
Planning Services
Box 5000, Station A
200 Brady Street
Sudbury, ON
P3A 5P3
RE: File # 7516/22-21.

Dear Mr. Singbush:

I am writing in regards to the application from E.L. Demattia Investments Ltd., regarding the Maple Leaf Brickyard property on Long Lake Rd, to amend By-Law 2010-100Z and change the zoning of subject lands from R1-R5-Low Density Residential One, to C2(S), General Commercial Special.

From the outset I want to state that I am not opposed to development. I have no difficulty accepting landowners' rights to develop their property, thereby creating opportunities, ultimately seeing our city prosper and grow. This however, should not happen without serious consideration of the impact to the neighbourhood and surrounding environs.

We have lived in Sudbury for over 50 years and at St. Charles Lake Rd for 35 years. We have chosen to live here. We have a closely knit and safe neighbourhood. We can walk to most amenities and services. We hope to continue to enjoy and maintain our healthy lifestyle and see our neighbourhood preserved and yes even enhanced. The proposed development in its current form challenges our safety and wellness.

The C2(S) designation application with its currently proposed land uses is excessive to say the least. It does not fit with the surrounding commercial and other establishments. All of the businesses and services along the approximately one kilometre stretch between the Four Corners and The Smart Centre/ Walmart, have low volume traffic, mixed with residences.

I struggle with the idea that we are considering a re-zoning application on the basis of the developer's site plan. It would seem that we should be discussing zoning based purely on the current land use of the surrounding area. That would then provide landowners and developers with more appropriate parameters within which to plan.

This development is inappropriate because it introduces a new high volume commercial node precisely at the entrance to a quiet residential neighbourhood. The negative impact increases exponentially if access is given onto St. Charles Lake Road with a South Entrance and Exit from the development. The result will be that it will no longer be a quiet neighbourhood.

The owner of the Dental Clinic and office building, situated on the SE Corner of St Charles Lake Rd and Long Lake Rd. was denied access to both Wayne Road and St Charles Lake Rd. because of safety concerns. For the same reason access to St Charles Lake Rd from the proposed development should not be granted.

The proposal is seeking 3 variances (Table 1. Zoning Compliance Review - 'C2' - Bylaw 2010-100Z). This suggests that the developer is trying to maximize the land use in contravention of zoning standards thus increasing impact on the environment and neighbourhood.

Traffic/Safety

The Traffic Impact Study is incomplete because it does not include input from the residents of the neighbourhood. We observe regularly that Brenda Drive which flows into St Charles Lake Rd. will increasingly be used as a by-pass of the Four Corners, for South End residents. Case in point, bollards were placed on Brenda Dr. for the past two years. As congestion increases at the Four Corners, so will the volume of traffic on Brenda Drive, St Charles Lake Rd., funnelling onto the Long Lake Road intersection. The Moonglo subdivision's rapid and continued growth will also add to the traffic, safety and congestion issues.

The Traffic Impact Study does not address school bus activity. Five buses use the intersection at Long Lake Rd and St Charles Lake Rd during peak traffic periods in the morning and afternoon. One bus in particular stops meters away from the proposed South entrance/exit. In the early winter mornings school children cross St Charles Lake Rd at Wayne Rd when it's still dark.

It is a precarious crossing at the best of times because of the poor alignment of the intersection of Brenda Dr., Wayne Rd, St Charles Lake Rd and Long Lake Rd. It is worse in winter. What we have now are inadequate sidewalks, no proper cross walk from key directions, high snow banks and poor lighting. We already had safety concerns. Introducing a commercial exit and entrance to St Charles Lake Rd from the proposed development makes the situation more dangerous. See photos and descriptions

Photo 1 was taken early morning, on January 16 at 8:15 AM. The bus arrived at 8:19 AM. It is darker on a cloudy day in late December and early January, when days are shorter. Allowing access to St Charles Lake Rd at this location will be unsafe for the school children.



The next sequence of photos highlights the current traffic and safety concerns at the intersections of Brenda Dr., Wayne Rd., St

Charles Lake Rd. and Long Lake Rd during peak afternoon hours. As you can see this is an issue without having the proposed additional exit and entrance at this location.

In the afternoon of January 16, at 3:50 PM in the span of 3 minutes between the bus's arrival and departure the following photos show how quickly the traffic builds up and spills over onto Long Lake Road. I have been concerned about this situation for years and have brought it to the attention of the bus consortium. Often southbound vehicles coming from the Four Corners turning West onto St Charles Lake Rd. do not anticipate a school bus blocking their way. With the proposed additional entrance and exit at this location, cars will undoubtedly be backed up even more and potentially create a hazardous situation on Long Lake Rd.

See Photos 2-5.

Environmental Impacts

Air Pollution - Drive-thrus where vehicles are allowed to idle encourages our car-



Photos 2-5

centric society to continue in a behaviour that is detrimental to our health, well-being and the environment. We support the city's policies in shaping good environmental practices with a no idling by-law. If this development is accepted as proposed, the pollution from three drive-thrus will most certainly have immediate and long term negative effects on the residents and environment. The invasive and annoying odour from the gas station's fumes will add to deteriorating air quality.

Water Pollution - The health of Lake Nepawhin is at a tipping point. A gas station increases the potential of a spill along with salt water runoff which will impact the watershed, health of streams and water bodies.

To help us understand how water flow will be managed, a topographic study is needed to show the natural landscape features, including current and future man-made features (retaining walls). There is no mention of pervious vs impervious pavements or surfaces to mitigate contamination from storm water runoff.

Noise Pollution - Car wash fans can create excessive noise and can be invasive to say the least. Loudspeakers in drive-thrus can also be loud, annoying and will impact the wellbeing of citizens in the surrounding homes.

Light Pollution - We are losing the ability to see the night sky. The introduction of billboards, electronic signs and intrusive bright lights will degrade the remnants of a starry night, regardless of what the developer promises in terms of state of the art lighting.

Physical Buffers - We are losing our urban forests at an alarming rate. The city's master plan to preserve them is to be commended. The benefits that trees provide for clean air and aesthetic value is well known. The developer plans to remove all the trees and place a five foot opaque wall along a section of Brenda Drive. At one time a stand of trees graced both sides of the St. Charles Lk Rd. entrance to the neighbourhood. By reducing the footprint of the proposed development the saving of a mature stand of trees could be incorporated into the design. This natural buffer requires very little maintenance enhances the development's and neighbourhood's appearance.

Conclusion

For the above reasons we are not in favour of this proposal. We respectfully urge that the proposal for rezoning in its present form not be approved by the city. This development will have a permanent detrimental effect on traffic, health & safety, the environment and the general wellbeing of the residents. As concerned citizens, we believe that the developer is attempting to do far too much in a limited space, in a location that is inappropriate, showing little regard for the neighbourhood's welfare.

422 Helen's Point
Sudbury, Ontario,
P3E 6C9

Alex Singbush
Manager of Development Approvals
Planning Services Division
City of Greater Sudbury
Box 5000, Station A
Sudbury, ON P3A5P3

cc. Glen Ferguson, Senior Planner
 Deb McIntosh, Councillor, Ward 9
 Paul Lefebvre, Mayor, City of Greater Sudbury

Re: Notice of Application, File #751-6/22-21
E. L. Demattia Investments Ltd. (Agent: IPS Consulting Inc.)

Dear Mr. Singbush

We are in receipt of a copy of the Notice of Application for rezoning of the property known as 2123-3177 Long Lake Road, Sudbury, Ontario, (file number noted above). We have also been provided with a copy of the Planning Justification Report prepared by Innovative Planning Solutions, IPS No. 22-1203, dated October 2022.

By means of this letter, we are filing objections to this rezoning on the following grounds:

1. The proposal for an entrance on the short section of St. Charles Lake Road between Brenda Drive/Wayne Road and Long Lake Road cannot be approved. School buses load and unload children at this section of road. The proposal is silent on expected traffic on St. Charles Lake Road. In addition, this section of road is not long enough to accommodate traffic exiting the rezoned property without causing traffic blockage. Based on a scaled estimate from Drawing no. A1.0, Appendix 1, Site Plan in the proposal, it appears that there is space for only 3 vehicles exiting and turning left to access the lights at Long Lake Road. It should be noted that, in the

case of the commercial building across St. Charles Lake Road (the Dr. Lewis dental office building), the proponent requested an entrance on Wayne Road and was denied this entrance. Traffic counts at the Dr. Lewis office building are likely to be substantially lower than expected traffic from property with a car wash, gas bar and two drive throughs that is the subject of this proposal (the old Maple Leaf Property).

2. The gas station queuing lane is inadequate as the proposal for two spots does not meet the city requirement for 4 spots.
3. Offloading of gasoline tankers in the immediate proximity to residential properties will result in objectionable fumes and odours impacting residents.
4. The drive throughs proposed at the restaurants run counter to the city's policy against idling of vehicles. In fact, the city has by-laws in place supported by signage in numerous locations prohibiting idling. Further, the proposal does not support the city's policy to become net zero with respect to CO2 emissions. In addition, exhaust fumes from idling vehicles have the potential to impact on nearby residences.
5. There is no indication of a noise study to determine noise impacts from the car wash blower, drive through loud-speakers and idling vehicles on nearby residences.
6. The 0.6 meter rear yard setback proposed, where a 7.5 meter setback is required, exacerbates the entire issue of placing this overdeveloped use adjacent to residents and cannot be approved.
7. Lighting on the proposed development, from business signage will introduce light pollution and impact the enjoyment of use of residential properties.
8. Any removal of the existing conifer vegetation on the property must be mitigated by the replanting of mature conifers as buffers. The city has prided itself in the revegetation efforts that have gained world-wide recognition. Removal of mature trees must be offset by replanting mature trees as opposed the immature deciduous trees which will take many years to provide any benefit.
9. It appears, based on drawing no. A1.0 of the Planning Justification Report, that the proponent intends to place three in-ground refuse containers on the buffer zone. This is either buffer zone or it is part of the use of the property. It cannot be both. This placement of the refuse containers should not be approved.

It must be kept in mind that this development is adjacent to a place where residents have made their homes for many years. Any development on this property must respect this fact. The development must not only benefit the proponent but must also not result in a loss of enjoyment of use of property to adjacent and nearby residents.

As a general observation, it appears that this proponent is trying to include too many activities on this property. A rezoning to permit a less intrusive use of the property would be more appropriate.

The proponent will likely argue that there was a commercial operation at this site for many years. However, as residents of St. Charles Lake Road and Helen's Point since 1973, let us assure you that the old Maple Leaf operation did not have anywhere near the kind of impacts on neighbours that this proposal will have.

We respectfully urge that the proposal for rezoning in its present form not be approved. If any rezoning is approved we are requesting that limitations as discussed above be placed on the approval.

Yours truly,

John Bassett
Christine Bassett

PETITION

We, the residents of Greater Sudbury who live and work in the South End, are NOT in favour of the application #751-6/22-21 presented by E.L. Demattia Investments Ltd. for rezoning from R5-1 (low density) to C2 (general commercial special).

The applicant and Bluerock Developments wish to place 4 high traffic flow businesses – 2 drive-thru restaurants, a gas station and a car wash. These businesses bring in a lot of vehicular traffic and are often open 24 hours a day, 7 days a week. These businesses would abut established residential neighbourhoods.

We have major concerns about traffic, noise, lights, safe egress of Emergency Vehicles and environmental issues with this proposed development.

Presently, the South End has 5 gas stations (Regent St – Esso, Petro, Shell, Canadian Tire PetroPass; and Paris St – Shell) 2 car wash businesses (both Shell locations), 5 Drive-Thru restaurants (A&W, Deluxe, McDonalds, Arbys and Harveys). We do not need more of what we have!!!

A) The Provincial Policy Statement, 2020 (attachment 1)

Section 1.1.1c) and 1.1.2 states that Development should not cause environmental or public health and safety concerns.

No guarantees can be made that the gas station will not contaminate the soil, lakes or water tables in the area. Excessive additional traffic flow to this area will exacerbate an already difficult navigation route. Northbound traffic wanting to turn left onto St Charles Lake Rd have a short left turning lane. Long Lake Road from that intersection to Ester St is only 4 lanes. This is a major route for workers from Long Lake and Walden communities on their way to work at Health Sciences North, one of the largest employers in the Sudbury area, or within the city and they already encounter bottlenecks. Also, it will be significantly

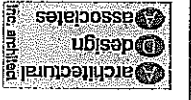
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Sheet No.
 Date: OCT. 2020
 Drawn by: SMB/TC
 Check by: TC
 Scale: AS SHOWN

SITE PLAN

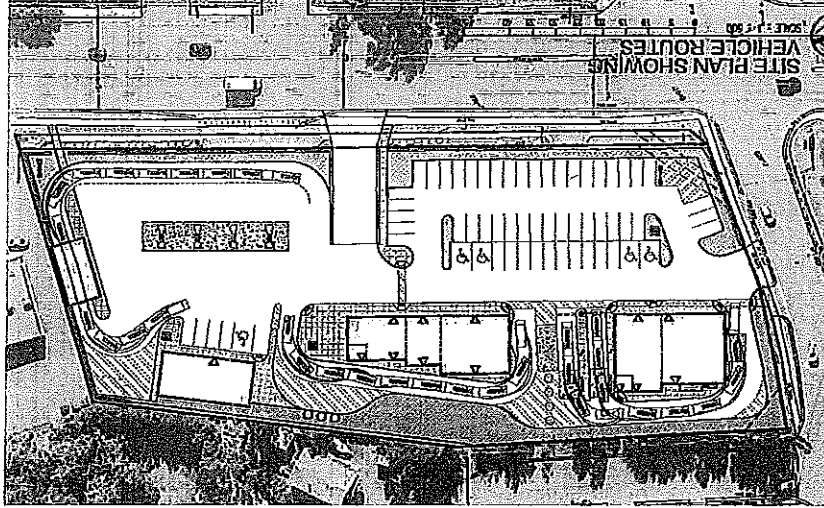
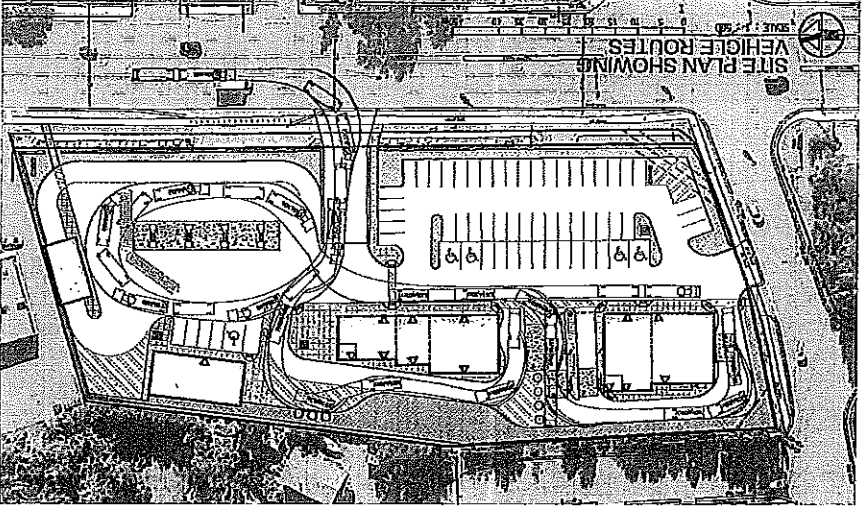
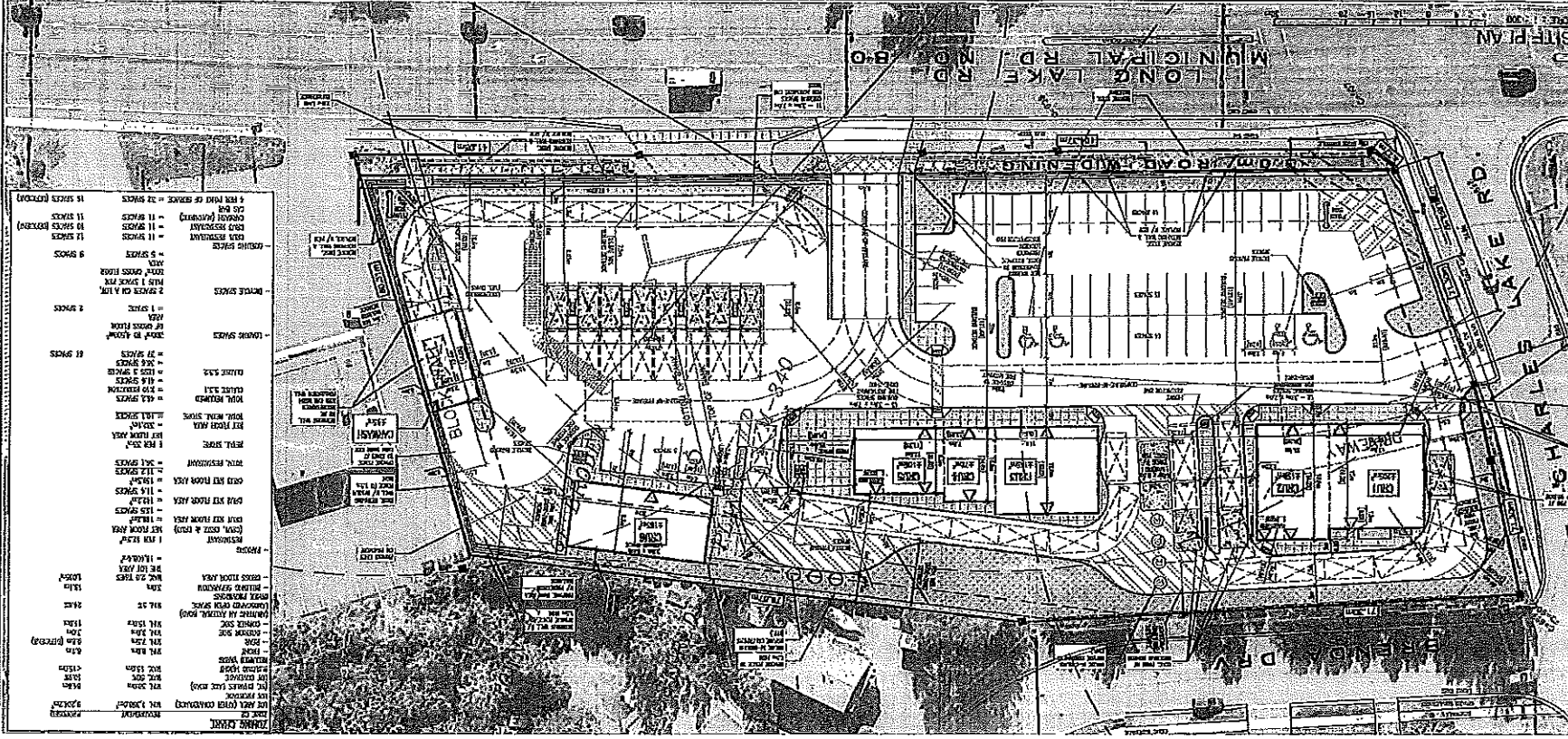
BLUROCK
 2135 LONG LAKE ROAD
 SUDBURY, ONTARIO
 PROPOSED COMMERCIAL
 DEVELOPMENT

1670 Mercer Street
 Sudbury, Ontario N3B 3P7
 Tel: 705.525.4392 Fax: 705.525.4312



Scale: 1" = 100'

DATE	DESCRIPTION
2022/09/30	SITE PLAN APPROVAL
2022/08/19	SITE DATA REVISIONS
2022/08/09	CITY
2022/08/03	REVISIONS



Provincial Policy Statement, 2020

Under the *Planning Act*



Part V: Policies

1.0 Building Strong Healthy Communities

Ontario is a vast province with urban, rural, and northern communities with diversity in population, economic activities, pace of growth, service levels and physical and natural conditions. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Accordingly:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.2

Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

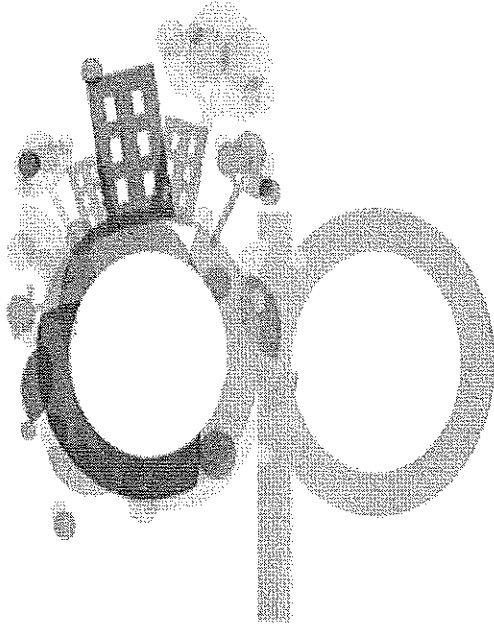
Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 *Settlement areas* shall be the focus of growth and development.

1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the *impacts of a changing climate*;
- e) support *active transportation*;
- f) are *transit-supportive*, where transit is planned, exists or may be developed; and
- g) are *freight-supportive*.



City of Greater Sudbury

Official Plan

Flexible | Balanced | Sustainable

Prepared by:

*Planning Services Division
Growth and Infrastructure Department
City of Greater Sudbury*

ATTACHMENT (2)

19.4.4 Deeming Subdivisions Not To Be Registered

The City may deem registered Plans of Subdivision or significant portions thereof not to be registered in situations where the conditions of the subdivision agreement have not been met within eight years of registration.

19.4.5 Subdivision Standards

The City may adopt standards for the development, design, servicing, roads, financing, and other conditions under the subdivision agreement.

19.5 ZONING

Zoning is the regulation of land use and structures intended to promote the public health, safety, comfort, convenience and general welfare of the residents.

In order to implement this Plan, a new Zoning By-law has been prepared. The Zoning By-law will be updated on a regular basis as this Plan is updated.

9.5.1 Existing By-law

Zoning By-law No. 2010-100Z, as amended, has been passed in order to implement this Plan. This Zoning By-law will be updated on a regular basis as this Plan is updated. Existing uses in compliance with Zoning By-law 2010-100Z, as amended, will be permitted.

19.5.2 Rezoning Applications

It will be the policy of the City to ensure that the Zoning By-law and amendments thereto conform with this Plan. To this end, it is the intent of the City to evaluate each rezoning application according to all applicable policies - simple conformity with land use designation does not automatically guarantee a rezoning to the proposed use.

also have regard to parking requirements if applicable, traffic impacts and road access. Sewer and water services must be adequate for the site.

5. *Town Centres* may also be appropriate locations for light industrial uses. Outside storage for the display and sale of goods is permitted. Proper landscaping and buffering must also be established for light industrial uses.
6. Parking requirements for new development in *Town Centres* may be reduced where off-street municipal or privately owned communal parking facilities already exist and can accommodate additional automobiles.

Programs

1. The City will explore the future location, role and function of *Town Centres* through a city-wide *Nodes and Corridor Strategy*.
2. The City will monitor and adjust, as appropriate, the *Town Centre Community Improvement Plan*.

4.3 MIXED USE COMMERCIAL

Some areas of Greater Sudbury have been developed with a mix of land uses. Although there are some exceptions, these uses are generally concentrated along certain stretches of Arterial Roads. These areas meet a variety of needs. They also support and, in some instances, connect strategic core areas. *Designated as Mixed Use Commercial and complementary to the Secondary Community Nodes and Regional Corridors designations and shown on Schedules 1a, 1b and 1c, Land Use Map, it is the intent of this Plan to recognize the development potential of these areas by permitting a balance of mixed uses including commercial, institutional, residential, and parks and open space through the rezoning process.* General industrial uses may also be permitted subject to their compatibility with surrounding uses and their overall visual impact on mixed use corridors (see *Chapter 14.0, Urban Design*). It is also the intent of this Plan to encourage these areas to support active transportation and transit.

Similar to the Secondary Community Nodes and Regional Corridors designations and given the function and high visibility of *Mixed Use Commercial* areas, special attention to sound urban design principles is essential. Siting buildings to create a sense of street enclosure, locating parking lots to the rear of buildings, screening service entrances and garbage storage, and effective landscaping can aesthetically enhance the appearance of mixed use corridors. In order to attract viable, high quality development, emphasis will also be placed on creating a safe and attractive cycling and pedestrian environment, as well as convenient access to public transit and greenspace. Additional policies on *Urban Design* are found in Chapter 14.0.

Policies

1. All uses permitted by the Plan except Heavy Industrial may be accommodated in the Mixed Use Commercial designation through the rezoning process. Uses permitted in the Mixed Use Corridor designation shall provide for a broad range of uses that serve the needs of the surrounding neighbourhoods at a lesser density and concentration than Regional Corridors: and,
2. Where appropriate, the mixing of residential and non-residential uses on a single site is encouraged. Mixed uses should be in a form of mixed-use buildings with ground-oriented commercial and institutional uses and residential uses above the second story.
3. In order to minimize the disruption of traffic flow along Arterial Roads and promote better development, small lot rezoning will be discouraged and land assembly for consolidated development will be promoted.
4. Subject to rezoning, new development may be permitted provided that:
 - a. sewer and water capacities are adequate for the site;
 - b. parking can be adequately provided;
 - c. no new access to Arterial Roads will be permitted where reasonable alternate access is available;

- d. the traffic carrying capacity of the Arterial Road is not significantly affected;
- e. traffic improvements, such as turning lanes, where required for a new development, will be provided by the proponent;
- f. landscaping along the entire length of road frontages and buffering between non-residential and residential uses will be provided; and,
- g. the proposal meets the policies of Sections 11.3.2 and 11.8, and *Chapter 14.0, Urban Design*.

Programs

1. The City will explore the future location, role and function of *Mixed Use Commercial* areas through a city-wide *Nodes and Corridor Strategy*.

4.4 INSTITUTIONAL AREAS

Greater Sudbury has various institutional uses such as elementary and secondary schools, libraries, recreation centres, colleges, a university and other community facilities that are intended for public use. Some of these uses are small scale and serve local needs. Others are large scale and serve both local and regional needs. The *Institutional Areas* designation acknowledges the important role of the City's institutions and their contribution to community-based initiatives. Institutional uses are permitted throughout the municipality in accordance with the needs of area residents and policies of this Plan.

Small scale institutional uses play an important role in the day to day life of Greater Sudburians. They are an essential part of our neighbourhood and community fabric. They are places where we go to learn, worship or play. The intent of this Plan is to recognize the important role that these uses play. Therefore, small scale institutional uses that are compatible with a residential setting, such as elementary schools, libraries, day nurseries, retirement homes, places of worship and recreation centres, are incorporated within and permitted by the *Living Areas* designation. They are generally not shown on *Schedules 1a, 1b and 1c, Land Use Map*.

Table 2 Road Classification

Class of Road	Function	Access	Right-of-Way Width (metres)	Daily Traffic Volume (vehicles per day)	Design Speed (km/h)	Minimum Intersection Spacing (metres)	Other Regulations
Primary Arterial (Major Highway) <i>LONG LAKE ROAD</i>	Connecting City with other major centres outside the City and/or interconnecting communities. Long distance person or goods movement travel through the City or between major activity areas within the City Traffic movement primary consideration.	Intersections with other arterial roads or collector roads <i>*</i> Driveways to major regional activity centres <i>*</i>	35-45 in urban areas 45-90 in rural areas	10,000-50,000	60-100	400	No on-street parking Buffers between the roadway and adjacent uses
Secondary Arterial	Connecting two or more communities or major activity centres; or Connecting between two primary arterial roads; Or Connecting a community or activity centre with a primary arterial road. Trip origin and/or destination along it, an intersecting tertiary arterial, intersecting collector or a local street intersecting with the collector. Traffic movement major consideration	Intersection with other roads Access from adjacent property strictly regulated and kept to a minimum	26-35 in urban areas 30-45 in rural areas	5,000-20,000	50-70	200	No on-street parking Buffers between the roadway and adjacent uses
Tertiary Arterial	Connecting small communities or Connecting communities to primary or secondary arterial leading to a recreational area. Trip origin and/or destination along it, an intersecting collector or a Local street intersecting with the collector. Traffic movement major consideration	Intersections with other roads Access from adjacent property Strictly regulated and kept to a minimum	26-35 in urban areas 30-45 in rural areas	5,000-20,000	50-70	200	No on-street parking Buffers between the roadway and adjacent uses
Collector	Connecting neighbourhoods or Connecting a neighbourhood with an arterial road. Trip origin and/or destination along it or an intersecting local street. Traffic movement and land access of equal importance	Intersections with other roads Regulated access from adjacent property	20-35 metres	1,000-12,000	50-80	60	On-street parking may be permitted Greater setbacks from roadway of adjacent uses
Local	Connecting properties within a neighbourhood. Trip origin and/or destination along its right-of-way. Traffic movement secondary consideration, land access primary function.	Intersections with collectors or other local roads Access from adjacent property permitted	+/- 20	<1,000	30-50	60	On-street parking is generally permitted. Goods movement restricted except for that having origin or destination along the road

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PART 7:
COMMERCIAL ZONES

7.1 GENERAL PROHIBITION

No person shall, within any Commercial Zone, use or permit the use of any land, or erect, alter, enlarge, use or maintain any building or structure for any use other than as permitted in Tables 7.1 and 7.2, in accordance with the standards contained in Table 7.3 the General Provisions contained in Part 4 and the Parking and Loading provisions contained in Part 5 of this By-law.

7.2 PERMITTED USES

Uses permitted in a Commercial Zone are denoted by the symbol 'X' in the column applicable to that Zone and corresponding with the row for a specific permitted use in Tables 7.1 and 7.2. A number(s) following the symbol 'X', zone heading, or identified permitted use, indicates that one or more special provisions apply to the use noted or, in some cases, to the entire Zone. Special Provisions are listed below the Permitted Use Tables 7.1 and 7.2 below: (By-law 2012-67Z)

Commercial Zones

Local Commercial	<u>C1</u>
General Commercial	<u>C2</u>
Limited General Commercial	<u>C3</u>
Office Commercial	<u>C4</u>
Shopping Centre Commercial	<u>C5</u>
Downtown Commercial	<u>C6</u>
Resort Commercial	<u>C7</u>

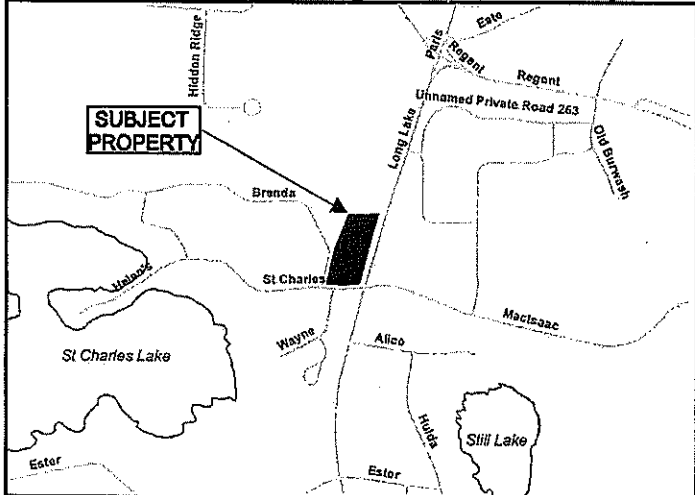
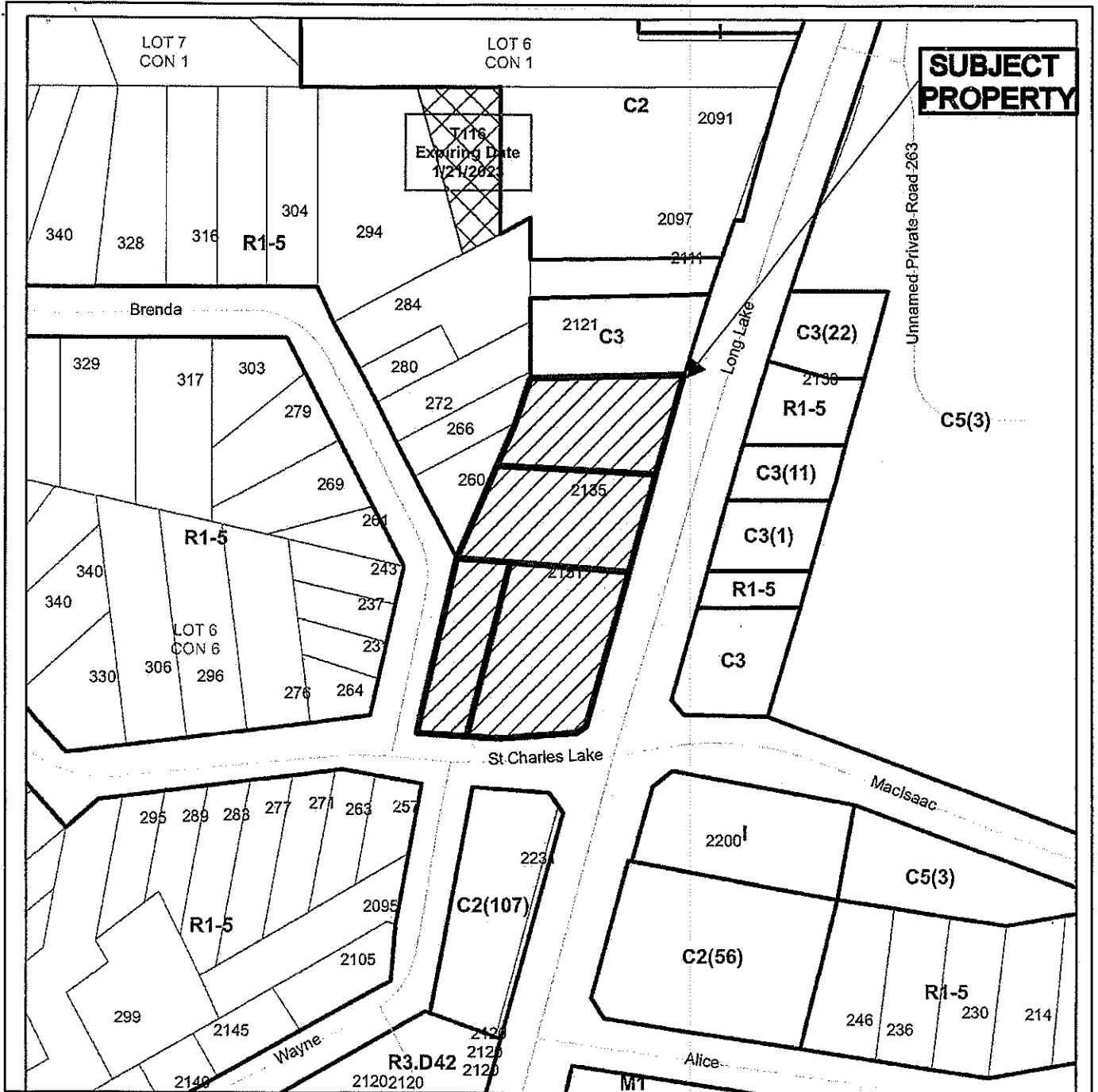
Note: Wherever a zone symbol on the Schedules to this By-law is followed by a period, a letter "D" and a number, please also refer to Section 2.2 of this By-law with respect to the maximum number of dwelling units permitted on a lot.

Table 7.1 – Permitted Residential Uses

(By-laws 2014-235Z, 2018-180Z, 2021-13Z, 2021-171Z, 2022-58Z)

USE	C1	C2	C3	C4	C5	C6	C7
Any dwelling containing not more than 2 dwelling units	X(11)(13)	X(11)(16)	X(11)(13)	X(11)(13)		X(11)(16)	
Boarding House Dwelling or Shared Housing						X(11)	
Group Home Type 1	X(17)		X(17)				

Commercial Tourist Facility							X
Commercial School		X(2)			X(2)(3)	X(2)	
Convenience Store	X(1)	X	X	X	X(3)	X	X
Custom Print or Copy Shop		X		X	X(3)	X	
Day Care Centre	X(1)	X	X	X	X	X	
Dry Cleaning Establishment		X				X	
Financial Institution		X	X	X	X(3)	X	
Funeral Home		X		X			
Gas Bar		X			X		X(8)
Home Improvement Centre		X(12)			X		
Hotel		X		X	X(15)	X	X
Institutional Use		X	X	X	X(3)	X	
Marina							X
Medical Office	X(1)	X	X	X	X(3)	X	
Mobile Home Dealership		X					
Modular Building Dealership		X					
Parking Lot		X		X		X	
Personal Service Shop	X(1)	X	X	X	X(3)	X	X(8)
Pet Grooming Establishment	X(1)	X		X		X	
Pharmacy	X(1)	X	X	X	X	X	
Place of Amusement		X(5)			X(3)	X	
Private Club		X		X	X(3)	X	X
Professional Office		X	X	X	X(3)	X	
Recreation Centre, Commercial		X			X(3)	X	X
Recreation Vehicle Sales and Service Establishment		X			X(7)		X(7)(8)
Restaurant		X	X	X	X	X	X
Retail Store		X	X		X	X(14)	X(8)



Growth and Infrastructure Department



Subject Property being,
 PINs 73475-0540 & 73475-0530, 73475-0846,
 73475-1266, Parts of Lot 9 & 10, Plan M-340,
 Lot 6, Concession 6, Township of Broder,
 2123, 2125, 2177 Long Lake Rd &
 250 St. Charles Lake Rd, Sudbury,
 City of Greater Sudbury

NTS
 Sketch 1

751-6/22-021
 Date: 2022 11 10

more difficult to ensure the safe egress of Emergency Vehicles from the Fire Station at 2069 Long Lake Road, which is a Career Level Station. We believe that this development proposal WILL cause environmental and public health and safety concerns.

B) The City of Sudbury Official Plan (attachment 2)

19.5 Zoning

Zoning should “promote public health, safety, comfort, convenience and general welfare” of the residents. This development proposal would NOT promote public health, safety, comfort or general welfare, given the cited arguments.

4.3.4.c. Mixed Use Commercial – No new access to arterial roads.

“No new access to Arterial Roads.” This development proposal would add considerable new access to an existing Arterial Road.

4.3.4.d. Mixed Use Commercial – Traffic carrying capacity.

“The traffic carrying capacity of the Arterial Road is not significantly affected”. This development proposal, with 4 new high-traffic businesses, clearly would negatively impact the traffic carrying capacity of the Arterial Road.

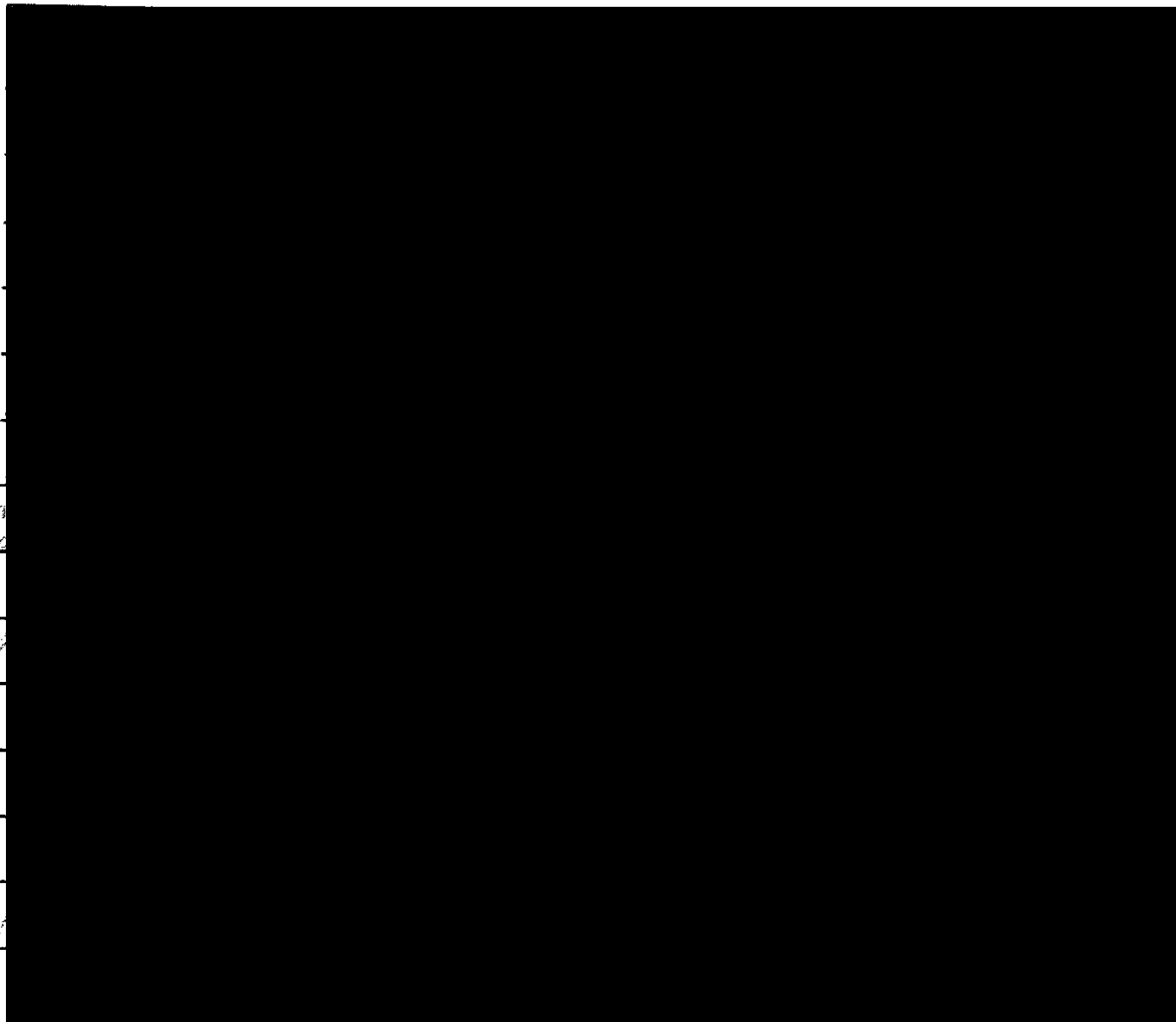
11.2. Table 2 Road Classification

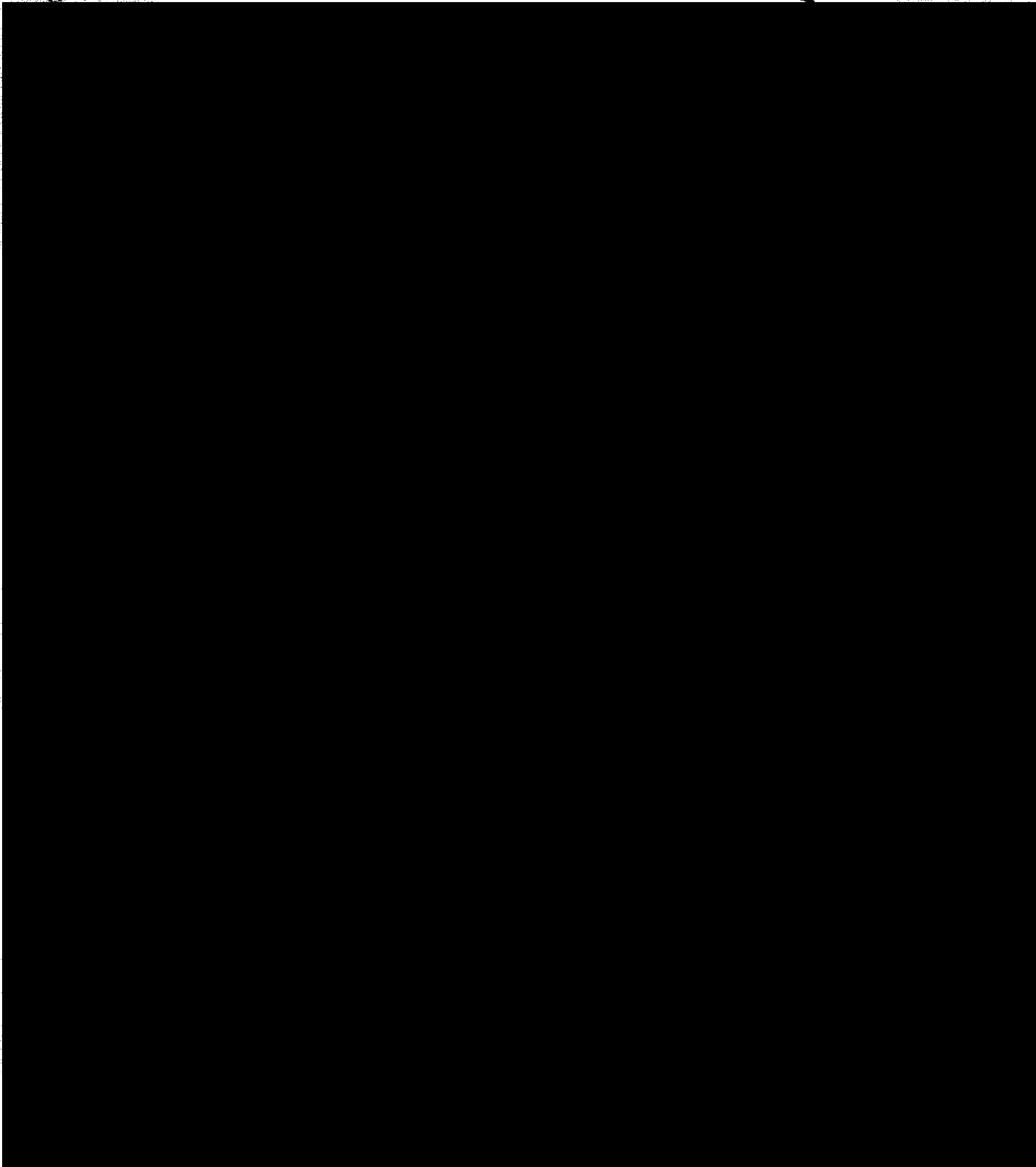
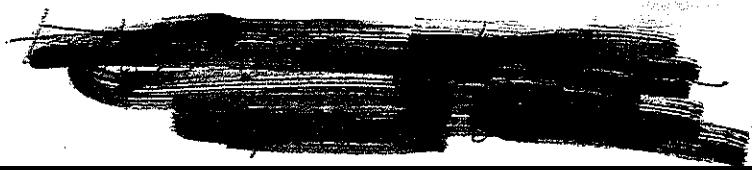
Primary Road, i.e. Long Lake Road, interconnects Long Lake community and Walden community coming into town from the south bypass.

No access to Long Lake Road except for “major regional activity centres” – gas stations and Drive-thru restaurants do not qualify.

In conclusion, we, the residents of Greater Sudbury who work and live in the South End, are AGAINST rezoning from R5-1 to C2. We would favor zoning to C3 which would allow dine-in restaurants (No drive-thru), convenience store, day care, retail and much needed stand-alone EV charging stations. These businesses are low traffic flow. The adjacent property and those across the street are zoned C3.

Name	Contact email or address	Telephone	Signature
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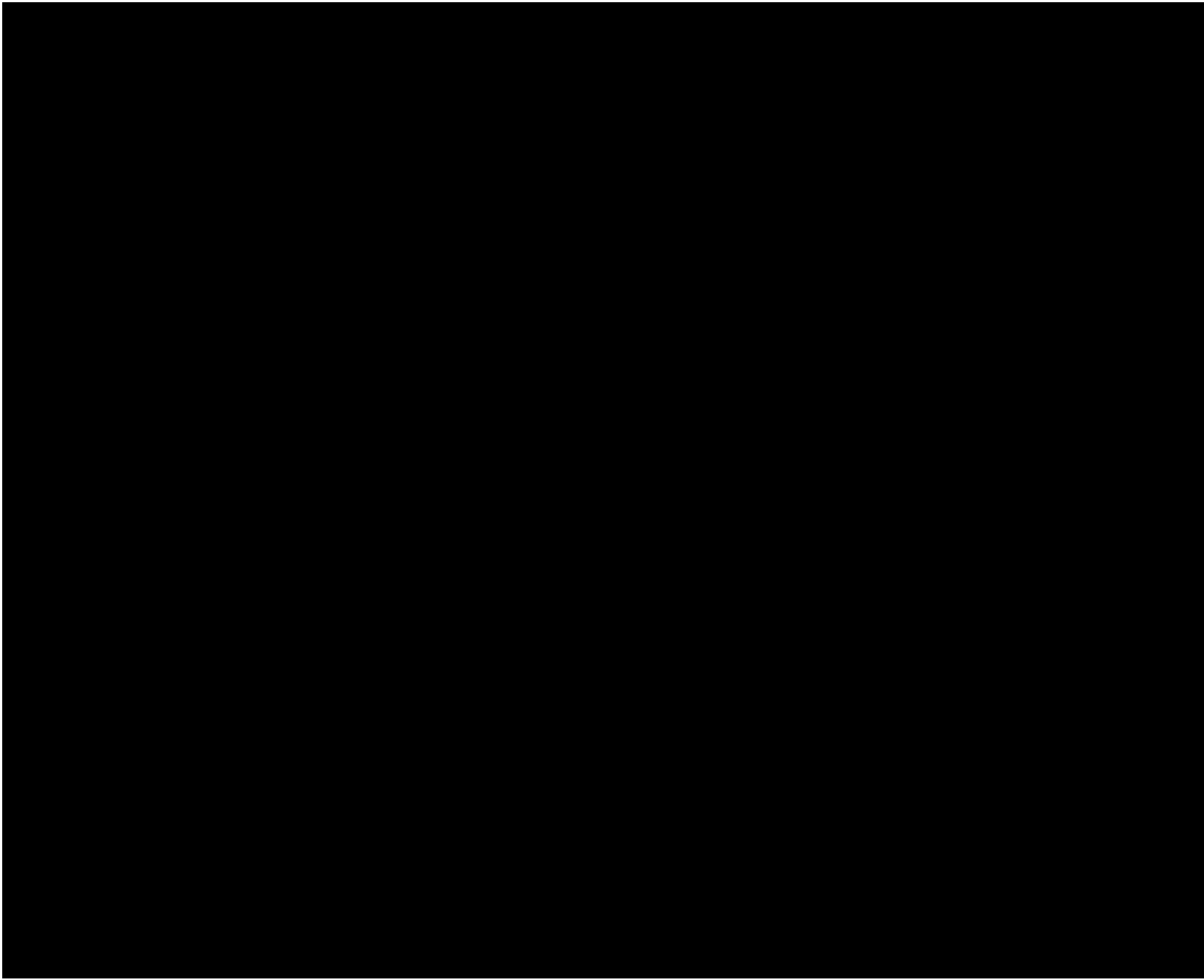


Name

Contact email or address

Telephone

Signature



Name

Contact email or address

Telephone

Signature

