

# Concerns of Moonglo Residents

Greater Sudbury Planning Committee Meeting

November 23, 2015



# From Greater Sudbury OFFICIAL PLAN (June 2015)

## Section 3.2 – Living Area Designations

3. New residential development must be compatible with the existing physical character of established neighbourhoods, with consideration given to the size and configuration of lots, predominant built form, building setbacks, building heights and other provisions applied to nearby properties under the Zoning By-law.

Any application to change the land use policies must conform with the Greater Sudbury Official Plan

# GS Official Plan Section 3.2.1 – 6

## Council's Mandate

Council must ensure that:

- a. the site is suitable in terms of size and shape to accommodate the proposed density and building form;
- b. the proposed development is **compatible with the surrounding neighbourhood** in terms of scale, massing, height, siting, setbacks, and the location of parking and amenity areas;
- c. adequate on-site parking, lighting, landscaping and amenity areas are provided; and,
- d. the **impact of traffic** on local streets is minimal.

# GS Official Plan Section 3.3 – Intensification

## Policies

1. Intensive forms of development can occur without dramatic change in the character and scale of existing neighbourhoods. Opportunities for intensification will be supported on lands:

- a. that are no longer viable for the purpose for which they were intended, such as older industrial areas;
- b. where the present use is maintained but the addition of residential uses can be accomplished in a complementary manner;
- c. that are vacant and/or underutilized within previously developed areas; and,
- d. in fully-serviced Living Areas that could accommodate infill developments.

# GS Official Plan Section 3.3 – Intensification

## Policies

2. Any changes to the land use structure through intensification will be assessed so that the concerns of the community and the need to provide opportunities for residential intensification are balanced.

# GS Official Plan Section 3.3 – Intensification

## Policies

3. Priority will be placed on meeting housing targets by means of intensification within existing established urban areas. In particular, intensification will be encouraged on major Arterial Roads in close proximity to Employment Areas and public transit.

oning



# From Greater Sudbury OFFICIAL PLAN (June 2015)

## Section 3.2.1 – Living Area 1 - Communities

- Medium and high density housing should be located on sites in close proximity to:
  - Arterial Roads,
  - public transit,
  - main employment and commercial areas,
  - open space areas,
  - and community/recreational services.

**THE APPLICATION TO RE-ZONE IS IN CONTRAVENTION OF ALL BUT ONE OF THESE ABOVE POLICY CRITERIA.**

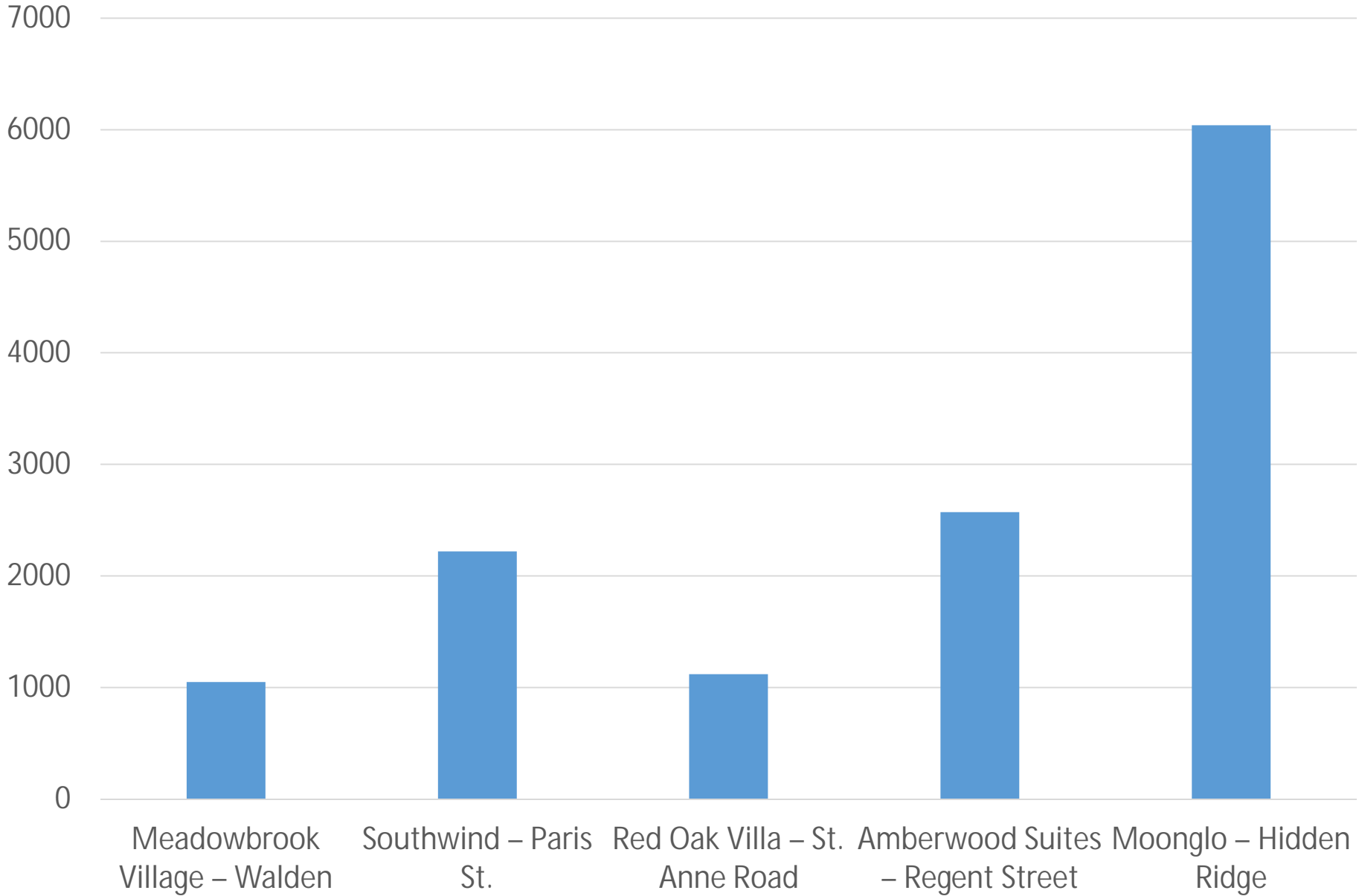


# Comparison Table Re: GS Official Plan Sect. 3.2.1-4 (Distance to 'Criteria')

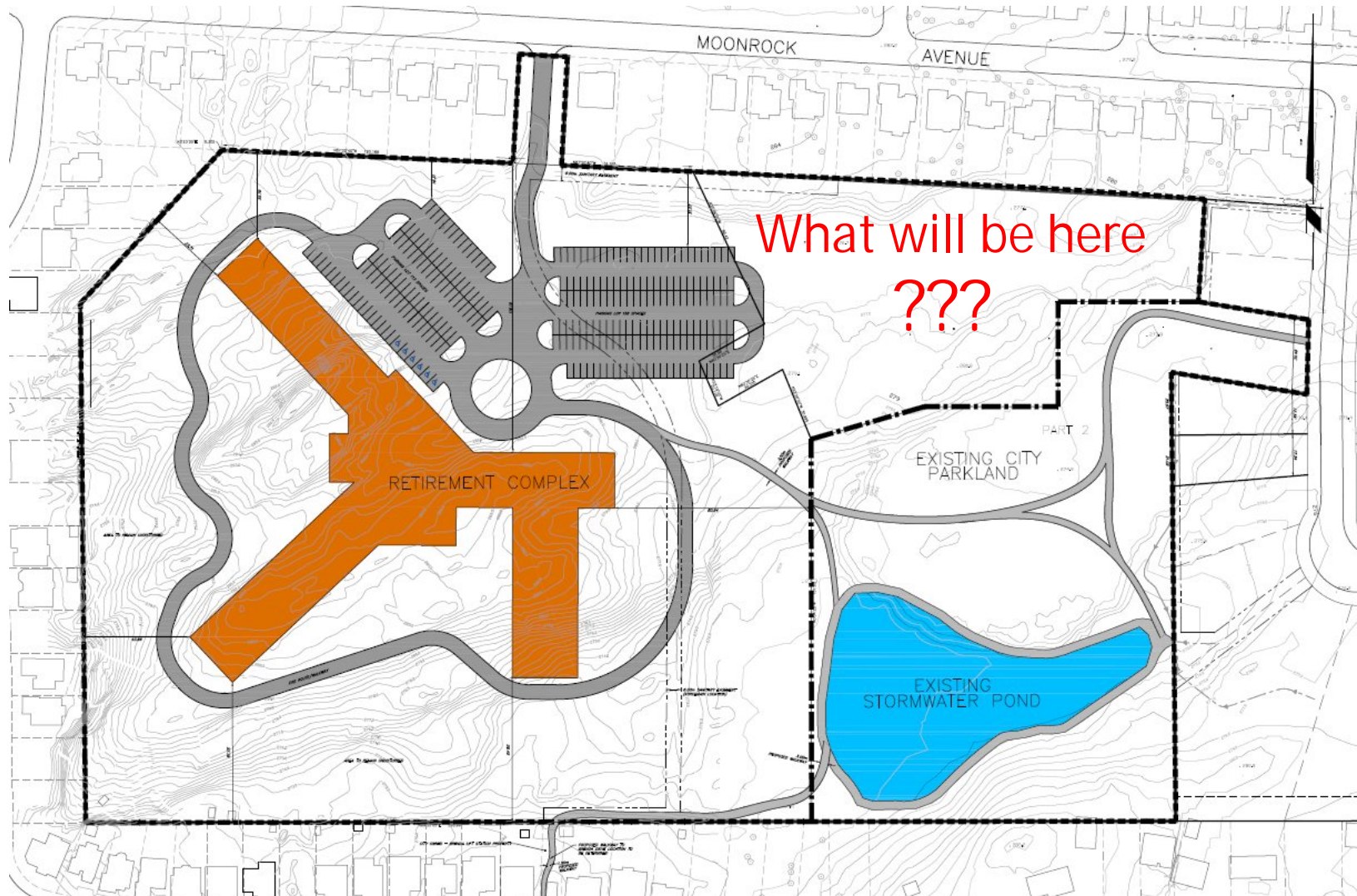
Criteria	Meadowbrook Village – Walden	Southwind – Paris St.	Red Oak Villa – St. Anne Road	Amberwood Suites – Regent Street	Moonglo – Hidden Ridge
Major Roads	100 m (RR 24)	0 m (Paris)	330 m (Notre Dame)	0 m (Regent)	1,130 m
Public Transit	0 m	0 m	0 m	0 m	1,130 m (Reg stop)
Employment / Commercial area	300 m (Independent Grocer)	700 m (Independent Grocer)	260 m (City Centre)	105 m (Regency Bakery) 1,140 m (Food Basics)	1,730 m (Food Basics)
Open space area	0 m	300 m (Nephawin Beach)	400 m (Sud Sec School)	270 m (Marcel Park)	0 m
Community / Recreational facilities	650 m (T. Davies arena)	1,220 m (South End Library)	130 m (GS Public Library)	1,162 m (South End Library)	2,050 m (South End Library)

Note: These are the 4 other Sudbury properties referred to by the developer in their presentation on May 12, 2014. **This new development proposed is consistently last in all but one of these criteria.**

# TOTAL DISTANCE (m) TO ALL FIVE (5) CRITERIA COMBINED



What is the Intention of the Developer for this un-annotated portion – Is it for Future Development?



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# Traffic Safety



# Concerns with the Traffic Impact Study July 5

There is absolutely no consideration given to the composition of the traffic in the July 2015 Traffic Impact Study.

- The study ignores that there would be services to the complex, which would include food delivery trucks, ambulances, Handi transit buses, waste dumpster-trucks, City buses, snow removal, medical services, moving trucks...
- Any increase in the proportion of these large vehicles on our neighborhood streets is a **safety concern**.
- This increased risk for Moonglo residents will be whether driving, walking or bicycling.

# Traffic Impact Study July 2015



Food delivery service trucks

The study ignores the need for these trucks to service the complex.

These trucks regularly on our winding hilly streets are a safety concern.

Handi transit  
Great  
service!...but  
Another safety  
concern for all  
our children!



# Ambulances



- High frequency
- High rates of speed
- Distance and time to travel to Hospital



# Concerns with the Traffic Impact Study July

5

Traffic study only takes into account one basis for evaluation (peak hours). One must consider other times of day (weekends, evenings, etc) and use a 24-hour basis rather than peak hours

There is no Safety Analysis in the July 2015 TIS.

no analysis of

Vehicle-Pedestrian conflicts

Cyclist movements

Heavy vehicle movement conflicts

According to City of Mississauga Traffic Impact Study Guidelines , these should all be part of a TIS

The risk will be highest for children in our neighborhood.

# Comparative Daily Basis Traffic Count

Looking at “industry-standard” evaluation of ITE (Institute of Traffic Engineers), taking daily basis into account one can see the increase in traffic is substantial.

	Vehicle trips per unit per day	No. Units	Daily trips
Independent Living (ITE Code 221)	5.31	144	764.64
Assisted Living *	2.72	108	293.76
TOTAL			1058.4

	Vehicle trips per unit per day	No. Units	Daily trips
93 home subdivision	9.55	93	888.2

Difference of 170 trips (19% higher).

Note: Assisted living is based on one bed per room, however developer could add for double occupancy which would double these values. Analysis by Marty Kivistik, Retired City of Sudbury Planner, MCIP, RPP

# Concerns with the Traffic Impact Study July 2015

Line of Sight: The traffic report covers days of Monday June 4, 2012, Tuesday June 24, 2012, and Thursday September 18, 2014, only one intersection for each day, and when roads conditions in Moonglo  
ideal

But the sight lines mentioned in the conclusion are not the same as the sight lines in the winter when snow can be piled quite high and residents still park their cars on the roadside during the day and on weekends.

The roads are much “narrower” in winter, limiting access in some places to one car width.

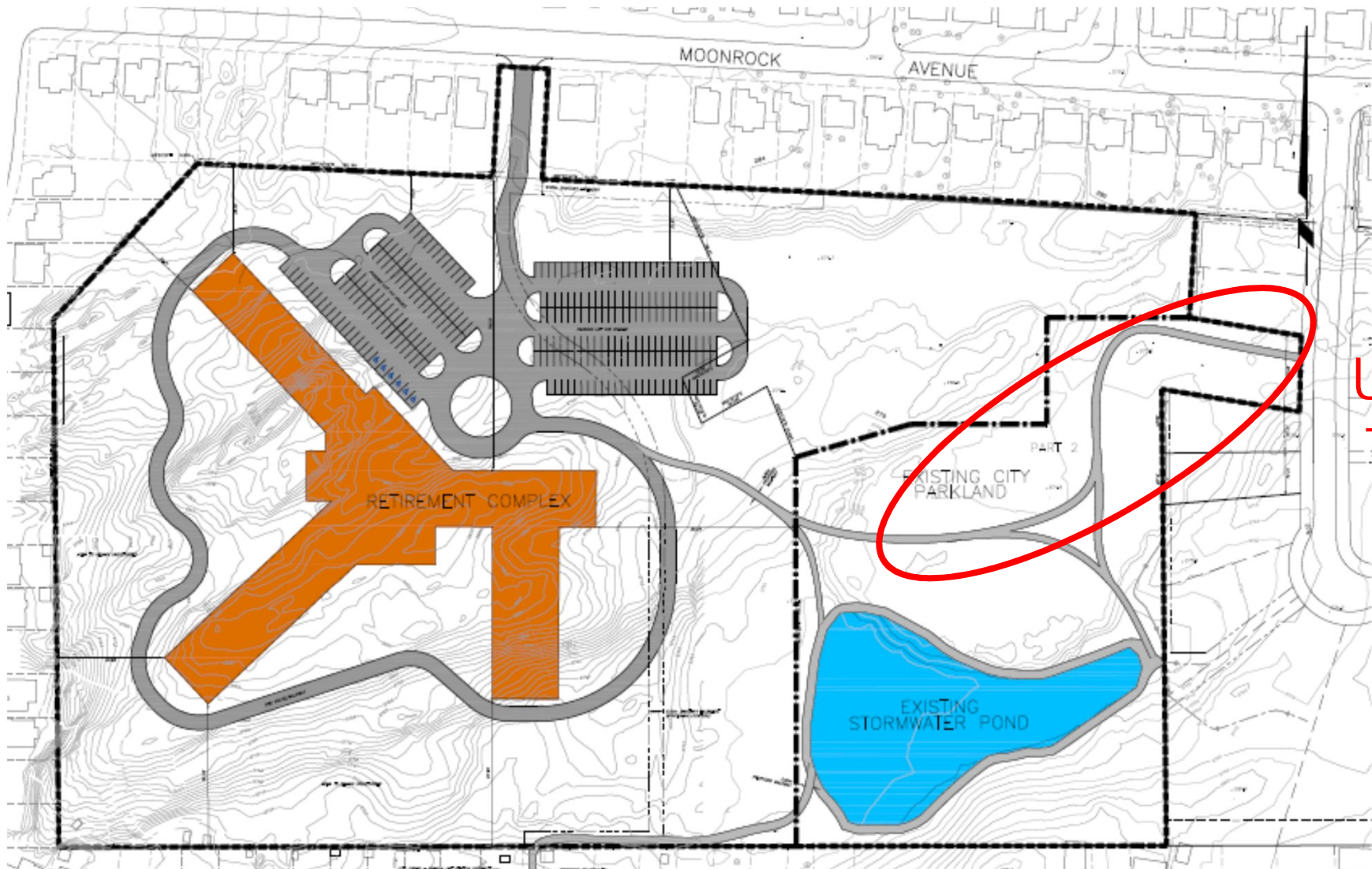
Also stopping distances on hilly icy conditions are not considered.

# Sight Lines



# Concerns with the Traffic Impact Study July 2015

Another concern is reduction to one vehicle entrance to the site.



# Precedent

1189 Dollard Avenue, Sept 2013

Arnold Street Development, June 2014

Planning committee denied applications to amend the zoning by-law to change from low density to medium/high density.