

From: [Lindsey Green](#)
To: [Elisha Milne](#)
Subject: FW: File Number C21-24 Tubegate Inc.
Date: August 27, 2024 9:24:54 AM

From: Bill Nixon [REDACTED]
Sent: Monday, August 26, 2024 9:19 AM
To: Lindsey Green <lgreen@southgate.ca>
Subject: File Number C21-24 Tubegate Inc.

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Submission of comments to proposed zoning change to approve an on-farm shop and other buildings as described.

Submitted by: Bill Nixon

My property abuts the property under consideration for zoning change. I am in good relation with the proponent and have discussed aspects of the proposed development. I will provide take away “asks” at the end following my commentary.

Planning by Southgate must also consider related activities to the on-farm shop and understand the use of local roads leading to that future shop, as well other existing shops located nearby on southgate road 26, side road 75, side road 73 and West Baseline (collectively Southgate 26, Sdrds 24-71) which connects to County Road 9 west of Dundalk.

Two main concerns stem from current experience of local neighbours living along mentioned side roads (including mennonites);

A) excessively speeding cars/trucks, and heavy transport trucks, and

B) excessive use of engine-brakes by some heavy transport truck drivers. This refers to all heavy truck not just trucks accessing on-farm shops.

Farm-related vehicles and tractor/tractor-drawn combinations are not a concern.

Southgate is experiencing growth and increased vehicle traffic is inevitable along our community side roads. That traffic includes local community members who travel to work and return home, and additionally flow-through business and tourist travellers passing along our roads. The side roads mentioned together establish a commuter by-pass of Dundalk connecting County Road 9 to Highway 10. The volume of traffic is increasing each year. Local administration for the manage of our side roads is a must and progressive measures are now required. For anyone that routinely drives a vehicle acutely knows that aggressive driving tendencies by the majority of drivers on the road has already become epidemic in nature for aggressive speeding, unsafe following habits like tailgating and inappropriate passing and often cutoffs to regain entry to the lane of travel direction. These

unwanted tendencies extend themselves onto our local side roads.

Where once people could routinely walk and bicycle along our roads is now placing your life in serious danger. It seems pedestrians no longer have the right-of-way. Horse-drawn vehicles are in similar danger with increasing collision incidents rising along Southgate side roads. In fact it is safer to walk or use horse-drawn vehicles along Highway 10 with the wider shoulder than it is along our municipal side roads whether it be in Southgate or neighbouring municipalities.

With the proposed zoning for an on-farm shop opposite the intersection of side road 75 and southgate road 26 would establish another shop and contribute to increased heavy truck traffic. Appropriate signage to curb engine-brake use and limit speed should be considered as part of the planning and approval process. Signage with the words "avoid use of engine-brake" or "no use of engine-brake" should be erected along side roads mentioned earlier connecting between County Road 9 and Highway 10 and north along Sdrd 73 to Proton Station. Signage should also be erected nearby the existing driveway of any on-farm shop or other approved facility to invoke a reminder of heavy truck drivers to avoid use of engine-brakes while they navigate along Southgate side roads. Encouragement from Shop-Owners/Operators/Managers to discuss avoidance of engine-brake devices with heavy truck drivers delivering supplies or picking up finished products should routinely be done. These simple measures will promote harmony in our community.

Similarly to controlling speed, signage of 60 km/hour should be invoked to lessen the need to use engine-brakes. As an example I routinely travel each mentioned side road and I have experienced aggressive speeding/passing and tailgating by cars, pickups and heavy trucks. Those vehicles were estimated to be travelling at least 100 kilometres per hour if not more. Heavy trucks travelling east along Southgate road 26 toward Highway 10 build speed to crest the shallow hill and then they use their engine-brake all the way down to the intersection with Highway 10. Sitting there sometimes 5 minutes or more before being able to merge into highway traffic. The need to speed along Southgate road 26 is totally unnecessary and is only habitual in nature. Side road 75 is similar in such that all motorized vehicle types travel along routinely at 100+ km/hour coming down the hill then braking aggressive to stop at the T-intersection, if they stop at all. Heavy truck engine-brakes can be heard a mile away as trucks come down that hill on 75 side road. Those residents along side road 75 on that hill watch their windows rattle with the excessive engine-braking noise.

Take away asks:

1) Southgate should consider side road 75 to Southgate road 26 and West Baseline north of County Rd 9 (combined side roads 71-24-26) and side road and 73 as secondary commuter routes which bypass Dundalk and or lead to Proton Station. Enforcement along those side roads should be increased. Until one or two drivers are actually fined, a reduction of noise and speed incidents are unlikely to occur within a reasonable timeframe.

2) Mandate as part of the development approvals coordinating with the roads department to erect appropriate signage both for reduced speed and reduce use of engine-brakes on larger heavier trucks along earlier mentioned Southgate roads.

3) As part of the approvals to have signage along entrance ways to shops, on-farm shops or any rural light industrial manufacturing shop facing exiting truck to avoid use of engine-brakes.

Sent from iPhone