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From: Lynsey Peever Peever <M.F.I.P.P.A Sec. 14(1)>

Sent: Sunday, March 26, 2023 11:53 AM

To: clerks <clerks@oshawa.ca>

Cc: Tim Ryan <TRyan@oshawa.ca>

Subject: re. Notice of Pubic Meeting - Planning Act - 555 Rossland Road West

Hello,

I am member of the public opposing the application to amend Zoning By-law 60-94 to rezone the land from R1-C/CIN/SO-D to R6-C for safety reasons.

The intersection of 555 Rossland road west has two high schools (Monsignor Paul Dwyer and RS McLaughlin), one elementary school (Adelaide McLaughlin) and several businesses sharing the same intersection all in a very close proximity. In past years, before this intersection was built up to what it is currently (without the addition consideration of your building proposal), there have been two school crossing fatalities and several serious vehicular accidents. Safety is the number one issue and concern. It is unfathomable to think the city of Oshawa is contemplating the allowance of adding 179 units to an already congested, bombarded area let alone building it beside the main intersection. I absolutely attest this idea. The amount of traffic, people/pedestrians, traffic lights, bus stops that all exist at this location, already suffers the risk and effects of pedestrian safety and congestion. I ask you please do not worsen the safety concern of how busy this area already is. I am a parent of three young children who have just started at Adelaide McLaughlin elementary school and I feel the effects of stress and concern for safety everyday. I ask you please do not worsen the safety concern of how busy this area is.

Sincerely,

Matt & Lynsey

Mount Hood Court, Oshawa

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From: <M.F.I.P.P.A Sec. 14(1)>
Sent: Monday, March 27, 2023 7:00 PM
To: Tim Ryan <TRyan@oshawa.ca>
Subject: Zoning by-law 60-94

Hi Tim,

I read in the paper about the application to amend the zoning by-law at 555 Rossland Road West.

I have some serious concerns regarding this project including the congestion at that intersection and the affect the influx of people will have on traffic and the nearby schools.

It is noted that they want to reduce required parking as well as permit encroachments of stairs into front and rear yards. This to me is providing substandard housing with not enough parking for the tenants or space for children to play in the name of providing more housing.

There is always a concern of an increase in crime/violence in a high density area as well.

Do you have additional material available regarding this project?

I look forward to your response

Mary-Anne Finlay

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From: barb laing <M.F.I.P.P.A Sec. 14(1)>

Sent: Sunday, April 2, 2023 6:50 PM

To: Tim Ryan <TRyan@oshawa.ca>

Subject: Application to amend zoning by-law 60-90(File Z-2023-02)

Dear Tim Ryan:

This email is to address opposition to the zoning by-law application as mentioned above to build high density stacked townhomes on the property on the SW corner of Rossland and Stevenson Roads in Oshawa.

We have lived in this area for over 30 years – our children attending all three of the schools adjacent to this property. Our concerns are about safety for pedestrians, traffic flow and quality of life generally for area residents.

Over the time period we have lived in this area we have noticed the traffic flow on Rossland, Thornton and Stevenson and all area roads have increased dramatically. Not only does the increased traffic make it difficult to exit out of the subdivision by vehicle, it increases noise and makes it difficult for pedestrians to cross the busy intersections. Fatalities have occurred at these intersections over the years as well as numerous accidents. At certain times of the day due to school entry there are numerous school buses and children trying to cross the roads as well which adds to the congestion. Residents from the planned complex will need to enter and exit somewhere along Rossland as well which will impact traffic flow and perhaps require an additional turning lane. As this is a regional road I would think it would be important to keep traffic flowing smoothly thereby not add additional entries and exits to impede this flow.

Additional parking is also a concern. With an increase in housing comes additional need for adequate parking. Presently parents and staff of school children in the area already experience an inadequate supply of parking spots for visiting the school and over flow sometimes flows into the nearby plaza causing even more congestion there. Concern arises then about new residents from the proposed townhomes parking off site in the plaza and impeding customers and students frequently the businesses there.

Another concern is that there are very few large parks in the immediate area as it is. Where are children from this complex going to safely play? Has there been thought gone into the plan as well to allow for a safe leisure area for these and all area residents – or will paved spaces and concrete take over the space?

City planners need to address the issues of quality of life and safety for ALL the residents in the city – quality versus quantity. Tax revenue should only be one factor in the equation when it comes to changing zoning for housing. Housing is important but should not take precedent over existing neighbourhoods and quality of life. For this

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reason care should be taken with this decision and perhaps scale down the size of the development to allow for a safer and more pleasant neighbourhood.

Barbara Laing

<M.F.I.P.P.A Sec. 14(1)>

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From: Michael Hance <M.F.I.P.P.A Sec. 14(1)>

Sent: Sunday, April 2, 2023 10:41 PM

To: Tim Ryan <TRyan@oshawa.ca>

Subject: File Z-2023-02

Below are some concerns I have about the 179 Townhouses proposed for the corner of Rossland and Stevenson:

My name is Michael Hance and I am speaking not only as a long-term area resident but as a former School Community Council chair at both Adelaide McLaughlin Public School and R.S. McLaughlin Collegiate and Vocational Institute. Additionally, my wife has worked at McLaughlin CVI for over 20 years. As well, we are both past members of the Brookside Park executive. Considering our involvement and familiarity with the area and its facilities, I feel highly qualified to comment. The proposal to construct 179 townhouse units on the southwest corner of Rossland and Stevenson is concerning to me on several fronts.

First of all, the increase in traffic in such close proximity to three schools and a busy Day Care is a recipe for disaster. I was part of the process that secured two crossing guards at the Rossland-Stevenson intersection. It was determined that three schools and a plaza generated a potentially deadly mix of vehicular and pedestrian traffic. The volume of traffic, particular and the beginning and end of the school day, is already problematic with buses and parents forced to wait on the streets until able to access congested pickup areas. A very busy bus stop on the southwest corner and the students from Dwyer racing to catch their ride home only worsens the danger factor. As such, frustration is already high. Adding the traffic associated with 179 more homes to one of the intersection's corners will likely push the problem well beyond the tipping point.

But not all students are bused or otherwise driven to school. Many walk. Even two crossing guards are sometimes insufficient to control traffic across four through lanes and an additional turning lane at all four corners. Increasing the volume of traffic, reducing sightlines, and even more pedestrian traffic to the area will only increase the danger to schoolchildren as they wait to cross Rossland and Stevenson. Already, it has been determined dangerous enough to warrant a speed camera in front of Dwyer.

Equally as worrisome is the increased number of students who will undoubtedly frequent the Rosslynn Plaza, known to the students as "The Depot." Already, high numbers of students congregate there during lunch and after-school hours. Fights are frequent, more so since students from out of area are bused in from poorly served new developments. Even more problematic is intimidation and conflicts with area residents using Lovell Drugs and the CIBC branch. The numbers of students cutting through the parking lot in order to reach the various food outlets create problems for drivers and

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pose significant danger for those students; adding significantly to those numbers will only exacerbate the problem.

Another issue stems from the future of Monsignor Paul Dwyer Catholic School. Rumours abound concerning its imminent closure. Certainly this would reduce both vehicular and pedestrian traffic. However, if the trend towards allowing high-density development of every vacant lot in the city continues, it is safe to assume even more housing will be proposed and, if past experience demonstrates, permitted. This will only serve to increase volumes of traffic to levels which promise tragedy at the doorsteps of the two remaining schools.

R.S. McLaughlin CVI is already at capacity, in fact it is slightly over. Adelaide McLaughlin is also full. If and when Dwyer closes, many of those students living in the area will undoubtedly transfer to MCVI. Students living in the proposed development as well as those who inhabit any residential developments that might arise should Dwyer close will overwhelm MCVI and Adelaide McLaughlin will quickly overwhelm the ability of local schools to deliver quality education given the size of the buildings and the ever-increasing demands on the system.

Finally, at the risk of sounding provincial, the influx of new residents attracted by these developments often bring "big city" problems with them. High-density developments have proven time and again to be areas especially associated with gangs and drugs; this is the driving force behind the need for a new police station for the Simcoe North development area as was highlighted by several local candidates of all political stripe in the last municipal and regional elections. To even consider putting such a development literally next door to three schools is reprehensively irresponsible on the part of city council.

I realize this smacks of NIMBY attitudes but when the threats are very real, when the problems are so obvious, such an attitude is not only natural but prudent and necessary.

Michael Hance

<M.F.I.P.P.A Sec. 14(1)> or <M.F.I.P.P.A Sec. 14(1)>