

**From:** Mo Nagy <M.F.I.P.P.A. Sec 14(1)>

**Sent:** Sunday, September 22, 2024 2:18 PM

**To:** clerks <[clerks@oshawa.ca](mailto:clerks@oshawa.ca)>

**Subject:** Subject: Objection to Building Permit for Ten-Story Building

Dear Legislative Services,

I am writing to formally object to the approval of the building permit for the construction of a ten-story building just beside my building. I strongly believe that this development will have significant negative impacts on our neighborhood and urge you to reconsider granting the permit.

The construction of a ten-story building in such close proximity to my building will have several detrimental effects on our community. Firstly, the increased height of the building will block sunlight and obstruct views from surrounding buildings, including my own. This will not only impact the quality of life for residents in the area but also decrease property values.

Additionally, the construction and operation of a ten-story building will lead to increased noise pollution, traffic congestion, and strain on existing infrastructure. The influx of residents, employees, and visitors to the building will exacerbate already congested roads and limited parking spaces in the area. This will create safety hazards and inconvenience for residents and businesses in the neighborhood.

Furthermore, the sheer size and scale of a ten-story building will disrupt the character and charm of our neighborhood. The building will overshadow surrounding structures, creating an imbalance in the architectural landscape, and detracting from the historical and cultural significance of the area. This will diminish the sense of community and cohesion that currently exists in our neighborhood.

In light of these concerns, I respectfully request that the city board reconsider granting the building permit for the ten-story building. I urge you to prioritize the well-being and interests of the residents and businesses in the neighborhood and carefully consider the long-term impacts of this development on our community.

Thank you for your attention to this matter.

Sincerely,

MOHAMED ELZEINY

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

**From:** Mo Nagy <M.F.I.P.P.A. Sec 14(1)>

**Sent:** Sunday, September 29, 2024 2:38 PM

**To:** clerks <[clerks@oshawa.ca](mailto:clerks@oshawa.ca)>

**Subject:** Subject:Complete Refusal of Permit for Proposed Ten-Story Building

Dear Legislative Services,

I hope this message finds you well. Following my previous email regarding the proposed ten-story building in our area, I want to reiterate my complete refusal to grant permission for this project. My concerns remain steadfast and have only grown stronger as I have reflected on the potential consequences of such a development. Specifically:

1. **Disruption to Community Character:** A ten-story building would drastically change the landscape and character of our neighborhood, which is primarily composed of low-rise residential structures. This shift would not only alter the visual appeal of the area but also disrupt the sense of community that we have cultivated over the years.
2. **Quality of Life Concerns:** The impact on daily life for residents cannot be overstated. Increased noise, traffic congestion, and the loss of green spaces would detract from the quality of living that we currently enjoy. Our neighbourhood is a place where families have chosen to settle for its tranquility and charm, and this development poses a direct threat to that.
3. **Environmental Impact:** The environmental consequences of such large-scale construction are concerning. Increased pollution, loss of natural habitats, and strain on local resources would negatively affect the ecosystem that supports our community.
4. **Lack of Community Support:** It has become evident that there is significant opposition among residents regarding this proposed project. It is crucial that any development reflects the desires and needs of the community, and in this case, the overwhelming sentiment is one of disapproval.

Given these reasons, I respectfully but firmly request that the permit for the construction of the ten-story building be denied. It is essential that we prioritize the well-being of our community and the preservation of our neighborhood's character. Thank you for considering my position on this matter. I look forward to your response.

Sincerely, Mohamed Elzeiny <M.F.I.P.P.A. Sec 14(1)>, Oshawa, ON <M.F.I.P.P.A. Sec 14(1)>

**From:** Hala Nagy <M.F.I.P.P.A. Sec 14(1)>  
**Sent:** Sunday, September 29, 2024 2:21 PM  
**To:** clerks <[clerks@oshawa.ca](mailto:clerks@oshawa.ca)>  
**Subject:** Humble Request Regarding Proposed Ten-Story Building

Dear Legislative Services,

I hope this message finds you well. I am writing to express my sincere concerns regarding the proposed ten-story building to be constructed directly in front of my home.

While I understand the potential benefits of new development in our community, I kindly request that you reconsider granting permission for this project. The height and scale of the building would significantly impact my living environment and the character of our neighborhood.

Specifically, I am concerned about:

1. **Loss of Privacy:** The height of the building would obstruct views and diminish the privacy of my home and backyard, which I have cherished since moving to this neighborhood.
2. **Increased Noise and Traffic:** A building of this size is likely to lead to increased noise levels and traffic congestion, which would disrupt the peaceful atmosphere we currently enjoy.
3. **Impact on Property Values:** The construction of a ten-story building could potentially affect property values in the area, including my home.

I genuinely believe that our neighborhood thrives on its unique charm and sense of community, and I worry that this development could alter that in significant ways.

I humbly ask for your consideration of these concerns and urge you to think carefully about the implications of this project on those of us who live nearby. Thank you for your attention to this matter, and I hope to hear from you soon.

Warm regards,

Hala Mostafa

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

**From:** Meghan Blythe Adams

**To:** Vaishnan Muhunthan

**Subject:** Comments on Development at 1804, 1806, and 1808 Simcoe Street North and 426 Niagara Drive

**Date:** Tuesday, September 17, 2024 11:00:48 PM

Hello,

My name is Meghan Adams and I'm an Oshawa resident who would like to comment on proposed development for mixed use at 1804, 1806, and 1808 Simcoe Street North and 426 Niagara Drive.

I think it's imperative that we build more housing in Oshawa at a variety of levels and price points. As a professor at Ontario Tech, I know many of my students commute in to learn, some for hours. A wider variety of and intensified capacity for housing near campus encourages students to consider living in and contributing to the broader Oshawa community and economy rather than only coming to campus and leaving again once classes are done.

Our students are feeling the pinch of higher costs and a lack of housing access. Oshawa could show both leadership and care here by increasing the housing supply, with the understanding that mixed use development can enrich the neighborhood. The demand will continue to increase. We need to meet it carefully and compassionately.

Samac is a very different neighbourhood than it was 20 or 25 years ago: we need to ensure the neighbourhood moves with the times. I won't lie: as someone who grew up nearby, I miss the green fields that were once there. But we need to embrace intensification to keep from losing even more green space due to sprawl.

One key consideration is the impact of increased housing density on local transit. DRT struggles to deal with the amount of students who live in Oshawa already. Even as close to campus as these proposed developments are, many students will still use transit to travel between them and campus (and that's perfectly reasonable). Increased bus capacity and frequency will be required to catch up to current demand, let alone future demand.

Students can bring so much to Durham if we welcome them. However, we must anticipate and actually meet increased transit demand on the Simcoe corridor to keep the city moving and ensure a collegial town and gown relationship.

Best wishes,

Meghan Adams

# Material for Public Meeting - Planning Act - 1804, 1806 and 1808 Simcoe St North and 426 Niagara Dr

October 7, 2024 – 6:30 p.m.

Submitted by Colin McLorg

## Neighbourhood Served by Niagara Drive

Approximated 490 homes are served by Niagara Drive, which itself forms a crescent connecting at north and south intersections with Simcoe Street North. Niagara Drive is the only means of entrance to and exit from the Niagara Drive neighbourhood. No other roads exist connecting this neighbourhood to any other arterial roads in the area.

In addition to regular residential traffic, Niagara Drive is on the route of several schoolbuses during the school year and numerous commercial delivery vehicles on a daily basis.

The north intersection borders the proposed development and that section of Niagara Drive would provide the only access to the development for both construction and ongoing traffic after construction is completed.

## Niagara Drive – South Intersection

The southern intersection of Niagara Drive and Simcoe Street consists of 3 lanes of traffic on Niagara approaching Simcoe. There is one westbound lane accepting right and left turns from south- and northbound traffic on Simcoe. There is one eastbound left turn lane permitting northbound turns onto Simcoe and one right turn lane for southbound traffic.

There is a large residential building on the northwest corner of Simcoe and Niagara known as 1700 Simcoe. Area residents have for several years had serious concerns about the fact that traffic immediately at the intersection is

routinely blocked by both private and commercial delivery vehicles accessing 1700 Simcoe, despite prominent signage prohibiting stopping at any time in front of the southern face of the building. If vehicles, particularly large ones such as schoolbuses, occupy the left turn lane there is no way to pass a vehicle stopped in the westbound lanes at or near the intersection. This can create unanticipated gridlock which is especially hazardous to drivers making a left turn from Simcoe, who could not or would likely not see the stopped vehicle.

In my submission the root cause of this hazardous situation is that the design of 1700 Simcoe provides a main and highly visible entrance to the building without any provision of off-road parking for vehicles that stop there. Even casual observation indicates that the existing signage is routinely and frequently ignored by drivers of all descriptions, since the main entrance appears to be convenient for their purposes and the likelihood of receiving a ticket for prohibited stopping is very low. Bylaw enforcement simply does not have the resource to adequately enforce the stopping prohibition.

## Niagara Drive – North Intersection

The conditions that prevail at the south intersection are relevant to the present application because the north intersection of Niagara and Simcoe is significantly more constricted and less able to support proper flow of traffic than the south intersection, even before the proposed construction. The north intersection consists of only 2 lanes, one each for west- and eastbound traffic to and from Niagara onto Simcoe. On this point the illustration at page 1 of the architectural plans contained in the application documents gives a very misleading impression of the laneage on Niagara relative to vehicle sizes. It is not possible to have two eastbound vehicles abreast at the neck of the intersection. However, it is clear from other parts of that document that the current plans make no provision for widening Niagara to 3 lanes. Furthermore, the main residential entrance appears to be on Niagara a short distance from the intersection. For reasons discussed below, this is likely to invite stopping, even if prohibited, on the section of Niagara opposite the building, thus creating a potentially dangerous traffic bottleneck.

Even a casual observer will note that in fact, the existing conditions at the intersection present dangers to pedestrian and vehicular traffic. At the end of the school day southbound traffic out of the campus to the north is

particularly heavy and tends to fill the gap in southbound traffic otherwise created by traffic signals. This makes it difficult and time consuming for drivers on Niagara to find a suitable gap in southbound traffic to permit a northbound left turn, let alone a gap coinciding with one for northbound traffic. (Northbound traffic on Simcoe turning left at Niagara also blocks left hand turns from Niagara.) The situation is made worse by the fact that southbound buses frequently stop just north of the intersection and block the view for drivers attempting to turn left. These conditions induce drivers to either wait excessive amounts of time for a clearing, or to nose across and even beyond the pedestrian crossing and then attempt to turn north into the centre (turning) lane of Simcoe. Vehicles behind the left-turning vehicle hasten to advance to turn either way, and thereby often create an obstacle course for pedestrians using the pedestrian crossing.

It is fundamental to this application to assume that pedestrian traffic will increase substantially once the building is occupied. A heavy or even practically constant stream of pedestrian traffic crossing Niagara in both directions would effectively prevent turns of any kind from or onto Niagara within reasonable timelines.

## Issues Concerning the Transportation Impact Study

Does the baseline for traffic modelling reflect current conditions?

“Turning movement counts (TMC) were undertaken by Durham Region on Wednesday, November 2, 2022, from 5:00AM to 8:30PM, for the unsignalized intersection Simcoe Street North and Niagara Drive / Private Driveway. TMC data was extracted from the survey to analyze the weekday morning and afternoon peak hours within this study.”

Page 7 Transportation Impact Study, emphasis added

A major contributor to the traffic conditions at the proposed building location is the flow of vehicles out of the

campus. Can NexTrans confirm that there has been no increase in traffic despite easing of Covid restrictions since 2022? If the study baseline is understated then any factor multiplying that baseline will understate traffic volumes in the future.

Are the modeling assumptions realistic?

“It is noted that given the eastbound lane width of approximately 5.0m along Niagara Drive at Simcoe Street North, the eastbound movement was analyzed as two (2) eastbound lanes, including an eastbound left turn lane and an eastbound through right lane as per Region of Durham TIS Guidelines.”

Page 8 Transportation Impact Study

As noted above, actual observation of the intersection shows clearly that the single eastbound lane of a “minor” street does not function as two lanes, especially when the traffic includes large vehicles such as school buses, delivery trucks, pickup trucks, and SUVs. Regardless of guidelines it is unreasonable in this case to proceed under this assumption, since it clearly conflicts with the facts of the matter.

What traffic conditions are “acceptable”, and to whom?

“Under the existing conditions, all studied intersection movements operate well within capacity and acceptable LOS It is noted that the eastbound left turn movement operates with delay of 41 seconds and LOS E. However, this is typical for turning movements under urban conditions from a minor street onto a major street.

Page 9 Transportation Impact Study, Table 2-1: Existing Intersection Capacity Analysis



“Under the 2026 future background conditions, the studied movements of interest will continue to operate within capacity within the weekday AM and PM peak hours. The eastbound left turn movement at Simcoe Street North and Niagara Drive will experience LOS F in the PM peak hour; however, this is typical of turning movements of a minor street onto a major street at an unsignalized intersection in urban conditions, with a high but acceptable delay of 52 seconds in the PM peak hour.”

Page 12, Transportation Impact Study, Table 3-1: 2026 Future Background Intersection Capacity Analysis, emphasis added

“Under the 2031 future background conditions, the studied movements of interest will operate within capacity in the weekday AM and PM peak hours. The eastbound left turn movement at Simcoe Street North and Niagara Drive will experience LOS F in the PM peak hour similar to the 2026 future background conditions; however, this is typical of turning movements of a minor street onto a major street at an unsignalized intersection in urban conditions.”

Page 13, Transportation Impact Study, Table 3-2: 2031 Future Background Intersection Capacity Analysis

These three extracts trace the development of existing and forecast conditions at the intersection. For eastbound left-hand turns there is a steady and serious worsening over the analysis period, with an “acceptable” delay of 41 under “existing” (i.e. 2022) conditions, increasing to a “high but acceptable” 52 seconds in 2026, and finally to 93 seconds in 2031, a result that is not even mentioned in the accompanying narrative.

Is the Transportation Impact Study reliable?

In my submission it is not possible to rule out the presence of bias in favour of the development in the results and presentation of the Transportation Impact Study. Fundamental study assumptions such as the number of

eastbound lanes on Niagara at Simcoe are obviously faulty, and negative results are downplayed with the use of undefined terms such as “acceptable”, or not mentioned at all. Furthermore, it is unclear whether all significant factors affecting both pedestrian and vehicular traffic have been adequately examined and accounted for. For example, with the increasing trend to delivery of goods and meals to residents generally, how have deliveries to those largely without vehicles of their own been estimated and provided for?

At page 7 of the TIS Addendum, the document provides that

“The proposed provision of two (2) loading spaces does not meet the minimum loading space requirement of three (3) loading spaces. Notwithstanding the minor shortfall of one loading space, the subject development will nonetheless provide two loading spaces.

A Loading Management Plan is proposed, in which the scheduling of deliveries and other loading and unloading operations will be managed by building management to be allocated at different times of the day to ensure that deliveries are coordinated and that the loading spaces can accommodate the loading demand of the proposed development. On this basis, Next trans recommends the provision of two loading spaces to accommodate the loading needs of the subject site. The coordination and scheduling of the loading space use can be included within the site plan agreement.”

Again the language here downplays what some would consider significant by characterizing a 33% shortfall in loading spaces as “minor”. This treatment cannot be considered objective. It is instead apparently intended to be persuasive. Furthermore, the proposal for a “Loading Management Plan” is in my submission highly implausible since it implies a nearly impossible level of detailed coordination with delivery services, each with their own other commercial interests such as prompt delivery. There is no attempt to in the study to show how such a system would be feasible.

As a final example of concerns with the TIS, it is not apparent that the interaction between pedestrian and vehicular traffic has been adequately examined and analyzed. As proposed the development will by design introduce a very substantial number of pedestrians, both students and commuters, to the streetscape at the intersection.

## CONCLUSIONS

In my submission, given the facts and considerations set out above, it is reasonable to conclude that:

1. The design of a facility such as the one proposed has a determinative effect on traffic patterns for both pedestrians and vehicles. Users of and visitors to the facility will often be guided by their own objectives and convenience, rather than signage and bylaws that are rarely enforced, even if the resulting behaviour creates inconvenience or hazards for others. Therefore, to the extent that a proposed facility has the potential to create undesirable and possibly dangerous conditions in traffic, the building should be designed to preclude the unwanted behaviour through the provision of adequate and convenient access facilities that do not impinge on external roadways and sidewalks.
2. The Oshawa Economic and Development Services Committee should not rely on the Transportation Impact Study and the TIS Addendum to provide a complete and objective analysis of the subject impacts. In the alternative the Committee could direct the applicant to revise the study to remedy shortcomings, commission an alternative study under its direction at the cost of the applicant, or have the existing study critiqued by professionals in the field.
3. Signalization of the intersection is a necessity should this or any similar proposal be approved. This should be made a condition of approval. Additionally, Niagara should be widened at Simcoe to truly provide 3 lanes of traffic including a separate left turn lane.











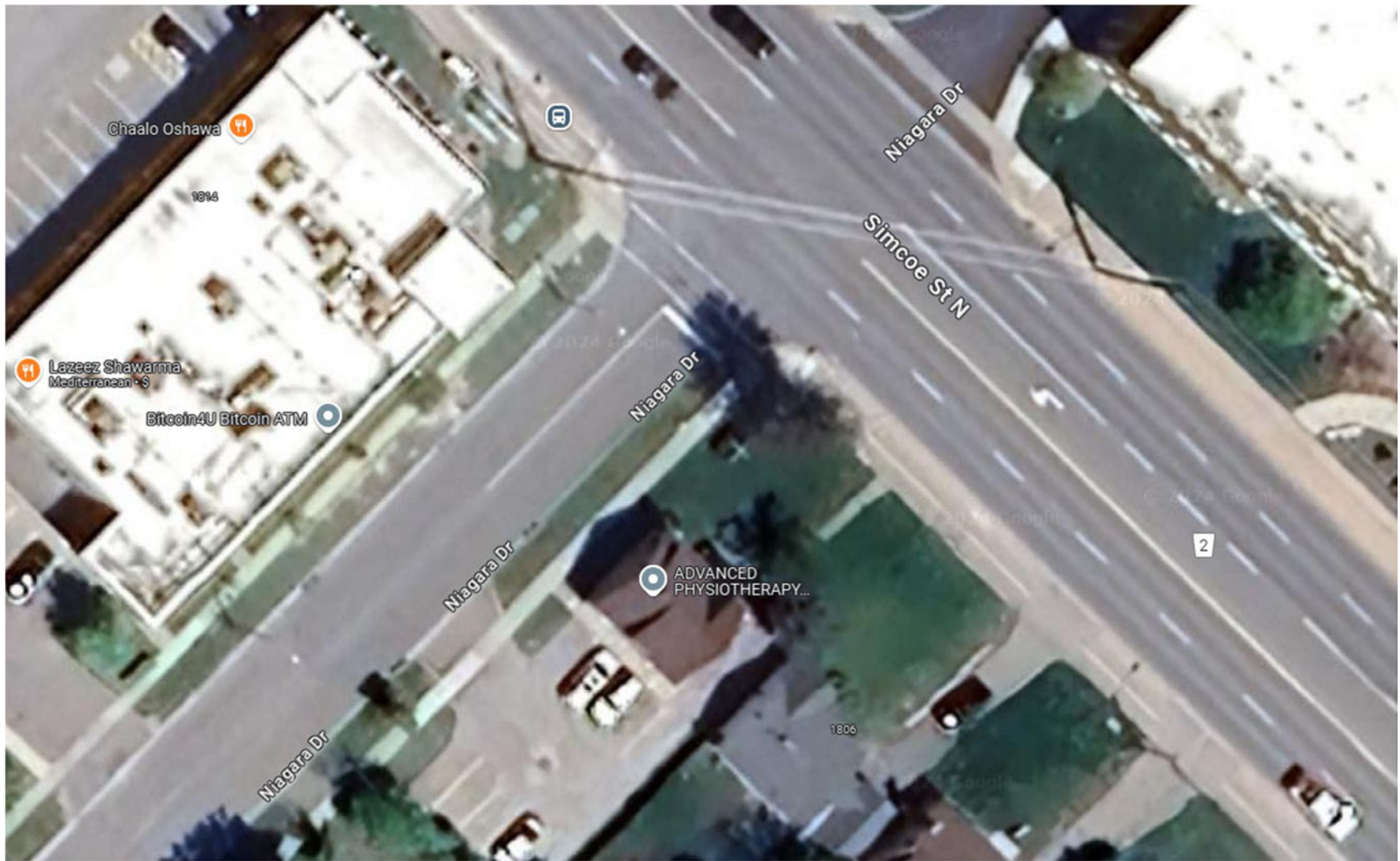




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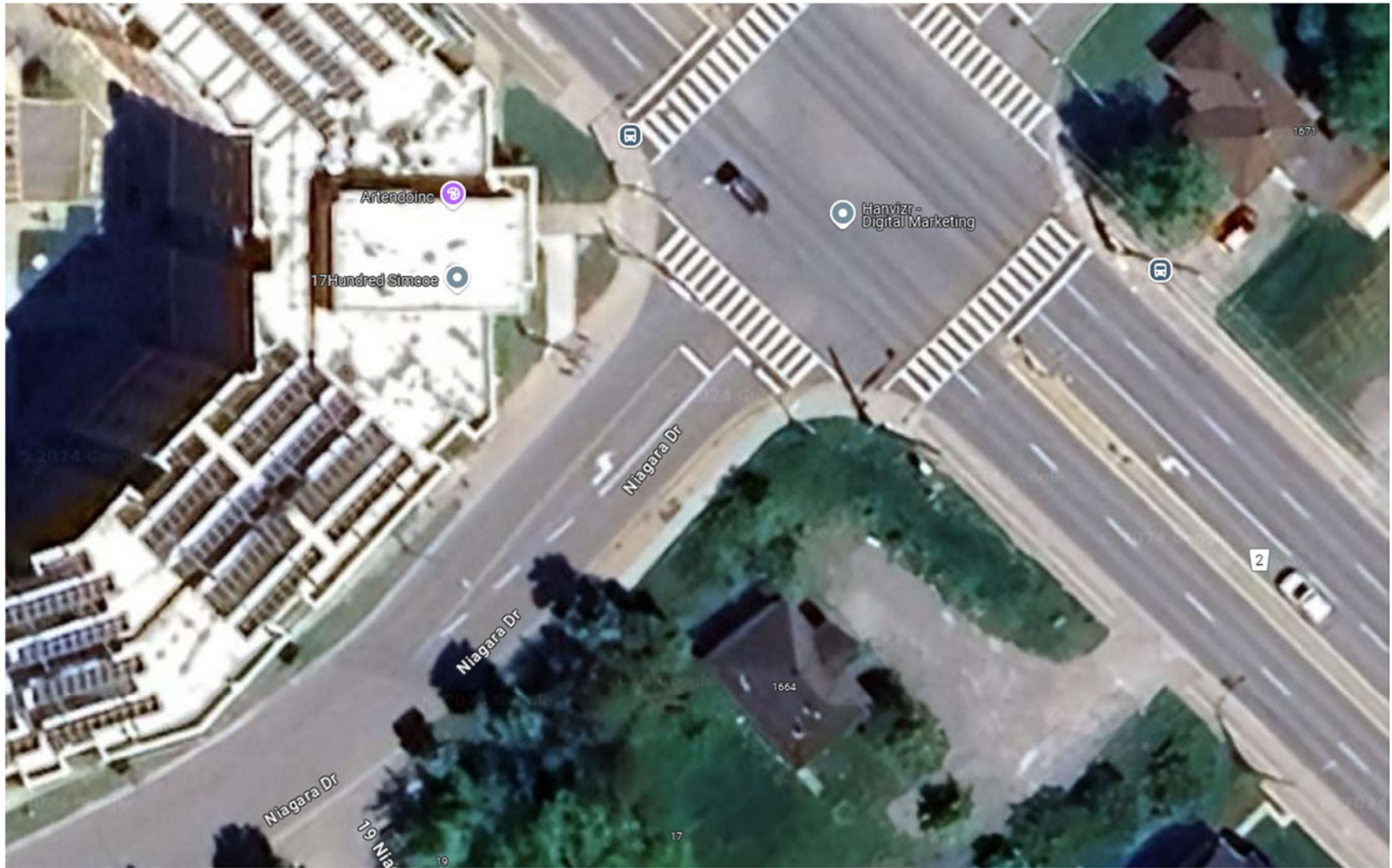
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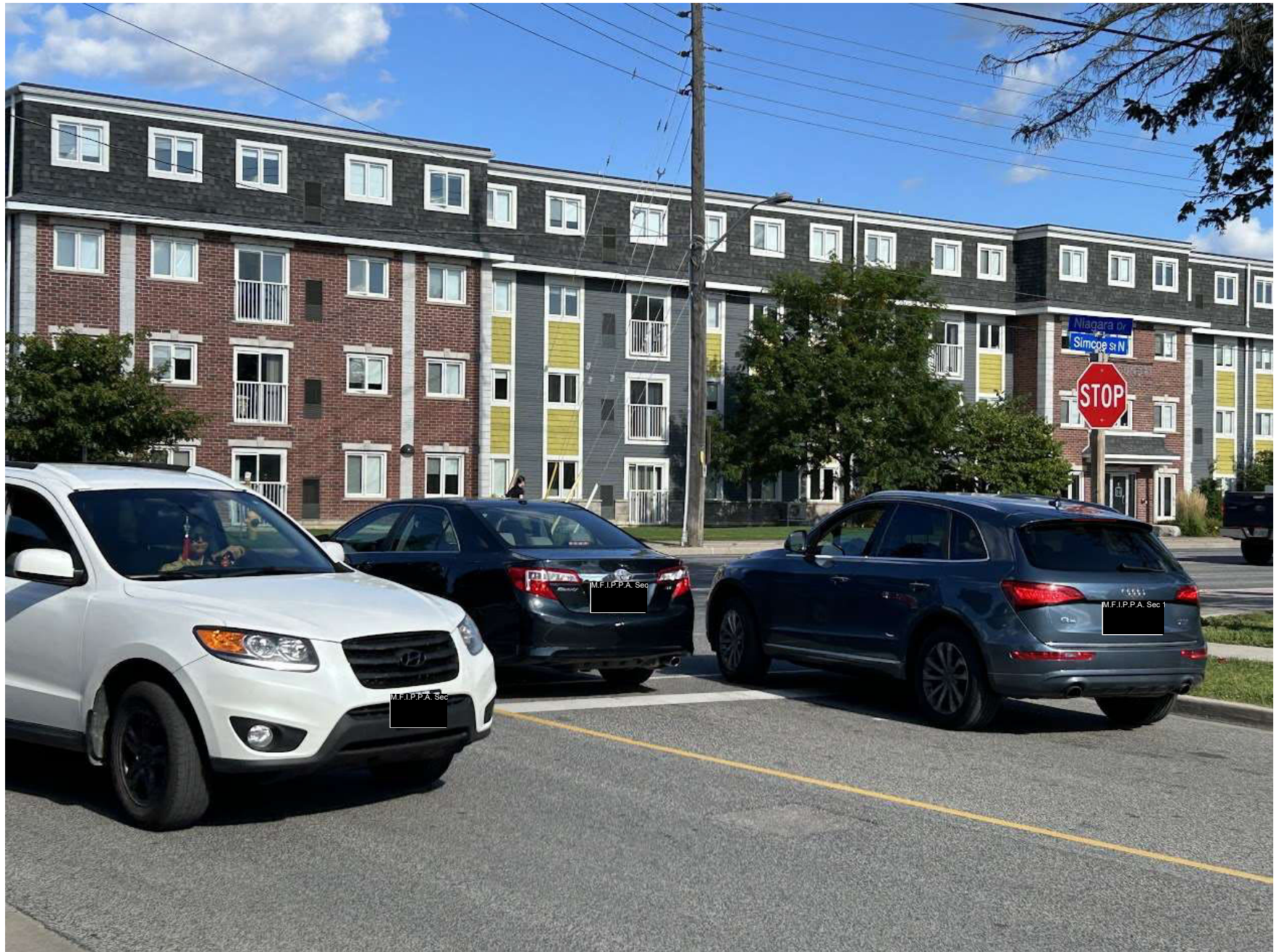


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M.F.I.P.P.A. Sec 14



