

To Whom it May Concern,

I would like to bring to the attention of the City of Oshawa staff the current traffic control situation at Melrose St. and King St. as it pertains to the development proposal for 954 King St East.

The intersection in question has been the location for many traffic collisions over the years and it is known by the neighbours that this is a trouble location for drivers. In fact, when a development proposal for 1015 King St. East was brought to the city back in 2021, a traffic study commissioned by the developers and conducted by Paradigm Transportation Solutions found that this intersection was not achieving municipal and provincial standards, and was subsequently graded a fail in their conclusion. This is highlighted in a snapshot of the report included in a page below. It should be noted that the data collection for this report was during the 2020 Covid 19 pandemic, when traffic and mobility was at an all-time low. Since the restrictive travel nature of the pandemic, the neighbourhood and Oshawa as a whole has seen great population growth and significant increase in vehicular traffic, which has only further exacerbated the inadequacies of the intersection in question.

With respect to the development proposal, the developer seeks to construct a 5 story, 32 residential unit building on the property which currently comprises only a single, detached residence. This drastic increase in density will come with a significant increase in vehicular traffic which will directly enter King st. at the exact location of the aforementioned intersection. As mentioned above, this intersection received a failing grade at pandemic low mobility, this proposal will only further stress an evident failure in infrastructure. Vehicles exiting the property in question will be competing directly with the northbound traffic from Melrose as they both will be attempting to join the heavy traffic on King st.

It should be noted that this intersection was a major source of concern with Donevan residents who have voiced this on numerous occasions to city councilors, and the building and development department through email and phone correspondence as well as public meetings. If the developer intends to do their due diligence, there is a history that is traceable for many years about the failure of this intersection and the challenges of high-density development in this aging neighbourhood.

Additionally, parking has become a challenge along Melrose St. and adjacent roads as we have seen an increase in vehicle ownership and multi-unit rentals in these older bungalows. This increase in vehicle density in the neighbourhood has manifested in significantly more on-street parking usage which has become a challenge in winter months during snow removal as well as during the busy summer months with increased visitors and guests. The developer seeks to rezone the property from R1-C to R6-C, but is also planning on requesting variances for unit density, setbacks, landscaped lot coverage, and most importantly parking reductions. In essence, the developer is attempting to shoe-horn a high density development in a location where existing and possible zoning options would not allow, and is further demanding the city forgive reduced performance standards for critical aspects of the property. There is no opportunity for future residents of the property to park along King st. (not legally at least),

meaning the reduced parking spots will force residents to park on adjacent residential roads such as Melrose st. and cross King st. at an uncontrolled intersection.

In conclusion, the developer is asking to place the burden of parking and traffic on future residents of the property in question and the neighbourhood as a whole. This is undoubtedly creating consequences for future generations in Oshawa as we can easily foresee the troubles that will occur in the area. We understand that densification and development is a natural part of a city's life cycle, but we must be wise in what we allow to be constructed in our city and ensure we are not unfairly punishing future taxpayers with poorly thought out solutions to daily utilized infrastructure. The short term gain in development charges and additional property tax will not offset the increased demand on city services for parking and bylaw enforcement, and emergency services responded to collisions that occur at this site. Oshawa needs to grow, but it must grow mindfully so that this growth is sustainable for all involved.

With thoughtful regards,

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

TABLE 2.3: EXISTING TRAFFIC OPERATIONS

Analysis Period	Intersection	Control Type	MOE	Direction/Movement/Approach																
				Eastbound				Westbound				Northbound				Southbound				Overall
				Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
AM Peak Hour	Keewatin St S/Keewatin St N & King St E	TCS	LOS Delay	A 4	A 3	A 3	A 3	A 4	A 3	A 3	A 3	D 40	A 0	D 40	D 40	D 40	A 0	D 38	A 6	0.32
			V/C Q	0.02	0.25	0.25		0.05	0.28	0.28		0.14	0.00	0.32	0.08	0.00	0.15	3		
	Melrose St & King St E	TWSC	LOS Delay	A 0	A 0	A 0	A 0	A 9	A 0		A 0	C 18								
			V/C Q	0.00	0.00	0.00		0.01	0.00	0.00		0.12	0.12							
	Keewatin St S & Queensdale Ave	TWSC	LOS Delay	A 0	>	A 0						A 0	A 0		A 0	A 0	A 0	0.00	A 0	A 0
			V/C Q	0.00	>	>						0.00	0.00		0.00	0.00	0.00	0.00	A 0	A 0
	Melrose St & Queensdale Ave	TWSC	LOS Delay	A 9	>	A 9						A 7	A 0		A 2	A 0	A 0	0.00	A 0	A 0
			V/C Q	0.03	>	>						0.00	0.00		0.00	0.00	0.00	0.00	A 0	A 0
	Keewatin St S & Springdale Crescent	TWSC	LOS Delay	A 1				A 9	>	A 9		A 0	A 0		A 0	A 7	A 0	0.01	A 1	A 1
			V/C Q	0.01				0.01	>	A 9		0.00	0.00		0.00	0.00	0.00	0.00	A 0	A 1
PM Peak Hour	Keewatin St S/Keewatin St N & King St E	TCS	LOS Delay	A 4	A 4	A 4	A 4	A 6	A 4	A 4	A 4	D 40	A 0	D 40	D 40	D 41	A 0	D 38	A 6	0.44
			V/C Q	0.04	0.44	0.44		0.13	0.31	0.31		0.20	0.00	0.32	0.17	0.00	0.19	4	0	4
	Melrose St & King St E	TWSC	LOS Delay	A 0	A 0	A 0	A 0	B 12	A 0		A 0	F 53								
			V/C Q	0.00	0.00	0.00		0.02	0.00	0.00		0.26	0.26							
	Keewatin St S & Queensdale Ave	TWSC	LOS Delay	A 0	>	A 0						A 7	A 0		A 0	A 0	A 0	0.00	A 0	A 0
			V/C Q	0.00	>	>						0.00	0.00		0.00	0.00	0.00	0.00	A 0	A 0
	Melrose St & Queensdale Ave	TWSC	LOS Delay	A 9	>	A 9						A 7	A 0		A 2	A 0	A 0	0.00	A 0	A 0
			V/C Q	0.02	>	>						0.01	0.00		0.00	0.00	0.00	0.00	A 0	A 0
	Keewatin St S & Springdale Crescent	TWSC	LOS Delay	A 0				A 9	>	A 9		A 0	A 0		A 0	A 7	A 0	0.01	A 1	A 1
			V/C Q	0.01				0.01	>	A 9		0.00	0.00		0.00	0.00	0.00	0.00	A 0	A 1

MOE - Measure of Effectiveness

LOS - Level of Service

Delay - Average Delay per Vehicle in Seconds

V/C - Volume to Capacity Ratio

Q - 95th Percentile Queue Length (m)

Stor. - Existing Storage (m)

Avail. - Available Storage (m)

TCS - Traffic Control Signal

TWSC - Two-Way Stop Control

< / > - Shared with through movement

Paul and Elizabeth Taylor
<M.F.I.P.P.A. Sec 14(1)>

Amendment to the Official Plan(File: OPA 2025-3) and Zoning By-law60 94 (File: Z-2025-06) submitted by 11373846 Canada Corp. for lands @ 954 King St E.

Re: Legislative Services at clerks@Oshawa.ca

We are totally AGAINST the amendment of the official plan to allow a site specific policy to allow residential density of the 232 units per hectare!

We are totally AGAINST the rezoning of the lands from R1-C (Residential) to an appropriate site specific RCC (Residential) zone to permit this apartment building!

We have lived in Oshawa for over <M.F.I.P.P.A. Sec 14(1)> years and realize the need for development BUT to allow a 5 storey apartment building in a single family dwelling area is ludicrous!!!

Why is this NOT viable;

- Loss of privacy to existing residential housing
- Decrease in market value to existing residential homes
- Shadows and reduced sunlight to existing residential housing
- increased noise; and more traffic in an already congested street
- Melrose and highway 2 has been notorious for car accidents
- Traffic and parking pressure- limited parking will spill into nearby streets
- Strain on local infrastructure
- Out of scale development will not fit into the scape of existing residential
- Loss of views -existing residential will lose the open sky view
- Higher turnover in apartments vs long term home ownership will change the dynamics of our safe community

We are totally AGAINST this development and want the city to realize that these rash “pop up of ideas” is not the answer to our growing community! This is a money grab for the developer and the city and these rash ideas have no place in our single family community!

From: Lori MacKinnon <M.F.I.P.P.A. Sec 14(1)>

Sent: Tuesday, January 6, 2026 1:35 PM

To: clerks <clerks@oshawa.ca>

Subject: Appeal to the Applications to amend the Oshawa Official Plan (File: OPA-2025-03) and Zoning By-law 60-94 (File: Z-2025-06) submitted by 11373846 Canada Corp. for lands at 954 King Street East

Appeal to Proposed Re-zoning and Building Plan:

Re: Applications to amend the Oshawa Official Plan (File: OPA-2025-03) and Zoning By-law 60-94 (File: Z-2025-06) submitted by 11373846 Canada Corp. for lands at 954 King Street East

I am writing to formally appeal the proposed re-zoning and building plan (see above) currently under consideration. While I acknowledge the importance of development and modernization, I have significant concerns regarding the potential impact of the project on the local community and environment. These concerns include increased traffic congestion, strain on public infrastructure, and possible disruption to the neighborhood's character and green spaces.

I respectfully request that the planning committee conduct a comprehensive review of the proposal, taking into account public feedback and exploring alternative solutions that balance growth with community well-being. I urge you to consider the long-term effects on residents and to engage in further consultation before moving forward.

I would like to address our community's concerns on January 12, 2026 - 6:30 p.m.

Sincerely,

Lori MacKinnon

Local Resident

From: janice.madill095 <M.F.I.P.P.A. Sec 14(1)>
Sent: Tuesday, January 6, 2026 1:19 PM
To: clerks <clerks@oshawa.ca>
Cc: Alia Tulloch <ATulloch@oshawa.ca>
Subject: Legislative Services - re rezoning 954 King Street East - Oshawa

I have lived in Cherry Court - for <M.F.I.P.P.A. Sec 14(1)> years I am <M.F.I.P.P.A. Sec 14(1)> years old - we built our custom home in this quiet neighbourhood of other custom homes for the beauty and serenity ! No rezoning for an apartment building in our backyards is welcome ! It is a small property at 954 King with lots of tall trees blocking out noise and pollution from traffic on King Street ! Has any council member even come out to look at the property and see how the cars and lights of this proposed building would affect our peaceful living ? Will the approx 100 foot drainage ditch from Cherry Court to King Street be affected ? The File # is OPA-2025-03 and Zoning By-law 60-94 - File Z-2025-06 - My name is Janice Madill - <M.F.I.P.P.A. Sec 14(1)>

From: Barbara Eshpeter <M.F.I.P.P.A. Sec 14(1)>
Sent: Tuesday, January 6, 2026 4:23 PM
To: clerks <clerks@oshawa.ca>
Subject: Legislative Services: OPA-2025-03; Z-2025-06

Please accept my submission.

My family has lived at <M.F.I.P.P.A. Sec 14(1)> Cherry Court for <M.F.I.P.P.A. Sec 14(1)> years. This neighbourhood is one of the few remaining decent and established neighbourhoods in Oshawa that hasn't been taken over by rental units. We moved here in <M.F.I.P.P.A. Sec 14(1)> due to the low density nature of the neighbourhood and the fact that it was composed entirely of detached family homes and not rental units. Plus we have a massive garden in the backyard that is our pride and joy. Unfortunately the Holland Home developers have initiated increased density across King Street at the old garden centre which was not welcomed by the neighbourhood. But money talks, and the City of Oshawa doesn't care about longstanding, decent citizens who have paid property taxes for years and years. The proposed apartment building at 954 King Street East is a further nail in the coffin of our peaceful neighbourhood. I am directly impacted by this development as it will be right behind and kitty corner to my home. It will absolutely negatively impact the enjoyment of my home, and of my neighbours' homes. Depending on the height and placement of the building it could literally block the sun from my back deck and kitchen. This is just not acceptable. Many of my neighbours in Cherry Court have been here for 20+ years, a few are "originals" like us and have been here since <M.F.I.P.P.A. Sec 14(1)>. We are a proper community here in Cherry Court, and in the wider neighbourhood, and we love our homes and our neighbourhood.

Here is a list of my initial questions/concerns. The report isn't available until the 8th which makes it difficult to completely formulate my thoughts, questions, and concerns.

- How many parking spaces will be available? If we assume conservatively 1.5 spaces per unit: $32 \times 1.5 = 48$ spaces, not to mention increased vehicles for PSW or carer support, holiday visits by family, etc. How will the property accommodate the building and the parking in such a narrow area? I have serious density concerns.
- Will any traffic changes be made on King St East to accommodate the increase in traffic, and the increase in vehicles turning into 954 King St East?
- Will the units have outdoor balconies? The impact on enjoyment of our properties due to noise, smoking, drinking etc. on balconies is very relevant.

- Will residents be able to see into my backyard or bedroom windows? Currently I enjoy near virtual privacy thanks to 45+ year old trees that surround my property.
- Will there be units for those with disabilities? How many? How many parking spots will be allocated to these units or other disabled permit holders?
- How will the garbage be handled? Will there be outdoor garbage dumpsters? How many? How will wildlife be discouraged from these dumpsters? Where will they be placed with respect to neighbouring single family homes? The noise from these dumpsters being picked up will disturb the enjoyment of our properties.
- How will noise pollution be minimized? Both from people and from vehicles coming and going. Will sound barriers be utilized? How? What happens if it's not good enough and we are constantly disturbed. I work from home full time and need to be able to concentrate.
- What sort of lighting will be used on the outside of the building? How will they ensure neighbouring family homes are not impacted by light pollution?
- How will the existing tall trees that run along the perimeter of the property be treated? Is the plan to keep them and plant more to make up for the concrete?

Barbara Eshpeter

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