

CNCL-24-55

From: Lisa Westlake Ambassador < M.F.I.P.P.A. Section 14(1)>

Sent: Thursday, April 25, 2024 3:16 PM

To: clerks <clerks@oshawa.ca>

Subject: Re: Maxwell Village Building Proposal

April 25, 2024

Lisa Westlake
Dave Westlake, Lydia Westlake
M.F.I.P.P.A. Section 14(1)

Mayor and Councillors
City of Oshawa
50 Centre St. S.
Oshawa, ON L1H 3Z7

Re: Maxwell Village Building Proposal - Report ED-24-42 Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road.

Dear Mayor and Councillors,

I am writing to you today to express our strong opposition to the proposed housing development at Harmony Road and Pinecrest Road in Oshawa. As residents on Swiss Heights Drive, with close to 50-years in the neighborhood, we have seen many changes over the years, most of them positive and progressive. While we understand the need for affordable housing in our city, we believe this project would have a detrimental impact on our community, on the enjoyment of our properties, and most of all, on the safety of our roadways and neighborhood entry points.

First and foremost, the proposed development is simply too large for the area and its existing infrastructure/roadway challenges. The increase in population density, and vehicle density, would put a strain on an already overburdened infrastructure, leading to increased traffic congestion, increased vehicles travelling through and parking within the existing neighborhood, and most of all, increased collisions in an already challenging area. Harmony Road and Taunton, and 1385 Harmony Road North (intersections within the same block), are two of the highest collision locations in all of Oshawa. -- In fact, **the combined collision rates for these two side by side intersections** makes this area

the number one collision location in all of Oshawa AND, in all of Durham Region.
(*Please see Durham Regional Police Collision Statistics attached).

Our Harmony Road neighborhood entrances are just a block away from the number one collision location in all of Durham Region. Furthermore, the sloping of our entry points to Harmony Road, and the crest of the hill coming up Harmony Road toward our entry point roadways, are blind spots to drivers. In the best of weather and conditions, these areas are dangerous to drive through. Adding in winter road conditions, and such a high increase in traffic on these slopes, will certainly lead to more collisions and road concerns in this area. 78 New Homes can mean 200-350 new residents, and 200-300 more vehicles. According to a Durham area Property Management Company, most townhomes and semis have an excess number of vehicles and residents with more than one family living in each home. Furthermore, many of these homes become rental units and can have as many as 4-5 vehicles coming and going throughout the day and during rush hour time periods. A recent drive through a North Ajax neighborhood with similar housing clearly illustrates this excessive overspill of vehicles. (*Please see attached photos of existing Townhome and Semi-Detached Streets in North Ajax). The street photos were taken at 8pm on a Thursday evening at the Taunton and Salem Road neighborhood when many residents were home for the evening. As you will see, most of the homes have 3-4 vehicles per home with cars spilling onto the streets, and on the front lawns. In the same neighborhood, excess vehicles from townhomes are parked at local schools, within park areas, and in bike lanes along very wide roadways. -- **We do not have any of these areas in our community for excess vehicle parking, and our existing roadways are not wide enough or built for this additional load or congestion.** This is not even taking into account parties, gatherings, holiday weekends, daily visitors, city, commercial and emergency vehicle needs.

Such an increase in vehicle numbers and new residents will also mean safety concerns for pedestrians. Maxwell Village does not have any large park areas, soccer fields, baseball diamonds, schools, or even large walking directions. An increase in pedestrian activity along Harmony Road, will mean safety concerns for anyone going out walking, running, or biking in the area. Just last year we had a fatality just up from our entrance of a 20-year old female riding an e-scooter. With all the amenity options in other new neighborhoods, our area is already very lacking and is land-locked between very busy collision locations. Squeezing high density housing into this very challenging, hill sloped and congested area will not be positive, nor progressive. The developers could still achieve a healthy profit if they went forward with low density single family dwellings similar to the existing subdivision homes at our North end. I'm sure they would also not run into any significant opposition for such a plan with existing residents.

In addition to driving, traffic, collision and pedestrian concerns, our existing residents will experience increased noise pollution, morning and evening rush out traffic issues, lack of parks and play areas for all the new residents, and the diminishing property values for every home that backs onto the Pinecrest Road backyard property. Homes that have been in that neighbourhood for more than 47 years will drastically change in their daily experiences, privacy, sun exposures, views, noise levels, traffic levels, and property values.

While we appreciate the city's desire to increase the number of residents in neighborhoods such as ours, disrupting our community by constructing an out-of-place high-density development is not the way to go about this. People's lives will be negatively affected by your decision if you approve this development as it is right now. We strongly urge you to reconsider this proposed housing development. While we recognize the need for affordable housing, we believe this project is simply not at all suited or safe for the area it's being proposed for, and it will certainly alter our safety and enjoyment. Our entire neighbourhood would certainly appreciate your support in this matter.

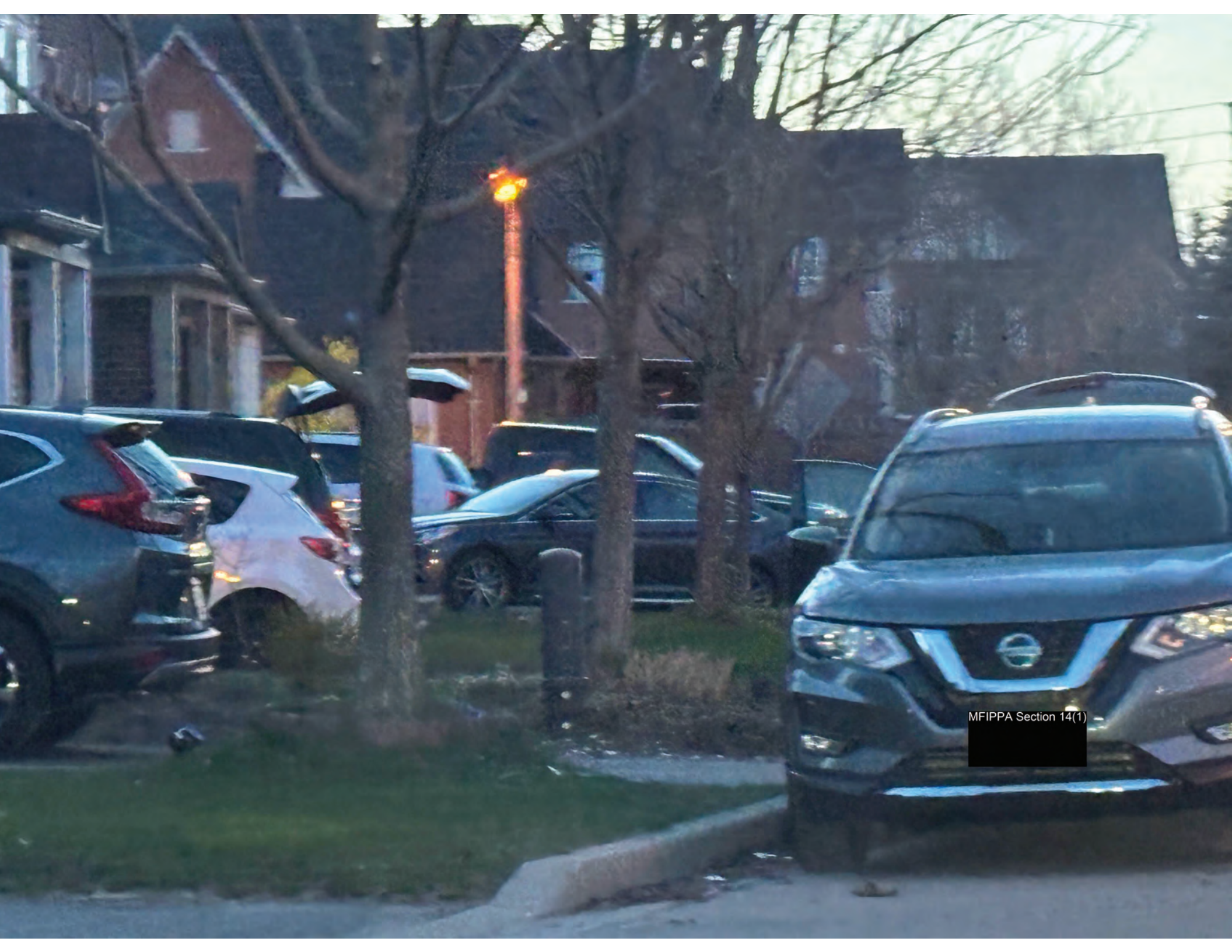
Thank you in advance for your time and consideration.

Sincerely,

Lisa Westlake
Dave Westlake
Lydia Westlake

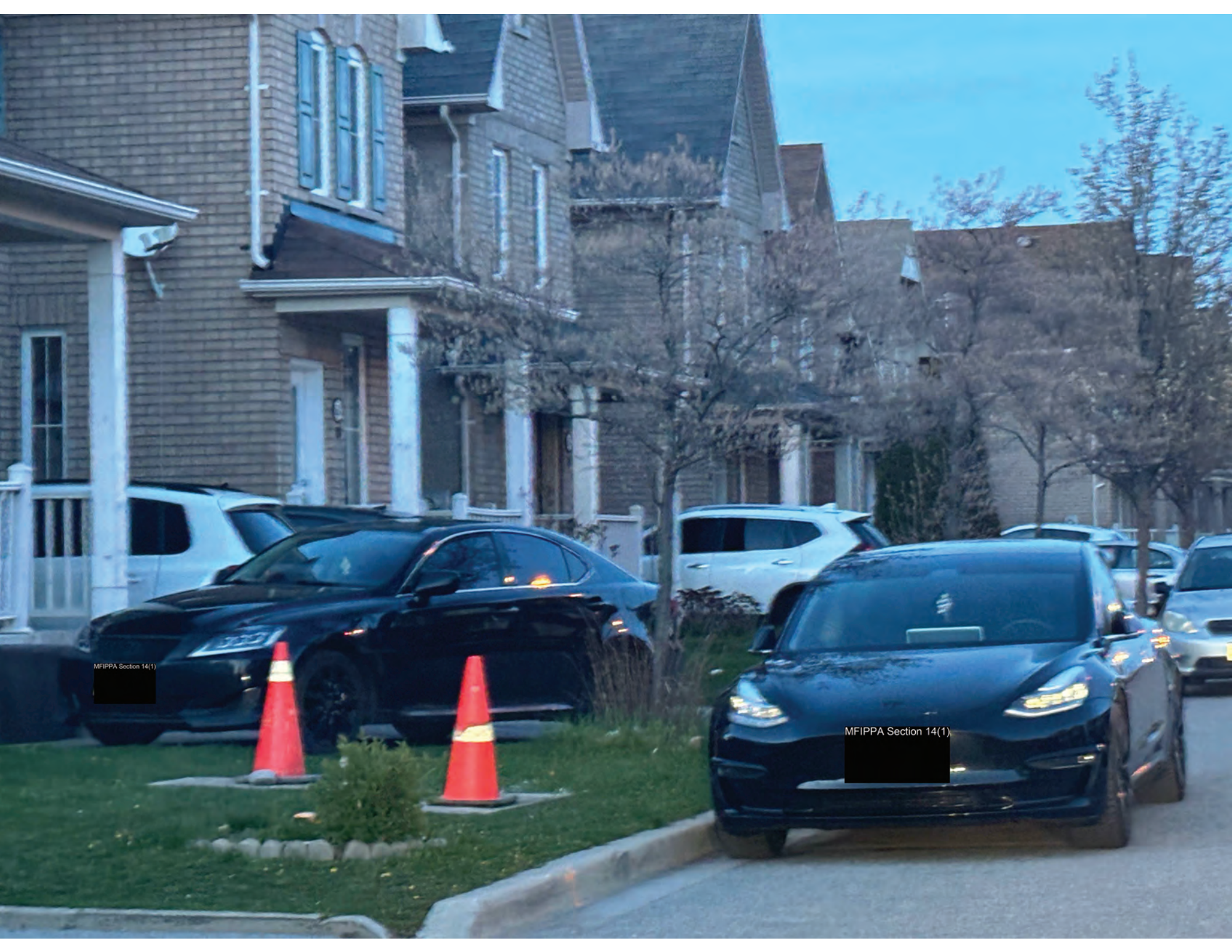
M.F.I.P.P.A. Section 14(1)





MFIPPA Section 14(1)





MFIPPA Section 14(1)

MFIPPA Section 14(1)



MFIPPA Section 14(1)

MFIPPA Section 14(1)



MFIPPA Section 14(1)

**PLEASE
SLOW DOWN
IN OUR NEIGHBOURHOOD**

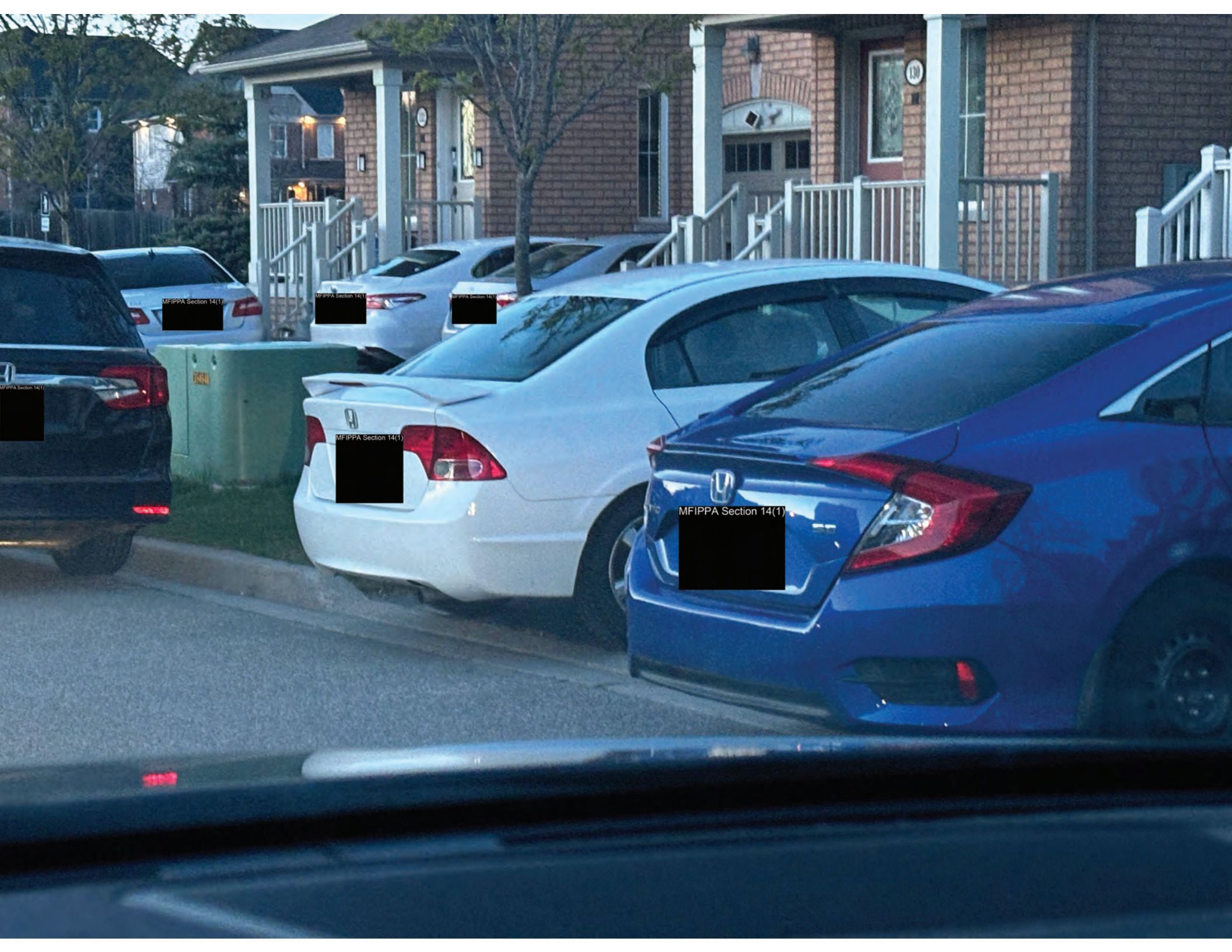
Alex Pickering ROAD WATCH
www.1075.ca



Small yellow sign on the blue SUV.



MFIPPA Section 14(1)



MFIPPA Section 14(1)

MFIPPA Section 14(1)

MFIPPA Section 14(1)

MFIPPA Section 14(1)

MFIPPA Section 14(1)

MFIPPA Section 14(1)



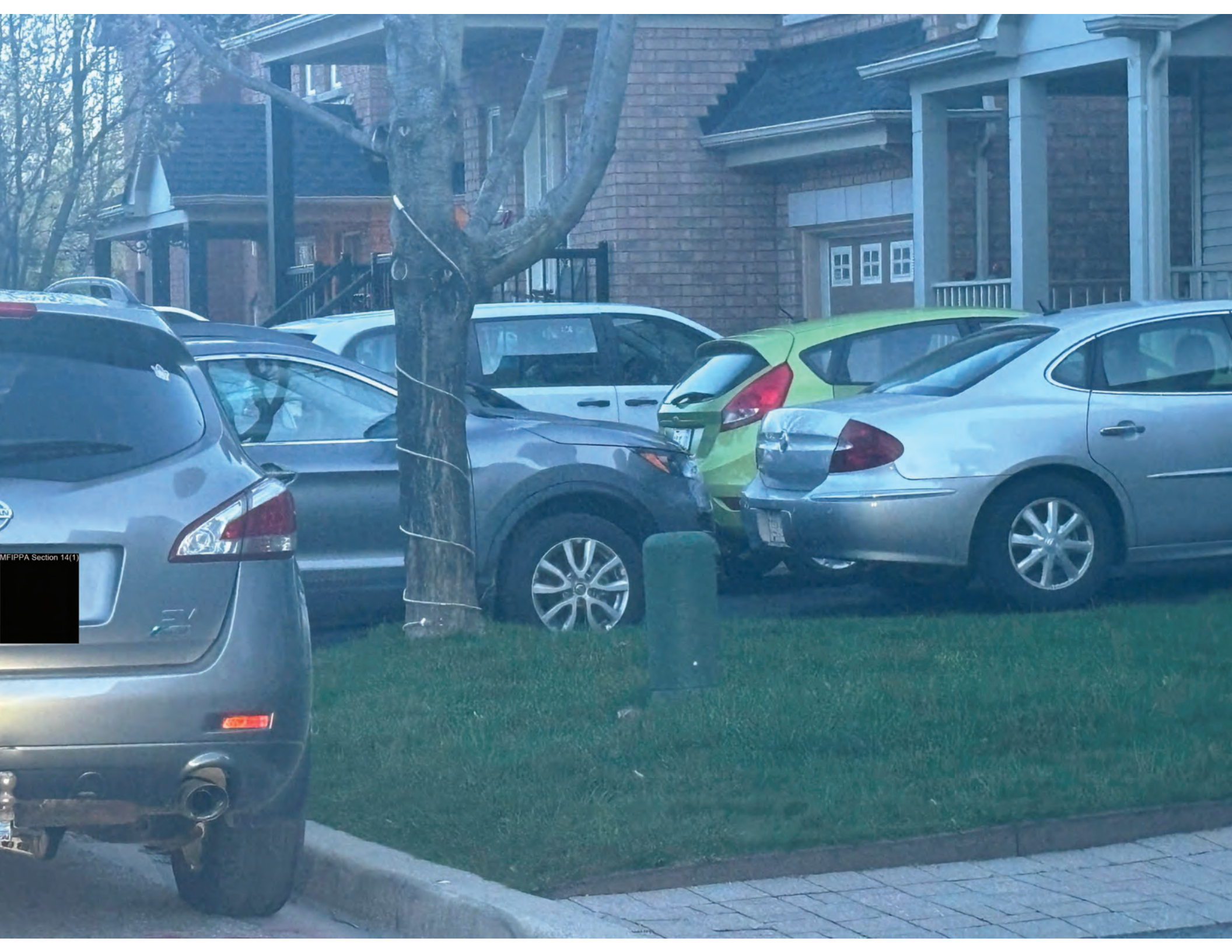


MFIPPA Section 14(1)

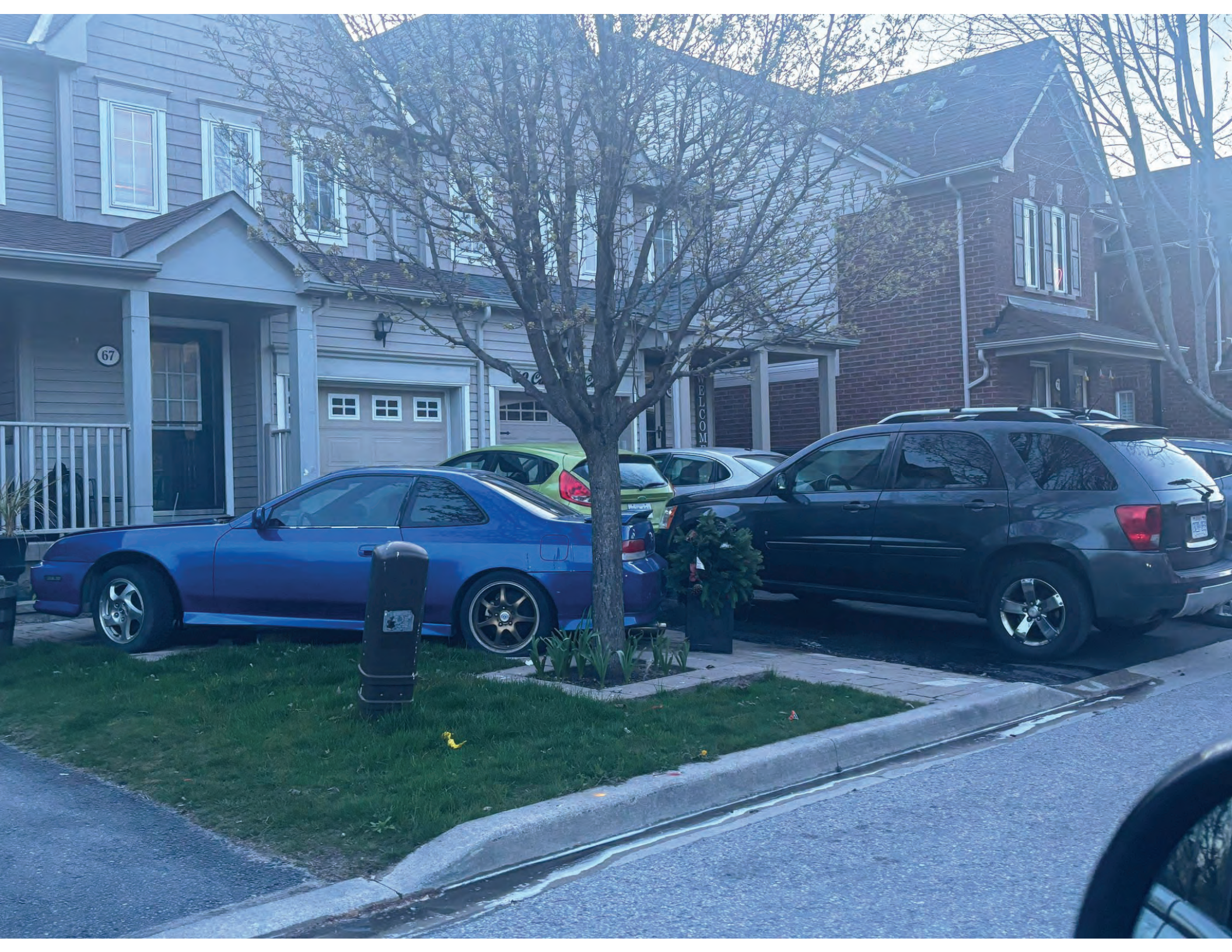


MFIPPA Section 14(1)

MFIPPA Section 14(1)







67

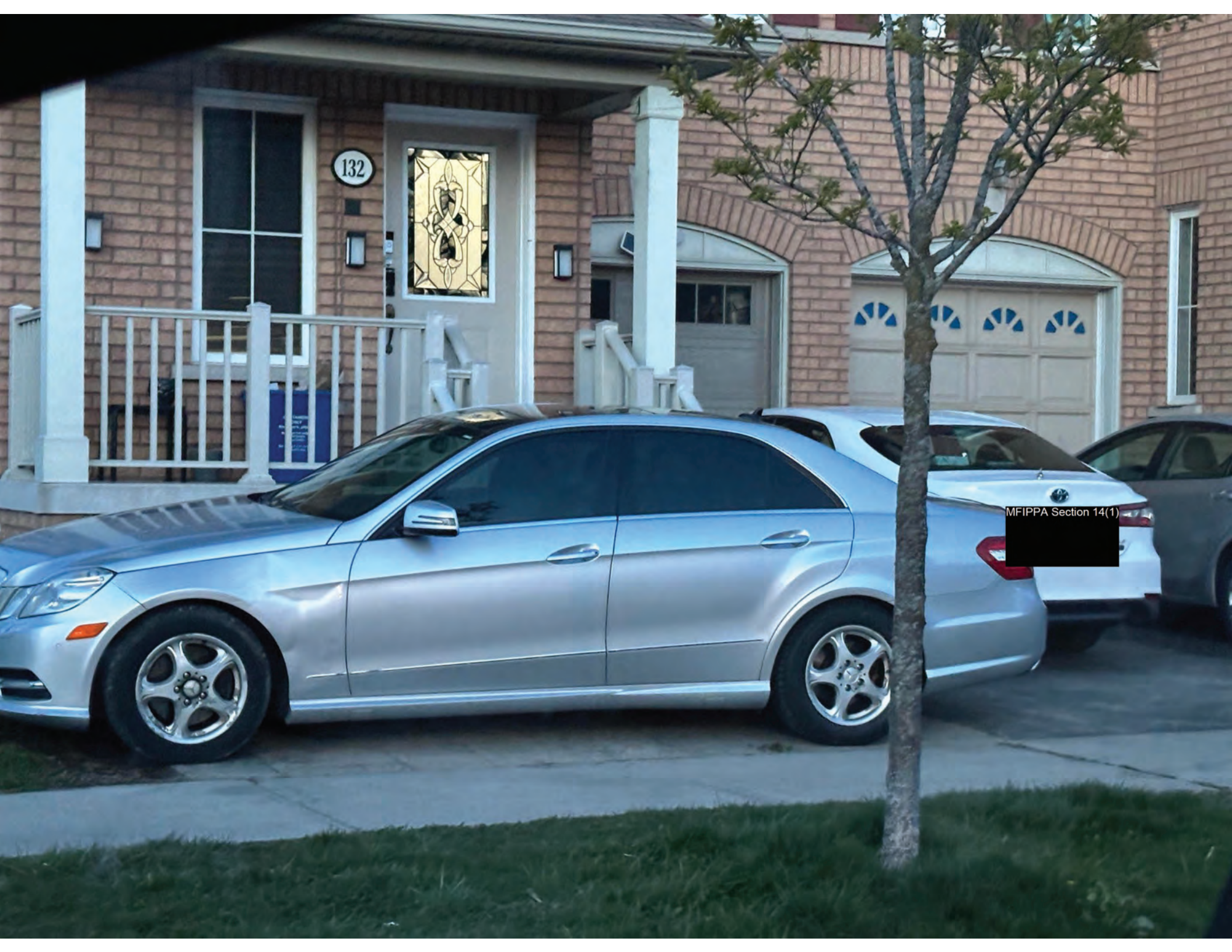
WELCOME



MFIPPA Section 14(1)



MFIPPA Section 14(1)



132

MFIPPA Section 14(1)



MFIPPA Section 14(1)

MFIPPA Section 14(1)



92



MFIPPA Section 14(1)

MFIPPA Section 14(1)



Durham Regional Police Service

Roadway Safety Statistics - Oshawa - March, 2024

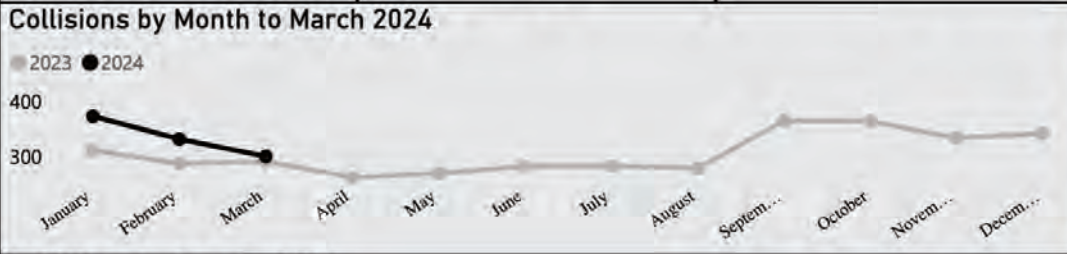
Select a Municipality

Oshawa

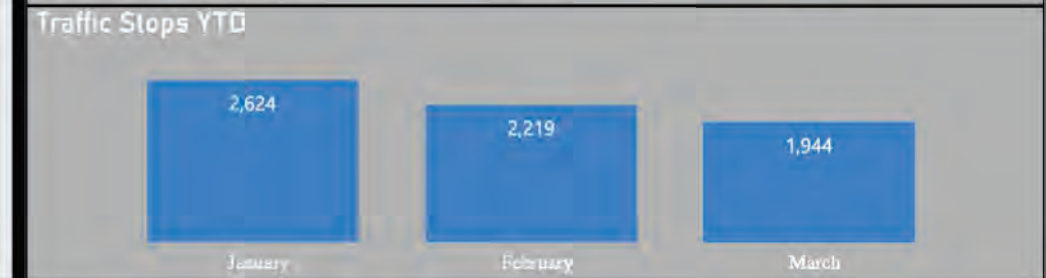
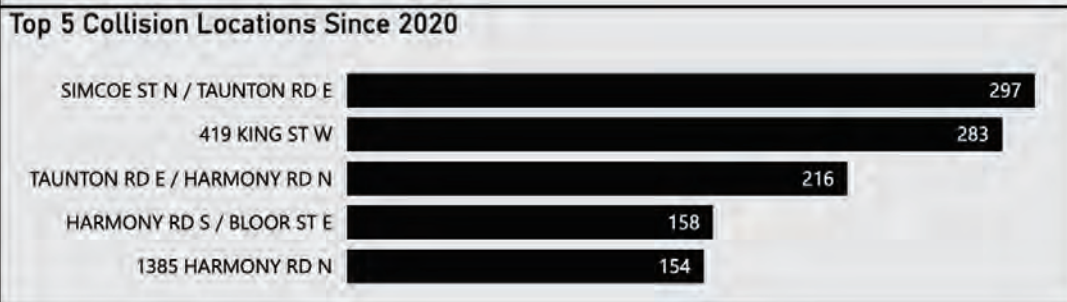
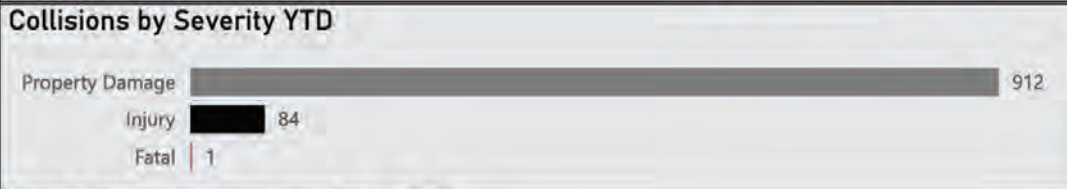


March Reported Collisions	February Reported Collisions	Month-over-Month Difference
301	332	-31
YTD Reported Motor Vehicle Collision	Last YTD Reported Motor Vehicle Collisions	YOY Difference
1,006	892	114

March Impaired Driving Reports	February Impaired Driving Reports	Month-over-Month Difference
20	23	-3
YTD Impaired Driving Reports	Last YTD Impaired Driving Reports	YOY Difference
59	61	-2



Tickets Issued Year-to-Date	Tickets Issued YTD for Most Serious Infractions
5,764	1,551





Durham Regional Police Service

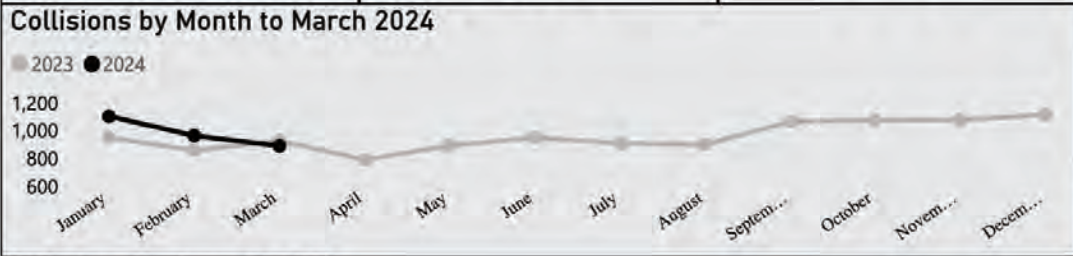
Roadway Safety Statistics - Durham Region - March, 2024

Select a Municipality

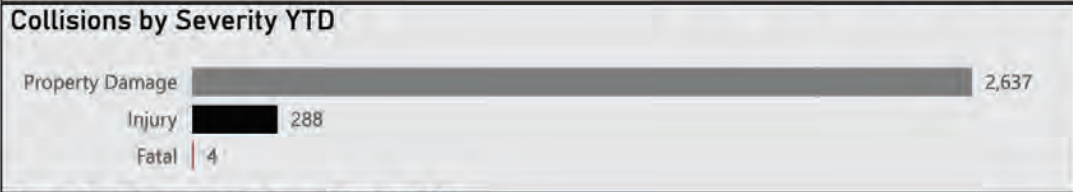
All



March Reported Collisions 891	February Reported Collisions 964	Month-over-Month Difference -73	March Impaired Driving Reports 61	February Impaired Driving Reports 67	Month-over-Month Difference -6
YTD Reported Motor Vehicle Collision 2,958	Last YTD Reported Motor Vehicle Collisions 2,735	YOY Difference 223	YTD Impaired Driving Reports 178	Last YTD Impaired Driving Reports 189	YOY Difference -11



Tickets Issued Year-to-Date 15,669	Tickets Issued YTD for Most Serious Infractions 5,553
--	---





30 Forensic Engineering

Vancouver | (604) 674-1100
Calgary | (403) 208-4545
Toronto | (416) 368-1700
Ottawa | (613) 903-6900

30fe.com

Maxwell Village Neighbourhood Association
917 Pinecrest Road
Oshawa, ON
L1K 2B3

April 25, 2024

Dear Sir/Madam:

Re: Harmony Road Full Access Review

Location: 1081 and 1093 Harmony Road North and 836 Pinecrest Road, Oshawa, ON
Insured: Jane A. Clark
Your File: Pinecrest Infill Development
Our File: 230914TRA

In accordance with your instructions, we have completed our assessment of the above referenced matter. The following is a report of our findings.

1.0 INVESTIGATION

30 Forensic Engineering was engaged to review full unsignalized access at Harmony Road for a proposed development. We were also asked to review the same access configurations and analysis contained in a traffic impact study completed by GHD Limited on June 26, 2023 (the 'GHD traffic impact study'), for a proposed residential development located at 1081 and 1093 Harmony Road in the City of Oshawa, Ontario (the 'development'). The purpose of our assessment was to analyze the feasibility and design of the full access to the subject site from Harmony Road.



2.0 BACKGROUND

Our observations were derived from a review of the provided information. The observations that assisted with a technical analysis of the development access are summarized below. Note that this report does not provide analysis of the traffic demand for the proposed development. The traffic volume projected in the GHD traffic impact study was utilized and reassigned to move the Pinecrest Road traffic demand to Harmony Road (i.e., no access from Pinecrest Road) and subsequently analyzed for access feasibility and design features.

Note that we provided a high-level review of Pinecrest Road access via an email summary, which is attached as Appendix A. This review concluded that Pinecrest Road access was not feasible due to several constraints and serious safety concerns and recommended that this access be utilized for active transportation and emergency vehicles only. Subsequently, the overall review recommended full unsignalized access from Harmony Road.

However, access feasibility analysis was not provided in that initial review. The current report provides a feasibility review of full access at Harmony Road including preliminary design and operational features. Appendix B provides the analysis drawings and operational features of full access at Harmony Road.

We also reviewed the City of Oshawa staff report (dated April 8, 2024) regarding the Harmony Road access and provide a response based on the findings of our access design and operational review.

The proposed residential development includes 78 dwellings of different sizes. The subject site location is on Harmony Road, in the City of Oshawa, Ontario, between Swiss Heights¹ and Pinecrest Road. In the area, Harmony Road is a four-lane, two-way divided regional arterial road, as per the City of Oshawa's interactive mapping.² The roadway had a posted speed limit of 60 km/h at the location of the proposed residential development. Recently, however, the speed limit was reduced to 50 km/h near the development site.

¹ The name of this road is listed as "Swiss Height" in the City of Oshawa's official plan and in public Google maps

² Retrieved from: <https://hub.arcgis.com/datasets/oshowa::oshowa-streets/>



3.0 ANALYSIS

Our analysis of this incident was based on the available information and the application of relevant roadway and intersection geometry standards, guidelines, and practices.

3.1 Projected Future Traffic Volume

The traffic conditions were investigated in the GHD traffic impact study under three scenarios, including baseline conditions as estimated in 2022, in addition to 2024 and 2029 future projected volumes. The additional traffic generated by the proposed residential development was calculated and split between two access points, from Harmony Road and Pincrest Road. For the purpose of our assessment, the total generated traffic was reassigned at the Harmony Road access point (Figure 1). These traffic volumes were utilized to evaluate the access operations and design impact due to generated traffic on the operation of Harmony Road.

The total morning peak volume of generated traffic included a volume exiting the subject site of 22 vehicles (north) and 14 vehicles (south) and a volume entering the subject site of 6 vehicle (north) and 7 vehicles (south). The total afternoon peak volume of generated traffic included a volume exiting the subject site of 15 vehicles (North) and 9 vehicles (South) and a volume entering the subject site of 17 vehicles (north) and 20 vehicles (south). For the design of the southbound left turn going into the subject site, the maximum traffic of 17 trips was expected against the maximum opposing through traffic (northbound on Harmony Road), which included 1,596 vehicles per hour. This future traffic demand was used (Figure 2) to calculate the required left-turn storage length (including taper), as will be discussed in Section 3.2. Given the proposed development generates only 17 vehicles of left-turn demand in the southbound direction against 1,596 vehicles in the northbound direction, and the posted speed limit already reduced to 50 km/h (i.e., low traffic conditions), we conclude that this access will require a left-turn storage length (excluding taper) between 15 to 30 metres long. Further details on the design of the left-turn lane are provided in Section 3.2.

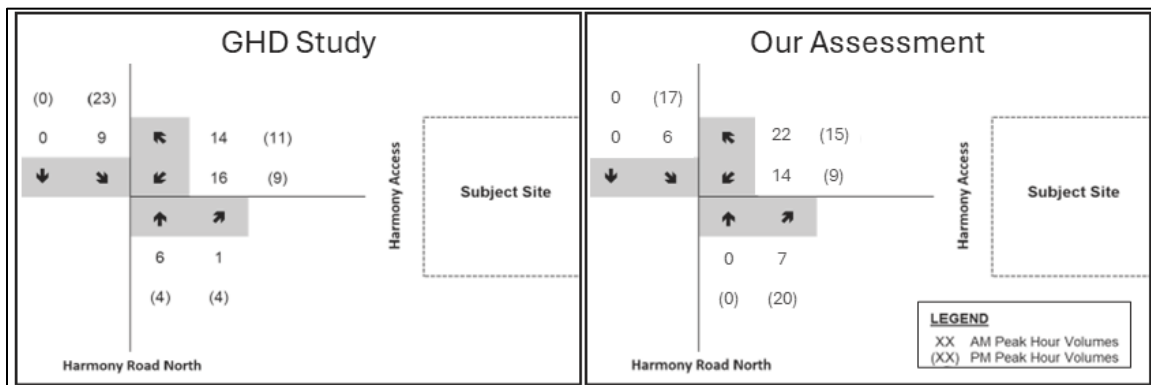


Figure 1: Comparison of the reassigned generated traffic in our assessment with the estimate of the GHD traffic impact study.

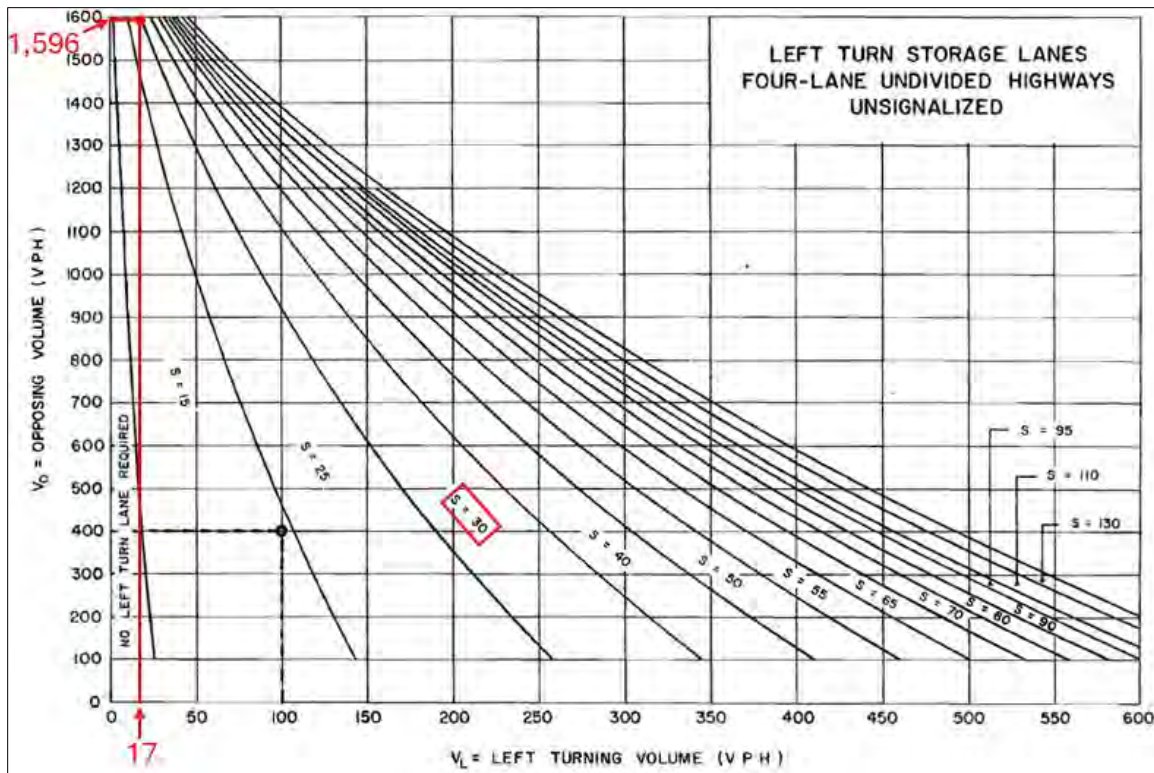


Figure 2: Left-turn lane warrant – southbound left-turn along Harmony Road.

3.2 Intersection Design

The proposed access from Harmony Road would effectively create a three-legged intersection controlled by a 'Stop' sign for westbound traffic exiting the residential development. The configuration of the proposed three-legged intersection at the Harmony Road access to the development allows for a reduced number of conflict points between the different vehicular movements. Specifically, the number of conflicts on three-legged 'T' intersections is nine, compared to 32 conflict points on traditional four-legged intersections.³ This indicates that the conflict potential of the proposed intersection on Harmony Road is expected to be minor, especially given the low generated traffic coming into and out of the development site (as outlined in Section 3.1). Vehicles travelling on Harmony Road would be able to access the residential development by turning right from the northbound approach or left from the southbound approach. Our access review analyzed the following features and made the following conclusions:

Design speed and vehicle: The design speed was assumed to be 60 km/h, adding 10 km/h over the posted speed limit on Harmony Road. We also assumed a 'heavy single-unit' (HSU) as the design vehicle, which is larger than or similar to a typical fire or regular garbage truck.

³ Transportation Association of Canada, Geometric Design Guide for Canadian Roads, 2017, Figure 9.3.2



Traffic control device for westbound approach: A stop sign and stop bar were placed roughly 1 metre behind the sidewalk, along with a yellow centre line to delineate the opposing traffic volumes. The sightline will be tested and analyzed from this location (see Section 3.4).

Design of left-turn Lane: The existing roadway geometry can accommodate a standard left-turn lane for southbound inbound traffic, with a lane width of 3 metres, while maintaining the 3.4-metre widths of the existing four lanes on Harmony Road. The 3-metre lane width (for through travel lane)⁴ satisfies the recommended lower limit for urban roadways with a design speed of 60 km/h or less, according to the Transportation Association of Canada's Geometric Design Guide for Canadian Roads (the 'TAC guideline').⁵ This configuration is consistent with left-turn lane design options provided in the GHD traffic impact study (page 30, Figure 15 or 16).

Configuration of southbound left-turn lane and intersection proximity: The recommended storage length is 30 metres per the GHD traffic impact study. However, given very low traffic demand, the minimum storage length recommended by the MTO guideline is sufficient given urban conditions and low left-turn demand. This required storage length for the southbound left-turn lane is generally sufficient to accommodate two vehicles⁶ (required 14 metres) or one large design vehicle/truck (roughly 11.5 metres long), with a minimum parallel lane storage of 15 metres. Note that the left-turn demand for this turning movement is only 17 vehicles per hour, i.e., roughly one vehicle every 3 or 4 minutes. This indicates that a two-vehicle storage would be sufficient to accommodate the traffic demand for this development. Given that there is no connection to the neighborhood, this turning demand will not increase in future. In addition, a taper length of 40 metres is sufficient to accommodate the transition from the existing two southbound lanes of Harmony Road into the proposed left-turn lane at the access road. As a result, the combined required length of 55 metres must be provided. This length maintains sufficiently safe distance from the nearest intersection with Swiss Heights and does not interfere or encroach upon the safety or operations at the Swiss Heights intersection.

3.3 Swept Path Assessment

To determine the design configurations of the access road geometry at Harmony Road, the swept path of selected design vehicles must be accommodated to ensure minimal incursion on the surrounding lanes of traffic. This analysis was completed according to the TAC guideline, using an HSU truck⁷ and an additional 0.5-metre buffer recommended by MTO for large vehicle turning movement analysis. All three turning movements at the proposed access road were considered in this assessment, including the westbound right and left turns and the southbound left turn (see Appendix B for detail). The turning operating speed was assumed to be 5 to 10 km/h per MTO's recommendations for large vehicle turning movement analysis.

⁴ Note that left-turn lanes are typically narrower than through lanes since left-turn lanes mostly use waiting space rather than a vehicle movement lane, and the TAC guideline allows 3.0 left-turn lane width (section 4.3.2.3).

⁵ Transportation Association of Canada, Geometric Design Guide for Canadian Roads, 2017, Table 4.2.3

⁶ Per MTO guideline, we assumed 5 metre standard vehicle length and 3 metre gap between two vehicles i.e. total 7 metres length for each queuing vehicle.

⁷ Transportation Association of Canada, Geometric Design Guide for Canadian Roads, 2017, Figure 2.4.4



The swept path analysis confirmed that the proposed driveway width (roughly 6.0 meters), corner radius (roughly 9.5 metres), and stop sign location were sufficient to accommodate all critical movement to accommodate the design vehicle. Turning movements provide sufficient safety buffer distance (0.5 metres) from fixed objects, and vehicles are able to turn safely without encroaching on fixed objects such as raised curbs. These turning movements (such as encroaching on opposing lanes on local driveway or roads) are aligned with the provincial allowance for large vehicle movements.

3.4 Visibility

The traffic impact study referred to the TAC guideline for sightline assessment.⁸ The study considered all traffic movements that would exist on the Harmony Road access, including right and left turns from stopped (leaving the development) and left turns from the major road (entering the development). However, these analyses assumed a design speed 10 km/h over a posted speed limit of 60 km/h. Since the time of the study, the posted speed limit on Harmony Road was reduced to 50 km/h. Due to the urban nature of the surrounding area, a design speed of 60 km/h can be used to estimate the departure sight distances for vehicles stopped at a stop sign. The maximum required departure stopping sight distance was measured for westbound vehicles exiting the development from the proposed driveway and southbound vehicles in the inner lane adjacent to the centre line on Harmony Road. This sightline of 105 metres for 60 km/h design speed is sufficient to operate safely at the proposed access on Harmony Road.

4.0 SUMMARY

Our review and analysis of this proposed residential development access indicated the following:

- The swept vehicle path analysis demonstrated that the proposed roadway geometry and dimensions of the proposed residential development access was sufficient to accommodate all turning movement types at the access (left and right turns out of the development and left turns into the development) with minimal incursion on parallel storage of left-turn lanes and maintenance of safe distance from fixed objects.
- The existing roadway geometry, can accommodate the proposed left-turn lane for the southbound traffic on Harmony Road, More specifically, the width of the paved roadway has an additional 3 metres of median width, which can be converted into a left-turn lane that satisfies the acceptable dimension for left-turn lane recommended by the TAC guideline.
- The generated traffic demand or vehicle trips into and from the proposed residential development satisfied the sufficient length of taper (40 metres) and minimum storage left-turn lane lengths (15 metres) for southbound left-turn lane for the proposed Harmony Road access. This length maintains an extra 10 metres of distance from nearest Swiss Heights intersection on Harmony Road.

⁸ Transportation Association of Canada, Geometric Design Guide for Canadian Roads, 2017, Table 9.9.4, Table 9.9.6, and Table 9.9.12



- The proposed 'T' intersection at the access of the development from Harmony Road will experience a reduced number of conflict points between the different vehicular movements compared to typical four-legged intersections. In addition, the low volume of generated traffic by the proposed development is not expected to increase in the future, since there are no connections to the neighborhood. As a result, the traffic impact on Harmony Road is expected to be minimal without causing safety concerns for through traffic movements on Harmony Road.
- The visibility requirements for vehicles exiting through the proposed access road on Harmony Road satisfy TAC guideline recommendations. If the boulevard area north of the access road remained clear from obstructions, vehicles stopping at the westbound stop sign should have a clear line of sight of upstream traffic conditions on Harmony Road.
- The addition of the left-turn lane to facilitate the Harmony Road access for the proposed residential development does not generate operational issues or conflict with the Swiss Heights intersection and maintains safe distance without encroachment to adjacent intersection. The required taper and storage lengths can be accommodated within the existing available distance between proposed access and Swiss Heights.

This concludes our assessment. In the event that any new information becomes available, we would be happy to continue our investigation, or proceed otherwise, as required.

Thank you for the opportunity to be of service.

Sincerely,

Dewan Karim, B. Sc., M. Eng., M.A.Sc., MITE, P.Eng., PTOE
April 25, 2024

Enclosures: APPENDIX A: Summary of Overall Review

APPENDIX B: Harmony Road Access Drawings



APPENDIX A: SUMMARY OF OVERALL REVIEW

Dewan Karim

From: Dewan Karim
Sent: April 6, 2024 1:57 PM
To: J.A. Clark
Cc: Nilu Jayasuriya; Samantha Bennett; **M.F.I.P.A. Sec 14 (1)**
Subject: Summary of Transportation Planning, Safety and Design Issues for proposed development at 1081 and 1093 Harmony Road North and 836 Pinecrest Road

Good afternoon Jane,

Please find below a high-level summary of transportation issues pertaining to the development mentioned above. It's important to note that this summary is quite high-level and does not include detailed traffic analysis or design reviews that would be necessary for providing detailed recommendations. The brief recommendations and action items provided at the end of this email require thorough comprehensive traffic analysis, design drawings, and other relevant reviews to confirm the extent of the issues outlined.

Overview of Transportation Reviews

Traffic operation Issues:

1. **Harmony Road Access:** Full access on Harmony Road should be able to accommodate the site-generated traffic proposed by this development. The proposed access location is over 400 meters from the nearest traffic signal from Grand Ridge Avenue , and the site's frontage on Harmony Road is relatively flat, making full access likely feasible for accommodating development traffic on/from Harmony Road.
2. **Northbound Traffic Distribution:** The GHD study assumed that the majority of future site or background traffic would be directed towards the northbound direction. However, given that the majority of trip destinations are towards the southbound direction and with access to Highway 401 located south of the site, most vehicle traffic should be destined southward, not northward. The GHD study should be revised to reflect the true nature of traffic destination demands across the city.
3. **Traffic Infiltration:** Due to limited options for left-turns from Harmony Road, the majority of left-turns will likely occur at the traffic signal at Grand Ridge Avenue/Harmony Road. These left-turning vehicles will use several local roads (such as Swiss Heights, Pinecrest Road, etc.) to access the site. The impact of traffic infiltration was not analyzed in the GHD traffic study.

Design and Safety Issues

1. **Right-of-Way Constraints:** Despite Pinecrest Road having a 20-meter right-of-way per Official Plan, the actual space available for vehicular and pedestrian traffic will be significantly narrower due to elevation differences along the segment between Harmony Road and Pinecrest Road. The presence/need of multiple retaining walls, grading requirements, cross-slope issues, and widening needs will pose serious challenges when applying City engineering standards during the detailed design stage. No detailed design for this segment of Pinecrest Road and access was provided to confirm these constraints.

2. **Distance from Harmony Road to Pinecrest Access:** The proposed Pinecrest access is approximately 30-35 meters from the stop bar at Harmony Road. However, when accounting for clear intersection distance (including "no stopping" restrictions and intersection clearance etc.), this distance reduces to roughly the length of two regular vehicles or one large vehicle. Such proximity from a major street like Harmony Road could lead to queuing, conflict, and other traffic operation and safety issues.
3. **Proximity to Curvature:** Geometric design guidelines generally recommended to avoid placing new access points close to road curvature. The proposed Pinecrest access is located only a few meters away from a sharp horizontal curvature (nearly a 90-degree bend), which poses risks such as sightline issues, visibility challenges, sideswipe risks, and potential head-on collisions once the new access is installed.
4. **Left Turn at Pinecrest Road Access:** The GHD study suggested that right-turning vehicles from Harmony Road should immediately turn left at the Pinecrest access. This close back-ot-back turning proximity, coupled with insufficient space for left-turn vehicle storage (especially for larger design vehicles), could block eastbound traffic and increase collision risks at the proposed Pinecrest access.
5. **Turning Vehicle Constraints:** Apart from left-turning vehicles entering the Pinecrest access, outbound turning vehicles (particularly larger ones) will encounter minimal buffer space between oncoming vehicles, pedestrians at corners, or cyclists on Pinecrest Road. This condition often leads to increased "vehicle mounting" incidents, posing serious collision risks to vulnerable road users, including seniors. The swept path analysis provided in the GHD report did not account for street curbs (particularly the south curb), leaving the true impact of large vehicles unknown.
6. **Pedestrian Safety Issues:** The proposed pedestrian sidewalk on the north side of Pinecrest Road seems to be situated too close to the property line, leaving little to no safety buffer for a maintenance strip and safety distance behind the sidewalk. Additionally, the grass boulevard between the sidewalk and curb on Pinecrest Road features a steep slope exceeding provincial maximum boulevard slope standards, posing additional risks to pedestrians. The downward slope and ramp at the northeast corner of Harmony Road and Pinecrest Road, where two sidewalks intersect, present grading challenges and could hinder accessibility standards, increasing slip-and-fall risks—especially during winter.
7. **Bicycle Safety Issues:** The pavement width along the site's frontage on Pinecrest Road is approximately 6 meters, which is too narrow for cyclists to ride adjacent to vehicle traffic safely. Widening the pavement to accommodate cyclists would face elevation difference issues along the segment between Harmony Road and Pinecrest Road. Furthermore, conflicts with turning vehicles at the Pinecrest access would increase risks for bicycle users.

Recommendations:

Recommendation #1: The city, in collaboration with the property owner/developer, should conduct independent comprehensive study to address transportation needs and detail design studies for the aforementioned transportation planning, engineering, and safety issues.

Recommendation #2: The proposed Pinecrest Road access requires extensive operational, design, and safety analysis and review before approval. Preliminary reviews suggest that this access may not be suitable for full vehicle access due to multiple constraints and significant safety concerns. However, it may be feasible for active transportation and emergency vehicle access, which also requires detailed analysis and review.

Recommendation #3: Investigate the feasibility of providing full access from Harmony Road to mitigate traffic infiltration impacts on local neighborhoods and avoid design constraints and safety issues associated with full access on Pinecrest Road.

Thanks,

Dewan

Dewan Masud Karim, B.Sc., M.Engg., M.A.Sc.,, PTOE, MITE.
Practice Lead, Transportation

30 FORENSIC ENGINEERING

Vancouver Calgary Toronto Ottawa

T: 416.368.1700 | TF: 1.800.564.5313 | D: 437.290.3704

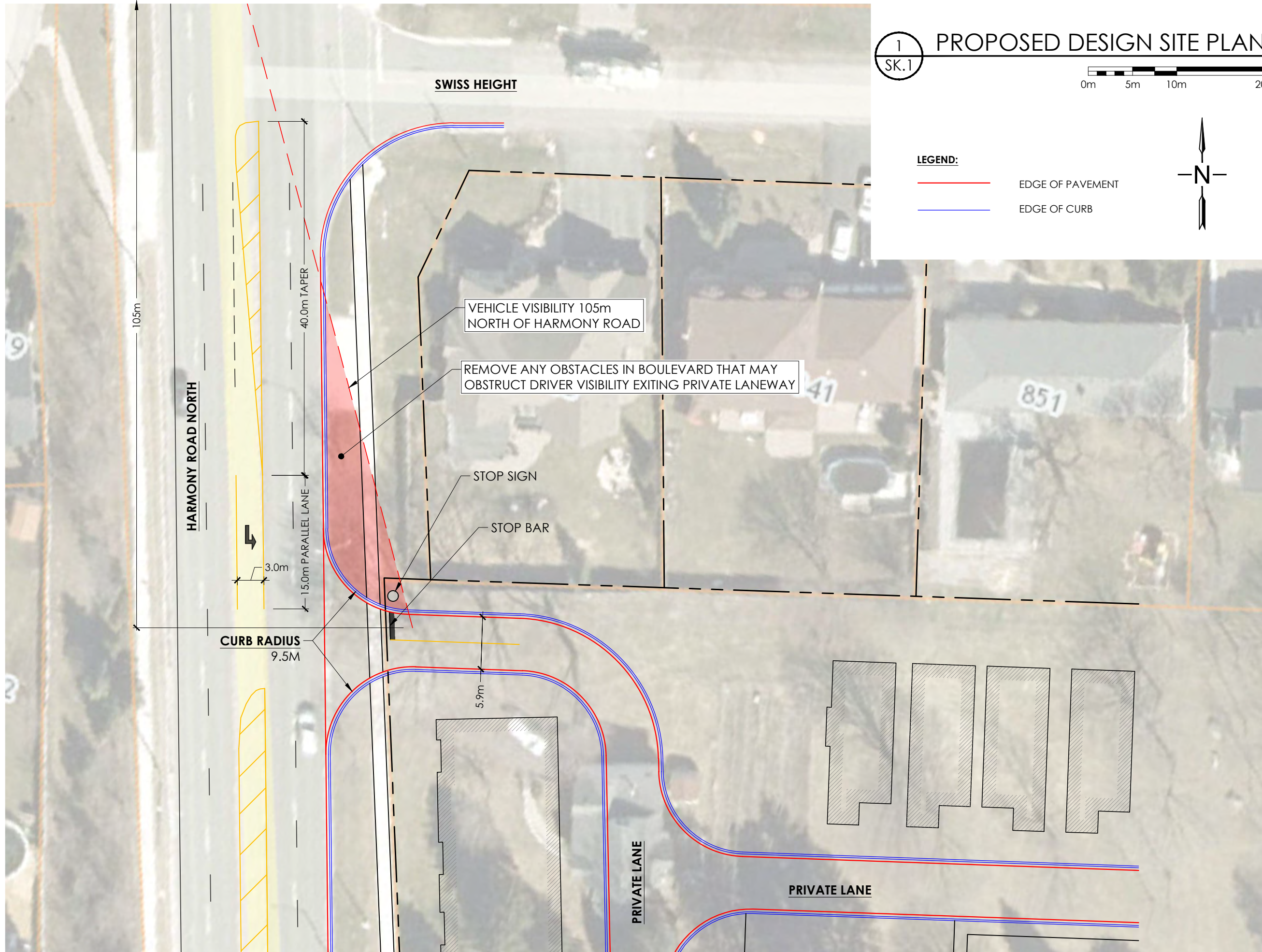
www.30fe.com

30FE adheres to the Provincial right to disconnect from work legislation. As a result, outside of an emergency requirement, after hours work emails and other correspondences may not be responded to until the following business day.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful.

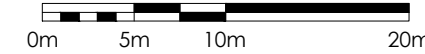


APPENDIX B: HARMONY ROAD ACCESS DRAWINGS



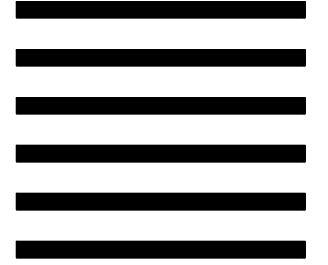
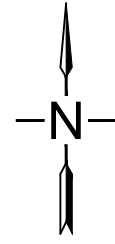
1
SK.1

PROPOSED DESIGN SITE PLAN



LEGEND:

- EDGE OF PAVEMENT
- EDGE OF CURB



-30-

40 University Avenue, Suite 902
Toronto ON M5J 1T1
T 416 368 1700 F 416 368 5576
30fe.com

REV	DATE	REMARK
0	04/23/24	ISSUED FOR REPORT

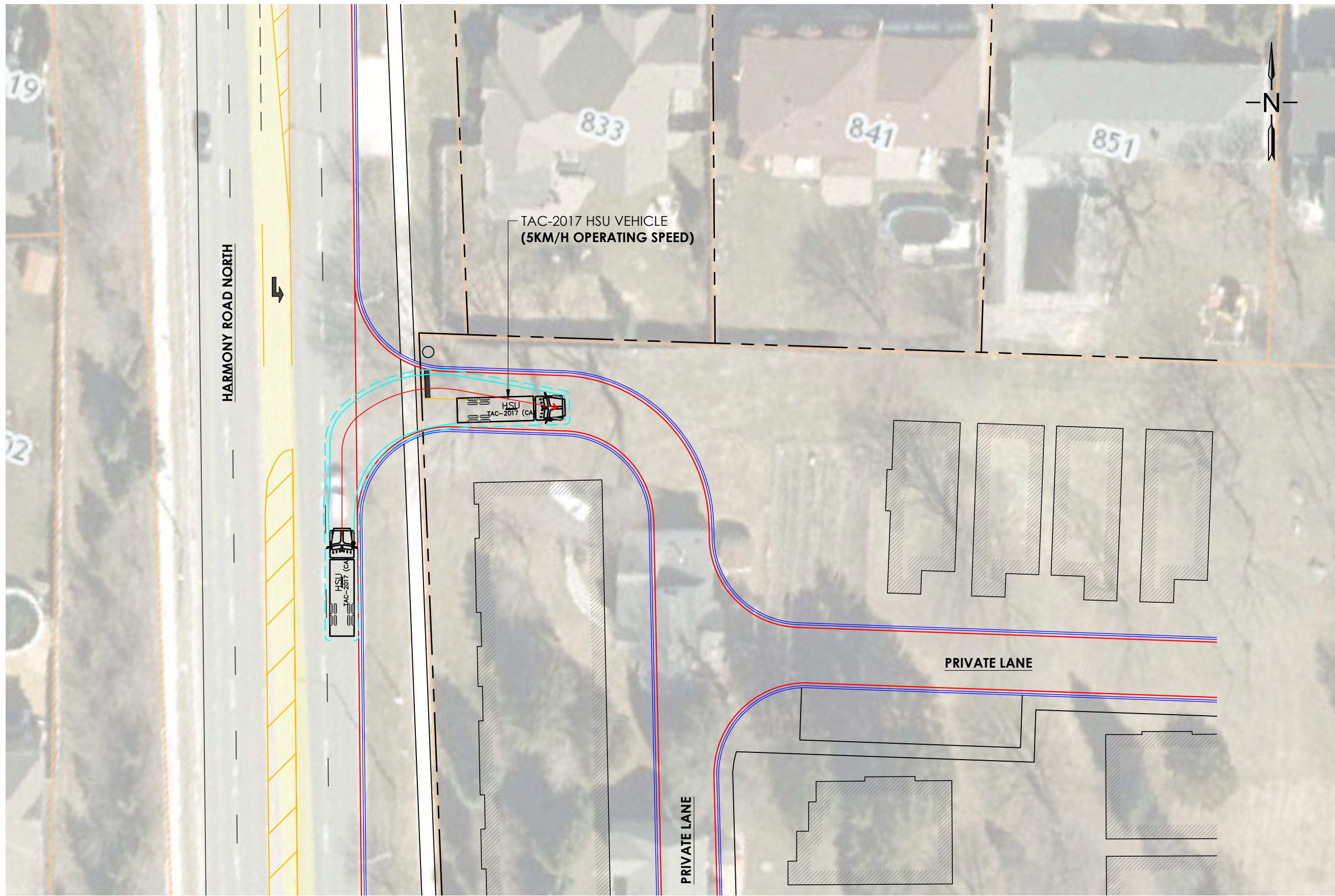
PROJECT:
REVIEW OF TRAFFIC STUDY
1081 & 1093 HARMONY
RD. N & 836 PINECREST RD,
OSHAWA, ON

DRAWN: DGF	APPROVED: DMK
FILE NO: 230914TRA	DATE: APRIL 24, 2024

REVISION: 0

PROPOSED DESIGN SITE PLAN

SK.1



40 University Avenue, Suite 902
 Toronto ON M5J 1T1
 T 416 368 1700 F 416 368 5576
 30fe.com

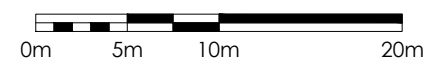
REV	DATE	REMARK
0	04/23/24	ISSUED FOR REPORT

PROJECT:
 REVIEW OF TRAFFIC STUDY
 1081 & 1093 HARMONY
 RD. N & 836 PINECREST RD.,
 OSHAWA, ON

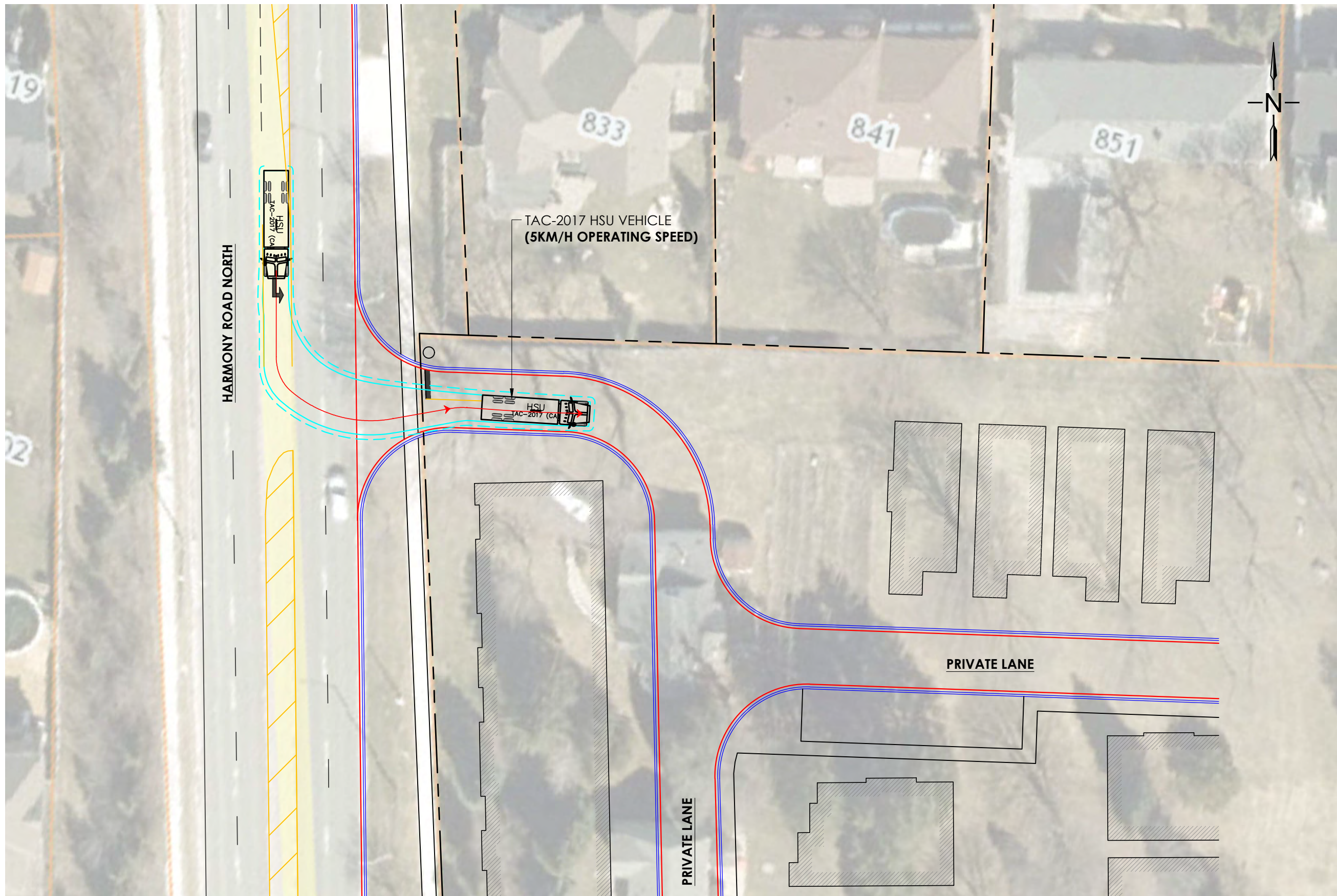
DRAWN: DGF	APPROVED: DMK
FILE NO: 230914TRA	DATE: APRIL 24, 2024

REVISION: 0
 VEHICLE TURNING ASSESSMENT - RIGHT TURN

1 VEHICLE TURNING ASSESSMENT - RIGHT TURN
 SK.2 INTO PRIVATE LANE



LEGEND:
 ——— EDGE OF PAVEMENT
 ——— EDGE OF CURB



40 University Avenue, Suite 902
 Toronto ON M5J 1T1
 T 416 368 1700 F 416 368 5576
 30fe.com

REV	DATE	REMARK
0	04/23/24	ISSUED FOR REPORT

PROJECT:
 REVIEW OF TRAFFIC STUDY
 1081 & 1093 HARMONY
 RD. N & 836 PINECREST RD,
 OSHAWA, ON

DRAWN: DGF	APPROVED: DMK
FILE NO: 230914TRA	DATE: APRIL 24, 2024

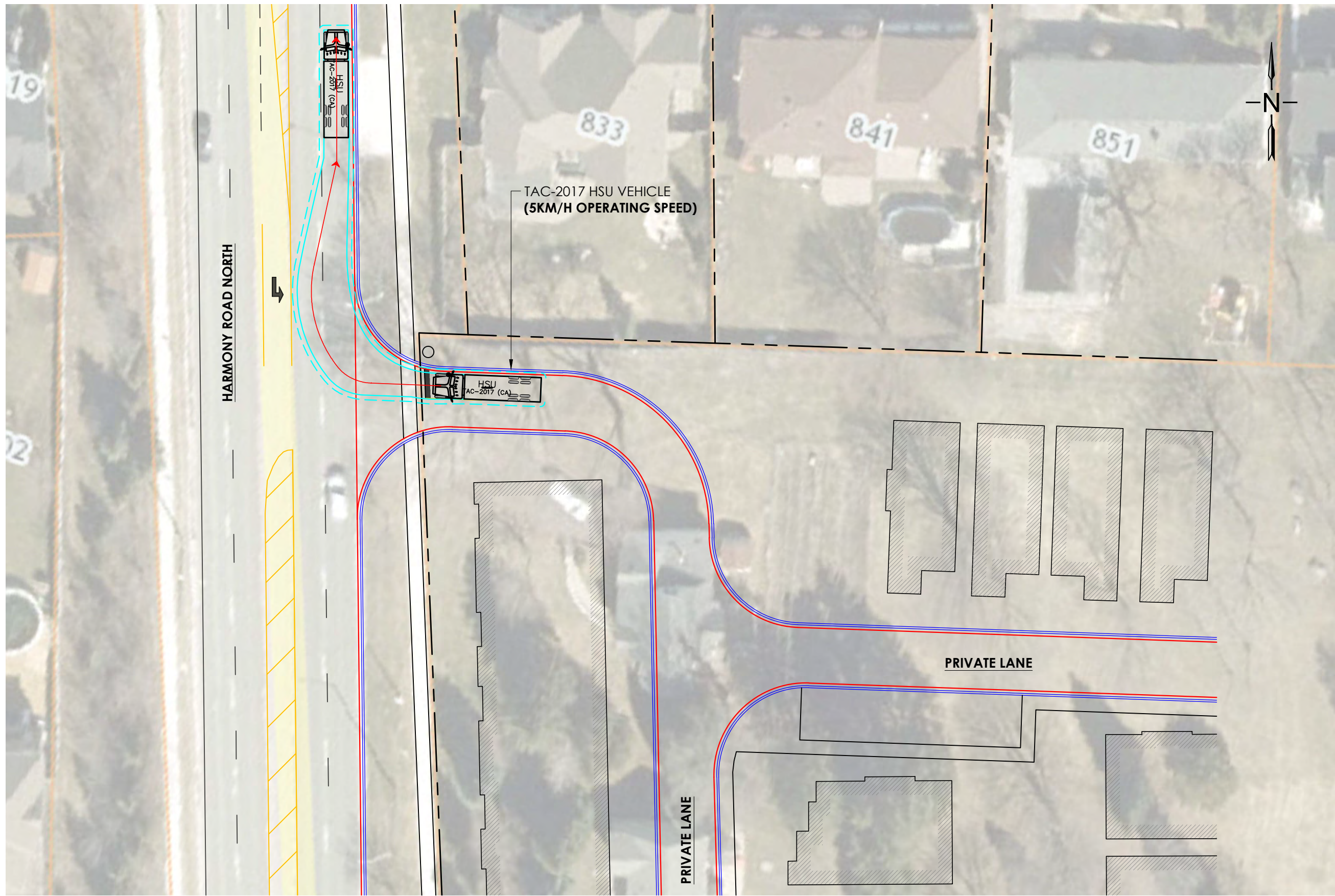
REVISION: 0

VEHICLE TURNING ASSESSMENT - LEFT TURN

1 SK.3 VEHICLE TURNING ASSESSMENT - LEFT TURN INTO PRIVATE LANE



LEGEND:
 — EDGE OF PAVEMENT
 — EDGE OF CURB



40 University Avenue, Suite 902
 Toronto ON M5J 1T1
 T 416 368 1700 F 416 368 5576
 30fe.com

REV	DATE	REMARK
0	04/23/24	ISSUED FOR REPORT

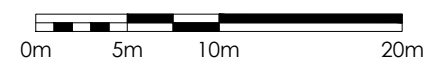
PROJECT:
 REVIEW OF TRAFFIC STUDY
 1081 & 1093 HARMONY
 RD. N & 836 PINECREST RD.,
 OSHAWA, ON

DRAWN: DGF	APPROVED: DMK
FILE NO: 230914TRA	DATE: APRIL 24, 2024

REVISION: 0

VEHICLE TURNING ASSESSMENT - RIGHT TURN

1 VEHICLE TURNING ASSESSMENT - RIGHT TURN
SK.4 ONTO HARMONY ROAD



LEGEND:

- EDGE OF PAVEMENT
- EDGE OF CURB

From: Ellen Liebrechts <M.F.I.P.P.A. Sec 14(1)>

Sent: Thursday, April 25, 2024 2:31 PM

To: clerks <clerks@oshawa.ca>; Mayor@Oshawa.ca; John Neal <JNeal@oshawa.ca>; Rosemary McConkey <RMcConkey@oshawa.ca>; Tito-Dante Marimpietri <TDMarimpietri@Oshawa.ca>; Bob Chapman <BChapman@oshawa.ca>; Rick Kerr <RKerr@oshawa.ca>; Bradley Marks <BMarks@oshawa.ca>; Derek Giberson <DGiberson@oshawa.ca>; Jim Lee (Councillor) <JALee@oshawa.ca>; John Gray <JGray@oshawa.ca>; Brian Nicholson <BNicholson@oshawa.ca>

Subject: Pinecrest and Harmony Development

Members of the elected council and Mayor:

I am writing again to voice our strong oppositions to the new high-density neighbourhood being planned by Icon and the pending approval by the City-.

As you are all aware, traffic safety is the main issue and I lull to see any accidents happening despite of our present concerns and strong objections. I hope the City will do something to amend the situation presently proposed, instead of waiting for tragedies to happen. **We have to be Proactive, not Reactive**

Thanks for listening

Sincerely,
Ellen Liebrechts
<M.F.I.P.P.A. Sec 14(1)>

