

March 13, 2025

To Whom it may Concern

### Comments regarding Official Plan Amendment for 3056 Neyagawa Road

The crossroads of Trafalgar and Dundas was designated as the Uptown Core by the Town of Oakville after years of careful planning and infrastructure improvements. The densification of this area made a lot of sense as this intersection was mostly a commercial area and on a major traffic corridor. Trafalgar Road provides a direct link to the Go Trains via vehicular traffic and Oakville bus service and is a major direct route for Go Bus traffic. Trafalgar road was expanded to three lanes in each direction to accommodate the traffic increase due to the densification.

The only other opportunity the Town has for similar densification would be the Bronte and Dundas area as it has expansion capabilities and direct routes to the Go Trains. It should be noted that even the Uptown Core with its greatly expanded infrastructure and transit access does not have the building concentration, height and density that is being proposed as part of this application for what is a small secondary core in the master plan.

**The Neyagawa and Dundas core is a single family residential area unlike the Uptown Core** area which is mostly commercial. Present planning and development on the North side of Dundas from Trafalgar to Neyagawa has 3 or 4 storey apartment or condo buildings with a 9 storey building on the corner of Dundas and Neyagawa which is what would be expected as acceptable densification in a single family residential area along a secondary transit corridor like Dundas Street, roads like Trafalgar being primary. A combination of another 9 storey anchor building and smaller 3 or 4 story condo building on the proposed site would be acceptable and in keeping with the Town's densification strategy for this area **not 7 towers over 3 blocks with 2278 units**. Although typically the 9 storey building would be situated on the corner of Dundas and Neyagawa which is not part of this application.

The majority of the units proposed would be one bedroom units with some 2 bedroom units as per the application with a total of 2278 units and 2848 residential parking spots. **For the traffic study to say that at peak morning rush hour they only expect 508 in and out trips is totally unrealistic**, gone are the days that mom stayed home with the kids and dad went to work. With one bedroom units and most people going back to the office to work we can expect that the number of trips would be more than double what is being proposed. The metrics still being used for these traffic studies are antiquated and outdated and have not been updated in many years, this study uses data from 2016 and times have changed. **We can also expect that the parking lots at the Arena will end up being visitor overflow parking** for this unrealistic development impacting those that need parking while attending events at the arena, community centre and other facilities. This will be compounded with the fact that access to the site is proposed to be from 16 Mile Drive which is basically the access to the Arena and community center parking.

**Dundas street is already very busy in this area**, with the proposed development the intersection would come to a standstill during rush hour traffic and more importantly **would impact east west travel time to the hospital** at 3<sup>rd</sup> line. Even now it can be a 3 light wait to turn left onto Neyagawa from Dundas and that will only get worse. As well Neyagawa would just distribute all of this traffic into the surrounding neighbourhoods as there is no direct route down to the QEW. The addition of William Halton Parkway will help but more by directing traffic from heading down Neyagawa and west to Bronte and Burlington

but will not alleviate the congestion from the proposed development. The proposed HOV lane on Dundas may help with east west traffic but given that most units in this development are one bedroom units the odds of carpooling is limited and taking one lane out of service for HOV will only create more congestion in this area.

**Expansion of the storm water pond south of Dundas in the residential area is not a viable option**, with Climate Change we are seeing more and more 100 year storms, dumping all of the storm water from this development into that pond area will only increase the flooding issues for the surrounding homes even with the pond expansion not to mention the disturbance to the wetlands and wildlife that live in and around the pond. There are other technologies for underground storage of storm water on site that should be explored as part of any approval on this site. Pushing the problem downstream is not a solution.

The Town of Oakville has gone to great expense to develop some amazing facilities at North Park, part of the North Park plan is outdoor Tennis and Pickleball facilities which will be the best and most popular in the Town. **The shadow study shows that the Tennis and Pickleball courts, arenas and arena parking will be in shadows during the peak playing times** that these facilities will be used. This is totally unacceptable, proper density and height restrictions would alleviate this problem.

As a resident of this area, I am not apposed to the densification that is going on north of Dundas Street, but we all must remember that **Dundas and Neyagawa is a residential area and any densification needs to be consistent with what has already been built in the area and works with the fabric of our community**. The development that has happened east of Neyagawa was approved for a reason, it works with our community and we expect that similar logic and consistency will be used when approving what gets built on the west side of Neyagawa.

Tom Finan  
A Proud Citizen of Oakville.