

3056 NEYAGAWA

AN IRRESPONSIBLE PROJECT

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PRIMARY CONCERNS

- TRAFFIC CONGESTION AND SAFETY
- IGNORES IMPACT OF NEARBY RADIO TOWERS
- FAILS TO ADDRESS NEED FOR AFFORDABLE FAMILY HOUSING

TRAFFIC CONGESTION AND SAFETY

- UNDERESTIMATION OF FUTURE TRAFFIC CONGESTION AT KEY INTERSECTIONS
 - THE STUDY ACKNOWLEDGES THAT DUNDAS/NEYAGAWA INTERSECTION WILL EXPERIENCE SEVERE CONGESTION BY 2035, WITH THE P.M. PEAK HOUR VOLUME-TO-CAPACITY (V/C) RATIO EXCEEDING 1.34 AND LEVEL OF SERVICE (LOS) DROPPING TO F.
 - THIS MEANS THE INTERSECTION WILL BE SIGNIFICANTLY OVER CAPACITY, LEADING TO LONG DELAYS, BACKUPS AND GRIDLOCK AT AN ALREADY DANGEROUS INTERSECTION.
 - WHILE THE STUDY SUGGESTS A DUAL LEFT-TURN LANE MITIGATION STRATEGY, IT DOES NOT CONFIRM WHO WILL FUND OR IMPLEMENT THESE IMPROVEMENTS. THERE IS NO GUARANTEE THAT THE REGION OR THE TOWN WILL APPROVE OR PRIORITIZE THIS INFRASTRUCTURE.
 - EVEN WITH THESE IMPROVEMENTS, THE WESTBOUND THROUGH MOVEMENT ON DUNDAS STREET REMAINS OVER CAPACITY IN 2035. THIS SUGGESTS THAT THE PROPOSED MITIGATION MEASURES DO NOT FULLY RESOLVE THE ANTICIPATED CONGESTION PROBLEMS.
 - THE STUDY ALSO ASSUMES AN HOV LANE ON DUNDAS STREET WEST BUT DOES NOT PROVIDE EVIDENCE THAT THIS LANE WILL BE IMPLEMENTED WITHIN THE STUDY TIMEFRAME. IF THIS HOV LANE DOES NOT MATERIALIZE, TRAFFIC CONGESTION COULD BE EVEN WORSE THAN PROJECTED.

TRAFFIC CONGESTION AND SAFETY (CONT'D)

- OVER-RELIANCE ON ITE TRIP GENERATION RATES WITHOUT LOCAL VALIDATION
 - THE STUDY USES INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION RATES TO ESTIMATE THE NUMBER OF VEHICLE TRIPS THE DEVELOPMENT WILL PRODUCE.
 - HOWEVER, ITE RATES ARE GENERIC AND BASED ON NORTH AMERICAN AVERAGES, WHICH DO NOT ALWAYS REFLECT LOCAL TRAVEL BEHAVIOUR.
 - THE STUDY DOES NOT INCORPORATE ACTUAL DATA ON VEHICLE OWNERSHIP RATES OR COMMUTING PATTERNS IN OAKVILLE, WHICH ARE LIKELY HIGHER THAN THE ITE ASSUMPTIONS.
 - THE TRANSIT MODE SPLIT ASSUMPTIONS APPEAR OPTIMISTIC. WHILE THE STUDY REFERENCES THE 2016 TRANSPORTATION TOMORROW SURVEY (TTS), IT STILL ASSUMES SIGNIFICANT TRANSIT USE, EVEN THOUGH THE AREA HAS LIMITED PUBLIC TRANSIT OPTIONS AND OAKVILLE IS LARGELY A VEHICLE-DEPENDENT COMMUNITY.
 - THE STUDY ASSUMES A 5% REDUCTION IN VEHICLE TRIPS DUE TO NON-AUTO TRAVEL (WALKING, CYCLING, TRANSIT, ETC.), BUT THIS IS NOT BASED ON ACTUAL TRANSIT RIDERSHIP DATA FOR THE AREA.
 - RETAIL TRIP GENERATION ASSUMPTIONS APPEAR LOW, ESPECIALLY CONSIDERING THAT VISITORS TO RETAIL SPACES ARE MORE LIKELY TO USE CARS IN SUBURBAN OAKVILLE.

TRAFFIC CONGESTION AND SAFETY (CONT'D)

- INSUFFICIENT ANALYSIS OF PEDESTRIAN AND CYCLIST SAFETY
 - THE STUDY ACKNOWLEDGES THAT BICYCLE LANES AND PEDESTRIAN SIDEWALKS EXIST, BUT IT DOES NOT THOROUGHLY EVALUATE PEDESTRIAN AND CYCLIST SAFETY AT INTERSECTIONS. NEYAGAWA (ESPECIALLY NORTH OF DUNDAS) IS A KEY CYCLING CORRIDOR APRIL THROUGH OCTOBER.
 - HIGH-RISE RESIDENTIAL DEVELOPMENTS WITH RETAIL SPACES WILL SIGNIFICANTLY INCREASE PEDESTRIAN TRAFFIC, ESPECIALLY ALONG NEYAGAWA AND DUNDAS, YET THE STUDY DOES NOT ANALYZE POTENTIAL CONFLICT POINTS.
 - THE IMPACT OF NEW DRIVEWAYS AND SITE ACCESS POINTS ON PEDESTRIAN SAFETY IS NOT WELL STUDIED. HIGH VEHICLE VOLUMES ENTERING AND EXITING THE DEVELOPMENT MAY CREATE HAZARDOUS CONDITIONS FOR PEDESTRIANS AND CYCLISTS.
 - CROSSWALK IMPROVEMENTS, PEDESTRIAN SIGNALS AND ADDITIONAL TRAFFIC CALMING MEASURES ARE NOT PROPOSED, DESPITE THE INCREASE IN FOOT TRAFFIC.
 - THE STUDY DOES NOT INCLUDE A COLLISION RISK ASSESSMENT FOR INTERSECTIONS AFFECTED BY THE DEVELOPMENT. NEYAGAWA AND DUNDAS IS ALREADY A DANGEROUS INTERSECTION.

IGNORES IMPACT OF NEARBY RADIO TOWERS

- PROPOSED DEVELOPMENT IS VERY CLOSE TO THE SITE THAT WAS REJECTED FOR A NEW SECONDARY SCHOOL IN 2021 DUE TO SAFETY CONCERNS
- [HTTPS://WWW.INSIDEHALTON.COM/NEWS/HALTON-DISTRICT-SCHOOL-BOARD-SCRAMBLING-TO-FIND-NEW-SITE-FOR-OAKVILLE-SCHOOL-AFTER-PLANS-CANCELLED/ARTICLE_AC7B442D-91F8-5494-8147-A4CC969C7DA3.HTML](https://www.insidehalton.com/news/halton-district-school-board-scrambling-to-find-new-site-for-oakville-school-after-plans-cancelled/article_ac7b442d-91f8-5494-8147-a4cc969c7da3.html)
- “THE RADIO WAVES COULD POTENTIALLY IMPACT ELECTRONIC DEVICES, INCLUDING LIFE-SAVING AND PERSONAL MEDICAL DEVICES; OPERATIONAL SCHOOL EQUIPMENT FOR LEARNING AND COMMUNICATIONS; AND PERSONAL ELECTRICAL DEVICES.”
- “THE BOARD’S CONSULTANT SAID THERE ARE NO BUILDING MATERIAL OR DESIGN SOLUTIONS THAT WOULD EFFECTIVELY RESOLVE THIS SITUATION.”

FAILS TO ADDRESS NEED FOR AFFORDABLE FAMILY HOUSING

- 1,595 OUT OF THE 2,278 NEW UNITS (70%) WILL BE 1-BEDROOM CONDOS
 - DEVELOPERS ARE NOT BUILDING THE TYPES OF UNITS RESIDENTS WANT
 - THE SOLE PURPOSE IS PROFIT, NOT LIVABILITY OR AFFORDABILITY
 - CONDO DEVELOPMENT IS DRIVEN BY INVESTORS AND NOT BY FAMILIES. HIGHLY LIKELY THAT THESE WILL BECOME SHORT-TERM RENTAL UNITS AND NOT LONG-TERM FAMILY DWELLINGS
- PROPOSED DENSITY OF 607 UNITS PER HECTARE FAR EXCEEDS HALTON REGION'S PLANNING POLICIES (160 PEOPLE AND JOBS PER HECTARE)
 - ALSO HIGHER THAN OTHER NEARBY DEVELOPMENTS (3064 TRAFALGAR AND PALERMO VILLAGE)
 - THIS LEVEL OF EXTREME INTENSIFICATION MAY MAKE SENSE FOR TORONTO BUT NOT NORTH OAKVILLE

CONCLUSIONS

- WE URGE COUNCIL TO REJECT THIS DEVELOPMENT PROPOSAL OR, AT THE VERY LEAST, REQUIRE SUBSTANTIAL MODIFICATIONS TO ALIGN WITH THE COMMUNITY'S BEST INTERESTS
- OAKVILLE DESERVES RESPONSIBLE AND SUSTAINABLE GROWTH, NOT AN OVERDEVELOPMENT THAT PRIORITIZES DEVELOPER PROFITS OVER RESIDENT WELL-BEING
- PLEASE PROTECT WHAT MAKES OAKVILLE A UNIQUE AND HIGHLY DESIRABLE PLACE TO LIVE