

The neighbourhood is strained by infrastructure gaps: schools are overburdened with portables, hospital emergency waiting time is unbearably long and transportation is under mounting pressure. Adding 2,278 units and 2,000+ vehicles **into such density** will destroy the sustainability of the neighbourhood and impose irreversible damage to *Livable Oakville*



Opposition to high density condo towers at 3056 Neyagawa Blvd.

2025-03-17

Oakville zoning-by-law-2009-189-parking-loading:

- Requires up to 1.45 parking spaces for each residential unit.
- Requires about 50 to 70 parking spaces for 1,550 sqm of retail businesses.

(1)	<i>Single and Semi-detached dwellings, foster homes, and shared accommodation for five or fewer residents licensed or approved under Provincial statute, including any dwelling where a maximum of 3 lodgers reside</i>	Outside the Trafalgar, Dundas, Neyagawa and Palermo Village North Urban Core Zones 2 <i>parking spaces per dwelling unit</i> minimum.
(2)	<i>Duplex and, triplex</i>	1 <i>parking space per dwelling unit</i> minimum.
(3)	<i>Apartment - 4 storeys or less</i>	Up to 1.25 <i>parking spaces per dwelling unit</i> , plus 0.2 <i>parking spaces per dwelling unit</i> for visitors. Additional <i>parking spaces</i> shall not be permitted.
(4)	Apartment - More than 4 storeys	Up to 1.25 parking spaces per dwelling unit, plus 0.2 parking spaces per dwelling unit for visitors. Additional <i>parking spaces</i> shall not be permitted. In the Trafalgar Urban Core Zone, no <i>parking spaces</i> shall be permitted in a <i>surface parking area</i> , with the exception of visitor <i>parking spaces</i> which may be located underground, in a <i>parking garage</i> or in a <i>surface parking area</i> .

(4)	<i>Café</i>	No <i>parking spaces</i> shall be required and a maximum of 1 <i>parking space per 20 square metres of leasable floor area</i> shall be permitted. In the Trafalgar, Dundas, Neyagawa and Palermo Village North Urban Core Zones, no additional <i>parking spaces</i> above the minimum shall be permitted, unless such parking is located in a <i>parking garage</i> or on-street.
(5)	<i>Club</i>	1 parking space per 30 square metres of leasable floor area minimum; and, 1 <i>parking space per 20 square metres of leasable floor area</i> maximum. In the Trafalgar Urban Core Zone, no additional <i>parking spaces</i> above the minimum shall be permitted, unless such parking is located in a <i>parking garage</i> .
(6)	<i>Commercial fitness centre; or, Place of amusement</i>	1 parking space per 30 square metres of leasable floor area minimum; and,

Excerpted from page 3 and 4 of Oakville zoning-by-law-2009-189-parking-loading

8. Parking Review

GHD reviewed the Town's current Zoning By-Law parking and loading requirements for the subject site.

8.1 Town of Oakville By-Law 2009-189

8.1.1 Vehicular Parking

The current Town of Oakville Zoning By-Law 2009-189 minimum parking requirements are found in Section 5.1.2.1, Table 5.1A for residential uses. The minimum By-Law requirement for the subject site is as follows:

- Apartment – More than 4 storey
 - Up to 1.25 parking spaces per unit, plus
 - 0.20 parking spaces per unit for visitors
- Retail
 - 1 parking space per 30 m² of leasable floor area, minimum
 - 1 parking space per 20 m² of leasable floor area, maximum

The minimum parking required for the subject site with 2,278 dwelling units is as follows:

- Block 1
 - 1.25 parking spaces per unit x 653 units = 816 spaces
 - 0.20 parking spaces per unit x 653 units = 131 spaces for visitors
 - 1 parking space per 30 m² of leasable floor area x 1,079 m² of retail = 36 spaces, minimum
 - 1 parking space per 20 m² of leasable floor area x 1,079 m² of retail = 54 spaces, maximum
- Block 2
 - 1.25 parking spaces per unit x 996 units = 1,245 spaces
 - 0.20 parking spaces per unit x 996 units = 199 spaces for visitors
 - 1 parking space per 30 m² of leasable floor area x 472 m² of retail = 16 spaces, minimum

GHD | Neatt (16 Mile Creek) Inc. | 12640446 | 3056 Neyagawa Boulevard

Traffic Impact Study
submitted to city outlined
up to 3,303 required
parking for residents and
52 for retails.

Approval Application
includes only 2,798
parking for residents and
plans 0 for retail.

³⁴ Summary of "Traffic Impact Study - Dec 2024"

	Residential Units	1.25 parking each unit	0.2 visitor each unit	Total Parking for Residents
Block 1	653	816.3	130.6	
Block 2	996	1,245.0	199.2	
Block 3	629	786.3	125.8	
Total	2,278	2,848	456	3,303

- 1 parking space per 20 m² of leasable floor area x 472 m² of retail = 24 spaces, maximum

- Block 3
 - 1.25 parking spaces per unit x 629 units = 787 spaces
 - 0.20 parking spaces per unit x 629 units = 126 spaces for visitors

In total, the subject site is required to provide up to 2,848 resident spaces, a minimum of 456 visitor parking spaces, and the retail component is required to provide a minimum of 52 spaces and a maximum of 78 spaces.

Above is from page 34, 35, Traffic Impact Study – Dec 2024.

Source: www.Oakville.ca

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8.1.3 Bicycle Parking

Under the Town's Zoning By-Law 2009-189, the bicycle parking requirements are found in Section 5.7.1, Table 5.7A. The minimum By-Law requirement for bicycle parking for the subject site is as follows:

- Residential uses
 - Bicycle parking spaces – Occupant
 - 0.75 spaces per dwelling unit
 - Bicycle parking spaces – Visitor
 - 0.25 spaces per dwelling unit
- Non-residential uses
 - Bicycle parking spaces required at a rate of 7% of automobile parking spaces, as required by the Zoning By-law, including a minimum of 5 bicycle parking spaces for visitors

Additionally, as per Section 5.7. iv, a maximum of 200 bicycle parking spaces shall be required.

The minimum number of bicycle parking spaces required for the subject site is as follows:

- Block 1
 - 0.75 spaces per dwelling unit x 653 units = 494 spaces
 - 0.25 spaces per dwelling unit x 653 units = 163 spaces
 - 7% of 36 minimum parking spaces required for the non-residential component, with a minimum of 5 spaces required = 5 spaces
- Block 2
 - 0.75 spaces per dwelling unit x 996 units = 747 spaces
 - 0.25 spaces per dwelling unit x 996 units = 249 spaces
 - 7% of 16 minimum parking spaces required for the non-residential component, with a minimum of 5 spaces required = 5 spaces
- Block 3
 - 0.75 spaces per dwelling unit x 629 units = 472 spaces
 - 0.25 spaces per dwelling unit x 629 units = 157 spaces

However, due to the stipulation that a maximum of 200 bicycle parking spaces can be required, it is assumed that each block is required to provide a minimum of 200 bicycle parking spaces. Maintaining the 0.75 and 0.25 bicycle space requirement for occupants and visitors, respectively, for each block, a total of 600 bicycle parking spaces is required for the site, consisting of 450 spaces for occupants and 150 spaces for visitors.

Traffic Impact Study submitted to city outlined 450 required bicycle parking for residents and 150 for visitors.

Approval Application includes 0 bicycle parking.

Above is from page 36, Traffic Impact Study – Dec 2024.

Source: www.Oakville.ca

Application doesn't match to Traffic Impact Study

ENTIRE SITE			
SITE AREA	TOTAL	37,461.0 SQ.M	
	CONVEYED LANDS	8,789.6 SQ.M	
	NEYAGAWA ROW	21.8 SQ.M	
	STREET A	4,127.5 SQ.M	
	STREET B	2,880.0 SQ.M	
	STREET C	1,760.3 SQ.M	
	NET	28,671.4 SQ.M	
	POPS		
SITE INFORMATION	SITE AREA PROVIDED BY WAHBA SURVEYING		
PROGRAM	MULTI-TOWER RESIDENTIAL LED MIXED USE DEVELOPMENT		
FLOOR AREA	158,690.9 SQ.M		
FLOOR SPACE INDEX	5.53 FSI		
NUMBER OF UNITS	2,278 UNITS		
RETAIL AREA	1,550.6 SQ.M		
PARKING	REQUIRED	PROVIDED	
VEHICULAR PARKING	TOTAL	2278 UNITS x1.2 = 2733.6 STALLS	2,798 Stalls
	RESIDENTIAL	2278 UNITS x1.0 = 2278 STALLS	2,342 Stalls
	VISITOR	2278 UNITS x0.2 = 455.6 STALLS	456 Stalls
BICYCLE PARKING	RESIDENTIAL	0	

- The application has only 1.03 resident parking spaces and 0.2 visitor parking spaces for each residential unit.
- The application plans 1,550 SQM of retail businesses but has **no plan** for retail business parking spaces.
- The application has **0 parking** for bicycles.

Above is from page 2, OPA & Zoning Approval application



The application doesn't plan sufficient parking spaces

Even If retail businesses only occupy 52 parking spaces, minimum as in by-law, residential units including the 772 two-bedroom units will be left with a mere 1 parking per unit.

Is there enough parking for the residents?

Is there enough parking for the retail businesses?

How will potential parking overflows be accommodated?

Why 0 parking for bicycle riders?

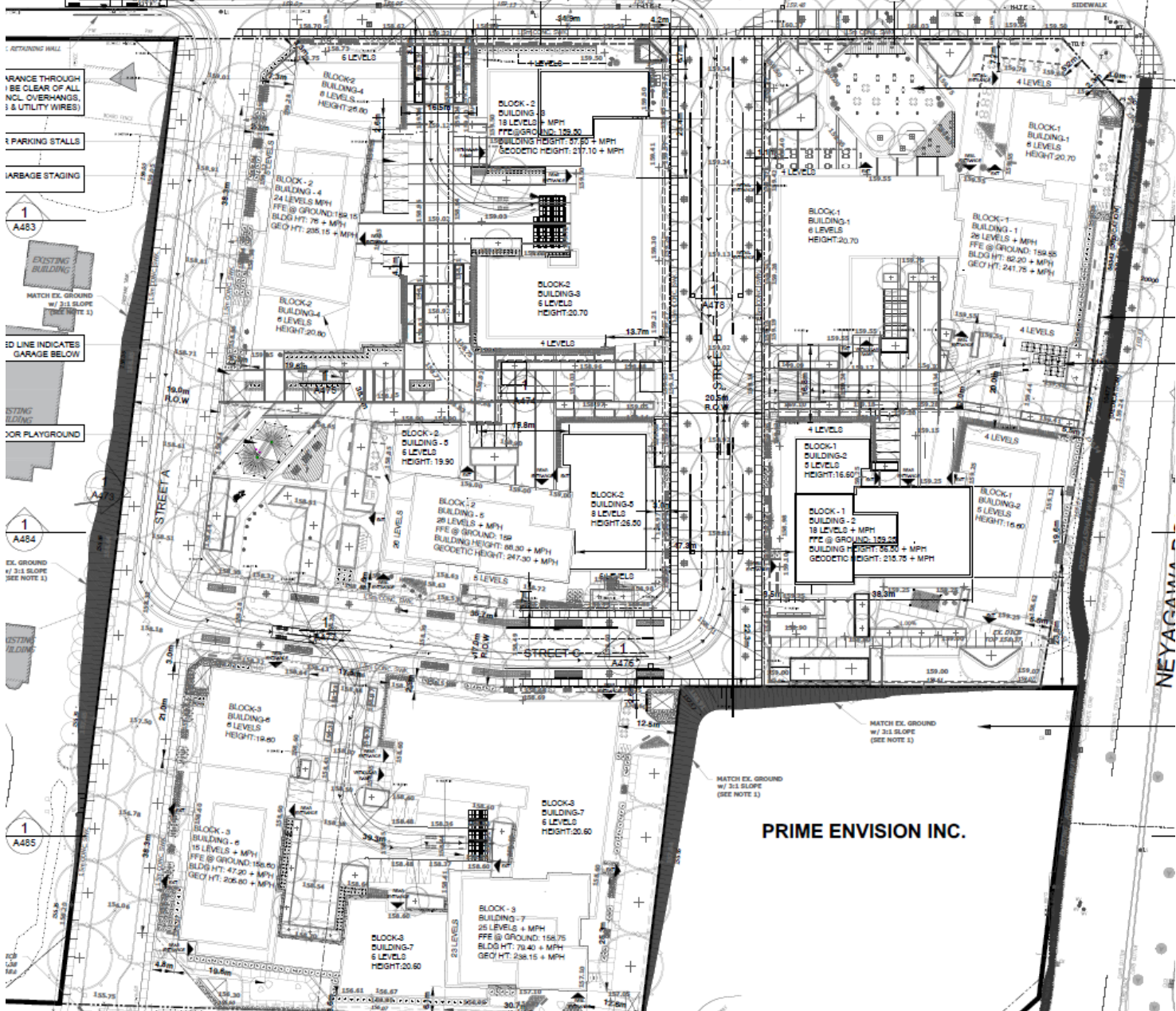
There are only 29 surface parking spaces for this mega project of 2,278 residential units + 1,550 sqm retails, including those along the streets. This will leave visitors and retail customers scramble around to find parking, which exacerbates traffic congestion within the community and surrounding area.

Transportation infrastructure is insufficient to meet the demands of the proposed project and the growing population

- The proposed solutions do not address the growing demand for right-turn traffic at the intersection of Dundas Street and Neyagawa Boulevard. Additionally, the current zoning constraints may limit the available space for adding both dedicated left-turn and right-turn lanes.
 - Congestion at the intersection could delay emergency response times for the nearby hospital due to its close proximity and ripple effects.
- The BRT projects are still many years away from completion, while this development of 2,278 housing units is much more imminent. The timeline mismatch could create a significant gap in public transportation availability for the area.

FUTURE EXTENSION OF SIXTEEN MILE DRIVE

Appendix



2023-03-17

Opposition to high density condo towers at 3056 Neyagawa Blvd.