

Neyagawa/Dundas High Rise Condo

Opposition to High Rise Development

Parking overflow, traffic flow,
intersection gridlock



Sean Dent

- An Oakville resident since 2013
- Reside in Ward 7 and commute to work daily near the airport

I am here today to urge the Town of Oakville to take steps toward protecting our community from unregulated and excessive development proposals that disregard existing zoning laws and burden our public resources.

Oakville is a city with carefully planned development guidelines, designed to balance growth with livability, sustainability, and infrastructure capacity. I am NOT against development however, in recent years we have seen a troubling trend: developers repeatedly submitting applications that far exceed established regulations, demanding significant increases in building height, density, and land use beyond what the current zoning allows and what our infrastructure was designed to accommodate.

Parking



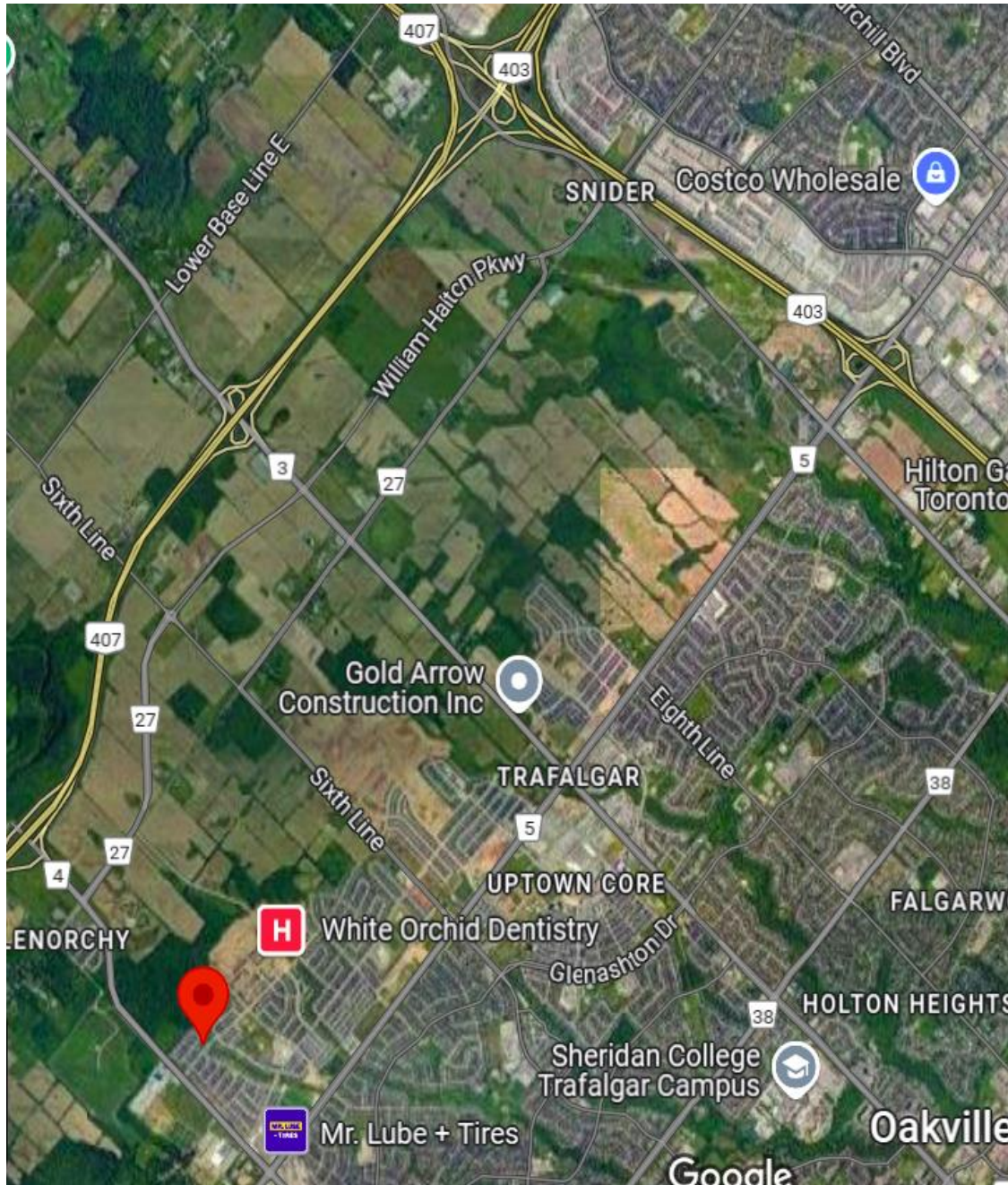
Current Parking Situation

Fortinos Parking Lot

- The surface parking situation in the Fortinos plaza is more and more of a challenge.
- Existing 7 story condo does not have enough contained parking for its residents and visitors.
- Photos taken at 5am show 30-40 vehicles spilling into the Plaza parking.
- How will 7 additional structures (up to 28 stories) across the street, contribute to spillover parking situation?
- This proposal will add an estimated density of 2,300 families concentrated on the NW corner of this intersection
- Concerned that the intended underground parking spaces greatly underserve the proposed number of units, not to mention the allowance of little to no surface parking

Dundas Congestion

**Current Dundas traffic flow
Situation in this Area**



- Many residents of Wards 4, 5, 6 & 7, commute East/West to Mississauga & beyond
- 3 primary East-West options - Hwy 407 is expensive / William Halton Pkwy “flows okay” until 9th line where it meets Burnhamthorpe and then backs up (also no 403 access)
- This leaves Dundas as the best option to travel East/West with access to Hwy 403
- More mid rise condos and neighbourhoods North of Dundas have already added to the traffic and still much of this area is not yet occupied or yet developed.
- 7 structures from 15 to 28 stories concentrated at this intersection will create gridlock and add to the Dundas traffic flow.
- Inadequate LH turn lanes at this intersection already impede thru traffic.
- High number of traffic lights on Neyagawa in close proximity to Dundas today for 16 Mile complex and subdivision access, already impeding North/South flow.

Dundas Peak Travel



- I drive from Neyagawa / Dundas to the airport each day.
- Substantial residential homes, townhouses and condos yet to be occupied.
- Commute used to take 20-25 minutes in AM and my return was 40 minutes in the PM
- Now 35-40 minutes AM and 60 – 75 minutes PM
- My worst congestion between home and work is the stretch of Dundas from Hwy 403 to Neyagawa
- Frequency of LH and U-turns has increased on Dundas as people travelling to and from their condo, face this boulevard street.

A Visual Perspective

Comparison between
RiverOaks community
and this high density
Condo community.

Whole RiverOaks: 5500 Families

This Red Spot: 2300 Families



Considerations for Council

- How many more condos and estimated total residents are planned to be added along Dundas between Hwy 403 and Bronte Rd. If this development receives a density exclusion, how many will follow?
- We already observe infrastructure saturation around one 7 story condo. How will 7 additional structures up to 28 stories, in a confined location, avoid intersection gridlock and parking spillover?
- Is there an opportunity to provide direct HWY 403 access from William Halton Parkway to move some traffic off Dundas?
- North Oakville infrastructure would have been scaled around the zoning and bylaw plans that were in place at time of development. Why are we allowing proposals that are NOT minor deviations, but grossly exceed current guidelines?
- Mid-rise buildings (5-11 stories) can provide the needed housing while integrating seamlessly into existing infrastructure—including roads, public transit, and utilities—without requiring costly upgrades or overburdening services.
- In contrast, a 28-story development will require significant investment in roads, utilities, fire services, parking structures, water supply, and emergency response, which could cost taxpayers millions over time.

Thank You for Your Time