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January 12, 2026

Reference Number: 26246

Post Residences Inc.
213 Trafalgar Road
Oakville, ON
L6J 3G9

Dear Post Residences Inc.,

**RE: Parking Justification Letter
Proposed Mixed-Use Development
1493 Sixth Line, Town of Oakville**

1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by Post Residences Inc. to prepare this Parking Justification Letter in support of the proposed mixed-use development located at 1493 Sixth Line (herein referred to as the “subject site”) in the Town of Oakville. It is understood that the proposed development is seeking a parking reduction to support the development. The following letter will review the applicable zoning by-law requirements and provide justification to support the proposed parking supply. By way of background, a Transportation Impact Study (TIS) was completed by GHD dated August 2025.

The subject site is bounded by Sixth Line to the west, a public school to the north, a park to the east and residential developments to the south as illustrated in **Figure 1-1**.

Figure 1-1: Subject Site Location



Source: Google Maps, November 2025

1.1 PROPOSED DEVELOPMENT

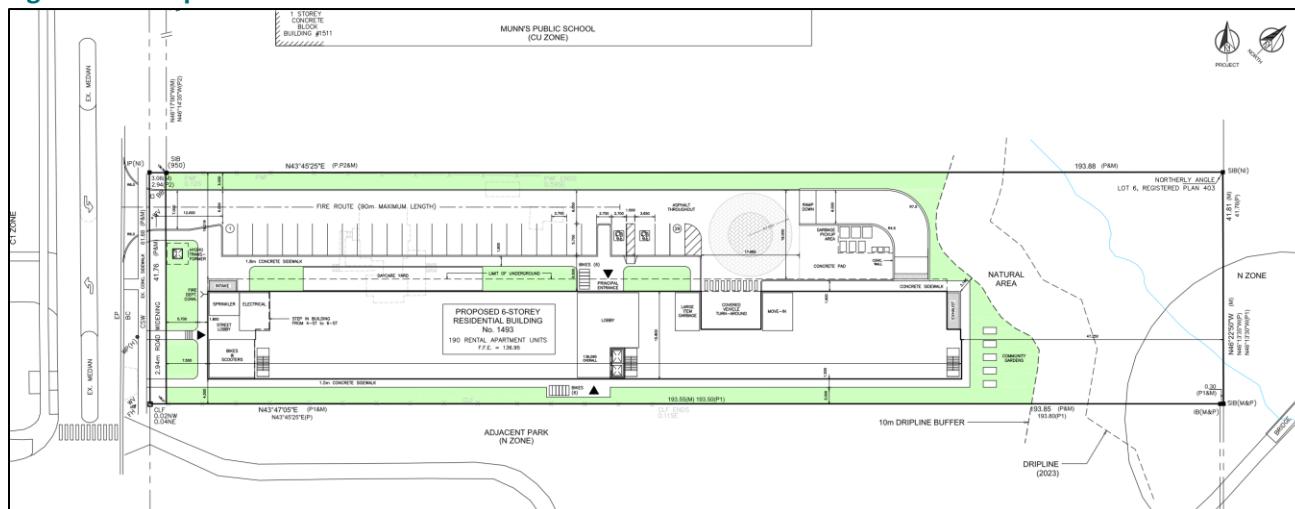
The proposed development consists of a 6-storey mixed-use residential building located on Sixth Line, designed to provide 190 affordable rental housing units. The project features a mix of 1-, 2-, and 3-bedroom independent living units, all of which will remain affordable for at least 25 years. Notably, 30% of these units are designed to be fully accessible, and 35 are designated as "deeply affordable" through a partnership with the Region of Halton. To ensure long-term stability, the developer intends to lease blocks of units to community partner organizations that will manage the housing for their clients.

Beyond residential space, the ground floor will include a 285 m² daycare facility and a 154 m² office space dedicated to a community partner's on-site operations. The site plan incorporates a total of 103 parking spaces—split between underground and surface levels—and preserves 0.18 hectares of natural area at the rear. By combining affordable housing with childcare, the development aims to create a supportive, transit-oriented community that reduces the overall cost of living for residents. A summary of the proposed site stats is below in **Table 1-1** followed by the site plan in **Figure 1-2**.

Table 1-1: Proposed Site Stats

Land Use	Proposed Units/GFA
Residential – Rental Units	190 Rental Units
Daycare	285 m ²
Office Space	154 m ²

Figure 1-2: Proposed Site Plan



Source: pml.A, January 2026



2 PARKING ASSESSMENT

This section will review the vehicle parking requirements as well as bicycle parking requirements for the subject site.

2.1 PARKING REQUIREMENTS AND PROPOSED SUPPLY

The subject site is governed by the Town of Oakville By-law 2014-014, which sets out the minimum vehicular parking rates required for the subject site. The By-law requirements and proposed vehicle parking supply are detailed in **Table 2-1**.

Table 2-1: Zoning By-law 2014-014 Vehicle Parking Requirements

Use/Type	Units/GFA	Minimum Parking Rate	Minimum Parking Required	Proposed Supply
Rental Apartment	190 Units	1.0 sp./units <75 m ²	145* spaces	90
Visitor		1.5 sp./units >75 m ²		
Daycare	285 m ²	0.25 sp./unit	48 spaces	
Office	154 m ²	1.0 sp./40 m ²	7 spaces	
		1.0 sp./35 m ²	4 spaces	13
			Total 204 Spaces	103

*193 apartment spaces required in total as per minimum parking rate. 48 of the required spaces shall be visitor spaces.

The proposed development is required to provide a total of 204 vehicle parking spaces, consisting of 145 apartment spaces, 48 visitor spaces, 7 daycare spaces and 4 office spaces. The proposed vehicle parking supply consists of 90 apartment spaces (0.47 sp./unit) and 13 shared daycare-office spaces. In addition, six (6) accessible spaces are provided. While the daycare and office requirements are being met, the proposed apartment supply is deficient by 103 spaces.

2.2 BICYCLE PARKING REQUIREMENTS AND PROPOSED SUPPLY

The bicycle parking provision of the proposed development has been assessed according to the standards set out by the Town of Oakville Zoning By-law 2014-14. The required rates are summarized in **Table 2-2**.

Table 2-2: Bicycle Parking Requirements

Use/Type	Units/GFA	Minimum Parking Rate	Required Supply	Proposed Supply		
Rental Apartment	190 Units	1.0 spaces/unit	30 Spaces	30 Spaces		
Visitor		0.25 sp./unit				
Daycare	285 m ²	Greater of 2 or 1.0 spaces/1000 m ²				
Office	154 m ²					
		Total		30 Spaces		

As detailed in the table above, a total of 30 bicycle parking spaces are required as per the Town of Oakville's Zoning By-law 2014-14 Section 5.4.1 b): "*In no circumstance shall the number of minimum bicycle parking spaces required on a lot be greater than 30*". 30 bicycle parking spaces are proposed for the subject site, meeting the minimum by-law requirement.



3 PARKING JUSTIFICATION

The proposed development is seeking a parking reduction to better reflect its focus on affordability, accessibility, and sustainable transportation options. By combining affordable housing with childcare, the development aims to create a supportive, transit-oriented community that reduces the overall cost of living for residents. The site is well-connected by frequent transit and is within walking distance of essential services, reducing the need for private vehicle ownership among future residents. By providing a reduced parking supply, the development can allocate more resources to housing units and community amenities, supporting municipal goals for equity, climate action, and efficient land use.

The following section provides justification to support the proposed residential vehicle parking supply and overall reduced apartment and visitor parking rates.

3.1 POLICY REVIEW

The following planning policies and documents were reviewed to establish an understanding of the current planning and transportation objective applicable to the subject site:

- ▶ Provincial Policy Statement (2024)
- ▶ Halton Region Official Plan (2024)
- ▶ Livable Oakville Plan (2025)
- ▶ Oakville Transportation Master Plan (2025)

3.1.1 Provincial Planning Statement (2024)

The *Provincial Planning Statement* (PPS 2024) is a streamlined province-wide land use policy framework that replaces both the *Provincial Policy Statement* (2020) and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (2019). The new PPS provides policy direction on matters of provincial interest related to land use planning and development. Some of the key changes introduced through the PPS 2024 are changes to growth targets, settlement area expansions, strategic growth areas and major transit station areas, intensification, municipal comprehensive reviews, employment land conversions, and protection of employment uses amongst other changes.

Chapter 2 of the PPS 2024 outlines the direction for building homes, sustaining strong and competitive communities and includes guidance on the achievement of **creating complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multi modal access**, employment, public service facilities and other institutional uses. Section 2.9 of the PPS 2024 states that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that support the achievement of **compact, transit-supportive and complete communities and promote green infrastructure, low impact development and active transportation**. Sections 3.2 and 3.3 provide policy direction on transportation systems and transportation infrastructure corridors to ensure the safe, energy efficient movement of people and goods.

To support an efficient multi-modal transportation network, the parking supply on a site should be designed with careful attention to the needs of the site, taking into account the multi modal transportation connectivity, auto ownership trends, and transportation needs of the area. An oversupply of parking where it is not needed should be avoided. The proposed development will be able to take advantage of the planned transportation



context to support future residents' transportation needs while encouraging the use of sustainable travel modes.

In the past, an abundance of residential parking has increased automobile ownership rates and has resulted in traffic congestion and climate change. A reduced parking supply for new residential developments aligns with the goals of the PPS 2024 as residents will be required to utilize a variety of transportation modes instead of relying entirely on vehicles.

3.1.2 Halton Region Official Plan (2024)

The Halton Region Official Plan 2024 is a Local Plan for four municipalities (Burlington, Halton Hills, Milton and Oakville) which is to be used as a guide for both short- and long-term land use development within the Region of Halton. Halton Region recognizes its importance as an economic growth area within the Greater Toronto and Hamilton Area (GTHA) and is expected to see increased population growth between now and 2051. To facilitate this growth, the Halton Region has set out its vision of sustainable development to meet the current and future population which includes protecting the natural environment, preserving prime agricultural areas, enhancing its economic competitiveness, as fostering a healthy, equitable society (Halton Region Official Plan, P.6)

In terms of transportation, the Halton Region Official Plan has provided some of the following framework and objectives to support the Region's vision:

- **Section 31(5):** Where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes;
- **Section 72(1)(2):** To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy;
- **Section 77(5)(f)(vi):** Promoting active transportation and public transit use; and
- **Section 79(1):** To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.

The proposed parking reductions conforms to the Halton Region Official Plan as shown through the policies above, which support active transportation and public transit use for future residents. The area surrounding the subject site has car-mode alternatives for residents to travel and commute and should be considered acceptable.



3.1.3 Livable Oakville Plan (2025)

The Livable Oakville Plan (Town of Oakville Official Plan 2009) is a municipal policy document which acts as a guide for the long-term development of the City to the year 2031. Long term development of the Town includes enhancement of the natural, economic, and social environments to ensure environmental sustainability, cultural vibrancy, economic prosperity, and social well-being are factored into the Town's growth and development decisions. The Town of Oakville's guiding principles are therefore to safeguard and create a livable community, provide residents with housing and mobility choices, and achieve sustainability by reducing the Town's ecological footprint.

In terms of transportation the Livable Oakville Plan has provided but is not limited to the following framework and objectives to support the municipality's guiding principles and the overall mission statement.

- Section 8.1.1(a-d): Provide a variety of safe, efficient, and accessible transportation systems, development and sustainable transportation network, provide a public transit network that can provide an alternative to cars, and provide off and on road active transportation facilities to be used as a car alternative;
- Section 8.1.2a): In developing the transportation system, the Town shall evaluate and provide infrastructure to allow for alternative travel modes based on its capabilities, cost effectiveness, environmental impacts, health effects and energy consumption;
- Section 8.1.2b): The Town's transportation system shall support and maximize the efficient use of land through urban development plans and provide mobility alternatives;
- Section 8.9.4: Plans for all new growth and new communities shall be designed with specific regard for the safe, convenient, and efficient provision of accessible transit service;
- Section 8.14.3: As an incentive to encourage TDM, the Town may permit reduced parking standards for developments which demonstrate, through a TDM plan and implementation strategy, that a reduction in parking standards is appropriate;

The proposed parking reductions conforms to the Livable Oakville Plan as noted in the above policies by ensuring that the development adheres to the vision of livable communities. The area surrounding the subject site has convenient access to active transportation by way of the pedestrian network, with a number of services, amenities, retail, employment, and recreational opportunities within walking distance, and public transit use for the future residents that facilitates local and regional connections. The area surrounding the subject site has many car-mode alternatives for residents to travel and commute and should be considered acceptable.



3.1.4 Oakville Transportation Master Plan (2025)

The proposed parking strategy is consistent with the policy direction outlined in the Oakville Transportation Master Plan (TMP), which emphasizes a shift toward sustainable, multi-modal transportation and reduced automobile dependency. The TMP advocates for “right-sizing” parking supply to discourage excess vehicle use and support active transportation and transit integration. By providing a balanced amount of visitor parking without over-supplying spaces, this development aligns with the TMP’s objectives to manage transportation demand, minimize congestion, and reduce greenhouse gas emissions.

The TMP identifies the need to prioritize walkability, cycling infrastructure, and transit connectivity as part of a complete streets approach. Over-provision of parking can undermine these goals by encouraging car-oriented travel patterns. A reduced parking supply ensures that essential needs, such as visitor access are met while reinforcing Oakville’s vision for compact, mixed-use communities and sustainable growth. This approach also supports the Town’s climate action commitments by promoting land-use efficiency.

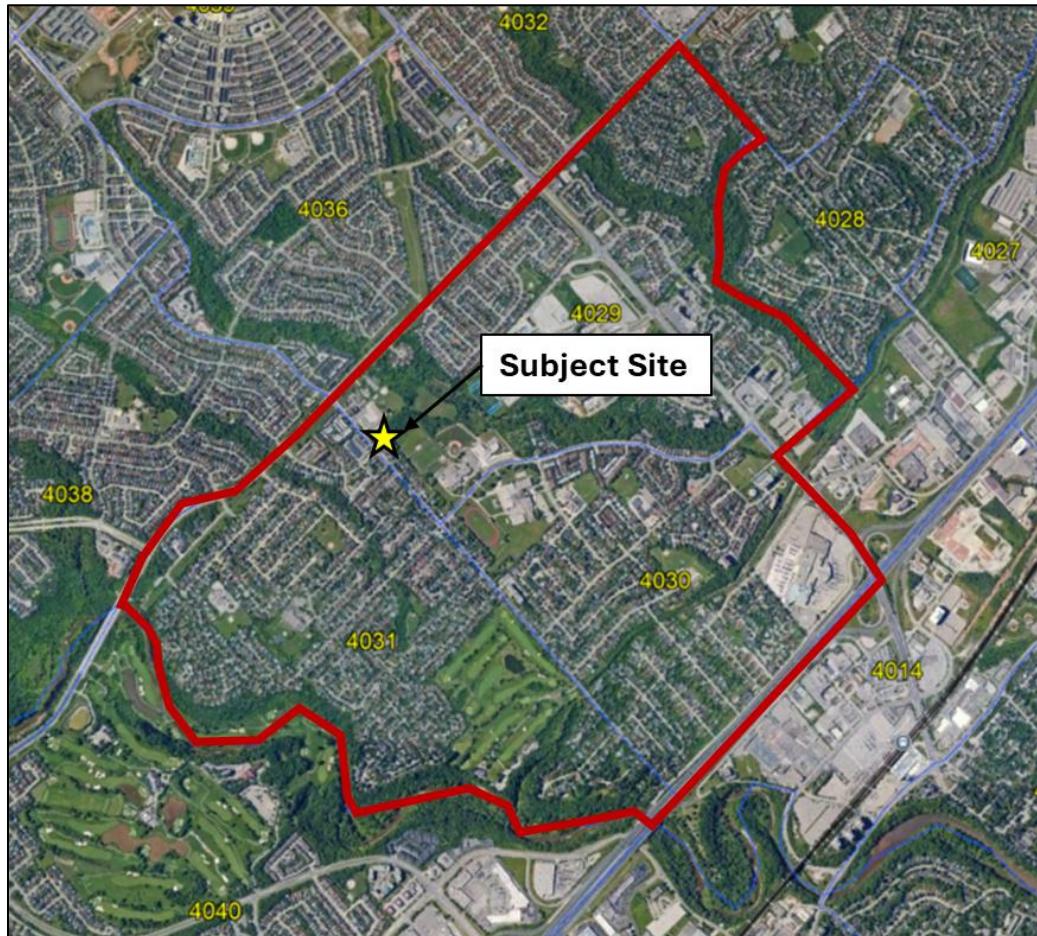
The proposed parking strategy reflects Oakville’s strategic direction to balance mobility needs with environmental stewardship and urban livability. It provides adequate visitor accommodation while advancing the TMP’s long-term objectives of modal shift, reduced reliance on private automobiles, and creation of vibrant, pedestrian-friendly neighborhoods.

3.2 TTS DATA REVIEW

To understand automobile ownership and travel patterns for existing apartment residents in the area, data was extracted from the Transportation Tomorrow Survey dataset for the TTS Traffic Zones within the Town of Oakville in the vicinity of the subject site, which encompasses several low-rise apartment neighbourhoods. Two TTS data pulls were done, one where income was filtered and one where it was not. Income was filtered for less than \$50,000 which was based on the Ontario annual household income for high need households for Halton Region¹. The data for the 2016 and 2022 TTS year has been included in this analysis to better understand the data trends. The following Traffic Analysis Zones (TAZ), 4029, 4030, and 4031 were used for the¹ 2016 TTS pull and are illustrated in **Figure 3-1**.

¹ O. Reg. 370/11 HIGH NEED HOUSEHOLDS AND HOUSEHOLD INCOME LIMITS - SUBSECTION 40 (4) OF THE ACT | ontario.ca

Figure 3-1: 2016 TTS Zones



Source: Google Earth, November 2025

The following TAZ, 5282, 5283, 5290, 5294, 5296, and 5300 were used for the 2022 TTS pull and are illustrated in **Figure 3-2**.

Figure 3-2: 2022 TTS Zones



Source: Google Earth, November 2025

The historical automobile ownership data is summarized in **Table 3-1**. The full dataset is provided in **Exhibit A**.

Table 3-1: Automobile Ownership Data for Apartment Households (TTS)

Number of Vehicles in Household	2016	2022	2016	2022
	Household Income Filtered	Household Income Not Filtered		
0	46%	56%	23%	19%
1	54%	44%	66%	64%
2	0%	0%	10%	16%
3	0%	0%	0%	0%
5	0%	0%	2%	0%
Average Number of Vehicles per Household	0.54	0.44	0.95	0.98



Based on the survey data when affordable income ranges are filtered in, automobile ownership among apartment households has been relatively stable over the past 6 years only differing by 10%. Approximately 56% of the households in the neighbourhood do not own a vehicle and the average ownership rate is only 0.44 vehicles per household, which is significantly lower than the parking requirement under Zoning By-law 2014-14. There has also been a 10% increase in no vehicle ownership between 2016 and 2022 while households owning one or more vehicle has decreased.

Based on the survey data when household income is not filtered in, around 20% of households in the neighbourhood do not own a vehicle. This number decreases since when income is not filtered, more households own more than one vehicle. Roughly 44-64% of households own one (1) vehicle between both sets of data, however there is an increase in households owning more than 1 vehicle when income is not filtered.

The data demonstrates that a proportion of households do not require a parking spaces, even in a traditionally car-dependent context when income is and is not a factor. This indicates that there is a trend to not own a car. By providing a reduced parking supply, the development aligns with demand in the area rather than outdated minimum standards. This approach supports efficient land use and encourages sustainable transportation choices.

Furthermore, prospective owners will be aware of the parking availability on-site, thereby supporting a self-selection process where individuals requiring multiple vehicles would choose alternative housing options. This strategy reflects broader objectives of reducing automobile dependency and promoting compact, livable communities.

3.3 SHARED PARKING

To provide additional residential visitor parking, the development proposes a shared parking approach between the daycare and office uses and the residential uses. Shared parking is effective when land uses have complementary demand patterns that peak at different times throughout the day. In this case, residential visitor demand is typically highest during evenings and weekends, while non-residential (daycare and office) demand is concentrated during weekday mornings and afternoons, with little to no use outside these hours. By aligning these distinct demand cycles, the same parking supply can serve both groups efficiently. As a result, the proposed 13 daycare-office parking spaces could be shared with the residential visitor spaces during off-peak periods, reducing the need for additional parking while making better use of the available land. This strategy supports affordability, efficient land use, and a more sustainable design by maximizing the utility of existing parking resources.

3.4 REVIEW OF NORTH OAKVILLE ZONING BY-LAW 2009-189

An additional Zoning By-law 2009-189 was briefly reviewed to compare the parking rates within the Town of Oakville. Zoning By-law 2009-189 is a by-law within Oakville for the areas between Dundas Street and Highway 407. The parking rates for residential apartment dwellings require a maximum parking rate of up to 1.25 sp./unit for resident spaces. There is no minimum parking requirement for resident parking spaces within this by-law and although this by-law is not used for our site, it should be noted that within Oakville there are cases where no minimum parking is required.

Below in **Table 3-2** is review of the residential parking requirements under Zoning By-law 2009-189 for the proposed development.



Table 3-2: Zoning By-law 2009-189 Parking Requirements

Use/Type	Units/GFA	Minimum Parking Rate	Minimum Parking Required	Maximum Parking Required	Proposed Supply
Rental Apartment	190 Units	Up to 1.25 sp./unit	0 spaces	238 spaces	90
Visitor		0.20 sp./unit	38 spaces	-	
Total			38 Spaces	238 Spaces	90

Under the Zoning By-law 2009-189, our proposed supply would be sufficient as there is only a minimum requirement of 38 spaces for visitors.

3.5 EVOLVING PLANNING VISION ACROSS ONTARIO

Trends in people's travel behaviour and the relationship between this behaviour and the built form are becoming increasingly recognized within the GTA and around Ontario. Cities have either adopted or are in the process of adopting significant parking reforms that challenge the status quo of requiring minimum parking for all uses, regardless of transportation context. Several parking comparisons of parking rates by different municipalities across the GTHA and Ontario were made in the GHD TIS dated August 2025. The municipalities compared have either reduced parking minimums or have removed parking minimums for affordable housing developments.

City of Toronto

The City of Toronto amended their Zoning By-law 569-2013 to modify the current standards for automobile and bicycle parking and remove the minimum residential parking requirements for multi-unit residential buildings and introduced updated maximum parking requirements for developments throughout the City. This change was made in recognition that the demand for parking is shifting from societal changes, decreases in automobile ownership, increases in the popularity of sustainable alternatives, and significant investments in transit ownership. The Zoning By-law amendment 89-2022 was enacted in February 2022.

While they do not have explicit parking rates for affordable housing, the policy establishes that no minimum parking requirement applies to any type of housing. This flexible approach recognizes the diverse needs of different households and allows developments to tailor parking supply based on actual demand rather than prescriptive standards. Parking rates from Zoning By-law 569-2013 as amended by By-law 89-2022 was compared with several municipalities amongst Ontario and the parking zone "All Other Areas" was referenced as it was the most comparable to the subject site.

City of St. Catharines

The City of St. Catharines is proposing a Zoning By-law amendment to exempt affordable residential units from the City's parking requirements. This initiative is intended to reduce barriers to the creation of affordable housing by eliminating the costs and land demands associated with mandatory parking provisions. This amendment reflects broader municipal objectives related to equity and climate action, ensuring that new affordable housing developments can prioritize homes and community amenities over excess parking supply.



City of Guelph

The City of Guelph has a Housing Affordability Strategy dated December 2024 which is a strategy to increase the supply of affordable housing. The City plans on providing affordable housing due to income-based needs and plans several action items to help them reach their target. One of the target actions is to reduce or remove parking all together for new affordable housing developments. The parking rates without a parking adjustment in the City of Guelph Zoning By-law 2023-20790 were used when comparing parking rates between municipalities as it applies to areas of the City outside of the City's intensification corridors.

City of Mississauga

The City of Mississauga has a separate by-law, By-law 0213-2022 for affordable housing (which they refer to as "inclusionary zoning") which was adopted on August 10, 2022, and came into effect January 1, 2023. Under this by-law parking spaces for dwelling units can have reduced parking rates. Parking rates in Precinct 4 in the City of Mississauga were used when comparing parking rates between municipalities as it is most comparable to the subject site.

A comparison of the parking requirements currently in place for the above-mentioned municipalities are summarized in **Table 3-3**.

Table 3-3: Minimum Parking Requirements in Comparable Jurisdictions to the Subject Site

Land Use	City of Toronto ZBL 89-2022 (In all other areas)		City of St. Catharines ZBL 2013-283	City of Guelph ZBL 2023-20790 (Lots Without Parking Adjustment)	City of Mississauga ZBL 0225- 2007 (Precinct 4)	Town of Oakville ZBL 2014-014
	Min. Rate	Max. Rate	Min. Rate	Min. Rate	Min. Rate	Min. Rate
Residential - Apartment	0 sp./unit	-	1.0 sp./unit	1.0 sp./unit	1.0 sp./unit	1.0 sp./units <75 m ² 1.5 sp./units >75 m ²
Studio		0.8 sp./unit				
1-Bed		0.9 sp./unit				
2-Bed		1.0 sp./unit				
3-Bed		1.2 sp./unit				
Visitor	2.0 + 0.05/unit	1.0 sp./unit for the first 5 units, then 0.1 sp./subsequent unit	-	0.15 sp./unit	0.2 sp./unit	0.25 sp./unit
Residential - Affordable Housing	Same as above		Parking to be exempt for affordable housing developments	Parking to be reduced or removed for affordable housing developments	Resident: 0.7 sp./unit Visitor: 0.2 sp./unit	No separate rates

Based on a review of parking requirements currently in place for comparable areas in Ontario municipalities compared to the subject site, a reduced residential supply is appropriate for the site as each municipality is aiming to provide or does provide reduced parking rates for affordable housing developments.



4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) typically consists of a number of strategies to achieve a more efficient transportation network by influencing travel behaviour. Effective TDM measures can reduce vehicle usage and encourage people to engage in more sustainable methods of travel. In addition to the active transportation and transit routes in the area, there are several opportunities to incorporate TDM measures that support alternative modes of transportation. The recommendations should enhance non-single-occupant vehicle trips for the future residents of the proposed development.

4.1 CYCLING-BASED STRATEGIES

Provision of Bicycle Parking

The proposed development will provide bicycle parking spaces to support and encourage active transportation. 30 bicycle parking spaces will be provided in secure, weather protected bicycle storage rooms on the ground floor.

Provision of Bicycle Repair Facilities

A significant barrier for some people considering cycling as their day-to-day mode of travel is repair and maintenance. Providing a bicycle repair stand, tools, and basic information on-site will alleviate the stress of technical issues and promote cycling as a long-term travel method for tenants.

Promote and Increase Cycling Awareness

Information packages will be made available to residents of the proposed development, to help encourage active transportation and increase awareness of different travel alternatives. The package will include information regarding the environmental and health benefits of cycling, rules of the road, and maps which display active transportation infrastructure available in the surrounding area.

4.2 PEDESTRIAN-BASED STRATEGIES

On-Site Pedestrian Infrastructure and Connection to the Public Network

The proposed development's entrances will be connected to the sidewalk along Sixth Line via a pedestrian connection throughout the site. This will provide convenient access for pedestrians, transit users, and cyclists. The pedestrian connections will be supported by enhancements such as landscaped boulevards, tree plantings and appropriate lighting. Barrier-free design elements will be included as well such as curb ramps, tactile surfaces and appropriate grade transitions.

Walking distance to nearby amenities

The subject development is within convenient walking distance to a variety of destinations including retail stores, restaurants, schools and parks which all facilitate walking trips. Commercial space located within proximity to the subject site provides an opportunity for existing and future residents to walk to destinations without the need for a private automobile.



4.3 TRANSIT-BASED STRATEGIES

Connection to Transit Networks

The proposed development will be well served by local transit services available in the surrounding area. The availability of nearby surface bus routes will encourage future residents and visitors of the site to use public transit. The site is adjacent to the bus route 19 River Oaks which provides connection to the Oakville GO Station south of the subject site.

Pre-Loaded Presto Cards

The applicant will provide a Presto card to each unit of the proposed development at building occupancy, pre-loaded with a monthly pass (value of \$156). This will help reduce the financial barriers restricting usage of the available transit infrastructure. Residents will be able to learn how to make use of transit in their daily lives and will have a reduced reliance on automobiles as a mode of transportation.

Transit Information Packages

For residents to take complete advantage of the local transit services, transit information packages will be distributed to residents to increase transit awareness. The information packages will contain public transit information such as route maps and timetables.

Ongoing Communication and Travel Planning Support

In addition to the information packages, the property management team will maintain communication with residents regarding transportation options. This includes setting up an information corners or bulletin board where updates can be posted. Emails or a community portal could be used to share information. At 50% occupancy the developer will organize a “Travel Options Day” which can serve as a distribution point for any remaining information packages, and feature representatives from Oakville Transit to answer questions. A mid-occupancy push ensures that even those who moved in earlier and might have missed the initial orientation get reinforced messaging about TDMs services.

4.4 PARKING-BASED STRATEGIES

Limited Provision of Residential Vehicle Parking

The proposed development will include a limited but appropriate supply of residential parking (0.38 space/unit), ensuring that many residents who choose to reside at the site are compatible with a lifestyle centred on the use of transit and active transportation. This measure will help reduce the generation of SOV trips by the future development, as approximately 53% of future residents will not have access to a personal vehicle.

Unbundled Parking

Selling parking spaces separately from each residential unit can lead to lower rates of vehicle ownership and can be used as a selling feature in an area well-served by transit and/or cycling infrastructure. The proposed development will unbundle the cost of parking from new dwelling units to support zero-car households and further reduce parking demand associated with the proposed development.



Shared Parking

As discussed in Section 3.2.3, the proposed day care supply can be shared with the residential uses. Shared-use parking principles will be applied, recognizing the different temporal peaks in demand for residential and day care users. For example, the day care spaces may be used as additional visitor spaces in the evening maximizing the utility of the limited parking inventory.

4.5 TDM SUMMARY

The TDM measures detailed above will enhance the viability of living without regular access to a private vehicle by supporting the use of alternative travel modes such as transit and active transportation. **Table 4-1** summarizes the recommended TDM measures for the proposed development.

Table 4-1: TDM Measure Summary

Recommended TDM Measure	Benefits
Pedestrian-Based Strategies	
On-Site Pedestrian Infrastructure and Connection to the Public Network	+Promotes convenient access for pedestrians, transit users, and cyclists
Cycling-Based Strategies	
Provision of Bicycle Parking Facilities	+Creates secure bike parking on-site
Provision of Bicycle Repair Facilities	+Promotes cycling trips by providing access to fixing technical issues related to biking and promote cycling as a long-term travel method for tenants
Promote and Increase Cycling Awareness	+Providing information packages will encourage and promote cycling trips
Transit-Based Strategies	
Connection to Transit Networks	+There are some bus transit stops within proximity to the subject site which will provide connection to major transit corridors such as the Oakville GO station
Pre-Loaded Presto Cards	+Providing pre-loaded presto cards to tenants will encourage the use of alternate transit modes and promote the use of public transit
Transit Information Packages	+Providing information packages will encourage and promote transit trips
Parking-Based Strategies	
Limited Provision of Residential Vehicle Parking (0.38 spaces per unit)	+Limited parking provided will encourage people to use other modes of travel. Also, it will allow for self-selection as people who own a vehicle will choose alternative housing options
Unbundled Parking	+Parking spaces being sold separately from the residential units will support zero car households and lead to lower rates of vehicle ownership
Shared Parking	+As the day care and residential uses have different peak hours, when the day care spaces are not being used they can be used by visitors of the residents.



5 CONCLUSIONS

This Parking Justification Letter has been prepared to support the proposed parking reduction for the subject site. The proposed development consists of a 6-storey mixed-use residential building designed to provide 190 affordable rental housing units. The project features a mix of 1-, 2-, and 3-bedroom independent living units, all of which will remain affordable for at least 25 years. Notably, 30% of these units are designed to be fully accessible, and 35 are designated as "deeply affordable" through a partnership with the Region of Halton. To ensure long-term stability, the developer intends to lease blocks of units to community partner organizations that will manage the housing for their clients.

Beyond residential space, the ground floor will include a 285 m² daycare facility and a 154 m² office space dedicated to a community partner's on-site operations. The site plan incorporates a total of 103 parking spaces, split between underground and surface levels.

A parking reduction is suitable for the site based on multiple supporting factors. Several planning policies were reviewed that promote affordable housing, sustainable communities and active transportation, objectives that a reduced parking supply can help achieve. TTS data was reviewed with and without incomes filters to assess vehicle ownership trends in the area. While there are still many households with more than one vehicle, several households do not own a vehicle, indicating the proposed development better reflects actual demand rather than outdated minimum standards.

Additionally, as the development provides parking for the daycare on-site, and because daycare demand peaks during weekday mornings and afternoons while residential visitor demand peaks in evenings and weekends, these spaces can be shared during off peak periods. The North Oakville Zoning By-law 2009-189 parking rates were also reviewed; under this by-law, only a maximum requirement applies to resident parking and a minimum requirement applies to visitors, indicating the proposed supply would be sufficient.

Finally, parking requirements across multiple Ontario municipalities were compared, and most have reduced or eliminated minimum parking standards for affordable housing developments. This trend reinforces the appropriateness of the proposed parking reduction.

If there are any further questions or concerns, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Kenneth Chan, P.Eng., PTOE, PMP
Senior Vice President, Transportation
Planning & Engineering

Matea Ceric, E.I.T., M.A.Sc.
Project Coordinator, Transportation

Exhibit A: TTS Data

EXHIBIT A

Detailed TTS Data

Mon Dec 08 2025 15:07:08 GMT-0500 (Eastern Standard Time) - Run Time: 588ms

Cross Tabulation Query Form - Household - 2016

Row: 2006 GTA zone of household - gta06_hhld

Column: No. of vehicles in household - n_vehicle

Filters:

(Income rai 2

and

2006 GTA z 4029 4030 4028 4026

and

Type of dw€)

Household 2016

Table:

	0	1		
4029	232	179		
4030	46	152		
	278	331	0	609

	2016	
0 vehicles	278	46%
1 vehicle	331	54%
2 vehicles	0	0%
Total	609	0.54

Fri Nov 14 2025 09:54:53 GMT-0500 (Eastern Standard Time) - Run Time: 505ms

Cross Tabulation Query Form - Household - 2016

Row: 2006 GTA zone of household - gta06_hhld

Column: No. of vehicles in household - n_vehicle

Filters:

(2006 GTA; 4029 4030

and

Type of dw€)

Household 2016

Table:

	0	1	2	5
4029	383	963	163	35
4030	46	289	26	0
	429	1252	189	35
				1905

	2016	
0 vehicles	429	23%
1 vehicle	1252	66%
2 vehicles	189	10%
5 vehicles	35	2%
Total	1870	0.95

Mon Dec 08 2025 15:22:02 GMT-0500 (Eastern Standard Time) - Run Time: 585ms

Cross Tabulation Query Form - Household - 2022

Row: 2022 TTS zone of household - tts22_hhld

Column: No. of vehicles in household - n_vehicle

Filters:

(Income rate
and
2022 TTS zone
and
Type of dwe)

Household 2022

Table:

	0	1		
5283	0	52		
5294	256	86		
5296	0	15		
5300	0	49		
	256	202	0	458

2022

0 vehicles	256	56%
1 vehicle	202	44%
2 vehicles	0	0%
Total	458	0.44

Thu Nov 13 2025 17:21:31 GMT-0500 (Eastern Standard Time) - Run Time: 588ms

Cross Tabulation Query Form - Household - 2022

Row: 2022 TTS zone of household - tts22_hhld

Column: No. of vehicles in household - n_vehicle

Filters:

(2022 TTS z
and
Type of dwe)

Household 2022

Table:

	0	1	2	3
5283	0	134	0	0
5294	316	622	250	4
5296	15	187	63	0
5300	32	280	0	0
	363	1223	313	4
				1903

2022

0 vehicles	363	19%
1 vehicle	1223	64%
2 vehicles	313	16%
3 vehicles	4	0%
Total	1899	0.98