PARKING JUSTIFICATION STUDY

4933 VICTORIA AVENUE NORTH

TOWN OF LINCOLN
NIAGARA REGION

PREPARED FOR:

4933 VIC COURT GLOBIZEN LP ("GLOBIZEN")

PREPARED BY:

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Revision Number	Date	Comments
Rev. 1	January 2024	Issued for Draft Review
Rev. 2	March 2024	Issued for 1st Submission
Rev. 3	May 2024	Issued for 2nd Submission

Executive Summary

4933 Vic Court Globizen LP ("Globizen") retained C.F. Crozier & Associates Inc. (Crozier) to prepare a Parking Justification Study (PJS) in support of a Zoning By-Law Amendment (ZBA) for a proposed mixed-use development located at 4933 Victoria Avenue North, Town of Lincoln.

The site is approximately 4.32 ha and currently consists of a commercial building, a parking lot, and a single storey detached home. The elements envisioned for this development include up to 396 residential units, 130 hotel suites, and commercial units consisting of a retail, restaurant, café, event center, spa, a lobby, sky bar, and an outdoor amenity area. The analysis undertaken herein was completed using the concept plan received on May 24, 2024.

This PJS went through the Town of Lincoln's current zoning by-law's parking requirements as applied to this site then examined the parking utilization at similar sites and examine the creation of site-specific parking rates that is to be applied to this development. These site-specific rates are separate from the Town's current by-law rate.

The proposed parking supply was compared to the parking requirements for the development based on the *Town of Lincoln Zoning By-Law No. 2022-50***.** The proposed parking supply for the development results in 371 fewer parking spaces than the Zoning By-Law requires.

The weekday shared use parking rate was applied to reduce the number of required parking spaces at the development. It was seen that weekday evening is the peak period with the most expected number of shared parking spaces. The total parking for the development can be reduced to 922 spaces utilizing shared parking and proposed parking rates. All the non-residential uses should be shared with the hotel spaces as much as possible.

Based on the Town of Lincoln Zoning By-law, the development is required to have 34 accessible parking spaces. The latest concept plan has not designated accessible spaces however, they will be provided as required. The development has proposed 160 bicycle parking spaces and requires 156 spaces according to the by-law, resulting in a surplus of four (4) bicycle parking spaces.

For a peak parking demand for the proposed development, parking counts were undertaken at residential buildings located at 16 Concord Place in the Town of Grimsby. This parking survey showed a lower peak parking demand than the proposed parking rate of 1.5 spaces per unit.

A survey at Queen Street East and Gore Road in Brampton was also conducted. The surrogate site has an event space, a hotel, restaurants, and other commercial services, similar to the proposed development at 4933 Victoria Avenue North. The peak parking demand for this surrogate site was found to be 1.40 parking spaces per 100 m^2 of GFA for all commercial and event space. Using these two surveys, the peak parking demand for the proposed site was found to be 509 spaces, resulting in a surplus of 130 parking spaces.

Applying the peak parking rate provided by Institute of Transportation Engineers Parking Generation (ParkGen 6th Edition) for similar land uses to this development resulted in a deficit of 10 spaces. This can be justified as patrons using the non-residential services are anticipated to use the hotel parking, therefore the peak parking demand is conservative and looks at the worst-case scenario.

The development is proposing site-specific by-law rates for the different uses based on the analysis summarized above. These proposed parking rates meet the proposed supply when applying the Town of Lincoln's shared use parking rates.

In summary, this parking justification study examined the parking supply at the proposed development by comparing it first to the zoning requirements from By-law 2022-50. Then the shared parking rates from the same by-law were applied per the development's proposed uses. Site-specific parking rates were determined using parking data from other developments with similar uses. These site-specific parking rates were then shown in conjunction with the shared use parking reductions to justify the proposed parking supply.

Based on the analysis contained within this report, the development's proposed parking supply can be supported.

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1.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by Globizen Developments Inc. to undertake a Parking Justification Study (PJS) in support of a Zoning By-Law Amendment (ZBA) for a proposed development located at 4933 Victoria Avenue North, Town of Lincoln. The purpose of this study is to review the parking requirements associated with the proposed development, and to assess the adequacy of a lower parking supply than required by the Zoning By-Law for the development.

The scope of work and Terms of Reference were confirmed with Town of Lincoln (Town) and Niagara Region (Region) staff via email correspondence in November 2023. Refer to **Appendix A** for relevant correspondence.

2.0 Existing Site Description

The subject lands cover an area of approximately 1.93 ha and currently consists of a commercial building, a parking lot, and a single storey detached home. The property, located in a mixed-use area, is immediately bounded by Lake Ontario to the north, Victoria Avenue North to the west, residential properties to the south, and green space to the east. Access to the site is provided by an access along Victoria Avenue North at Viceroy Avenue.

The Town of Lincoln interactive Community Map Zoning By-Law currently designates the subject lands as Industrial Zone 1 (IN-1). **Appendix B** contains all zoning maps.

3.0 Development Proposal

The elements envisioned for this development include a 15-storey mixed residential, hotel and retail building, with 396 residential units, 130 hotel suites, a ground floor restaurant, café, event center, spa, a lobby, and sky bar, four (4) levels of parking with a total of 637 spaces above and below ground, a multi-use path around the building, and bicycle parking area.

4.0 Existing Conditions

The following section outlines the existing pedestrian, cycling and public transit conditions surrounding the proposed Site.

4.1 Pedestrians

There are pedestrian sidewalks leading towards the site located on Dustan Street, Laurie Avenue, and Victoria Avenue North till Valiant Avenue. There are no sidewalks located immediately around the subject development.

4.2 Cycling Routes

Cyclists are provided with on-road cycling routes along both sides of North Service Road and along Victoria Avenue North, north of North Service Road. The route travels along most of the road. South of North Service Road, Victoria Avenue South has a paved shoulder for on-road cycling.

5.0 Town of Lincoln By-Law Parking Requirements Review

The purpose of this section is to evaluate the parking requirements associated with the development based on the Town of Lincoln's Zoning By-Law that is currently in effect.

5.1 Zoning By-Law Parking Requirements

The proposed parking supply was compared to the parking requirements for the development based on the *Town of Lincoln Zoning By-Law No. 2022-50.* Relevant Zoning By-Law excerpts are provided in **Appendix C**. **Table 1** below summarizes the results of the findings.

Table 1: Town of Lincoln Zoning By-Law 2022-50 Vehicle Parking Requirement

Use	Parking Rate	Units	Total Required Parking Spaces	Proposed Parking Spaces	Total Proposed Parking Amount (Difference)
Residential – Apartment Dwelling (In a Mixed-Use Development)	Residential Rate: 1.0 spaces/unit	396	396	427	**637** (**-371**) + 21 Street Parking Spaces
	Visitor Rate: 0.1 space/unit		39.6	40	
Hotel	1 space/guest room plus required parking for any other use	130	130	170 + 21 Street Parking Spaces	
Retail Use[1]	1 space/30 sq. m of GFA	194 sq. m	6.5		
Restaurant	1 space/4.5 sq. m of PFA	818 sq. m	181.8		
Restaurant (Bar – Lobby Bar & Sky Bar)	1 space/4.5 sq. m of PFA	315 sq. m	70		
Restaurant (Café)	1 space/4.5 sq. m of PFA	133 sq. m	29.6		
Place of Entertainment (Banquet)	1 space/10 sq. m GFA	999 sq. m	99.9		
Personal Service Use (Spa)[1]	1 space/30 sq. m GFA	1626 sq. m	54.2		
Total Parking (Rounded Up):			**1008**		

Note 1: GFA includes Mechanical and Back-of-House areas.

The current proposed number of parking spaces does not meet the parking space requirements as identified in Zoning By-Law 2022-50. Based on the rates above, the development requires 1008 parking spaces, there are 637 proposed parking spaces, leaving a deficit of 371 parking spaces.

5.2 Zoning By-Law Shared Parking Requirements

According to the Town of Lincoln Zoning By-Law, the development is considered mixed-use and as such, minimum parking requirement can be reduced through the use of shared spaces. **Table 2** below summarizes the shared parking rate for each use. The shared parking was not applicable to the Banquet Hall, so the spaces required are included in full.

Table 2: Weekday Shared Required Parking

Use	Time Period	Shared Parking Rate		Required Shared Parking Spaces		Proposed Parking Spaces	Total Proposed Parking Spaces (Difference)
		Occupancy Rate	Visitor Occupancy Rate	Occupancy Spaces	Visitor Occupancy Spaces		
Residential (Apartment Dwelling)	Morning	90	20	356.4	7.9	427	**637 (-185)** + 21 Street Parking Spaces
	Afternoon	40	10	158.4	4.0		
	Evening	**90**	**80**	**356.4**	**31.7**	40	
	Overnight	100	100	396.0	39.6		
Hotel	Morning	70		91.0		170 + 21 Street Parking Spaces	
	Afternoon	60		78.0			
	Evening	**75**		**97.5**			
	Overnight	100		130.0			
Retail Use / Personal Service Use (Spa)	Morning	80		48.5			
	Afternoon	90		54.6			
	Evening	**90**		**54.6**			
	Overnight	0		0			
Restaurant (Bar, Café)	Morning	15		42.2			
	Afternoon	50		140.7			
	Evening	**100**		**281.3**			
	Overnight	0		0			
Subtotal Required Shared Parking (Rounded Up)				**822**			
Total Required Shared Parking + Banquet (Rounded Up)				**922**			**637 (-285)**

When applying the shared parking rates, it is observed that weekday evening is the peak period with the most expected required shared parking spaces. Based on these rates and including the Banquet Hall required parking spaces amount in full, the total required parking for the development can be reduced to 922 spaces. This leads to a deficit on 285 spaces which can be reduced to 185 spaces if the Banquet Hall spaces are shared with the Hotel spaces. It is expected that guests of the hotel will primarily use the non-residential services. Therefore, all non-residential uses will share parking with the Hotel parking spaces, this would further reduce the total shared required parking to 485 spaces resulting in a surplus of 152 spaces.

Table 3 summarizes the weekend shared parking rate for each use. However, per the by-law, the weekday is lower than the weekend, so the weekday shared rate was used.

Table 3: Weekend Shared Required Parking

Use	Time Period	Shared Parking Rate		Required Shared Parking Spaces		Proposed Parking Spaces	Total Proposed Parking Spaces (Difference)
		Occupancy Rate	Visitor Occupancy Rate	Occupancy Spaces	Visitor Occupancy Spaces		
Residential – Apartment Dwelling	Morning	90	20	356.4	7.9	427	**637 (-136)** + 21 Street Parking Spaces
	Afternoon	40	10	158.4	4.0		
	Evening	**90**	**80**	**356.4**	**31.7**	40	
	Overnight	100	100	396.0	39.6		
Hotel	Morning	70		91.0		170 + 21 Street Parking Spaces	
	Afternoon	60		78.0			
	Evening	**75**		**97.5**			
	Overnight	100		130.0			
Retail Use / Personal Service Use (Spa)	Morning	80		48.5			
	Afternoon	100		60.7			
	Evening	**10**		**6.1**			
	Overnight	0		0			
Restaurant (Bar, Café)	Morning	15		42.2			
	Afternoon	50		140.7			
	Evening	**100**		**281.3**			
	Overnight	0		0			
Subtotal Required Shared Parking (Rounded Up)				**773**			
Total Required Shared Parking + Banquet (Rounded Up)				**873**			**637 (-236)**

5.3 Accessible Parking Requirements

Per the Town of Lincoln Zoning By-Law *2022-50 Subsection 4.1.4 "Designation of Accessible Parking Spaces"*, for a development with 201 to 1000 required parking spaces, 2 spaces plus 2% of the total number of parking spaces must be allocated for accessible parking. Where 50% of the spaces are Type A and 50% of the spaces are Type B. **Table 4** summarizes the minimum and maximum required accessible parking spaces for this development.

Table 4: Required Accessible Parking Spaces

Use	Total Required Parking Spaces	Minimum Required Accessible Parking Spaces
Residential – Apartment Dwelling	436	11
Hotel	130	23
Retail Use	7	
Restaurant	182	
Restaurant (Bar – "Lobby Bar" & "Sky Bar")	70	
Restaurant (Café)	30	
Place of Entertainment (Banquet)	100	
Personal Service Use (Spa)	27	

The development requires a total of 34 accessible parking spaces. It is noted that the most recent preliminary concept plan has not designated accessible parking spaces, however they will be provided as required.

5.4 Bicycle Parking Requirements

Per the Town of Lincoln Zoning By-Law 2022-50 Subsection 4.1.1 "Number of Required Parking Spaces", the required bicycle parking has been summarized in **Table 5**.

Table 5: Bicycle Parking Requirements

Use	Bicycle Parking Rate	Units	Total Required Bicycle Spaces	Total Proposed Parking Amount (Difference)
Residential – Apartment Dwelling	0.25 spaces/unit	396	99	**160** (**+4**)
Hotel	1 space/ 200 sq. m GFA	7,968 sq. m[1]	40	
Retail Use	1 space/200 sq. m of GFA	194 sq. m	1	
Restaurant	1 space/100 sq. m GFA	818 sq. m	9	
Restaurant (Bar – "Lobby Bar" & "Sky Bar")	1 space/100 sq. m GFA	315 sq. m	4	
Restaurant (Café)	1 space/100 sq. m GFA	133 sq. m	2	
Place of Entertainment (Banquet)	N/A	999 sq. m	N/A	
Personal Service Use (Spa)	N/A	799 sq. m	N/A	
Total Bicycle Parking:			**156**	

Note 1: Not inclusive of the 999 sq.m Event Space GFA.

The bicycle parking requirements have been met, the development has proposed 160 bicycle parking spaces, resulting in a surplus of four (4) bicycle parking space.

5.5 Parking Space Dimensions

This section outlines the parking space dimensions for Barrier-free and standard parking spaces.

5.5.1 Barrier-free Parking Space Dimensions

Type A barrier free parking spaces in the Town of Lincoln are required to have a minimum of 3.4 metres in width and 5.8 metres in length. Type B barrier free parking spaces must be a minimum of 2.75 metres in width and 5.8 metres in length. The Barrier-free accessible aisle must be a minimum of 1.5 metres in width.

5.5.2 Zoning By-Law Parking Space Dimensions

Standard parking spaces in the Town of Lincoln are required to have a minimum of 2.75 metres in width and 5.8 metres in length. The By-Law also states that a two-way drive aisle should be 6.7 metres wide.

5.5.3 Proposed Parking Space Dimensions

The site has proposed dimensions of 2.6 metres in width and 5.6 metres in length. These dimensions are aligned with the City of Toronto's requirements for parking spaces and fits the standard Transportation Association of Canada (TAC) vehicle dimensions for a passenger-car. The site also proposes to have drive aisles with a width of a minimum of 6.0 metres.

As part of the TIS that was done for this development, vehicle maneuvering diagrams were prepared that tested the maneuverability of the expected vehicles within the parking structure. No conflicts were found using those dimensions listed above which indicates that the proposed parking space dimensions are sufficient for safe operation of the expected vehicles within the parking structure.

6.0 Parking Utilization Comparison

The purpose of this section is to examine the utilization at other similar sites and see the effects that similar utilization would have on the parking needs of the proposed development.

6.1 Surrogate Site Analysis

To estimate the parking demand that this proposed development would experience, parking surveys were conducted at three mixed-use developments.

6.1.1 16 Concord Place, Grimsby

To assess peak parking demand for the proposed development, parking counts were undertaken at the existing 16 Concord Place development in Grimsby, zoned as a Residential Mixed area. The existing site is an apartment with 342 units and a total parking supply of 555 parking spaces, including 428 tenant parking spaces and 127 visitor parking spaces. Relevant information regarding the surrogate site and parking survey results are included in **Appendix D**.

A parking utilization survey was undertaken by Ontario Traffic Inc. between Thursday June 23, 2022, and Saturday June 25, 2022, between 6:00 p.m. and 2:00 a.m. The dates and time were selected to survey the peak parking demand at the subject site during the peak parking hours for a residential use. The parking demand rates based on the number of occupied tenant, visitor and overall spaces is summarized in **Table 6.**

Table 6: 16 Concord Place Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Thursday, June 23, 2022	0.65	0.34	0.99
Friday, June 24, 2022	0.64	0.33	0.97
Saturday, June 25, 2022	0.61	0.32	0.93
Peak Demand	**0.65**	**0.34**	**0.99**

Using the number of cars parked and the number of dwelling units of the surrogate site, the maximum peak parking demand rates were calculated. The maximum tenant spaces occupied during the survey was 337 spaces, thus a peak demand ratio of 0.99 spaces per unit.

6.1.2 Queen Street East and Gore Road, Brampton

The site located at the northwest corner of the intersection of Queen Street East and Gore Road was selected as a surrogate site due to the similarity in land uses to the proposed development. The surrogate site has an event space, a hotel, restaurants, and other commercial services, similar to the proposed development at 4933 Victoria Avenue North.

The surrogate site survey was undertaken by Ontario Traffic Inc. on Thursday, May 2, 2019, and Saturday, May 4, 2019. The dates and times were selected to capture the peak parking hours of the hotel, restaurants and to coincide with an activity at the event space. Parking surveys of the mixed-use surrogate site were recorded between the hours of 6 p.m. and 2 a.m. Using the number of parked cars and the total Gross Floor Area (GFA) of the surrogate site, the maximum peak parking demand rate for this surrogate site was found to be 1.40 parking spaces per 100 m^2 of GFA for all commercial and event space. The parking survey results, and rate calculation are provided in **Appendix D**.

Table 7: Queen Street East and Gore Road Parking Demand

Date	Total GFA	Maximum Parking Utilization	Total Occupied Parking Rate
Thursday, May 19, 2019	18,665 m^2	138	0.74 space / 100 m^2
Saturday, May 2, 2019		262	1.40 spaces / 100 m^2

Table 7 shows the peak parking demand during the weekday to be 0.74 spaces per 100 m^2 and 1.40 spaces per 100 m^2 during the weekend for all commercial uses and the event space.

6.2 Parking Rate Analysis

Table 8 below summarizes the peak parking demand for the proposed development at 4933 Victoria Avenue North based on the parking rates from the surrogate sites.

Table 8: Surrogate Site Peak Parking Demand Analysis

Surrogate Site Survey	Use	Peak Parking Rate	Development Number of Units or GFA	Peak Parking Demand from Surrogate Sites	Proposed Parking Supply (Difference)
16 Concord Place	Residential – Apartment Dwelling	0.99 spaces / unit	396 Residential Units	392 spaces	467
Queen Street East and Gore Road	Hotel	1.40 spaces / 100 sq. m	130 Units	69 spaces	170 + 21 Street Parking Spaces
	Retail Use		194 sq. m	3 spaces	
	Restaurant (Dining)		818 sq. m	12 spaces	
	Restaurant (Bar – "Lobby Bar" & "Sky Bar")		315 sq. m	5 spaces	
	Restaurant (Café)		133 sq. m	2 spaces	
	Place of Entertainment (Banquet)		999 sq. m	14 spaces	
	Personal Service Use (Spa)		799 sq. m	12 spaces	
Total				509 spaces	637 (**+128**) spaces

Using the survey at 16 Concord Place, the peak parking demand for the residential units at the proposed development are expected to be lower than the proposed parking supply of 467 spaces. Utilizing the parking survey from Queen Street East and Gore Road, the proposed developments' non-residential peak parking demand is expected to be 117 spaces, which is lower than the proposed parking supply. Overall, the proposed development will have a surplus of 128 parking spaces.

6.3 Institute of Transportation Engineers Parking Generation (ParkGen 5th Edition)

To further assess the parking supply at the proposed development, the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition was used to forecast the peak parking demand. The following Land Use Categories were used for the development:

- Land Use Category (LUC) 310 "Hotel"
- Land Use Category (LUC) 222 "Multifamily High-Rise"
- Land Use Category (LUC) 931 "Fine Dining Restaurant"
- Land Use Category (LUC) 930 "Fast Casual Restaurant"
- Land Use Category (LUC) 932 "High-Turnover (Sit Down) Restaurant"
- Land Use Category (LUC) 820 "Shopping Center"

- Land Use Category (LUC) 492 "Health/Fitness Club"

It is noted that the ITE rates captures both the tenant and visitor parking. For the analysis, the "General Urban/Suburban" setting location was used, and the average rates were used as they are more conservative than the fitted curve trip generation.

The ITE Trip Generation Manual defines LUC – 310 "Hotel" as, "…places of lodging that provide sleeping accommodations and supporting facilities such as restaurants; cocktail lounges; meeting and banquet rooms or convention facilities…". As such, it is expected that internal trip synergy would occur on the site between the proposed hotel and the supplementary land uses. However, for the purposes of conservative analysis, no internal synergy reductions were applied.

Table 9 presents the peak parking demand for the proposed site expansion based on the ITE parking rates.

Table 9: ITE ParkGen Rates

Land Use	Units/GFA	Peak Demand Parking ITE Rate	Peak Parking Demand
LUC 310 (Hotel)	130	0.74	97
LUC 222 (Apartment)	396	0.98	388
LUC 931 (Restaurant)	8,805 sq. ft	10.52 spaces/1000 sq. ft	93
LUC 930 (Restaurant - Café)	1,432 sq. ft	3.1 spaces/100 sq. ft	5
LUC 932 (Restaurant – "Lobby Bar" & "Sky Bar")	3,391 sq. ft	5.4 spaces /1000 sq. ft	19
LUC 820 (Retail)	2,088 sq. ft	1.95 /1000 sq. ft	4
LUC 492 (Spa)	8,600 sq. ft	4.73/1000 sq. ft	41
		Total Peak Parking Demand	**647**
		Total Parking Proposed:	**637**
		Parking Surplus/Deficit ITE Rates Only:	**-10**

As outlined in **Table 9**, based on the ITE parking rates, the proposed parking supply for the development will result in a deficit of 10 spaces when compared to the peak parking demand. This can be justified as the LUC 930, 931, and 932 are all uses located within the hotel. Patrons using these services are anticipated to use the hotel parking, therefore the peak parking demand outlined here is conservative and looks at the worst-case scenario.

7.0 Proposed Site-Specific Rates

Using the justification outlined in the sections above, the site has proposed parking rates that should be applied to the proposed development. It is noted that these rates are the proposed rates for the development's zoning rather than current zoning by-law rates.

7.1 Proposed Rates

Table 10: Development Proposed Parking Requirements

Use	Parking Rate	Units	Total Required Parking Spaces	Proposed Parking Spaces	Total Proposed Parking Amount (Difference)
Residential – Apartment Dwelling (In a Mixed-Use Development)	Residential Rate: 1.0 spaces/unit	396	396	427	**637** (**-77**) + 21 Street Parking Spaces
	Visitor Rate: 0.1 space/unit		39.6	40	
Hotel	0.75 space/guest room plus required parking for any other use	130	97.5	170 + 21 Street Parking Spaces	
Retail Use[1]	1 space/30 sq. m of GFA	194 sq. m	6.5		
Restaurant	1 space/10 sq. m of PFA	818 sq. m	81.8		
Restaurant (Bar – "Lobby Bar" & "Sky Bar")	1 space/30 sq. m of PFA	315 sq. m	10.5		
Restaurant (Café)	1 space/30 sq. m of PFA	133 sq. m	4.43		
Place of Entertainment (Banquet)[1]	1 space/20 sq. m GFA	999 sq. m	49.95		
Personal Service Use (Spa)[1]	1 space/30 sq. m GFA	799 sq. m	26.63		
Total Parking (Rounded Up):			**714**		

Note 1: GFA does not include Mechanical and Back-of-House areas.

As outlined in **Table 10** above, slight modifications have been made to the base parking requirements of Zoning By-Law 2022-50. The development is required to have 714 parking spaces but only provides 637 parking spaces, resulting in a deficit of 77 spaces. Similar to the surrogate site analysis where the Banquet Hall and Hotel spaces shared parking, all non-residential uses can share the Hotel parking. In doing so the development will only require 534 parking spaces, resulting in a surplus of 103 parking spaces.

7.2 Shared Use Calculation with Proposed Rates

Table 11 summarizes the Shared Use reductions that would be applied to the proposed site-specific parking rates based on the Town of Lincoln's shared use rates. These reductions would result in a surplus of spaces if the spaces required for the banquet hall (which has no reduction in the by-law) were excluded and all spaces are utilized when the 50 allocated spaces are included.

Table 11: Shared Use Required Parking based on Proposed Site-Specific Zoning By-Law

Use	Time Period	Shared Parking Rate		Required Shared Parking Spaces		Proposed Parking Spaces	Total Proposed Parking Spaces (Difference)
		Occupancy Rate	Visitor Occupancy Rate	Occupancy Spaces	Visitor Occupancy Spaces		
Residential – Apartment Dwelling	Morning	90	20	356.4	7.9	427	**637 (+50)** + 21 Street Parking Spaces
	Afternoon	40	10	158.4	4.0		
	Evening	**90**	**80**	**356.4**	**31.7**	40	
	Overnight	100	100	396.0	39.6		
Hotel	Morning	70		68.3		170 + 21 Street Parking Spaces	
	Afternoon	60		58.5			
	Evening	**75**		**73.1**			
	Overnight	100		97.5			
Retail Use / Personal Service Use (Spa)	Morning	80		38.4			
	Afternoon	90		43.2			
	Evening	**90**		**43.2**			
	Overnight	0		0			
Restaurant (Bar, Café)	Morning	15		12.3			
	Afternoon	50		40.9			
	Evening	**100**		**81.8**			
	Overnight	0		0			
Total Required Shared Parking (Rounded Up)				**587**			
Total Required Shared Parking + Banquet (Rounded Up)				**637**			**637 (+0)**

8.0 Transportation Demand Management

The Transportation Impact Study (TIS) submitted in conjunction with this PJS, detailed measures to further reduce the parking demand for this development through the use of Transportation Demand Management (TDM) strategies. These strategies include:

- Access to Safe and Secure Bicycle Parking
- Shower and Changeroom Facilities
- Preferential Carpool and Rideshare Parking Spaces
- Information Packages

Please refer to the TIS for more detailed information on the site specific TDM strategies.

9.0 Summary and Conclusion

This PJS went through the Town of Lincoln's current zoning by-law's parking requirements as applied to this site then examine the parking utilization at similar sites and examine the creation of site-specific parking rates that is to be applied to this development. These site-specific rates are separate from the Town's current rate and a comparison between the two sets of rates is shown in **Table 12.**

The proposed development at 4933 Victoria Avenue North requires a total of 1008 parking spaces according to the *Town of Lincoln Zoning By-Law No. 2022-50.* Given the proposed supply of 637 parking spaces, the site is deficit by 371 spaces per the By-Law.

The Town of Lincoln shared parking By-Law rates were applied to the proposed development to reduce the required parking through the sharing of spaces. The shared parking rates were not applicable to the Banquet Hall. The proposed development requires a total of 922 parking spaces through the shared parking Zoning By-Law. Given the proposed supply of 637 parking spaces, the site would be deficit by 285 spaces per the By-Law.

The parking data for the surrogate sites at "16 Concord Place" and "Queen Street East at Gore Road" forecasts a peak period parking requirement of 509 parking spaces for the proposed development. Therefore, there is a resultant surplus of 128 parking space from the proposed supply of 637 parking spaces.

The proposed parking supply was further assessed using the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition to forecast the peak parking demand. ITE forecasts a peak parking demand of 647 parking spaces. There is a resultant deficit of 10 parking space from the proposed supply of 637 parking spaces. This can be justified as patrons using the non-residential services are anticipated to use the hotel parking, therefore the peak parking demand is conservative and looks at the worst-case scenario.

Similar to the surrogate site, all non-residential uses are expected to share the provided Hotel parking. In doing so the development will only require 534 parking spaces, resulting in a surplus of 103 parking spaces.

According to the Town of Lincoln Zoning By-Law *2022-50 Subsection 4.1.4 "Designation of Accessible Parking Spaces"*, the proposed development is required to have 34 accessible parking spaces. The most recent concept plan received on May 24, 2024, does not designate accessible parking spaces however, they will be provided as required.

The preliminary concept plan has proposed 160 long term bicycle parking spaces and requires 156 spaces according to the by-law. There is a surplus of four (4) bicycle parking space from the proposed supply of 144 bicycle parking spaces.

Based on the analysis contained in the report, the development has proposed the following parking rates shown in **Table 12** to be applied to the site.

Table 12: Zoning By-Law Parking Rates Compared to Site Proposed Parking Rates

Use	Required in Town of Lincoln Zoning By-Law	Site Proposed Modification
Residential – Apartment Dwelling (In a Mixed-Use Development)	Residential Rate: 1.0 spaces/unit Visitor Rate: 0.1 space/unit	Residential Rate: 1.0 spaces/unit Visitor Rate: 0.1 space/unit
Hotel	1 space/guest room plus required parking for any other use	0.75 space/guest room plus required parking for any other use
Retail Use	1 space/30 sq. m of GFA	1 space/30 sq. m of GFA
Restaurant	1 space/4.5 sq. m of PFA	1 space/10 sq. m of PFA
Restaurant (Bar – "Lobby Bar" & "Sky Bar")	1 space/4.5 sq. m of PFA	1 space/30 sq. m of PFA
Restaurant (Café)	1 space/4.5 sq. m of PFA	1 space/30 sq. m of PFA
Place of Entertainment (Banquet)	1 space/10 sq. m GFA	1 space/20 sq. m GFA
Personal Service Use (Spa)	1 space/30 sq. m GFA	1 space/30 sq. m GFA

The site-specific proposed parking rates can be justified through the use of shared use rates for mixed-use developments. When the shared use rates are applied to calculations of the proposed parking rates, the deficit can be reduced to zero (0) spaces which indicates that the site is expected to meet the parking needs of the development.

In summary, this parking justification study examined the parking supply at the proposed development by comparing it first to the zoning requirements from By-law 2022-50. Then the shared parking rates from the same by-law were applied per the development's proposed uses. Site-specific parking rates were determined using parking data from other developments with similar uses. These site-specific parking rates were then shown in conjunction with the shared use parking reductions to justify the proposed parking supply.

In conclusion, based on the surrogate sites and the ITE parking forecast the parking supply at the proposed Site is considered adequate for the proposed mixed-use development at 4933 Victoria Avenue North. The proposed development can be supported from a parking justification perspective and the peak parking demand can be supported by the proposed supply of 637 parking spaces.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted,

C.F. CROZIER & ASSOCIATES INC.

Ian Lindley, P.Eng. MASc.
Project Engineer, Transportation

C.F. CROZIER & ASSOCIATES INC.

R. Aaron Wignall, Associate
Senior Project Manager, Transportation

J:\2500\2571 - 4933 Vic Court Globizen LP\6892 - 4933 Victoria Avenue N (Vineland)\Reports\PJS\2024.05.24 (2571-6892) 4933 Victoria Avenue North PJS.docx

APPENDIX A

Correspondence

From: Constantine, Neave (MTO) <Neave.Constantine@ontario.ca>
Sent: November 22, 2023 12:10 PM
To: Shaira Ahmed; Melissa Shih; Aaron Wignall; Ian Lindley
Cc: Ted Lagakos; Nunes, Paul (MTO)
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

Hi Shaira,

Re: Request for Comments – Terms of Reference
4933 Victoria Avenue North
Town of Lincoln

The subject property described above do not appear to be within the MTO Permit Control area and therefore we have no comments.

Thanks,

Neave Constantine | Corridor Management Planner (Hamilton/ Niagara)
Highway Corridor Management Section | Central Operations | Ministry of Transportation
159 Sir William Hearst Avenue, 7th Floor |Toronto, ON M3M 0B7
Telephone: 437 688-2943 | Email: Neave.Constantine@ontario.ca

Ontario

Upcoming absence: December 19th, 2023 – January 12th, 2024.

From: Shaira Ahmed <sahmed@cfcrozier.ca>
Sent: November 22, 2023 11:52 AM
To: Melissa Shih <mshih@lincoln.ca>; Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>
Cc: Lagakos, Ted (MTO) <Ted.Lagakos@ontario.ca>; Nunes, Paul (MTO) <Paul.Nunes@ontario.ca>; Constantine, Neave (MTO) <Neave.Constantine@ontario.ca>
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

We are looking to follow up on the MTO and Town comments for the terms of reference sent below for this project. If you have any questions or concerns, please let us know.

Kind regards,

Shaira Ahmed
Engineering Intern, Transportation
Office: 905.875.0026
Collingwood | Milton | Toronto | Bradford | Guelph

Learn all about our latest awards & recognition **here**.

LINKEDIN | INSTAGRAM | FACEBOOK | TWITTER

From: Melissa Shih <mshih@lincoln.ca>
Sent: Wednesday, November 8, 2023 2:43 PM
To: Dunsmore, Susan <susan.dunsmore@niagararegion.ca>; Shaira Ahmed <sahmed@cfcrozier.ca>; Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>
Cc: Ted Lagakos <ted.lagakos@ontario.ca>; Nunes, Paul (MTO) <Paul.Nunes@ontario.ca>; Constantine, Neave (MTO) <Neave.Constantine@ontario.ca>
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

Good Afternoon Shaira,

Thank you for reaching out. I am the Town planner on this file and will provide you with Town comments, once our review is finalized. I am copying MTO staff on this e-mail as well to seek their input on the TofR.

Sincerely,

Melissa Shih , MCIP, RPP
Manager, Prudhommes & Special Projects
Town of Lincoln
Direct: 905-563-2799 ext. 250
Tel: 905-563-8205
Cell: 289-968-2216
mshih@lincoln.ca

lincoln.ca
@TownofLincolnON

From: Planning Applications <planningapplications@lincoln.ca>
Sent: Wednesday, November 8, 2023 11:06 AM
To: Melissa Shih <mshih@lincoln.ca>
Subject: FW: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

Melissa, FYI.

From: Shaira Ahmed <sahmed@cfcrozier.ca>
Sent: Monday, November 6, 2023 10:21 AM
To: Dunsmore, Susan <susan.dunsmore@niagararegion.ca>; Planning Applications <planningapplications@lincoln.ca>; Diane Maceira <DMaceira@lincoln.ca>

Cc: Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>
Subject: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

Hello,

C.F. Crozier and Associates (Crozier) has been retained to prepare a Transportation Impact Study (TIS) for a mixed-use development located at 4933 Victoria Avenue North, in the Town of Lincoln in support of the Zoning By-Law Amendment (ZBA).

According to the Concept Plan, the elements envisioned for this development include:

- A 16-storey mixed residential, hotel and retail building, with 455 residential units, and 130 hotel suites
- Ground floor restaurant, bar and club/lounge
- Four levels of parking with a total of 600 spaces above and below ground
- A mutli-use path around the building
- Bicycle parking and car rental

Please see the attached concept plan for more details.

This letter and its attachment are intended to serve as the Terms of Reference (ToR) for the TIS to support the development application.

We are kindly requesting that you review the ToR and provide feedback regarding our scope of work and request for data. Should you not be the appropriate person for correspondence, it would be appreciated to be directed to the appropriate contact.

Study Methodology for the Transportation Impact Study

The following intersections are proposed to be analyzed as part of the scope of the study:

- Victoria Avenue North and Viceroy Avenue/Site Access
- Victoria Avenue North and North Service Road
- Victoria Avenue North and Laurie Avenue
- Victoria Avenue North and Dustan Street

We will consult specialty traffic counting firms we typically work with to obtain traffic data for the intersections listed above unless the Town of Lincoln (Town) has data for these intersections. If the Town's data is available and preferred, please let us know. **Please confirm the above noted intersections are sufficient for the study.**

Analysis Periods and Scenarios

The above intersections will be analyzed in the weekday a.m. and p.m. peak hours of current year (2023), the full build-out year (2025), and 10-years from the build out year (2032). The horizon years will be analyzed for future background and total traffic conditions. **Please confirm if the peak hour periods and the horizon year is sufficient for the analysis.**

Background Developments

Please confirm if any background development should be included in the analysis. If there are developments that need to be considered, please provide the associated transportation impact studies that should be included in our analysis.

Roadway and Transit Improvements
Please provide us with the details on any roadway improvements planned within the study area network.

Traffic Growth
We kindly request a recommended growth rate applicable to traffic volumes in the study area, to sufficiently reflect future conditions in the horizon years. If a growth rate is not available, an industry standard of 2% is suggested to forecast future traffic growth at the intersections of the study. **Please confirm if this is acceptable.**

Trip Generation and Distribution
Trip generation for the proposed development will be forecasted using the Trip Generation Manual, 11th Edition, prepared by the Institute of Transportation Engineers (ITE). Hotel (LUC 310), Multifamily High-Rise (LUC 222), Fine Dining Restaurant (LUC 931), and Shopping Center (LUC 820) will be used to calculate the trips. **Please confirm if this is acceptable.**

Existing traffic and data from the 2016 Transportation Tomorrow Survey (TTS) will be used to determine the trip distribution for the A.M. and P.M. periods to the proposed development. **Please confirm if this is acceptable.**

Analysis Procedures
Weekday A.M. and P.M. peak hours will be analyzed using Synchro 11.0 analysis software based on Highway Capacity Manual (HCM) procedures. **Please confirm if this acceptable.**

Parking Justification Study (PJS) Scope
For off-street parking, the Town of Lincoln vehicle parking requires an Apartment to have 1.25 spaces per dwelling unit and 1 visitor space per 10 dwelling units, a Hotel to have 1 space per guest room, a Dining Eating Establishment to have 1 space per 4.5 sqm PFA, and Retail to have 1 space per 30 sqm GFA. A mixed-use development with more than one of these uses listed can have their parking requirements reduced through sharing of parking spaces. The proposed developments parking can be reduced justified by the evening time period occupancy rate. **Please confirm if this methodology is acceptable or what requirements are needed for the PJS.**

We will also examine the bicycle parking requirements. The Town of Lincoln requires an Apartment to have 0.25 spaces per dwelling unit, a Hotel to have 1 space per 200 sqm GFA, a Dining Eating Establishment to have 1 space per 100 sqm GFA, and Retail Use to have 1 space per 200 sqm GFA.

Summary
We request the following information for inclusion in the study, along with any comments that arise with regards to the above Terms of Reference.
Please provide:

- Confirmation that the intersections of study are sufficient.
- Relevant growth rate(s) applicable to the roadways of study.
- Confirm the study horizon years are acceptable.
- Any relevant background developments and the associated traffic impact studies that are to be included in our analysis.

- Details of any planned roadway or transit improvements in the surrounding study area within the horizon years, if there are any.
- Confirmation of analysis methodology.
- Confirmation of parking rates and parking study Methodology

I hope the contents outlined in this email are acceptable.

Should you have any questions or require any further information, please feel free to contact Ian Lindley or myself.

Regards,
Shaira

Shaira Ahmed
Engineering Intern, Transportation
Office: 905.875.0026
Collingwood | Milton | Toronto | Bradford | Guelph

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From: Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>
Sent: November 23, 2023 11:36 AM
To: Shaira Ahmed; planningapplications@lincoln.ca; dmaceira@lincoln.ca; Melissa Shih
Cc: Aaron Wignall; Ian Lindley; Development Planning Applications; Bureau, Stephen
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

Hello

Thank you for confirming these scenarios are adequate.

Susan

From: Shaira Ahmed <sahmed@cfcrozier.ca>
Sent: Thursday, November 23, 2023 10:57 AM
To: Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>; planningapplications@lincoln.ca; dmaceira@lincoln.ca; Melissa Shih <mshih@lincoln.ca>
Cc: Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>; Development Planning Applications <devtplanningapplications@niagararegion.ca>; Bureau, Stephen <Stephen.Bureau@niagararegion.ca>
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

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Good morning,

The development will now be completed in 2 phases. The scenarios will be analyzed in the current year (2023), phase 1 (2025), full build-out (2026), 5-years from full build-out (2031), and 10-years from full build-out (2036). Please confirm if the horizon years are sufficient.

Please let me know if there are any questions or concerns.

Regards,

Shaira Ahmed
Engineering Intern, Transportation
Office: 905.875.0026
Collingwood | Milton | Toronto | Bradford | Guelph

Learn all about our latest awards & recognition **here**.

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From: Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>
Sent: Tuesday, November 14, 2023 7:02 AM
To: Shaira Ahmed <sahmed@cfcrozier.ca>; planningapplications@lincoln.ca; dmaceira@lincoln.ca
Cc: Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>; Development Planning Applications <devtplanningapplications@niagararegion.ca>; Bureau, Stephen <Stephen.Bureau@niagararegion.ca>
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

Good Morning,

Regional transportation planning staff have reviewed the terms of reference and have provided their comments below in red. Requests for Regional transportation data can be made using the following link: https://www.niagararegion.ca/living/roads/permits/traffic-data-requests.aspx. If the TIS requires changes to any regional roads or intersections, functional drawings are to be included in the TIS. If you require anything further please contact me at your convenience.

Thank you

Susan M. Dunsmore, P.Eng.
MANAGER, DEVELOPMENT ENGINEERING
Niagara Region, 1815 Sir Isaac Brock Way, Thorold, ON, L2V 4T7
P : (905) 980 - 6000 ext. 3661
W : www.niagararegion.ca
E : susan.dunsmore@niagararegion.ca

From: Shaira Ahmed <sahmed@cfcrozier.ca>
Sent: Monday, November 06, 2023 10:21 AM
To: Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>; planningapplications@lincoln.ca; dmaceira@lincoln.ca
Cc: Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>
Subject: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

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- Victoria Avenue North and Laurie Avenue
- Victoria Avenue North and Dustan Street

We will consult specialty traffic counting firms we typically work with to obtain traffic data for the intersections listed above unless the Town of Lincoln (Town) has data for these intersections. If the Town's data is available and preferred, please let us know. **Please confirm the above noted intersections are sufficient for the study.**

Analysis Periods and Scenarios

The above intersections will be analyzed in the weekday a.m. and p.m. peak hours of current year (2023), the full build-out year (2025), and 10-years from the build out year (2032)- (2035). The horizon years will be analyzed for future background and total traffic conditions. **Please confirm if the peak hour periods and the horizon year is sufficient for the analysis.**

- Please add horizon year 2030 to accommodate for 5-years from the build out year traffic analysis.
- If the development will be built in multiple phases, the study should include capacity analysis at the end of each phase, additional to the ultimate buildout year and the 5 & 10 years after buildout.

Background Developments

Please confirm if any background development should be included in the analysis. If there are developments that need to be considered, please provide the associated transportation impact studies that should be included in our analysis.

Roadway and Transit Improvements

Please provide us with the details on any roadway improvements planned within the study area network.

Traffic Growth

We kindly request a recommended growth rate applicable to traffic volumes in the study area, to sufficiently reflect future conditions in the horizon years. If a growth rate is not available, an industry standard of 2% is suggested to forecast future traffic growth at the intersections of the study. **Please confirm if this is acceptable. Accepted**

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Existing traffic and data from the 2016 Transportation Tomorrow Survey (TTS) will be used to determine the trip distribution for the A.M. and P.M. periods to the proposed development. **Please confirm if this is acceptable. Accepted**

Analysis Procedures

Weekday A.M. and P.M. peak hours will be analyzed using Synchro 11.0 analysis software based on Highway Capacity Manual (HCM) procedures. **Please confirm if this acceptable. Accepted**

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For off-street parking, the Town of Lincoln vehicle parking requires an Apartment to have 1.25 spaces per dwelling unit and 1 visitor space per 10 dwelling units, a Hotel to have 1 space per guest room, a Dining Eating Establishment to have 1 space per 4.5 sqm PFA, and Retail to have 1 space per 30 sqm GFA. A mixed-use development with more than one of these uses listed can have their parking requirements reduced through sharing of parking spaces. The proposed developments parking can be reduced justified by the evening time period occupancy rate. **Please confirm if this methodology is acceptable or what requirements are needed for the PJS.**

We will also examine the bicycle parking requirements. The Town of Lincoln requires an Apartment to have 0.25 spaces per dwelling unit, a Hotel to have 1 space per 200 sqm GFA, a Dining Eating Establishment to have 1 space per 100 sqm GFA, and Retail Use to have 1 space per 200 sqm GFA.

Summary

We request the following information for inclusion in the study, along with any comments that arise with regards to the above Terms of Reference.
Please provide:

- Confirmation that the intersections of study are sufficient.
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- Any relevant background developments and the associated traffic impact studies that are to be included in our analysis.
- Details of any planned roadway or transit improvements in the surrounding study area within the horizon years, if there are any.
- Confirmation of analysis methodology.
- Confirmation of parking rates and parking study Methodology

I hope the contents outlined in this email are acceptable.

- General comments:
- Please follow the updated Niagara Region TIA guidelines, accessible at:
    - https://www.niagararegion.ca/business/default.aspx?topnav=1
- If the Consultant utilizes historical traffic counts, traffic counts to be factored to a baseline condition (TIA study year) using a growth rate of 1% per annum.

I hope the contents outlined in this email are acceptable.

Should you have any questions or require any further information, please feel free to contact Ian Lindley or myself.

Regards,
Shaira

Shaira Ahmed
Engineering Intern, Transportation
Office: 905.875.0026
Collingwood | Milton | Toronto | Bradford | Guelph

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From: Melissa Shih <mshih@lincoln.ca>
Sent: November 27, 2023 1:47 PM
To: Shaira Ahmed
Cc: Aaron Wignall; Ian Lindley; Development Planning Applications; Bureau, Stephen; Dunsmore, Susan; Ted Lagakos; Paul Di Ianni; Constantine, Neave (MTO)
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)
Attachments: Prudhommes Concept Plan June 2022_Final.pdf; 2023 08 14 Meeting Minutes Pre-Con July 27 2023.pdf

Good Afternoon Shaira,

Please see Town comments on the TIS in blue below, and additional information attached.

Regards,

Melissa Shih , MCIP, RPP
Manager, Prudhommes & Special Projects
Town of Lincoln
Direct: 905-563-2799 ext. 250
Tel: 905-563-8205
Cell: 289-968-2216
mshih@lincoln.ca

lincoln.ca
@TownofLincolnON

From: Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>
Sent: Tuesday, November 14, 2023 7:02 AM
To: Shaira Ahmed <sahmed@cfcrozier.ca>; Planning Applications <planningapplications@lincoln.ca>; Diane Maceira <DMaceira@lincoln.ca>
Cc: Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>; Development Planning Applications <devtplanningapplications@niagararegion.ca>; Bureau, Stephen <Stephen.Bureau@niagararegion.ca>
Subject: RE: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

Good Morning,

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Thank you

Susan M. Dunsmore, P.Eng.
MANAGER, DEVELOPMENT ENGINEERING
Niagara Region, 1815 Sir Isaac Brock Way, Thorold, ON, L2V 4T7
P : (905) 980 - 6000 ext. 3661
W : www.niagararegion.ca
E : susan.dunsmore@niagararegion.ca

From: Shaira Ahmed <sahmed@cfcrozier.ca>
Sent: Monday, November 06, 2023 10:21 AM
To: Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>; planningapplications@lincoln.ca; dmaceira@lincoln.ca
Cc: Aaron Wignall <awignall@cfcrozier.ca>; Ian Lindley <ilindley@cfcrozier.ca>
Subject: 4933 Victoria Avenue North Terms of Reference (CFCA#2571-6892)

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Please see the attached concept plan for more details.

This letter and its attachment are intended to serve as the Terms of Reference (ToR) for the TIS to support the development application.

We are kindly requesting that you review the ToR and provide feedback regarding our scope of work and request for data. Should you not be the appropriate person for correspondence, it would be appreciated to be directed to the appropriate contact.

Study Methodology for the Transportation Impact Study

The following intersections are proposed to be analyzed as part of the scope of the study:

- Victoria Avenue North and Viceroy Avenue/Site Access – please also include internal traffic movement impacts (queues, delays) within the subject property
- Victoria Avenue North and North Service Road– TMC available September 2022 – please also include left turn; signal warrant analysis
- North Service Road & QEW ramp – TMC available April 2022
- Victoria Avenue and South Service Road – TMC available August 2023
- South Service Road & QEW ramp
- Victoria Avenue North and Laurie Avenue
- Victoria Avenue North and Dustan Street

We will consult specialty traffic counting firms we typically work with to obtain traffic data for the intersections listed above unless the Town of Lincoln (Town) has data for these intersections. If the Town's data is available and preferred, please let us know. **Please confirm the above noted intersections are sufficient for the study. See comments above.**

Analysis Periods and Scenarios

The above intersections will be analyzed in the weekday a.m. and p.m. peak hours of current year (2023), the full build-out year (2025), and 10-years from the build out year (2032)- (2035). The horizon years will be analyzed for future background and total traffic conditions. **Please confirm if the peak hour periods and the horizon year is sufficient for the analysis. Please include Summer weekend midday peak period also.**

- Please add horizon year 2030 to accommodate for 5-years from the build out year traffic analysis.
- If the development will be built in multiple phases, the study should include capacity analysis at the end of each phase, additional to the ultimate buildout year and the 5 & 10 years after buildout.

-Correspondence from Nov 23rd clarifies that the following horizon years are proposed: 2023; 2025 – phase 1; 2026 – full buildout; 2031 at +5 years; 2036 at +10 years. This is satisfactory.

Background Developments

Please confirm if any background development should be included in the analysis. If there are developments that need to be considered, please provide the associated transportation impact studies that should be included in our analysis.

- Prudhommes Landing Subdivision - Zoning Amendment concept plan attached. Full buildout at 2032. The background numbers can be found on the concept plan and are summarized as follows: 96 singles, 347 townhouses, 2834 apartment units, 399 mixed use apartment units. 17,737 sm office use, 24,607 sm commercial use.
- 3221 North Service Road – 453 residential units. Full buildout at 2026

Roadway and Transit Improvements

Please provide us with the details on any roadway improvements planned within the study area network. See Pre-consultation comments - as part of the proposed development, urbanization of Victoria Ave North along the property frontage will be required.

TDM and Active Transportation analysis should also be provided with consideration of the greater network area. Existing and proposed cycling network to be included.

Traffic Growth

We kindly request a recommended growth rate applicable to traffic volumes in the study area, to sufficiently reflect future conditions in the horizon years. If a growth rate is not available, an industry standard of 2% is suggested to forecast future traffic growth at the intersections of the study. **Please confirm if this is acceptable. Accepted Okay.**

Trip Generation and Distribution

Trip generation for the proposed development will be forecasted using the Trip Generation Manual, 11th Edition, prepared by the Institute of Transportation Engineers (ITE). Hotel (LUC 310), Multifamily High-Rise (LUC 222), Fine Dining Restaurant (LUC 931), and Shopping Center (LUC 820) will be used to calculate the trips. **Please confirm if this is acceptable. Town staff consider Mid-rise (LUC 221) as more appropriate for the residential component of this proposal.**

Existing traffic and data from the 2016 Transportation Tomorrow Survey (TTS) will be used to determine the trip distribution for the A.M. and P.M. periods to the proposed development. **Please confirm if this is acceptable. Accepted See comment above re: weekend peak.**

Analysis Procedures

Weekday A.M. and P.M. peak hours will be analyzed using Synchro 11.0 analysis software based on Highway Capacity Manual (HCM) procedures. **Please confirm if this acceptable. Accepted Okay**

Parking Justification Study (PJS) Scope

For off-street parking, the Town of Lincoln vehicle parking requires an Apartment to have 1.25 spaces per dwelling unit and 1 visitor space per 10 dwelling units, a Hotel to have 1 space per guest room, a Dining Eating Establishment to have 1 space per 4.5 sqm PFA, and Retail to have 1 space per 30 sqm GFA. A mixed-use development with more than one of these uses listed can have their parking requirements reduced through sharing of parking spaces. The proposed developments parking can be reduced justified by the evening time period occupancy rate. **Please confirm if this methodology is acceptable or what requirements are needed for the PJS. Please see comments in pre-consultation summary.**

We will also examine the bicycle parking requirements. The Town of Lincoln requires an Apartment to have 0.25 spaces per dwelling unit, a Hotel to have 1 space per 200 sqm GFA, a Dining Eating Establishment to have 1 space per 100 sqm GFA, and Retail Use to have 1 space per 200 sqm GFA.

Summary

We request the following information for inclusion in the study, along with any comments that arise with regards to the above Terms of Reference.
Please provide:

- Confirmation that the intersections of study are sufficient.

- Relevant growth rate(s) applicable to the roadways of study.
- Confirm the study horizon years are acceptable.
- Any relevant background developments and the associated traffic impact studies that are to be included in our analysis.
- Details of any planned roadway or transit improvements in the surrounding study area within the horizon years, if there are any.
- Confirmation of analysis methodology.
- Confirmation of parking rates and parking study Methodology

I hope the contents outlined in this email are acceptable.

- General comments:
- Please follow the updated Niagara Region TIA guidelines, accessible at:
    - https://www.niagararegion.ca/business/default.aspx?topnav=1
- If the Consultant utilizes historical traffic counts, traffic counts to be factored to a baseline condition (TIA study year) using a growth rate of 1% per annum.

I hope the contents outlined in this email are acceptable.

Should you have any questions or require any further information, please feel free to contact Ian Lindley or myself.

Regards,
Shaira

Shaira Ahmed
Engineering Intern, Transportation
Office: 905.875.0026
Collingwood | Milton | Toronto | Bradford | Guelph

Learn all about our latest awards & recognition **here**.

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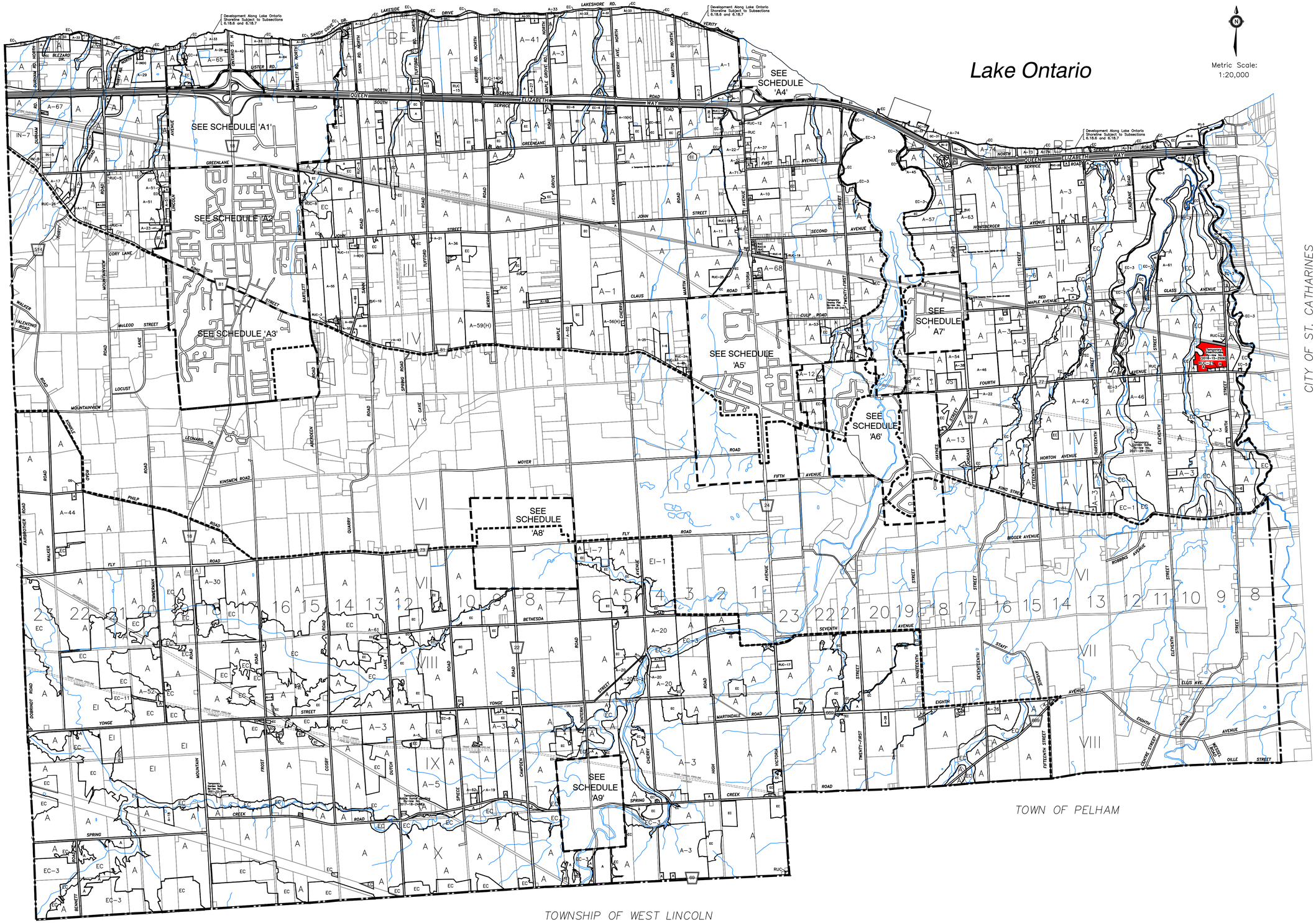
APPENDIX B

Zoning Maps

TOWN OF LINCOLN
ZONING BY-LAW
No. 2022-50
Schedule 'A'

1970

Metric Scale: 1:20,000



LEGEND

A	–	AGRICULTURAL ZONE
HR	–	HAMLET RESIDENTIAL ZONE
R1	–	RESIDENTIAL 1 ZONE
R2	–	RESIDENTIAL 2 ZONE
R3	–	RESIDENTIAL 3 ZONE
RM1	–	RESIDENTIAL MULTIPLE 1 ZONE
RM2	–	RESIDENTIAL MULTIPLE 2 ZONE
RM3	–	RESIDENTIAL MULTIPLE 3 ZONE
OC	–	OFFICE COMMERCIAL
NC	–	NEIGHBOURHOOD COMMERCIAL ZONE
GC	–	GENERAL COMMERCIAL ZONE
RUC	–	RURAL COMMERCIAL ZONE
RC	–	RECREATIONAL COMMERCIAL ZONE
IN	–	INDUSTRIAL ZONE
EI	–	EXTRACTIVE INDUSTRIAL ZONE
I	–	INSTITUTIONAL ZONE
OS	–	OPEN SPACE ZONE
EC	–	ENVIRONMENTAL CONSERVATION ZONE

LANDS TO WHICH DEVELOPMENT CONTROL OF THE NIAGARA ESCARPMENT COMMISSION APPLIES

TOWN OF LINCOLN BOUNDARY

MAP BOUNDARY

OFFICE CONSOLIDATION

This is an Office Consolidation of Zoning By-law No. 2022-50 for the Corporation of the Town of Lincoln as passed by Council on July 11, 2022 and as amended by the Ontario Municipal Board in an order dated

For accurate reference, recourse should be made to the original Zoning By-law No. 2022-50 and amending By-laws.

CONSOLIDATED VERSION
August 2022

This is Schedule 'A' to By-law No. 2022-50 passed this 11th day of July, 2022.

Mayor: Sandra Easton

Clerk: Julie Kirkleos

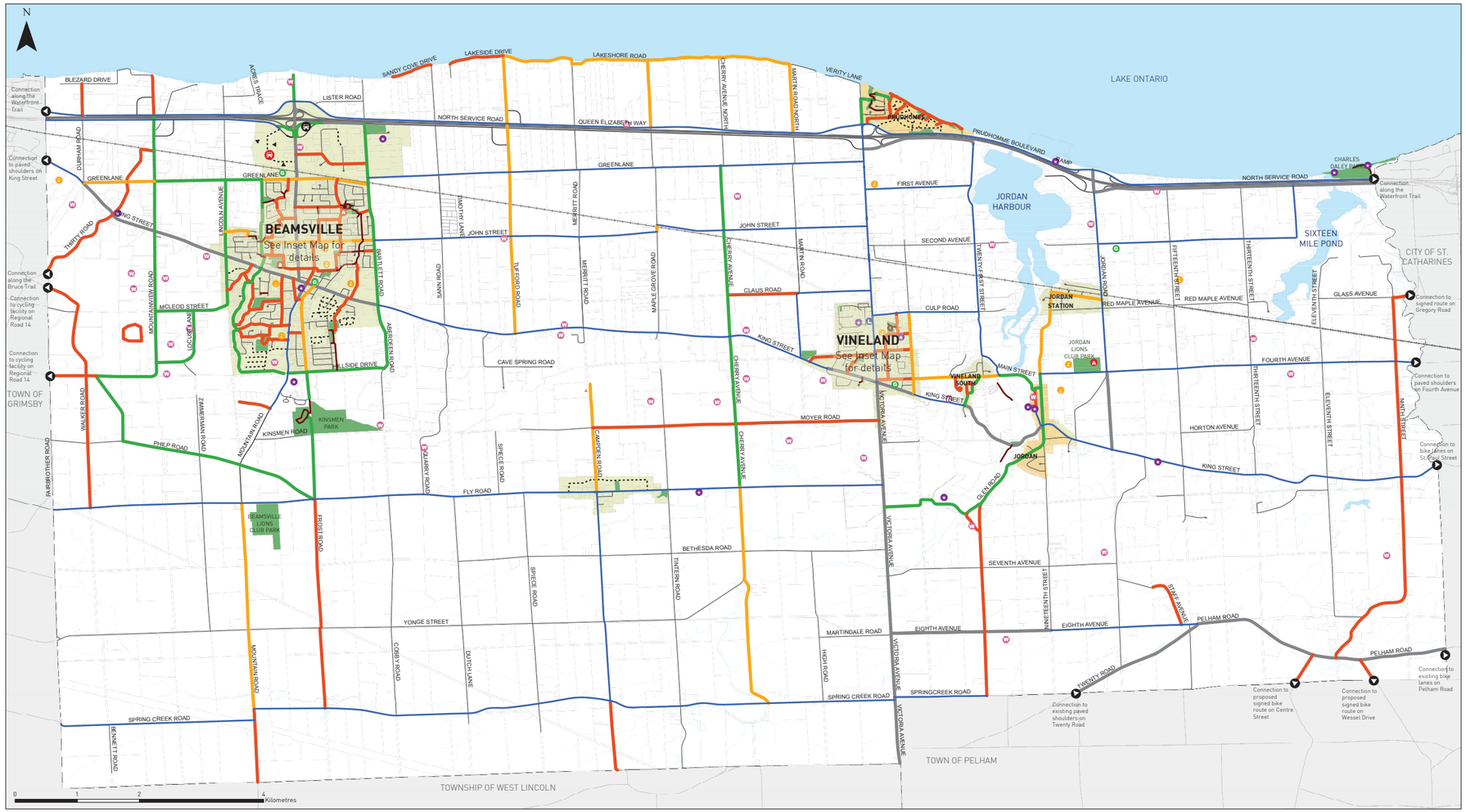
REVISIONS

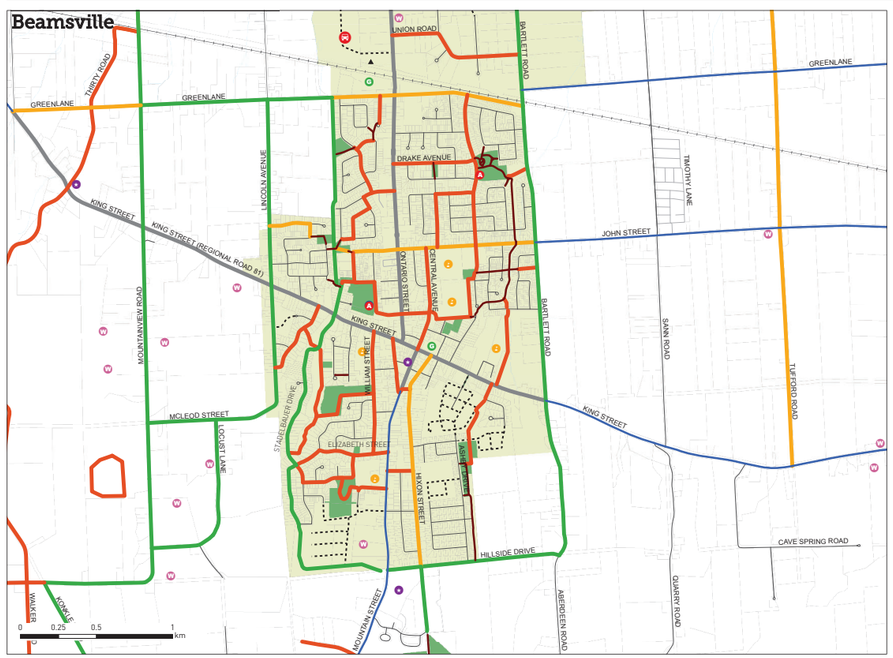
DATE	DESCRIPTION
April 2008	Amendments to By-law up to March 3rd, 2008.
April 2008	Amendments to By-law up to April 7, 2008.
April 2008	Amendments to By-law up to April 21, 2008.
May 2008	Amendments to By-law up to May 5th, 2008.
May 2008	Amendments to By-law up to May 20th, 2008.
July 2008	Amendments to By-law up to July 22nd, 2008.
November 2008	Amendments to By-law up to November 3rd, 2008.
November 2008	Amendments to By-law up to November 17th, 2008.
July 2009	Amendments to By-law up to July 20th, 2009.
October 2009	Amendments to By-law up to October 5th, 2009.
October 2009	Amendments to By-law up to October 19th, 2009.
November 2011	Amendments to By-law up to November 11th, 2011.
September 2012	Amendments to By-law up to September 17th, 2012.
January 2013	Amendments to By-law up to January 21st, 2013.
March 2013	Amendments to By-law up to March, 18th, 2013.
July 2014	Amendments to By-law up to July 7th, 2014.
February 2015	Amendments to By-law up to February 23th, 2015
July 2015	Amendments to By-law up to July 20th, 2015
August 2015	Amendments to By-law up to August 28, 2015
March 2016	Amendments to By-law up to March 21, 2016
January 2017	Amendments to By-law up to January 6th, 2017
July 2017	Amendments to By-law up to July 21st, 2017
July 2017	Amendments to By-law up to July 31st, 2018
May 2021	Amendments to By-law up to May 13th, 2021
March 2022	Amendments to By-law up to March 23rd, 2022
August 2022	Amendments to By-law up to August 31st, 2022

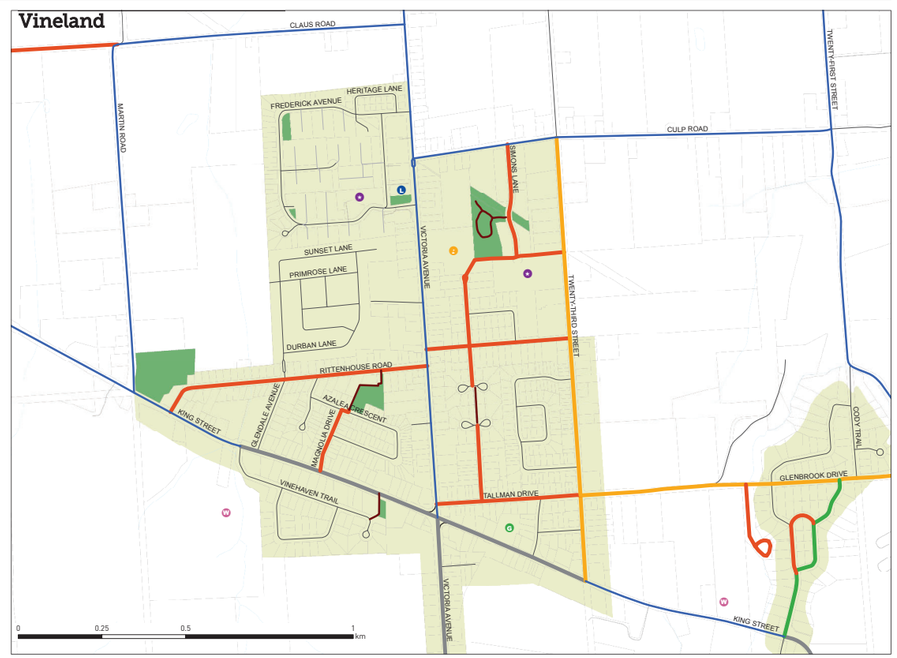
Map 4a

Draft Active Transportation Network Phasing

Town of Lincoln TMP | Draft September 2019







Legend

Proposed Active Transportation Phasing

- Short Term (next 5 years)
- Medium Term (year 6 to 2031)
- Long Term (2031 to 2041 and beyond)
- Regional Route[1]

Existing Active Transportation Facility Types

- On-Road Route
- Off-Road Route

Key Destinations

- Arena
- Grocery Store
- School
- Library
- Winery
- Other Community Destination

Transportation Features

- Provincial Highway
- Regional Road
- Municipal Road
- Private Road
- Proposed Road
- Railway
- Existing GO Transit Bus Stop and Park & Ride Lot
- Potential Transit Station
- Connection to Surrounding Municipality

Land Use Features

- Watercourses
- Urban Area
- Park / Open Space
- Secondary Plan Area
- Parcel Property

Notes:

1. Refer to the Niagara Region Transportation Master Plan - Strategic Cycling Network Development Technical Paper for phasing and costing of routes under the jurisdiction of Niagara Region.

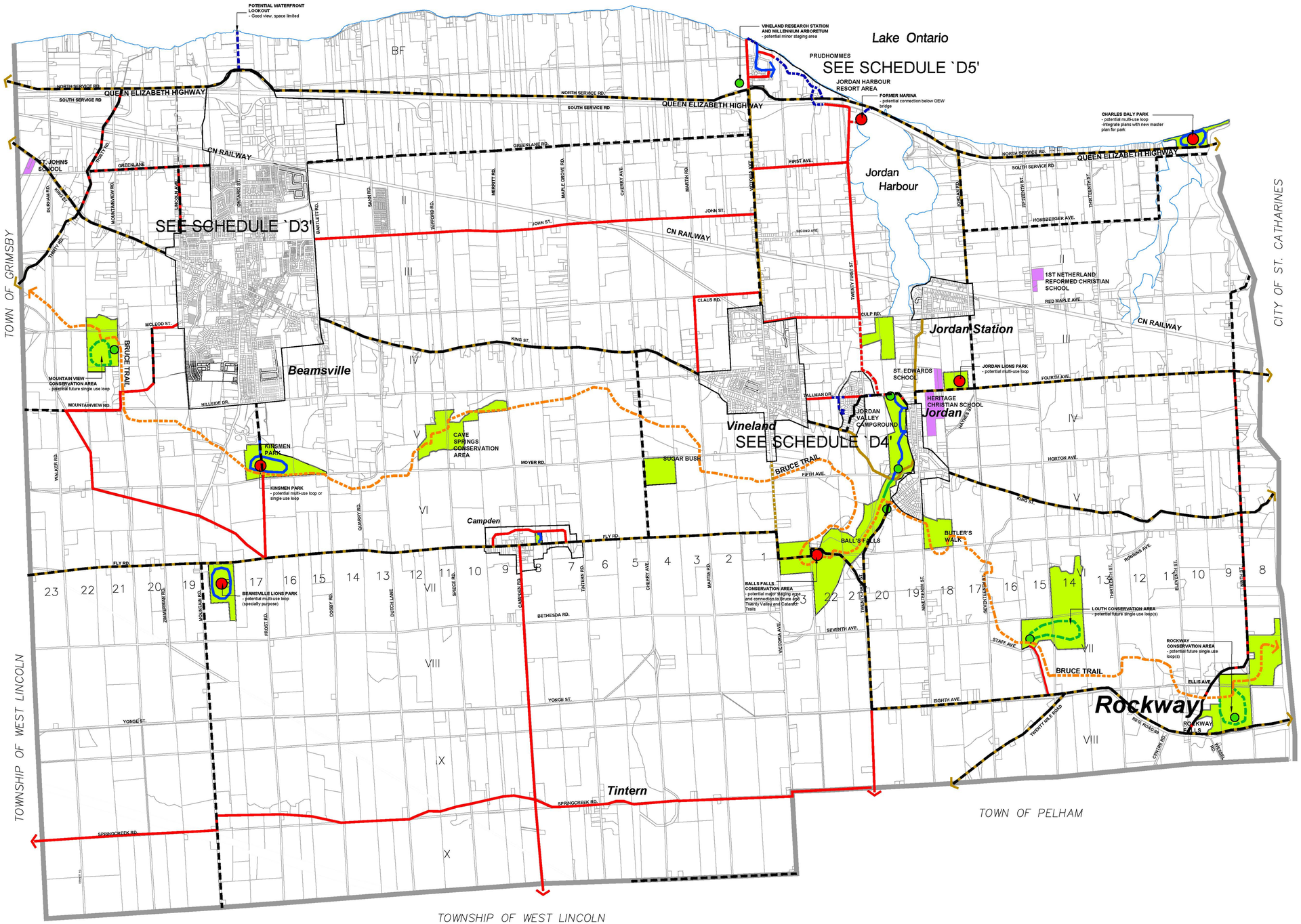
Town of Lincoln *Make Moving Make Sense as Lincoln Grows!*

TOWN OF LINCOLN OFFICIAL PLAN

SCHEDULE 'D2'

TRAIL & BIKEWAY PLAN

NOTE: THIS MAP MUST BE READ IN CONJUNCTION WITH THE TEXT OF THE OFFICIAL PLAN



LEGEND

TRAILS AND BIKEWAYS

- MULTI-USE (OFF-ROAD)
- FUTURE POTENTIAL MULTI-USE (OFF-ROAD)
- BRUCE TRAIL (EXISTING SINGLE USE OFF ROAD)
- OTHER EXISTING OFF-ROAD SINGLE USE TRAIL
- FUTURE POTENTIAL SINGLE USE (OFF-ROAD)
- PAVED SHOULDER / BIKE LANE WITH ROAD RECONSTRUCTION (ON-ROAD)
- SIGNED ROUTE (ON-ROAD)
- FUTURE POTENTIAL SIGNED ROUTE (ON-ROAD)
- NIAGARA REGION BIKEWAY NETWORK
- POTENTIAL MAJOR STAGING AREA
- POTENTIAL MINOR STAGING AREA
- PUBLIC LAND AND PARKS
- SCHOOLS

0 1000 2000 m

SCALE 1:25,000

DATE: NOVEMBER 18, 2016

DRAWN BY: J.V.R.

CAD FILE: Schedule 'D2' .dwg

TOWN OF LINCOLN
DIGITAL LAND / USE MAP

APPENDIX C

Town of Lincoln Zoning By-Law Excerpts

SECTION 4 – PARKING AND LOADING REQUIREMENTS

4.1 PARKING PROVISIONS

4.1.1 NUMBER OF REQUIRED PARKING SPACES

Where land, **buildings** or **structures** are **used** in accordance with this By-law, every owner shall provide and maintain off-**street vehicle parking areas** for the sole **use** of the owner, occupant or **persons** making **use** of the premises on the same **lot** in accordance with the requirements outlined for the respective **uses** as specified in the table below and in accordance with the other provisions contained in this Section. In addition, the owner or occupant of any **lot**, **building** or **structure erected** shall provide and maintain bicycle **parking spaces** in accordance with the table below.

Use	Minimum Number of Parking Spaces	Bicycle Parking Requirements
Residential Uses		
Apartment Dwelling	1.25 space per **dwelling unit**	0.25 spaces per **apartment dwelling unit**
Bed and Breakfast Establishment	2 spaces per **dwelling unit** plus 1 additional space for each **guest room**	0.25 spaces per guest room
Short-term accommodation	2 spaces per **dwelling unit** plus 1 additional space for each **guest room**	0.25 spaces per guest room
Duplex Dwelling	2 spaces per **dwelling unit**	N/A
Dwelling Unit in a Mixed **Use** Development	1 space per **dwelling unit** in addition to the requirements for other **uses** in the development	0.25 spaces per dwelling unit
Farm Labour Housing	1 space per **dwelling unit**	N/A
Fourplex Dwelling	1 space per **dwelling unit**	N/A
Home for Special Care	2 spaces per **dwelling unit** plus 1 additional space for the **home for special care**	N/A
Home-based Business	2 spaces per **dwelling unit** plus 1 additional space for **home-based business use**	N/A
Nursing Home, **Long-Term Care Home** and **Retirement**	.25 spaces per bed or per room or per unit, whichever is greater and 1 space per employee	0.25 spaces per number of employees

Use	Minimum Number of Parking Spaces	Bicycle Parking Requirements
Home		
Secondary Residential Unit	1 spaces per **dwelling unit**	**-**N/A
Single Detached Dwelling, **Semi-Detached Dwelling, Stacked Townhouse Dwelling, Street Townhouse Dwelling**	2 spaces per **dwelling unit**	N/A
Triplex and Fourplex	1 space per **dwelling unit**	N/A
Other **Residential Uses**	2 spaces per **dwelling unit**	N/A
Commercial Uses		
Veterinary Clinic	1 space per 30 square metres of **gross floor area**	N/A
Clinic	6 spaces per practitioner	N/A
Commercial or **Private Club**	1 space per 10 square metres of **gross floor area**	N/A
Drive-Thru Facility	10 tandem spaces, in addition to the requirements of subsection 3.9	N/A
Dry Cleaning Distribution Station	1 space per 6 square metres of **public floor area** with a minimum of 2 spaces	N/A
Eating Establishment	Dining: 1 space per 4.5 square metres of **public floor area** Takeout: 1 space per 6 square metres of **public floor area**	1.0 spaces per 100 square metres of **gross floor area**
Hotel/Motel, **Inn**	1 space per **guest room** plus the **required** parking for any other **use**	1 space per 200 square metres of **gross floor area**
Marina	1 space per boat slip	N/A
Office Use	1 space per 30 square metres of **gross floor area**	1 space per 100 square metres of **gross floor area**
Personal Service Use	1 space per 30 square metres of **gross floor area**	N/A
Retail Use	1 space per 30 square metres of	1 space per 200

Use	Minimum Number of Parking Spaces	Bicycle Parking Requirements
	gross floor area	square metres of **gross floor area**
Service or Repair Use	1 space per 30 square metres of **gross floor area**	N/A
Other **Commercial Uses**	1 space per 30 square metres of **gross floor area**.	1 space per 200 square metres of **gross floor area**
Automotive Uses		
Vehicle Fueling Station	2 spaces	N/A
Vehicle Sales and Rental Establishment	1 space per 30 square metres of **gross floor area** with a minimum of 10 spaces	N/A
Vehicle Service and Repair Establishment	1 space per 30 square metres of **gross floor area** with a minimum of 10 spaces of which 50% of the **required** spaces may be **tandem parking**	N/A
Farm Implement Sales and Service Establishment	1 space per 30 square metres of **gross floor area**	N/A
Vehicle Wash Establishment	Mechanical: 5 Tandem spaces per bay Self Serve: 3 spaces per bay	N/A
Industrial Uses		
Industrial Mall	1 space per 50 square metres of **gross floor area**	N/A
Industrial Use	1 space per employee on the largest shift	N/A
Institutional Uses		
Place of Worship	The greater of: 1 space per 6 seats or 3 linear metres of pew space	
Schools	Elementary: 1.5 spaces per classroom plus 5 additional spaces Secondary: 5 spaces per classroom plus 5 additional spaces College, University: 1 space per 30 square metres of **gross floor area**.	1 space per 100 square metres of **gross floor area**.
Other	1 space per 30 square metres of	N/A

Use	Minimum Number of Parking Spaces	Bicycle Parking Requirements
Institutional Uses	**gross floor area**.	
Recreational Uses		
Place of Entertainment, **Recreational Use**	The greater of: 1 space per 6 seats or 1 space per 10 square metres of **gross floor area**.	N/A
Agricultural Uses		
Greenhouse Use, **Agricultural Produce Warehouse and/or Shipping Use, Cannabis production facility**	1 space per employee on the largest shift	N/A
Winery, **Brewery or Distillery**	1 space per 50 square metres of **gross floor area**.	N/A

4.1.2 VISITOR PARKING

For **apartment dwellings**, **block townhouse dwellings, maissonette** and **stacked townhouse dwellings**, **parking spaces** shall be provided and **used** to accommodate the **vehicles** of **persons** visiting the **dwelling units** at a ratio of 1 additional visitor **parking space** for every 10 **dwelling units** or part thereof. All **required** visitor **parking spaces** shall be clearly identified, demarcated and signed accordingly.

4.1.3 PARKING SPACE AND PARKING AREA PROVISIONS

Parking spaces and **parking areas** shall be designed and maintained in accordance with the following requirements:

(a) Each **parking space** shall be readily accessible at all times and arranged in such a manner to provide access and maneuvering space for the parking and removal of a **vehicle**, except that this does not apply in the case of a **single detached dwelling**, **semi-detached dwelling**, **duplex dwelling**, **triplex dwelling**, **fourplex dwelling**, **modular home, street townhouse dwelling, back-to-back townhouse dwelling, or secondary dwelling unit**.

4.1.4 DESIGNATION OF ACCESSIBLE PARKING SPACES

(a) Accessible **parking spaces** shall be designated in accordance with the following table:

	Total number of **parking spaces required**	Minimum number of accessible parking **required** to be designated
(i)	0 to 12 required **parking spaces**	One (1) Type A
(ii)	13 to 100 **required parking spaces**	4% of the total number of parking spaces(1),of which, 50% shall be Type A and 50% shall be Type B (2)
(iii)	101 to 200 **required parking spaces**	1 space plus 3% of the total number of parking spaces, of which, 50% shall be Type A and 50% shall be Type B (2)
(iv)	201 to 1000 **required parking spaces**	2 spaces plus 2% of the total number of parking spaces, of which, 50% shall be Type A and 50% shall be Type B (2)
(v)	1001 or more **parking spaces**	11 spaces plus 1% of the total number of parking spaces, of which, 50% shall be Type A and 50% shall be Type B (2)

(1) Where the minimum number of required Accessible Parking Spaces results in one (1) Accessible Parking Space being required, the parking space shall be a Type A parking space.

(2) Where the minimum number of required Accessible Parking Spaces results in an odd number of Accessible Parking Spaces being required, the additional space may be a Type B parking space.

(b) The calculation of accessible **parking spaces** shall be included as part of the total calculation of **parking spaces required** for any **lot**, **building** or **use**.

(c) Accessible **parking spaces** shall not be **required** for **single detached dwellings**, **semi-detached dwellings**, **triplex dwellings**, **fourplex dwellings, townhouse dwellings, back-to-back townhouse dwellings, duplex dwellings or modular homes**.

(d) The dimensions required for an accessible **parking space** shall be in accordance with Schedule 'B'

(e) The 1.5 metre unobstructed pedestrian access aisle may be shared by two abutting accessible **parking spaces** and must meet the following requirements:

(i) the unobstructed pedestrian access aisle shall extend the full length of the accessible **parking space**; and

(ii) the unobstructed pedestrian access aisle shall be marked with high tonal contrast diagonal lines, to discourage parking in them, where the surface is asphalt, concrete or some other hard surface.

(f) Accessible **parking spaces** shall be designed in accordance with the **Town**'s Accessible Parking By-law.

4.1.5 SHARED PARKING REQUIREMENTS FOR MIXED USE DEVELOPMENTS

For mixed **use** development where more than one of the **uses** listed in the table below are located on the same **lot**, the minimum parking requirement may be reduced through sharing of **parking spaces**, and the cumulative total of **parking spaces required** for all the **uses** on the **lot** may be calculated as follows:

(a) Calculate the **required parking spaces** for each **use** in the mixed-**use** development;

(b) Multiply the number of **parking spaces required** in the By-law by the occupancy rate for each **use** in each of the time periods (weekday and weekend, morning, afternoon, evening and overnight occupancy);

(c) For each time period add the **parking space** calculations for all the **uses** to arrive at a cumulative total; and

(d) The largest cumulative total of all the **uses** in any time period is the number of **parking spaces required** for the **lot**.

	Type of Use	Morning Occupancy Rate		
(i)	**Office/Clinic/Financial Use**	Morning:	100	
		Afternoon:	95	
		Evening:	25	
		Overnight:	0	
(ii)	**Eating Establishment**	Morning:	15	
		Afternoon:	50	
		Evening:	100	
		Overnight:	0	
(iii)	**Retail Use / Personal Service Use**	Morning:	80	
		Afternoon:	90	
		Evening:	90	
		Overnight:	0	
(iv)	Overnight Accommodation – **Hotel**, **Motel**, **Short-term accommodation**	Morning:	70	
		Afternoon:	60	
		Evening:	75	
		Overnight:	100	
(v)	**Residential**	Morning:	90	*Visitor – 20
		Afternoon:	40	*Visitor – 10
		Evening:	90	*Visitor – 80
		Overnight:	100	*Visitor – 100
	Type of Use	**Percentage of Peak Period (Weekend)**		
(vi)	**Office/Clinic/Financial Use**	Morning:	10	
		Afternoon:	10	
		Evening:	10	
		Overnight:	10	
(vii)	**Eating Establishment**	Morning:	15	
		Afternoon:	50	
		Evening:	100	
		Overnight:	0	
(viii)	**Retail Use / Personal Service Use**	Morning:	80	
		Afternoon:	100	

		Evening:	10	
		Overnight:	0	
(ix)	Overnight Accommodation – **Hotel**, **Motel**, **Short-term accommodation**	Morning:	70	
		Afternoon:	60	
		Evening:	75	
		Overnight:	100	
(x)	**Residential**	Morning:	90	*Visitor – 20
		Afternoon:	40	*Visitor – 10
		Evening:	90	*Visitor – 80
		Overnight:	100	*Visitor – 100

4.1.6 CALCULATION OF REQUIRED SPACES

(a) Where part of a **parking space** is **required**, such part shall be considered one **parking space** for the purpose of calculating the minimum total **parking space** requirements.

(b) Where a **building** or **structure**, other than an **industrial mall**, or **lot** accommodates more than one **use**, the **parking space** requirements for the **lot** shall be the sum of the requirements for the individual **uses**, unless the Section 4.1.4 (Shared Parking Requirements for Mixed **Use** Developments) apply.

(c) **Parking spaces** shall be provided for any **addition** to a **building** or **structure** or a change in **use**, except that, where a **building** or **structure** has less than the **required parking spaces** as of the effective date of this By-law, this By-law shall not be interpreted to require that the deficiency be made up in the event of an **addition** or change of **use** provided that any parking **required** for such **addition** or change of **use** is provided.

4.1.7 EXCEPTION TO PARKING REQUIREMENTS

Notwithstanding the provisions of Section 4.1, all lands within the Central Business District as identified on Schedules A2, A3, A5 and A6 shall be exempted from the parking and loading requirements of this By-law, providing:

(a) The commercial use involves a change of use within an existing building; and/or

(b) The commercial development involves an addition to an existing commercial building; and/or

APPENDIX D

Parking Surveys

Ontario Traffic Inc - Parking Counts

Location: 16 Concord Place (AquaZul) - Grimsby

Time			Thursday, June 23, 2022		Friday, June 24, 2022	
			Parking Area		Parking Area	
			Surface	Underground	Surface	Underground
18:00	to	18:30	78	158	85	164
18:30	to	19:00	87	167	90	169
19:00	to	19:30	95	172	96	173
19:30	to	20:00	99	177	100	180
20:00	to	20:30	104	181	102	189
20:30	to	21:00	107	188	104	197
21:00	to	21:30	111	194	107	203
21:30	to	22:00	114	206	108	205
22:00	to	22:30	115	212	111	208
22:30	to	23:00	115	215	112	211
23:00	to	23:30	114	216	111	213
23:30	to	24:00	114	218	109	212
00:00	to	00:30	114	219	110	215
00:30	to	01:00	114	221	112	216
01:00	to	01:30	114	222	113	218
01:30	to	02:00	114	223	113	219
		AVG	106.8125	199.3125	105.1875	199.5
			306.125		304.6875	
			105.9583333	192.5625		
			298.5208333			

Average Use	107	200	106	200
		307		306
3 day PM Average Use				
3 day Average Use	169	193		
Number of units	342			

	Occupied Tenant Rate
Thursday January 26	0.90
Friday January 27	0.89
Saturday January 28	0.84

Saturday, June 25, 2022	
Parking Area	
Surface	Underground
101	148
102	152
103	153
101	156
104	160
106	165
103	170
107	176
106	185
105	191
106	193
108	197
109	199
111	203
111	206
111	208
105.875	178.875

284.75

298.5208333

106 180

286

ONTARIO TRAFFIC INC - PARKING COUNTS

Location: Queen St E & The Gore Rd, Brampton

			Thursday, May 02, 2019						Saturday, May 04, 2019					
			P1		P2		P3		P1		P2		P3	
			234		487		306		234		487		306	
Time			Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available	Parked	Available
18:00	to	18:15	12	222	45	442	65	241	25	209	62	425	69	237
18:15	to	18:30	15	219	49	438	66	240	29	205	63	424	76	230
18:30	to	18:45	16	218	51	436	64	242	34	200	70	417	74	232
18:45	to	19:00	14	220	50	437	65	241	38	196	68	419	81	225
19:00	to	19:15	11	223	43	444	66	240	40	194	75	412	79	227
19:15	to	19:30	10	224	44	443	63	243	43	191	81	406	86	220
19:30	to	19:45	10	224	40	447	65	241	47	187	86	401	99	207
19:45	to	20:00	10	224	36	451	68	238	55	179	90	397	94	212
20:00	to	20:15	9	225	33	454	67	239	59	175	95	392	91	215
20:15	to	20:30	10	224	29	458	61	245	63	171	98	389	80	226
20:30	to	20:45	9	225	24	463	63	243	65	169	97	390	82	224
20:45	to	21:00	8	226	19	468	65	241	64	170	98	389	81	225
21:00	to	21:15	8	226	21	466	64	242	64	170	96	391	79	227
21:15	to	21:30	8	226	20	467	64	242	63	171	95	392	79	227
21:30	to	21:45	6	228	15	472	67	239	62	172	94	393	77	229
21:45	to	22:00	6	228	16	471	68	238	61	173	94	393	76	230
22:00	to	22:15	6	228	14	473	66	240	62	172	94	393	74	232
22:15	to	22:30	5	229	15	472	67	239	61	173	95	392	71	235
22:30	to	22:45	5	229	13	474	68	238	61	173	95	392	67	239
22:45	to	23:00	5	229	12	475	68	238	59	175	93	394	68	238
23:00	to	23:15	4	230	10	477	69	237	58	176	91	396	66	240
23:15	to	23:30	4	230	10	477	68	238	56	178	90	397	66	240
23:30	to	23:45	4	230	9	478	68	238	52	182	88	399	65	241
23:45	to	24:00	3	231	9	478	71	235	48	186	83	404	65	241
00:00	to	00:15	3	231	9	478	70	236	35	199	74	413	66	240
00:15	to	00:30	3	231	8	479	70	236	26	208	65	422	66	240
00:30	to	00:45	3	231	6	481	65	241	14	220	58	429	64	242
00:45	to	01:00	3	231	5	482	66	240	10	224	46	441	64	242
01:00	to	01:15	3	231	6	481	68	238	10	224	29	458	62	244
01:15	to	01:30	3	231	5	482	62	244	9	225	18	469	62	244
01:30	to	01:45	3	231	5	482	62	244	7	227	12	475	62	244
01:45	to	02:00	3	231	5	482	60	246	7	227	6	481	62	244

	P1 (234)		P2 (487)		P3 (306)		Total (1027)	
	Maximum Utiilization	Surplus	Maximum Utiilization	Surplus	Maximum Utiilization	Surplus	Maximum Utiilization	Surplus
Saturday	65	169	98	389	99	207	262	765
Weekday	16	218	51	436	71	235	138	889

Land Use	**GFA (m2)**
Hampton Inn Hotel	8580
Tim Hortons	550
Supermakert	1430
Medical Center	545
Home Decor Store	560
Multi-use Commercial	1400
Total GFA	**13065**
Maximum Parking	**197**
Parking Rate/100sq.m	**1.51**

For only Commercial without Event Space

Convension Center	5600
Total	**18,665.00**
Maximum Parking	**262**
Parking Rate/100sq.m	**1.40**

For the Commercial and Event Space

SURROGATE @ QUEEN STREET EAST AND GORE ROAD