



June 19, 2023

Via: Email

Drew Toth
Hixon Development Ltd
P.O. Box 84
Thorold, ON L2V 3Y7

Dear Drew:

**Re: 4219 Hixon Street Parking Study
Lincoln, ON
Project No.: 300053923.0000**

R.J. Burnside & Associates Limited (Burnside) was retained by Hixon Development Ltd. (the Client) to undertake a parking study for a proposed apartment building within a development at 4129 Hixon Street in the hamlet of Beamsville in the Town of Lincoln.

The proposed apartment building will have 105 units and a parking supply of 75, resulting in a parking supply rate of 0.70 spaces / unit. Approximately 57% of units will be over 50 m² and 43% will be under 50 m². In addition, 82 on-street parking spaces will be available in the greater development that are within walking distance of the apartment building. The proposed draft plan is provided in Attachment 1, with the location of the apartment building highlighted.

The Town of Lincoln's (the Town) Zoning by-law (ZBL) requires 131 parking spaces. It is our opinion that the proposed parking supply will be sufficient to meet the needs of the site based on a review of other municipalities' requirements and variances for other similar projects in Welland and Guelph. A variance to the ZBL is recommended with a parking rate of 1.00 space / unit for units over 50 m² and 0.3 spaces / unit for units under 50 m².

1.0 Zoning By-law Requirements

The subject site is currently governed by ZBL 2022-50 with a summary of the parking requirements provided in Table 1 and the applicable excerpts from the ZBL provided in Attachment 2.

Table 1: ZBL Parking Requirements

ZBL Use	Parking Rate	Required Spaces	Provided Spaces	Deficit / Surplus
Apartment Dwelling	1.25 spaces per dwelling unit	131	75	-56

According to the ZBL, the proposed apartment building will require a total of 131 parking spaces, resulting in a deficit of 56 spaces.

2.0 Other Municipalities' Requirements

A review was conducted of ZBL rates from other municipalities, which is summarized in Table 2.

Table 2: Other Municipalities' ZBL Rates

Municipality	ZBL Land Use	ZBL Rate
City of Welland	Apartment Dwelling	1 space/unit and 0.3 spaces/unit if the gross floor area of a dwelling unit is less than 50 m ²
City of Guelph	Apartment Building	1 space/unit

It is clear that other municipalities have adopted lower parking rates for apartments and, in particular, apartments that are less than 50m², which are becoming more common to address affordability.

3.0 Parking Variances

Two approved proxy sites in Welland were found that are similar to the proposed development, which are summarized in Table 3.

Table 3: Proxy Site Parking Variances

Location	Municipality	Land Use Description	Percentage of Units Over 50m ²	Percentage of Units Under 50m ²	Approved Parking Rate
695 Niagara Street	City of Welland	84-unit apartment building	14%	86%	0.42 spaces/unit
699 Niagara Street		129-unit apartment building	26%	74%	0.40 spaces/unit

Both proxy sites were approved with 0.42 spaces / unit or less.

4.0 Transportation Tomorrow Survey Vehicle Ownership

Parking demand is largely based on vehicle ownership rates. To better understand vehicle ownership within the Town, the results of the 2016 Transportation Tomorrow Survey (TTS) were reviewed and vehicle ownership rates for apartment units located in the Town are shown in Table 4.

Table 4: TTS Town of Lincoln Vehicle Ownership

Number of Vehicles Owned per Unit	Number of Units	Total Vehicles
0	72	0
1	1,243	1243
2	28	56
Total	1,343	1,299
Average Number of Vehicles per Unit		0.97

The TTS data indicates that the average number of vehicles per unit is 0.97 townwide.

5.0 Transportation Demand Management

The proposed site plan incorporates design elements to support pedestrians, cyclists, and transit users to discourage the dependency on the single-occupant motor vehicle. This will complement the Town's overall transportation vision to achieve a greater sustainable transportation system by promoting and encouraging alternative modes of travel. According to the Town's Active Transportation Strategy (ATS), dated September 2019, there are plans for a signed bicycle route along Mountain Street (between King Street and Queen Street), Hixon Street, Hillside Drive / Highland Park Drive; extending the Hillside Estates Trail to Cherry Heights Boulevard and bike lanes on King Street. To further facilitate other modes of travel, the following TDM measures are proposed:

- Sidewalk connections to future sidewalks within the greater development and to existing sidewalks on Bush Crescent and Ashby Drive as well as a future sidewalk on Edward Street.
- Sidewalks are provided on both sides of all proposed streets.
- Internal secured bicycle storage within the apartment building.
- Car share and bike share programs.
- An information package on available transit/walking/cycling facilities will be provided to residents.

These measures are expected to reduce not only vehicular trips but also parking demand.

6.0 On-Street Parking

A mechanism to provide more parking options is to provide on-street parking. The greater development proposes 82 on-street parking spaces. All of these parking spaces will be provided in the form of layby parking, resulting in no impact to two-way through traffic. These parking spaces will serve visitors to the development but could also serve some residents with the implementation of an on-street permit parking system. A permit parking system would have the following attributes:

- Allows parking overnight between 12:00 AM – 7:00 AM.
- Parking would be first come, first served and a parking space would not be guaranteed.
- Not allow parking longer than 24 hours without moving.
- Limited to a maximum of two permits per unit/dwelling.

- Either a physical permit displayed in the vehicle on a rearview mirror or windshield or electronically via a cell phone app using a vehicle license plate as an identifier for easy enforcement.
- Nominal monthly cost to cover the administration of the system.
- Administered by the Town.

A permit parking system could provide flexibility where parking demand is uncertain, help manage on-street parking and be removed later if not warranted.

7.0 Conclusions Recommendations

The proposed apartment building will have a deficit of 56 parking spaces according to the ZBL. However, it is our opinion that the proposed parking supply will meet or exceed future parking demand based on a review of other municipalities' requirements, variances for other similar projects in Welland and Guelph with much lower parking rates and TTS car ownership data. In addition, 82 on-street parking spaces are proposed within the larger development, which can be supplemented by a permit parking system to ensure the availability of additional parking spaces if needed.

It is recommended that a variance to the ZBL to provide a parking rate of 1.00 spaces / unit for units over 50 m² and 0.3 spaces / unit for units under 50 m², be granted.

Should you require any clarification on the above, please contact either of the undersigned.

Yours truly,

R.J. Burnside & Associates Limited



Neevijan Pugalendiran, E.I.T
Transportation Planner
NP/DWA:cv



David Angelakis, C.E.T
Senior Project Manager – Transportation

Enclosure(s) Attachment 1: Proposed Draft Plan
Attachment 2: Excerpts from Zoning By-law 2022-50

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Preliminary



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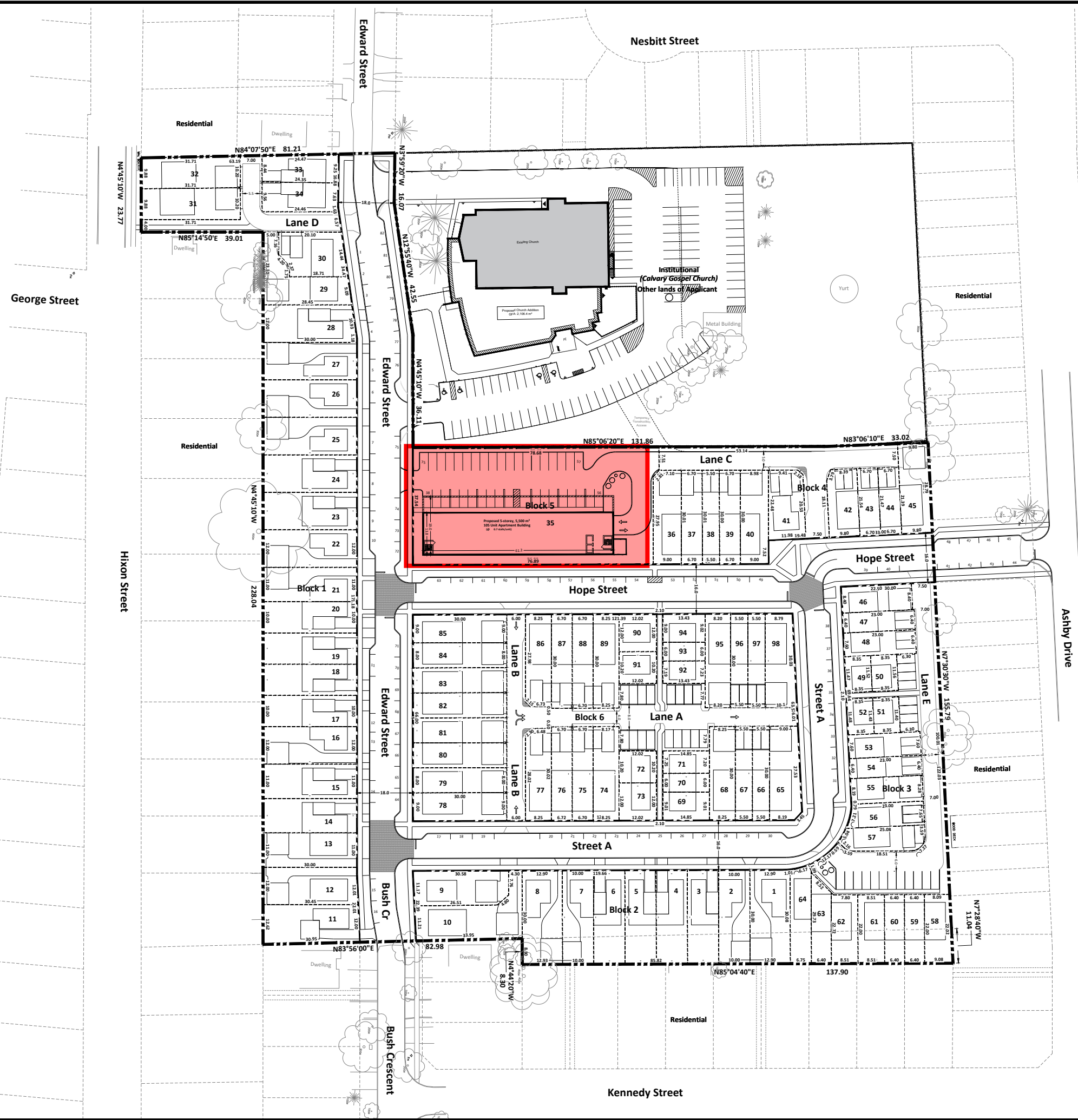
Part of Lot 16, Concession 4, and Block 67 on Plan 30M-323,
Geographic Township of Clinton, now Town of Lincoln.

Land Use Schedule			
Land Use	Unit	# Units	% of Units
Single Detached Residential	1, 8-12, 15, 22-28, 41, & 90-91	17	8.4 %
Semi-Detached Residential	2-7, 13-14, 16-21, 29-34, 49-51, 56-57, 72-73, & 78-85	36	17.8 %
Townhouse Residential	36-40, 42-45, 46-48, 53-55	44	21.8 %
Multi-unit Residential	58-71, 74-77, 86-89, 92-98	105	51.9 %
Total	98	202	100%

Land Use	Notes	Area (ha)	Area (%)
Common Elements	Includes Lanes A - E	0.41	10 %
Public Roads	N/A to <i>Condo Plan</i>	1.06	26 %
Private / Residential		2.59	64 %
Total		4.05	100 %

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 better neighbourhoods DEVELOPMENT CONSULTANTS	
190A Ontario Street, St Catharines, Ontario L2R 5K9 Studio: 905.684.8585 Betterneighbourhoods.ca	
PROJECT TITLE: 4129 Hixon Street Lincoln, Ontario	
DRAWING TITLE: Street Parking Plan	
DATE OF ISSUE: 2023-04-05	
DRAWING NO: 2092-SPP-1	REV. NO. 0



SECTION 4 PARKING AND LOADING REQUIREMENTS

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