



October 13, 2023

**Via: Email**

Joshua Warkentin  
Senior Planner  
Town of Lincoln  
4800 South Service Road  
Beamsville ON L0R 1B1

Dear Joshua:

**Re: 4129 Hixon Street Response to Comments**  
**Beamsville, Township of Lincoln**  
**Project No.: 300053923.0000**  
**City No.: 3-5-02-02, 3-5-02-03**

R.J. Burnside & Associates Limited (Burnside) has reviewed the Town of Lincoln's (Town's) parking and traffic-related comments, dated August 6, 2023. The comments have been repeated below in italics with our response following.

**Parking Study**

*i. The proposed parking reduction to 0.70 spaces per apartment dwelling unit are well below the requirements of 1.25 spaces per apartment dwelling unit in the Town's Zoning By-laws. Far more information needs to be provided to justify such a reduction. At present, the parking study only references two developments that are presently under construction in Welland. This does not provide sufficient evidence that this supply of parking is adequate. Parking count analysis should be use examples from other communities that are of a similar nature to Beamsville (e.g. smaller community, no local transit).*

The development now proposes a reduced parking rate of 1.0 parking spaces per unit as opposed to the 0.70 spaces originally proposed in the submitted parking study. In addition, car share, bike share, and scooter share will be introduced to supplement the parking supply and give residents an alternative to owning their own vehicle. It is our opinion, based on the evidence provided in the parking study that this updated rate will meet future parking demand. Please see further discussion below.

*ii. The Parking Study notes that Lincoln has a vehicle ownership rate of 0.97 vehicles per dwelling using the 2016 TTS. However, the Town's Transportation Master Plan references that the 2016 TTS showed an average vehicle ownership rate of 2.1 vehicles per household in Lincoln. Please identify how the lower vehicle ownership rate was arrived at.*

The vehicle ownership rate of 0.97 vehicles per dwelling unit was derived from 2016 TTS for apartments only. The average rate of 2.1 includes all residential uses including, houses, apartments and townhomes.

*iii. Please identify if there any assigned visitor parking for the apartment building? Are there shared spaces somewhere to allow for this, or is it dependent on street parking?*

No visitor parking is proposed within the apartment building block. Visitor parking will be served by the proposed on-street parking.

*iv. How many parking spaces will each detached, semi-detached, and townhouse have included on their property? Is the assumption that they will also be sharing the street parking with the apartment dwellers?*

According to the latest draft plan, all detached, semi-detached, and townhouse (including cottages) units will have two parking spaces per unit, except for 3 cottages. The three cottages will have one parking space each. These 3 cottages will have a smaller floor area than the other cottages and are planned to be marketed to buyers or renters that will not require more than one vehicle. In addition, the proposed car share, bike share, and scooter share that will be located within the apartment block can be made available to these cottages through the condominium structure. Also, visitors will be able to utilize on-street parking similar to other subdivisions in the Town.

### **Traffic Impact Study**

*i. There is no mention of the upcoming Losani development at 4020-4064 Mountain Street. This development should be accounted for in the future background traffic conditions.*

This is a typo or omission in the text of the report since the Losani development was included in the operations analysis.

*ii. The swept path analysis for refuse trucks appears to be correct however no analysis was provided for the Town's fire trucks. The analysis of the Town's fire trucks needs to be included in the revised TIS.*

Please see Attachment 1 for the Town's fire truck maneuvering analysis, which confirms that the proposed geometrics will accommodate the design vehicle.

Should you require any clarifications 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



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

Enclosure(s)      Attachment 1: Town Aerial Truck AutoTurn Analysis

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