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November 30, 2023

Mayor Eason and Members of Council  
Town of Lincoln  
4800 South Service Road  
Beamsville, ON  
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Dear Mayor Easton and Members of Council

**RE: COMMITTEE OF THE WHOLE AGENDA, ITEM 5.1  
OFFICIAL PLAN AMENDMENT/ZONING BY-LAW AMENDMENT  
APPLICATION / DRAFT PLAN OF SUBDIVISION / DRAFT PLAN OF VACANT  
LAND CONDOMINIUM APPLICATION FOR 4129 HIXON STREET IN  
BEAMSVILLE, PD-43-23**

I am writing to provide comment on the concurrent development applications for 4129 Hixon Street. The following are the issues I have noted:

**1) Mature Trees on Hixon Street**

As a resident of Hixon Street, the mature line of maple trees that line the section of the street where I reside form a tree canopy that frames one of Beamsville's most beautiful historic streetscapes and is also host to countless wildlife which we see every day.

According to the Town of Lincoln Public Works Project Update Report Q2 2023 "Development Intensification in the area (The subject development) has triggered the need for sanitary sewer upgrades on Hixon Street from George Street and King Street." The subject works will impact the line of mature maple trees, including the tree on our own property.

I have heard from David Graham that protecting the mature trees along Hixon Street is a key project mandate and the Town has incorporated mitigation measures into the design works. This is certainly good news and appreciated, however, I do want to take the opportunity to encourage the Town to remain committed to preserving these trees.

**2) Traffic Issues on Hixon Street**

Due to the straight path of the road for much of its length, there are significant issues with speeding on Hixon Street which I have communicated to the town previously. I am grateful to the Town for implementing speed monitoring and for lowering the speed limit on residential streets to 40km/h. These are important first steps. I am also grateful to

my ward Councillor, Tony Brunet for communicating my concerns about speeding to Niagara Regional Police.

At the present time I have noticed that the excessive speed is continuing. More enforcement may help but what the street really needs is traffic calming to help keep traffic at a safe speed when travelling along the street.

This is particularly important with the anticipated traffic increase resulting from the proposed development. It is imperative that a traffic calming plan be put into place before construction of the site begins. The developer of the subject site process to make the main access point for the new subdivision by opening the connection to Edward Street. Traffic would then naturally flow to Hixon Street.

Given the limitations of Hixon Street at its North end where it intersects with King I would recommend that the Town work with the developer to develop a construction traffic management plan to ensure that construction related traffic associated with the subject development will access the arterial roads as soon as possible without the need to infiltrate further up Hixon Street.

### **3) What to do with the parcel facing Hixon Street?**

#### **a) Relocate the proposed parkette within the site to the Hixon Street frontage**

It is recommended that consideration be given to relocating the proposed parkette which is internal to the development site to the lots facing Hixon Street.

Currently the subject lots serve as the entranceway to the Calvary Church.

The subject lands, while privately owned, have largely served as a de-facto parkland for the residents of Hixon Street.

In the proposed development, the proposed lands are identified as the location for a pair of rear fronting semi-detached dwellings.

A park on Hixon Street will be better used by a larger proportion of residents, both in the new development and elsewhere. It would be a place of rest for hikers, cyclists and joggers, a passive park for local seniors and children, and would connect the bird habitat within the tree canopy along Hixon Street.

The presence of a park at this location would also maintain the existing character of the streetscape which is almost entirely large lot singles. The proposed semi-detached dwellings are located on a pair of smaller lots and are rear lotted. Proportionately the proposed semi detached would create a built form and landscape that is incompatible with the prevailing scale of the street.

The swapping of proposed internal park site for a park site at Hixon would maintain the character of the streetscape.

#### **b) Make 4129 Hixon a Single lot or design the proposed semi to resemble a single as viewed from Hixon Street.**

If relocation of the proposed parkette within the development site is not feasible, the following alternatives should be considered:

- a) Set aside the entire Hixon Street frontage as one large lot single consistent with the character of the street.
- b) Design the proposed semis to resemble one large single detached dwelling.

Furthermore, the rear frontage of the proposed dwellings on Hixon Street should continue to be read as a front and should not be allowed to be made into a rear yard with privacy fencing.

**4) Transition from Residential Multiple: Lower the apartment building and extend the building over the proposed surface parking lot ensure no net loss of units.**

Much of the concern in the neighbourhood is targeted at the height of the proposed five storey (presumably plus mechanical penthouse) apartment building, when the prevailing character in the immediate neighbourhood is of two storey single detached homes.

The compatibility issue could be addressed through reducing the height of the apartment building. There is already a three-storey apartment building further north on Hixon Street and there is also the seniors home nearby. Lowering the apartment building to three stories would be ideal.

Recognizing the importance of not losing any affordable housing units, it is recommended that the reduction in height to a three-storey apartment building could be achieved by building another wing of the apartment building over top of the surface parking lot to the north. By raising the apartment building up over the surface parking lot, sufficient parking could be provided while maintain the maximum height of both the proposed building and the recommended north wing at three storeys.

**5) Concept plan for the retained Church Lands**

I understand that the remnant parcel, where the Calvary church is located is to be retained as a place of worship and the lands are to continue as institutional.

Given the trend to closure and consolidation of places of worship in our society, there remains a possibility that the church lands will be subject to development at some point in the future. If and when that happens the church site will likely redevelop along the lines of the current proposal.

In order to ensure that future development of the church lands could proceed in a seamless and compatible manner, it is recommended that the applicant's prepare a concept plan along the lines of a plan for the entire block including the retained parcel to demonstrate how a future residential development might proceed on the church lands and identify any protections that need to be planned for (e.g., road connections) in the subject development.

Thank you for consideration of this submission.

*M Seaman*

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