



December 19, 2025

Via: Email

Alan Hirschfield
 Nicholas Street Homes Limited
 51 Oak Avenue
 Richmond Hill ON L4C 6R5

Dear Alan:

**Re: Nicholas Street Development Parking Review Update
 Picton, Ontario
 Project No.: 300058226.0000**

R.J. Burnside & Associates Limited (Burnside) provides this parking review update due to changes in the mix of unit types proposed for the subject development. Burnside previously provided a Traffic Brief, dated June 7, 2024, and a response to comments, dated October 11, 2024. Table 1 provides a summary of the changes to the mix of unit types and parking supply.

Table 1: Unit Mix Comparison

Land Use	Unit Type	Previous Site Plan	Current Site Plan
Apartments	Building E		
	Studio	2	15
	1 Bedroom	71	65
	2 Bedrooms	25	21
	3 Bedrooms	0	5
	Building B, C, D		
	1 Bedroom	0	6
	Total Units	98	112
Semi-Detached	Building A		
	4 Bedrooms	2	2

Table 1: Unit Mix Comparison Continued

Land Use	Unit Type	Previous Site Plan	Current Site Plan
Townhouse	Building B, C, D		
	3 Bedrooms	6	6
Vehicular Parking			
Apartment Parking		99 spaces (1.01 spaces / unit)	102 spaces (0.91 spaces / unit)
Semi-Detached Parking		6 spaces (1 space / unit)	4 spaces (2 spaces / unit)
Townhouse Parking		12 spaces (2 spaces / unit)	12 spaces (2 spaces / unit)
Visitor Parking for Townhouse & Semi-Detached		2 spaces (0.25 spaces / unit)	2 spaces (0.25 spaces / unit)

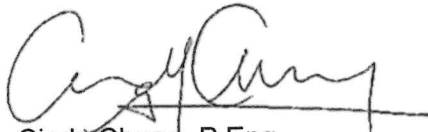
These changes will result in more smaller units and less larger units with an overall increase of 8 units. Parking rate will decrease from 1.01 space / unit to 0.91 space / unit. Based on the above changes, it is our opinion that the conclusions of the Traffic Brief will not change for the following reasons:

- The increase in smaller units will result in a reduction in future parking demand.
- Section 3.1.1 of the Traffic Brief reviewed the parking demand of comparable developments and found that parking demand ranged from 0.40 to 0.68 spaces / unit. The new proposed parking rate of 0.91 spaces / unit is much greater than the above surveyed parking demand. Based on this analysis, it is our opinion that the proposed parking supply will exceed future parking demand.
- All 15 studios will be designed for / marketed to seniors. It is expected that not all residents will own a vehicle. These parking spaces can be managed based on actual demand and adjusted over time through property management. One way to manage this is through Transportation Demand Management (TDM) strategies such as unbundling parking from the unit, meaning residents are not automatically assigned a space and can choose to rent one if needed. This approach allows the building management to monitor and allocate parking.

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

Yours truly,

R.J. Burnside & Associates Limited



Cindy Chung, P.Eng.
 Transportation Engineer
 CC/DWA:rc



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

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