



April 3rd, 2019

Reference Number: 17162

Paulo Da Silva

Project Coordination, Land Division
Melrose Investments Inc.
145 Reynolds Street, Suite 400
Oakville, ON
L6J 0A7

Dear Mr. Da Silva:

RE: Mayfield West Phase 2 – Lormel JV - 21T16008C– Town Comments

We are pleased to submit LEA's response to the Town of Caledon comments dated December 22nd, 2016, circulated via email dated March 14th, 2019. The comments (**Attachment 1**) pertain to the Transportation Impact Study (**Attachment 2**) that was submitted by LEA on October 14th, 2016. Below are the City comments in italics followed by LEA's response.

Comments: *The 4th bullet on page 6 states that by 2021, Mayfield Road will be widened to six lanes west of Hurontario Street. Staff has reviewed the Region's Road Program 2017-2031 and found the section of Mayfield Road between Hurontario Street – Chinguacousy Road is to be improved/widened to 6 lanes only by 2031. Please clarify this significant discrepancy.*

LEA's Response: Based on comments received by Region of Peel staff at the latest Mayfield Phase 2 meeting (**Attachment 3**), which took place on February 15th, 2019, the Mayfield Road Widening project is now scheduled to be completed in the year 2022, with the possibility of being delayed until the year 2023.

Comments: *Page 7 - "3.2.1 - 2017 Opening Day – Mayfield Road is currently being widened from two to four lanes between Hurontario Street and McLaughlin Road and is expected to be completed by 2017". staff understands that this roadways will be widened to 4 lanes by 2021.*

LEA's Response: The widening of Mayfield Road, between Hurontario Street and Chinguacousy Road, will no longer take place in two stages. Instead, this section of roadway will be widened from two to six lanes as part of one project, as indicated in **Attachment 3**.

Comments: *Page 9 illustrates a spine road connection to Hurontario Street. The Town's acceptance of this content within this report may undermine the EA process which is to assess alternatives. Staff note that the assumption that the intersection would be completed by 2021 may be unrealistic.*

LEA's Response: The image included on page 9 is illustrative, and is not a determination or recommendation regarding the final preferred design. Regarding timing, as of the writing of this memorandum, no firm date



has been established for construction. The MW2 Phasing Analysis, which represents the latest MW2-related traffic analysis completed by LEA, assumes that construction of the Hurontario / Spine Road connection will not be completed until the year 2031.

Comments: Page 30 - “By 2021, Mayfield Road will be widened to six lanes west of Hurontario Street.” As per above, staff note that the timing for this may be closer to 2031 for completion.

LEA’s Response: This comment is similar to the first comment on page 1. The latest estimate for completion of the Mayfield Widening Project is 2022, with the possibility of being delayed until the year 2023, as indicated in **Attachment 3**.

Parking Commentary

Based on the comments we have received from the Town related to adjacent MW2 subdivisions, it is expected that commentary on the parking supply will eventually be required for the Lormel JV subdivision as well. Commentary regarding the proposed parking supply for Lormel JV is being provided now in order to alleviate the need for this request at a later date. Outlined below in **Table 1** are the parking requirements for the proposed development as per the MW2 TMP.

Table 1: Required Minimum Parking Requirement for the Proposed Development

Number of Units	Parking Rate	Required Number of Parking Spaces
199	2.0 per unit (on-site)	398 (on-site)
	1.0 per unit (on-street)	199 (on-street)

A parking plan analysis was prepared for the Lormel JV development by KLM Planning Partners Inc. dated March 18th, 2019 (**Attachment 4**). The analysis was based on the latest on-street parking plan, dated March 15th, 2019 (**Attachment 5**). As indicated in their analysis, 7 units within the proposed subdivision were excluded because they have frontage on roads on the adjacent plan of subdivision and be dealt with as part of that plan of subdivision. For the remaining 192 units, parking provision varies based on frontage width. Units with a frontage width of 11.6m or greater will be provided with a two-car garage, and will therefore have an effective parking rate of 4.0 spaces per unit. There is a total of 111 units that fall within this category. For the remaining 81 units, parking will be provided through a combination of on-site and on-street spaces. As illustrated in the attached parking plan (**Attachment 5**), the number of on-street parking spaces exceeds what is recommended by the MW2 TMP. **Table 2** details the proposed parking provision.



Table 2: Proposed Parking Supply

Building Type	Number of Units	On-Site Parking		On-Street Parking	
		Required	Provided	Required	Provided
Single-Detached – Two-Car Garage	111	222	444	N/A – parking can be accommodated on-site	
Single-Detached – One-Car Garage	81	162	162	81	104

I trust the foregoing is helpful in addressing the Town’s request for additional commentary pertaining to the Transportation Impact Study for the Lormel JV subdivision within Mayfield West Phase 2. Should you have any questions regarding this letter, please do not hesitate to contact the undersigned at 905-470-0015 ext 284.

Yours truly,

LEA CONSULTING LTD

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