

TRAFFIC BRIEF

PROPOSED TRANSPORTATION TERMINAL/TRAILER PARKING FACILITY DEVELOPMENT

6404 Mayfield Road
Town of Caledon, Ontario

June 19, 2026
Project No: NT-25-113

520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8
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June 19, 2026

G.N. Transport Inc.
25 Newkirk Court, Unit 8
Brampton, ON L6Z 0J8

Attention: Charanjit Hothi

**Re: Traffic Brief
Proposed Transportation Terminal/Trailer Parking Facility Development
6404 Mayfield Road, Town of Caledon
Our Project No. NT-25-113**

NexTrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study for the above noted site in support of the Site Plan Application for a proposed transportation terminal/trailer parking facility development.

The subject lands are located north of Mayfield Road and east of Goreway Drive and are municipally addressed as 6404 Mayfield Road, in the Town of Caledon. The existing subject lands are currently occupied by an existing 1-storey dwelling and 1-storey garage. The development proposal is to redevelop the existing subject lands to permit transportation terminal uses on-site, with 36 truck parking spaces, 10 trailer parking spaces and five (5) vehicle parking spaces. Vehicular access is envisioned via a full movement driveway onto Mayfield Road.

The results of the capacity analysis indicate that the proposed development will have a negligible traffic impact to the surrounding road network. We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

Prepared by:

A handwritten signature in black ink that reads "Kristian Aviles".

Kristian Aviles, B.Eng.
Transportation Analyst

Approved by:

A handwritten signature in black ink that reads "R. Pernicky".

Richard Pernicky, MITE
Principal

Issues and Revisions Registry

Identification	Date	Description of issued and/or revision
Traffic Brief	June 19, 2026	For first submission

EXECUTIVE SUMMARY

NexTrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study for the above noted site in support of the Site Plan Application for a proposed transportation terminal/trailer parking facility development.

Development Proposal

The subject lands are located north of Mayfield Road and east of Goreway Drive and are municipally addressed as 6404 Mayfield Road, in the Town of Caledon. The existing subject lands are currently occupied by an existing 1-storey dwelling and 1-storey garage. The development proposal is to redevelop the existing subject lands to permit transportation terminal uses on-site, with 36 truck parking spaces, 10 trailer parking spaces and five (5) vehicle parking spaces. Vehicular access is envisioned via a full movement driveway onto Mayfield Road.

Capacity Analysis

Based on the trip generation calculations, the proposed development is projected to generate a total of two (2) two-way trips during AM peak hour (one (1) inbound and one (1) outbound) and five (5) two-way trips (three (3) inbound and two (2) outbound) during PM peak hour.

Parking Review

Based on the rates prescribed in the governing zoning by-law for the proposed land use, the proposed development requires a minimum of four (4) vehicle parking spaces. In comparison to the proposed supply of five (5) vehicle parking spaces proposed on-site, the proposed parking supply is compliant with the minimum requirements of the governing zoning by-law and provides a technical surplus of one (1) space.

Based on Schedule "K" of By-law BL-2015-058, one (1) Type A barrier-free parking space is required when the number of required parking spaces is between 1 and 12. The site plan provides one (1) barrier-free parking space and on this basis, is compliant with the minimum barrier-free parking requirements prescribed in zoning by-law BL-2015-058.

Vehicular Maneuverability Review

AutoTURN analysis demonstrates that the site is maneuverable for the WB-19 TAC-2017 design vehicles.

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1.0 INTRODUCTION

NexTrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study for the above noted site in support of the Site Plan Application for a proposed transportation terminal/trailer parking facility development.

The subject lands are located north of Mayfield Road and east of Goreway Drive and are municipally addressed as 6404 Mayfield Road, in the Town of Caledon. The location of the proposed development is illustrated in **Figure 1**.

Figure 1-1 – Subject Site Location



The subject lands are located north of Mayfield Road and east of Goreway Drive and are municipally addressed as 6404 Mayfield Road, in the Town of Caledon. The existing subject lands are currently occupied by an existing 1-storey dwelling and 1-storey garage. The development proposal is to redevelop the existing subject lands to permit transportation terminal uses on-site, with 36 truck parking spaces, 10 trailer parking spaces and five (5) vehicle parking spaces. Vehicular access is envisioned via a full movement driveway onto Mayfield Road.

The proposed site plan is illustrated in **Figure 1-2** and provided in full detail in **Appendix A**.

Figure 1-2 – Proposed Site Plan



2.0 EXISTING TRAFFIC CONDITIONS

2.1. Existing Road Network

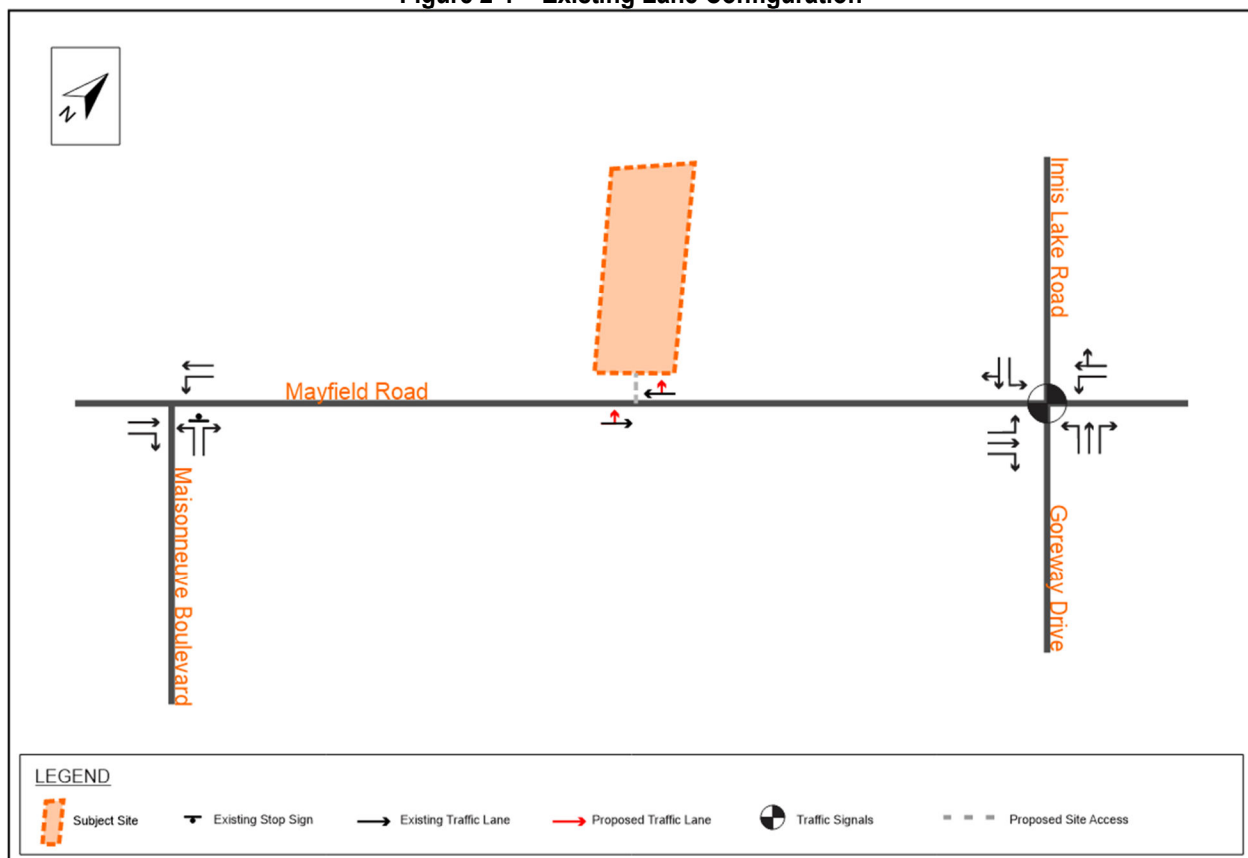
The existing road network, lane configuration and existing traffic control for the study area are described below.

- **Mayfield Road** is a northeast-southwest major arterial road that is governed by Peel Region and is also classified as Peel Regional Road 14. Mayfield Road operates with a two (2)-lane cross section (one (1)-travel lane per direction) in the vicinity of the study area and maintains a posted speed limit of 60 km/h near the subject site.

- **Innis Lake Road** is a northwest-southeast arterial road. Innis Lake Road operates with a two (2)-lane cross section (one (1)-travel lane per direction) in the vicinity of the study area, and maintains a posted speed limit of 80 km/h.
- **Goreway Drive** is a northwest-southeast urban collector road. Goreway Drive operates with a two (2)-lane cross section (one (1)-travel lane per direction) in the vicinity of the study area, and generally maintains a posted speed limit of 70 km/h.
- **Maisonneuve Boulevard** is a northwest-southeast collector road. Maisonneuve Boulevard operates with a two (2)-lane cross section (one (1)-travel lane per direction) in the vicinity of the study area, and maintains a posted speed limit of 50 km/h.

Existing road network lane configurations are illustrated in **Figure 2-1**.

Figure 2-1 – Existing Lane Configuration



2.2. Existing Active Transportation Network

Sidewalks

Currently, there are limited sidewalks available within the comfortable walking distance from the subject site. Sidewalks are available as follows:

- Maisonneuve Boulevard – approximately 1.5m on both sides

Sidewalks are also available throughout the local roads within the residential subdivision south of Mayfield Road.

Cycling

Currently, there are no cycling facilities available within the surrounding area of the subject site.

2.3. Existing Transit Facilities

Based on the study prepared by the Ministry of transportation of Ontario (MTO) entitled: 'Transit Supportive Guidelines', dated January 2012, transit users are generally willing to walk 400 meters to a local stop or 800 meters to a transit station. Currently, there are limited existing transit facilities available within the study area, with only one (1) nearby route service described below.

Brampton Transit Route 30 – Airport Road travels generally in the north-south directions along Airport Road between Mayfield Road to the north and Westwood Mall to the south. Route 31 operates seven (7) days a week, with a frequency headway of 15-20 minutes during weekday peak periods, 30 minutes during weekday off peak periods and Saturdays, and between 30-40 minutes on Sundays and Holidays. The closest transit stop to the subject site along Route 30 is on Maisonneuve Boulevard, north of Leparc Road/ St Hubert Drive.

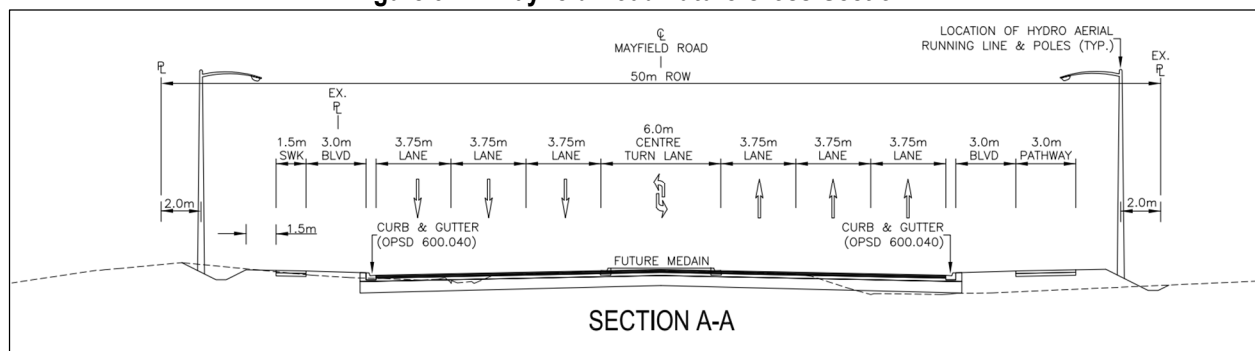
3.0 FUTURE BACKGROUND CONDITIONS

3.1. Mayfield Road Improvements

Peel Region has completed an Environmental Assessment (EA) for road infrastructure improvements to Mayfield Road between Airport Road and Coleraine Drive. Several improvements were considered for Mayfield Road, including but not limited to a combination of road widening, intersection improvements, horizontal and vertical alignments and pavement rehabilitation. Based on the EA prepared by Stantec on behalf of the Region, dated 2013, the key road improvements within the area of the subject site include a physical widening of the roadway to provide a seven (7) lane cross-section (three (3) travel lanes per direction and a centre two-way left-turn lane) in the interim, and the ultimate road design will provide a 6.0m continuous raised median along the centre of Mayfield Road.

The proposed road improvements are illustrated in **Figure 3-1**.

Figure 3-1 – Mayfield Road Future Cross-Section



Based on the Mayfield Road Construction Timeline proposed by Peel Region, the road widening is expected to commence construction midway through 2026 and be completed by the end of 2028. On this basis, the timeline for the proposed road widening aligns with the timeline of the proposed development.

4.0 SITE TRAFFIC

4.1. ITE Trip Generation

The existing subject lands are currently occupied by an existing 1-storey dwelling and 1-storey garage. The development proposal is to redevelop the existing subject lands to permit transportation terminal uses on-site, with 36 truck parking spaces, 10 trailer parking spaces and five (5) vehicle parking spaces.

It is standard practice to use the ITE Trip Generation Manual, published by the Institute of Transportation Engineers (ITE), to estimate site-generated traffic. The latest edition of the manual includes Land Use Code (LUC) 035 – Truck and Trailer Parking; however, turning movement count survey data collected previously at a comparable proxy site in the Town of Caledon yielded higher trip rates than those estimated using the ITE data. Accordingly, the observed survey data was adopted for this assessment, as it provides a more representative and conservative basis for forecasting site-generated traffic. The previously surveyed proxy site operated the same land use as the proposed development and is municipally addressed as 6186 Mayfield Road and was fully operational at the time that the driveway counts were surveyed; however, it is to be noted that the site is no longer operational.

The proxy site had an approximate lot area of 5.52ha and provided both truck and truck + trailer parking, as well as repurposing an existing detached single family dwelling as an office. The proxy site driveway counts were conducted on September 21, 2023, and September 22, 2023, during morning peak period (7:00AM – 9:00AM) and afternoon peak period (4:00PM – 6:00PM).

The results of the proxy site trip generation surveys are summarized in **Appendix B** and the peak hour trip generation results from each day of surveys are detailed below in **Table 4.1**.

Table 4-1: Proxy Site Trip Generation Results

Date	September 21, 2023		September 22, 2023	
Movement	Inbound	Outbound	Inbound	Outbound
AM Peak Period				
Total 1-way	9	7	9	9
Total 2-way	16		18	
PM Peak Period				
Total 1-way	28	23	28	12
Total 2-way	51		40	

The peak number of trips generated by the proxy site during AM peak hour occurred on the second survey day, with a total of 18 two-way trips or **3.26 trips/ha**.

The peak number of trips generated by the proxy site during PM peak hour occurred on the first survey day, with a total of 51 two-way trips or **9.24 trips/ha**.

Given that the proxy site has a larger lot area than the subject site and has the capacity to accommodate more trips than the subject site, the projected trip generation for the proposed development was prorated accordingly. While the total lot area of the subject site is 9,216.49 m², the total paved area of the site is 4,654.47 m² (0.47 ha). As such, trip forecasts were calculated based on the total paved area.

A sample calculation is provided as follows:

$$\begin{aligned} \text{Projected no. of trips} &= (\text{peak proxy trip rate}) \times (\text{lot area}) \\ &= (3.26 \text{ trips/HA}) \times (0.47 \text{ HA}) \\ &= 1.5 \text{ trips} \sim 2 \text{ trips} \end{aligned}$$

The prorated trip generation for the subject site is detailed in **Table 4.2**.

Table 4-2 – Site Traffic Trip Generation

Parameter	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Gross Trips	1	1	2	3	2	5

Based on the trip generation calculations, the proposed development is projected to generate a total of two (2) two-way trips during AM peak hour (one (1) inbound and one (1) outbound) and five (5) two-way trips (three (3) inbound and two (2) outbound) during PM peak hour.

Given that the site is not projected to be a significant trip generator, it is our opinion that the proposed development will have a negligible impact on the future traffic operations of the surrounding road network.

5.0 PARKING ASSESSMENT

5.1. Parking Requirements

5.1.1. Vehicle Parking Requirements

The subject lands are subject to the parking requirements stipulated within the Town of Caledon's Zoning By-law No. 2006-50. As part of the development proposal, the existing 1-storey dwelling and 1-storey garage are to remain

Given that the proposed development consists of a transportation terminal and a trailer parking bay, only the GFA of the transportation terminal and parking bay was considered in the calculation of the minimum parking requirement. The technical parking requirement is detailed in **Table 5.1**.

Table 5-1 – Vehicle Parking Requirements (Zoning By-law 2006-50 Section 5)

Land Use	GFA	Parking Rate	Min. Parking Requirement	Parking Supply
Transportation Depot	Building A: 174.6 m ² Building B: 184.22 m ²	*1 space / 90m ²	4 spaces	5 spaces

*Net Floor Area is the metric used for the calculation; however, only GFA is available and was used accordingly

Based on the rates prescribed in the governing zoning by-law for the proposed land use, the proposed development requires a minimum of four (4) vehicle parking spaces. In comparison to the proposed supply of five (5) vehicle parking spaces proposed on-site, the proposed parking supply is compliant with the minimum requirements of the governing zoning by-law and provides a technical surplus of one (1) space.

5.1.2. Accessible Parking Requirements

Based on Schedule "K" of By-law BL-2015-058, one (1) Type A barrier-free parking space is required when the number of required parking spaces is between 1 and 12. The site plan provides one (1) barrier-free parking space and on this basis, is compliant with the minimum barrier-free parking requirements prescribed in zoning by-law BL-2015-058.

6.0 SITE PLAN REVIEW

6.1. Site Circulation

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed study area. Given the proposed land use of transportation terminal/truck parking facility, the vehicle template for a WB-19 (TAC-2017) truck + trailer was used to confirm the maneuverability of the study and the swept path analysis demonstrates that the design vehicle can maneuver through the site unencumbered.

The AutoTURN analysis is illustrated in **Figure 6-1** and **Figure 6-2**.

6.2. Access Spacing

Mayfield Road is classified as an Industrial Connector in accordance with the Peel Region Road Characterization Study (herein 'RCS'). Based on Table 1: Median Opening Spacing from the RCS, the minimum spacing requirement between full movement accesses onto Suburban Connectors is 450m measured between curb extensions.

Within 450m west of the proposed site access, there are two (2) single detached dwellings with accesses approximately 100m and 240m away, respectively. Within 450m east of the proposed site access, there are two (2) single detached dwellings with accesses approximately 45m and 75m away, as well as Innis Lake Road's intersection with Mayfield approximately 250m away.

While we acknowledge that proposed site access does not achieve full compliance with the spacing requirements noted in the Region's RCS for full movement accesses, we do not anticipate this to result in any operational or safety concerns. As noted in Section 4 of this study, the proposed development is projected to be a low trip generator, with eight (8) two-way trips expected during the entirety of AM peak hour and 22 two-way trips expected during the entirety of PM peak hour. Assuming an even distribution, the projected trip generation would result in one (1) trip every seven (7) and a half minutes during AM peak hour, and one (1) trip every two (2) and a half to three (3) minutes during PM peak hour. On this basis, the frequency of the site-generated traffic is not expected to adversely affect adjacent properties or the operation of Mayfield Road.

Additionally, it is to be noted that given the constraints of the width of the site frontage, there is no access configuration that would achieve adequate spacing for full movement accesses, nor is there any access configuration that would achieve adequate spacing for either a left-in/right-in/right-out access or a right-in/right-out access. It is to be noted that upon review, there are several other existing sites that operate with the same land use as the proposed development with site accesses fronting onto Mayfield Road that do not achieve adequate access spacing.

As such, the low-intensity nature of the proposed land use, the constraints of the width of the site frontage and the existence of similar sites along Mayfield Road that have been permitted full movement access despite similar spacing constraints collectively support the reasonableness of the proposed access arrangement. It is Nextrans' opinion that the reduced access spacing will not result in operational or safety concerns, nor will it adversely impact adjacent lands or the function of Mayfield Road.

6.3. Auxiliary Turning Lanes

Table 5: Volume Thresholds for Access Control from the Region's RCS indicates that auxiliary turning lanes are required for developments that generate 60 or more vehicle trips per peak hour. Based on the trip generation calculations in Section 4 of this report, the highest number of two-way trips the site is expected to generate is 22 trips during PM peak hour. On this basis, the traffic volumes generated by the proposed development do not meet the threshold for the auxiliary turning lane requirement noted in the Region's RCS.

As noted in Section 3 of this Study, a road widening is planned for Mayfield Road that will result in a new cross-section configuration that will accommodate three (3) through travel lanes in each direction and an interim two-way left-turn lane. Based on the Region's 2025 construction timeline for Mayfield Road, it is noted that the proposed road widening is planned to begin construction midway through 2026 and is expected to be completed by the end of 2028. On this basis, inbound left-turning traffic will be accommodated via the proposed two-way left-turn lane on Mayfield Road and an interim left-turn lane, prior to the completion of the two-way left-turn lane, is not necessary.

6.4. Sightline Analysis

For the purpose of sight distance assessment, a design speed of 70 km/hr (posted speed limit of 60km/h + 10 km/h) was considered on Mayfield Road. Sight distance requirements were considered for passenger vehicles approaching the proposed vehicle access onto Mayfield Road. Under the stopping sight distance assessment, the target height applied is 0.38 m for vehicle taillights, and for intersection movements a top of car height of 1.3 m is applied. A driver eye height of 1.05 m is applied for all scenarios.

6.4.1. Stopping Sight Distance

The effect of the road grade on Mayfield Road was considered in calculating the stopping sight distance requirement. In accordance with the Geometric Design Guide for Canadian Roads by the Transportation Association of Canada (TAC 2017) section 2.5.3, the required stopping distance is determined using the following equation:

$$d_b = V^2 / 254[(a/9.81) +/- G]$$

Where:

d_b = Braking distance (m);

V = design speed (km/h);

a = Deceleration rate (m/s^2), 3.4 m/s^2

G = the percent grade divided by 100

Then:

$$\text{Stopping Sight Distance} = 0.278tV + d_b$$

$$\begin{aligned} \text{Min. SSD for eastbound approach} &= 0.278 \times 2.5 \times 70 + 70^2 / 254[(3.4/9.81) + ((225-229)/300)] \\ &= 106.54 \text{ m} \sim \mathbf{107 \text{ m}} \end{aligned}$$

Existing sight distances approaching the proposed site access have been determined through a site visit. Stopping sight distance at the proposed site access is detailed in **Table 6.1**.

Table 6.1 – Stopping Sight Distance Assessment for the Proposed Site Access

Approach	Required	Achieved	Difference
Westbound Approach	107 m	250 m	+143 m
Eastbound Approach	106 m	250 m	+144 m

In comparing the achieved stopping sight distance of at least 250 m in either direction with the required stopping sight distances of 107m and 106m for the westbound and eastbound approaches, respectively, there is a minimum surplus of 143m in stopping sight distance for either direction. **On this basis, the achieved stopping sight distance is adequate.**

6.4.2. Departure Sight Distance

To assess scenarios where vehicles are departing from the location of the proposed driveway, the departure sight distance was assessed under Case B1 – Left Turn from the Minor Road, in accordance with Section 9.9.2.3 of the *Geometric Design Guide for Canadian Roads (TAC 2017)*. The departure sight distance was assumed to be under stop-controlled conditions.

As stipulated in the Geometric Design Guide for Canadian Roads, the intersection sight distance along the major road is determined using the following equation:

$$ISD = 0.278 V_{\text{major}} t_g$$

Where:

ISD = Intersection sight distance (length of the leg of sight triangle along the major road) (m);

V_{major} = design speed of the major road (km/h); and,

T_g = time gap for minor road vehicle to enter the major road (s)

Case B1 – Minimum intersection sight distance for vehicles turning left from the proposed driveway onto Mayfield Road:

$$\begin{aligned} ISD &= 0.278 \times 70 \times 7.5 \\ &= 145.95 \text{ m} \sim \mathbf{146 \text{ m}} \end{aligned}$$

As previously mentioned, actual departure sight distances at the proposed site access have been determined through an on-site visit. The departure sight distances at the proposed site access are summarized in **Table 6.2**.

Table 6.2 – Departure Sight Distance Assessment for Left Turning Vehicle Exiting the Site

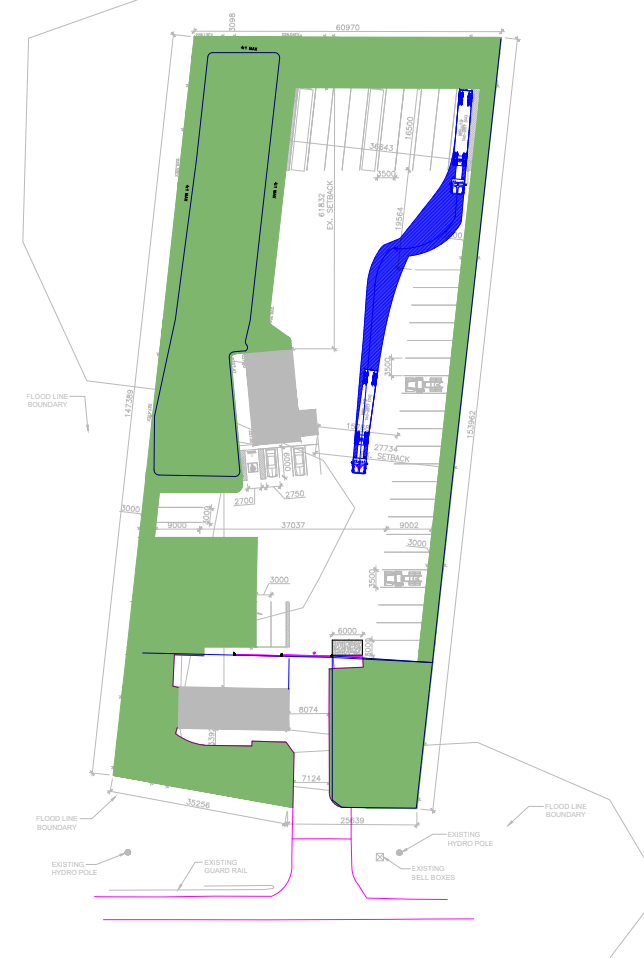
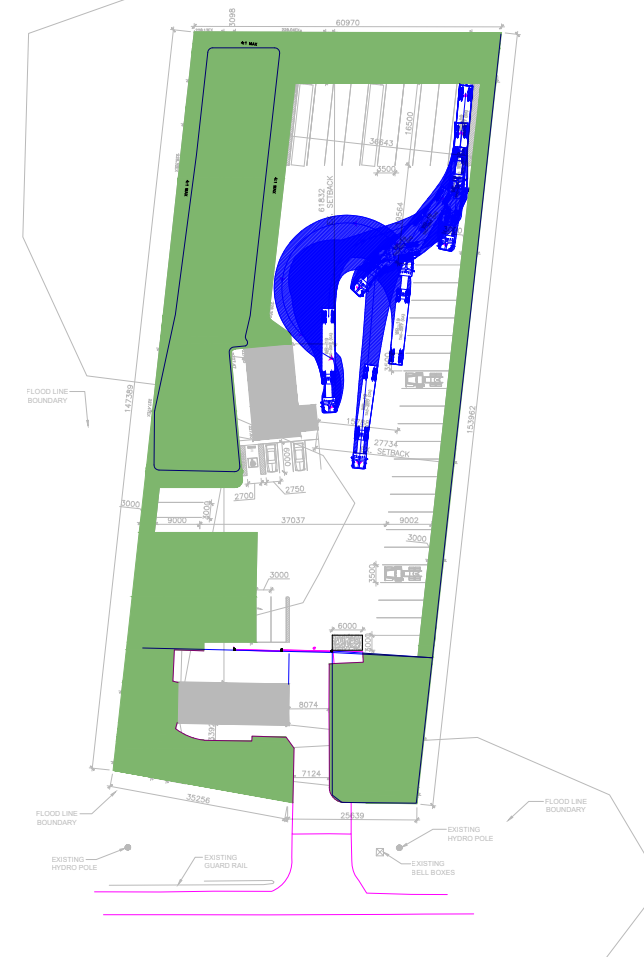
Parameter	Required	Achieved	Difference
Departure Sight Distance	146 m	250 m	+104 m

In comparing the achieved departure sight distance of 250 m with the required minimum departure sight distance of 146 m, there is a minimum surplus of 104 m in departure sight distance for vehicles turning left out of the driveway looking west. **On this basis, the achieved departure sight distance is adequate.**

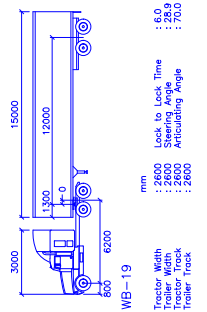
7.0 CONCLUSION

The findings and conclusions of our analysis are as follows:

- The subject lands are located north of Mayfield Road and east of Goreway Drive and are municipally addressed as 6404 Mayfield Road, in the Town of Caledon. The existing subject lands are currently occupied by an existing 1-storey dwelling and 1-storey garage. The development proposal is to redevelop the existing subject lands to permit transportation terminal uses on-site, with 36 truck parking spaces, 10 trailer parking spaces and five (5) vehicle parking spaces. Vehicular access is envisioned via a full movement driveway onto Mayfield Road.
- Active transportation and transit infrastructure is limited within the study area.
- Based on the EA prepared by Stantec on behalf of the Region, dated 2013, the key road improvements within the area of the subject site include a physical widening of the roadway to provide a seven (7) lane cross-section (three (3) travel lanes per direction and a centre two-way left-turn lane) in the interim, and the ultimate road design will provide a 6.0m continuous raised median along the centre of Mayfield Road. Based on Peel Region's Mayfield Road Construction Timeline, a road widening is expected to commence construction midway through 2026 and be completed by the end of 2028.
- Based on the trip generation calculations, the proposed development is projected to generate a total of two (2) two-way trips during AM peak hour (one (1) inbound and one (1) outbound) and five (5) two-way trips (three (3) inbound and two (2) outbound) during PM peak hour.
- Based on the rates prescribed in the governing zoning by-law for the proposed land use, the proposed development requires a minimum of four (4) vehicle parking spaces. In comparison to the proposed supply of five (5) vehicle parking spaces proposed on-site, the proposed parking supply is compliant with the minimum requirements of the governing zoning by-law and provides a technical surplus of one (1) space.
- Based on Schedule "K" of By-law BL-2015-058, one (1) Type A barrier-free parking space is required when the number of required parking spaces is between 1 and 12. The site plan provides one (1) barrier-free parking space and on this basis, is compliant with the minimum barrier-free parking requirements prescribed in zoning by-law BL-2015-058.
- AutoTURN analysis demonstrates that the site is maneuverable for the WB-19 TAC-2017 design vehicles.
- The proposed site access, while inadequately spaced from adjacent accesses in accordance with Peel Region's Road Characterization Study, is not expected to operate with any operational or safety concerns, nor will it adversely impact adjacent lands or the function of Mayfield Road.
- The projected traffic volumes generated by the proposed development do not meet the threshold for the auxiliary turning lane requirement noted in the Region's RCS. Notwithstanding this, the proposed two-way left-turn lane on Mayfield Road will service the proposed development.
- Adequate stopping and departure sight distances are available at the site access in accordance with the Geometric Design Guide for Canadian Roads.



VEHICLE PROFILE



SCALE: 1:500

REVISIONS

NO	REVISION	DATE	BY

STAMP



PROJECT NAME:
Transportation Terminal
Development
6404 Mayfield Road
Town of Caledon

DRAWING TITLE:

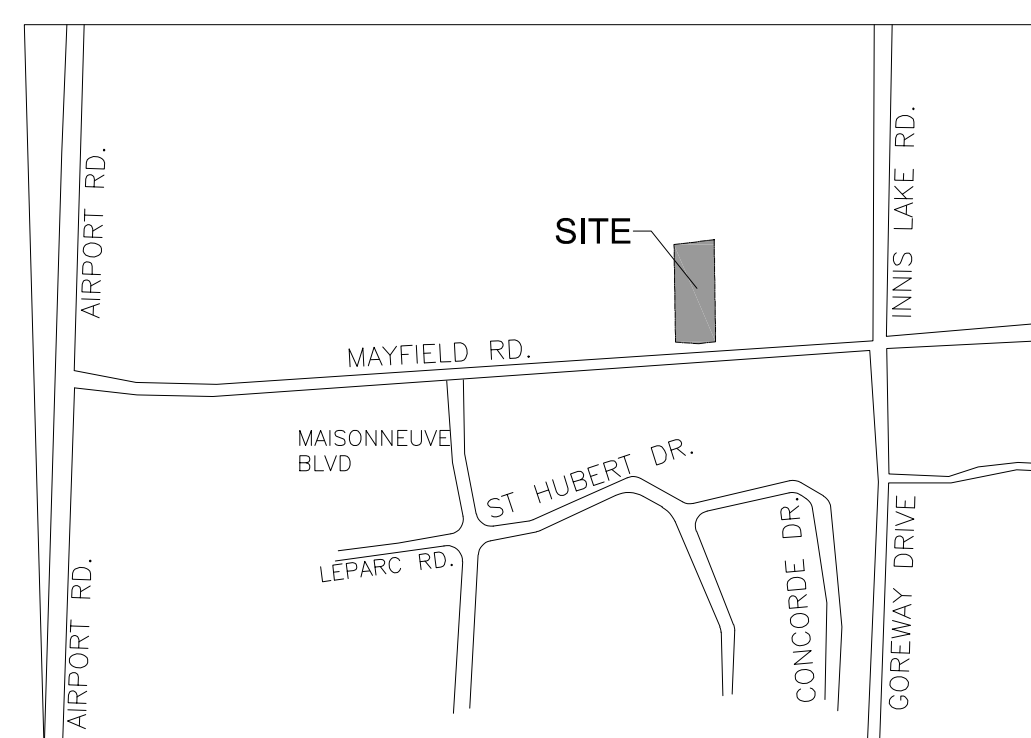
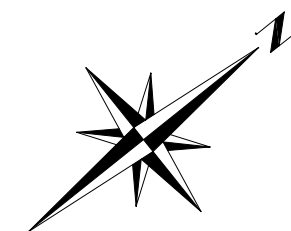
AutoTURN Analysis
WB-19 TAC-2017

DESIGN BY: K.A.	DATE: June 19, 2026
CHECKED BY: R.P.	PROJECT NO.
DRAWN BY: K.A.	NT-25-113
SCALE: 1:1500	DRAWING NO.

Figure 6-2

APPENDIX A:

Site Plan



2 KEY PLAN
A-1.0 SCALE: NTS

PROJECT STATISTICS

ADDRESS: 6404 MAYFIELD RD, TOWN OF CALEDON, ON.

ZONING: A1 AGRICULTURAL

	REQUIRED	PROPOSED
LOT AREA	MIN. 8 Ha. (19.76 ACRES)	9216.49 SQ.M (2.27 ACRES)
LOT FRONTAGE	MIN. 120M	60.62 M.
EX. TOTAL LOT COVERAGE	MAX. 5%	EX. 3.89 % (358.82 SQ.M.)
EX. GARAGE BUILDING		EX. (1.99 %) 184.22 SQ.M.
EX. DWELLING		EX. (1.89 %) 174.60 SQ.M.
EX. TOTAL GROSS FLOOR AREA (GFA)		358.82 SQ.M. (3,862.30 SQ.F)

BUILDING HEIGHT	RESIDENTIAL USES - MAX. 100.5 M NON-RESIDENTIAL USE - MAX. 122.7M	4203.20 SQ.M (45.60 %)
LANDSCAPED AREA	MAX. 10%	4654.47 SQ.M (50.55 %)
PAVED AREA		36
PROPOSED TRUCK PARKING		05
PROPOSED PASSENGER VEHICLES		
LOADING		

SETBACK (BUILDING-A) EXISTING		
	REQUIRED	EXISTING
NORTH SIDE (REAR YARD)	—	129.08 M.
EAST SIDE (INTERIOR YARD)	18.0 M	27.15 M.
SOUTH SIDE (FRONT YARD)	3.0 M	11.65 M.
WEST SIDE (INTERIOR YARD)	3.0 M	10.91 M.

SETBACK (BUILDING-B) EXISTING	REQUIRED	EXISTING
NORTH SIDE (REAR YARD)	—	61.83 M.
EAST SIDE (INTERIOR YARD)	18.0 M	27.73 M.
SOUTH SIDE (FRONT YARD)	3.0 M	69.61 M.
WEST SIDE (INTERIOR YARD)	3.0 M	16.96 M.

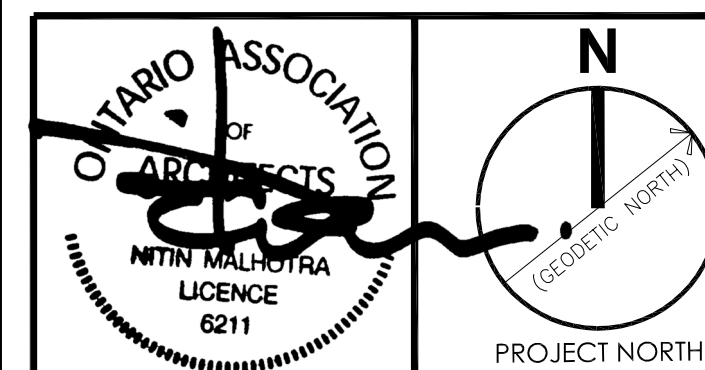
PARKING CALCULATION

	REQUIRED	PROPOSED
EXISTING DWELLING (2 PARKING SPACES PER DWELLING UNIT) (174.60 SQM.)	02	02
EXISTING ACCESSORY GARAGE (2 PARKING SPACES PER EACH 70M ² OR PORTION THERE OF TO A MAXIMUM OF 2 PARKING SPACES) (184.22 SQM.)	05	03
TOTAL REQUIRED PARKING AS PER ZONING (BY-LAWS)	7(INCL. 1HC)	05(INCL. 1HC)
BF PARKING (13 TO 100 PARKING) (4% OF REQUIRED)=4% OF 07	01	01
TOTAL TRAILER PARKING		10
TOTAL TRUCK PARKING		26



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10 JUNE 2026

10th JUNE 2026

10th JUNE 2020
NOT OF CONSTRUCTION
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ZONING BY-LAW AMENDMENT

[illegible]

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PROJECT:

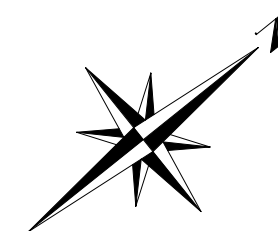
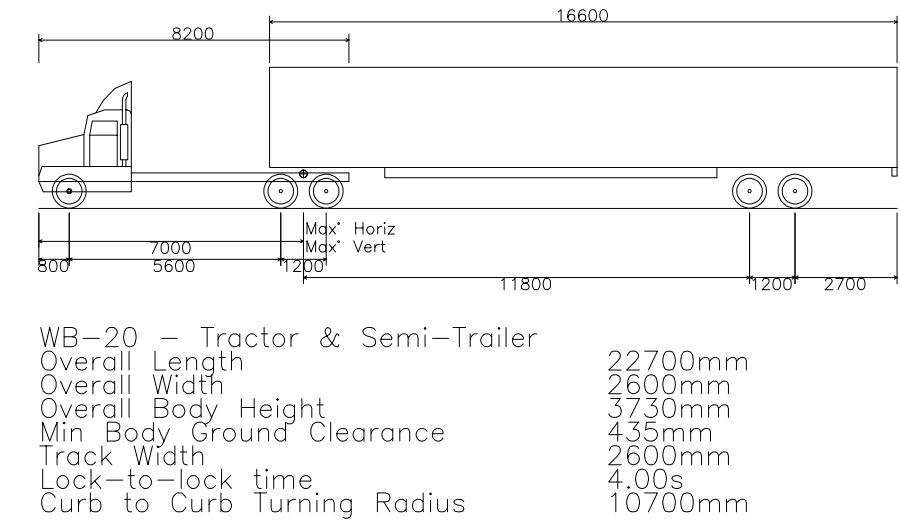
**PROPOSED TRUCK
PARKING AT
6404 MAYFIELD RD,
TOWN OF CALEDON, ON.**

DRAWING TITLE:

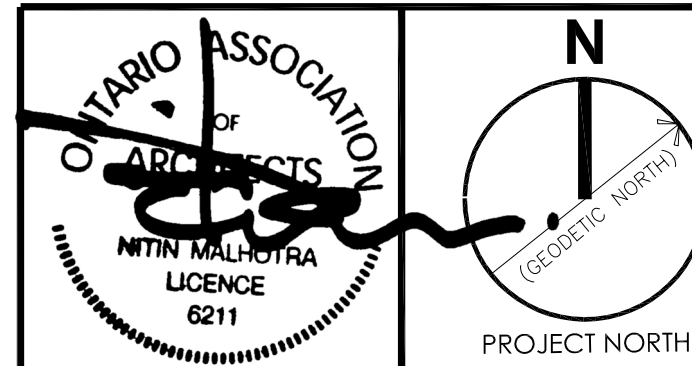
SITE PLAN

DRAWN BY: JH	DATE: 01 MAY 2024
CHECKED BY: NM	SCALE: AS NOTED
PROJECT NO.:	DRAWING NO.:

25-25	A-1.0
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10 JUNE 2024

10th JUNE 2026

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No.	Date	version	Dwn

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PROJECT:

**PROPOSED TRUCK
PARKING AT
6404 MAYFIELD RD,
TOWN OF CALEDON, ON.**

DRAWING TITLE:

TRUCK MOVEMENT PLAN

DRAWN BY: JH

DATE: 01 MAY 2024

CHECKED BY: N

SCALE: AS NOTED

PROJECT NO.

DRAWING NO.:

25-25

A-1.1

1 TRUCK MOVEMENT PLAN
A-1.1 SCALE: 1:400

APPENDIX B:

Proxy Site Trip Generation Survey Results

6186 Mayfield Road Trip Generation Survey Results

	AM Peak																							
Date	21-Sep-23												22-Sep-23											
Time	Inbound						OUTBOUND						Inbound						OUTBOUND					
Vehicle	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL				
7:00	2	1	0	1	4	0	1	1	0	2	1	1	2	1	5	0	2	2	0	4				
7:15	0	1	1	0	2	0	0	0	1	1	0	0	1	1	2	0	0	1	1	2				
7:30	0	0	1	1	2	1	2	0	0	3	1	0	0	0	1	1	0	0	1	2				
7:45	0	0	1	0	1	0	0	0	1	1	1	0	0	0	1	0	0	1	0	1				
8:00	1	0	1	0	2	0	0	1	1	2	0	1	2	0	3	1	2	1	0	4				
8:15	0	0	1	0	1	1	0	0	0	1	1	0	1	0	2	0	0	0	1	1				
8:30	1	1	0	0	2	1	0	0	1	2	1	1	0	0	2	0	0	2	1	3				
8:45	1	0	1	1	3	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0				
Total 1-way	9						7						9						9					
Total 2-way	16												18											

	PM Peak																							
Date	21-Sep-23												22-Sep-23											
Time	Inbound						OUTBOUND						Inbound						OUTBOUND					
Vehicle	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL	CAR	SU TRUCK	TRUCK	JCK+TRAIL	TOTAL				
16:00	3	0	1	1	5	2	0	1	0	3	1	0	2	0	3	1	0	0	0	1				
16:15	2	4	1	0	7	3	0	1	0	4	1	1	2	1	5	1	0	0	1	0				
16:30	0	2	1	1	4	2	0	0	0	2	4	2	3	3	12	1	0	2	1	4				
16:45	2	1	2	1	6	2	0	0	0	2	0	1	2	1	4	0	0	1	1	2				
17:00	3	4	0	3	10	6	1	2	0	9	2	0	2	3	7	1	0	1	1	3				
17:15	4	3	1	0	8	4	0	1	1	6	3	1	1	0	5	0	2	1	0	3				
17:30	1	3	1	3	8	3	0	1	0	4	2	1	3	2	8	0	1	1	0	2				
17:45	0	1	1	0	2	3	0	0	1	4	1	0	1	0	2	0	0	0	2	2				
Total 1-way	28						23						28						12					
Total 2-way	51												40											