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KLM File: P-2760

October 1, 2018

Town of Caledon  
Development Approval and Planning Policy Department  
6311 Old Church Road  
Caledon, Ontario  
L7C 1J6

**Attention: Rob Hughes, Manager of Development Planning - West**

**Re: Revised Parking Plan Analysis  
Caledon Terra Investments Inc.  
2256 Mayfield Road  
Part of Lot 18, Concession 2  
File #: 21T-16007C & RZ-16-12**

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Dear Mr. Hughes,

On behalf of Caledon Terra Investments Inc., we are pleased to submit a revised on-street parking plan and analysis for the proposed Draft Plan of Subdivision for the subject lands within Mayfield West Phase 2. The revised parking plan addresses comments received, dated April 24, 2017 and replaces the parking plan, dated December 9, 2016 which was included with the original submission. The proposed Draft Plan of Subdivision provides for a total of 180.5 single detached units with frontages ranging from 9.15 metres to 13.7 metres.

The Mayfield West Phase 2 Transportation Master Plan ("TMP") prepared by Paradigm Transportation Solutions Limited dated December 2015 provides supporting transportation policies. Within the TMP, guidelines have been included which provide a suggested approach to managing on street parking in residential areas. Section 10.1.4 outlines the suggested approach to on street parking requirements for residential areas which states:

- On-street parking should be permitted where possible in attempts to meet parking demands, reduce vehicular speeds and serve as a protective buffer between pedestrians and moving vehicles;
- The location of on-street parking is to be provided in close proximity of where users would expect it to be located and can often be accommodated through site design (pairing driveways);
- On occasion, the City has developed site-specific zoning by-laws requiring double width driveways in order to meet the overall residential parking demand.

The TMP further recommends that 2.0 parking spaces be accommodated on-site (i.e. one in the driveway and one in the garage) and that each single family detached and semi-detached residential unit, irrespective of density, be required to provide 1.0 additional on-street parking space within close proximity to the residential lot being served. As summarized in Table 10.3 of the TMP, a total of 3.0 combined on-street and on-site parking spaces is recommended for single detached units.

Of the total 180.5 units within the proposed draft plan of subdivision, 8.5 units have frontage on roads on adjacent plans of subdivision. These units have been excluded from the subject parking analysis as the parking needs of these units should be considered through the parking analysis of the adjacent plan of subdivision.

A further 122.5 units are proposed to have frontage of 11.6 metres or greater. Each of these units will be provided with a two-car garage and on-site parking for a total of four cars (two in the garage, two on the driveway), for a total of 490 parking spaces to serve these units, whereas these units would otherwise be required to provide 368 parking spaces. Therefore, these units provide a surplus of 122.5 spaces. Accordingly, these units are also excluded from the revised parking analysis.

Based on the above noted recommended parking rates from the TMP, the proposed Draft Plan of Subdivision is to provide the following to meet the parking recommendations for the units with frontage less than 11.6 metres:

- 99 on-site parking spaces (49.5 units x 2.0 parking spaces)
- 50 on-street parking spaces (49.5 units x 1.0 parking spaces)

The revised Caledon Terra Investments Inc. Parking Plan prepared by KLM Planning Partners Inc. dated September 11, 2018 identifies that 88 on-street parking spaces can be provided within the proposed development. This represents a surplus of 38 on-street parking spaces. The 88 on-street parking spaces to serve 49.5 units will easily satisfy the need for visitor and delivery parking.

The Parking Plan optimizes the pairing of residential driveways to accommodate as much on-street parking spaces as possible. The on-street parking spaces have been provided on only one side of the street, as recommended in the TMP. In addition, the on-street parking spaces have been located approximately 9.0 metres from an intersection and have not been identified on the rounding of a street.

It is our opinion that the recommendations of the TMP for on-street and on-site parking are met. At the same time, it must also be noted that the proposed draft plan of subdivision has been designed in accordance with the Mayfield West Phase 2 community plan to be transit-supportive and pedestrian-friendly as part of a complete community. In the case of the subject development, there is transit proposed within the community, providing access to local bus routes, BRT routes and GO Transit routes within 500 metres of all proposed units. Furthermore, the development has direct access to proposed Greenway trails immediately to the north and

west, cycling lanes which run through the development, and a multi-use trail directly to the south along Mayfield Road, providing active transportation alternatives to prospective buyers. Proposing single-loaded roads in order to increase the amount of on-street parking spaces as was recommended in the Town's comments is not an efficient use of land or infrastructure. Such a recommendation is not consistent with provincial policy and does not conform to the policies of the Growth Plan or Caledon Official Plan. It is our opinion that the proposed draft plan of subdivision represents good planning and meets the recommendations of the TMP with respect to on-street parking.

We trust that the above is sufficient, however, should you have any comments or concerns, please do not hesitate to contact the undersigned.

Yours very truly,  
**KLM PLANNING PARTNERS INC.**



Alistair Shields  
Senior Planner

Cc: Caledon Terra Investments Inc.

