



**BA Group**

# **PROPOSED INDUSTRIAL DEVELOPMENT 12400 COLERAINE DRIVE PARKING STUDY**

Bolton, Town of Caledon

Prepared For: Triovest Realty Advisors Inc.

July 10, 2019



**MOVEMENT  
IN URBAN  
ENVIRONMENTS**

BAGROUP.COM

© BA Consulting Group Ltd.  
45 St. Clair Avenue West, Suite 300  
Toronto, ON M4V 1K9  
[www.bagroup.com](http://www.bagroup.com)

# TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>BUILDING 1 .....</b>	<b>1</b>
<b>3.0</b>	<b>MUNICIPAL PARKING REQUIREMENTS .....</b>	<b>2</b>
<b>4.0</b>	<b>TRANSPORTATION CONTEXT .....</b>	<b>6</b>
4.1	Existing Street System .....	6
4.2	Area Transit Service .....	7
<b>5.0</b>	<b>PARKING UTILIZATION SURVEYS.....</b>	<b>8</b>
5.1	Employee Parking Assessment .....	11
<b>6.0</b>	<b>MINOR VARIANCE APPROVAL–10793 STEELES AVE., HALTON HILLS .....</b>	<b>12</b>
<b>7.0</b>	<b>OPINION AND CONCLUSION.....</b>	<b>13</b>



## LIST OF TABLES

Table 1	Site Data – Proposed Buildings .....	1
Table 2	Employee Data.....	2
Table 3	Municipal Parking Standards – Zoning By-law 2006-50 .....	2
Table 4	Municipal Parking Requirements – Zoning By-law 2006-50.....	3
Table 5	8039 Fifth Line, Halton Hills – Parking Demand, October 20, 2015 .....	8
Table 6	8039 Fifth Line, Halton Hills – Parking demand, October 20, 2015.....	9
Table 7	8039 Fifth Line, Halton Hills – Summary Results, October 20, 2015 .....	9
Table 8	6800 Maritz Drive, Mississauga – Summary Results, November 21, 2013.....	10

## LIST OF FIGURES

Figure 1:	Site Location .....	4
Figure 2:	Site Plan.....	5

## TABLE OF APPENDICES

APPENDIX A:	MARS Canada Inc. Letter
APPENDIX B:	GO Transit – Route 38
APPENDIX C:	Halton Hills Committee of Adjustment Decision, December 22, 2015 Re: Minor Variance for 10793 Steeles Avenue



## 1.0 INTRODUCTION

BA Consulting Group Ltd. (“BA Group”) is retained by Triovest Realty Advisors Inc. to undertake a parking study in support of the proposed industrial development located at the northwest corner of Coleraine Drive and George Bolton Parkway in Bolton. The general location of the site is illustrated in Figure 1.

The development proposal includes approximately 118,982.63 m<sup>2</sup> (1,280,718 ft<sup>2</sup>) of employment uses in three (3) buildings. George Bolton Parkway will be extended west of Coleraine Drive for approximately 350 metres with a closed end (cul-de-sac) at the west terminus. Traffic control signals will be installed at the Coleraine Drive / George Bolton Parkway intersection.

The development will be well served by direct vehicular access driveways onto the westerly extension of George Bolton Parkway. Also, secondary unsignalized driveways are proposed onto Coleraine Drive north of George Bolton Parkway. Only right turn movements will be permitted at the Coleraine Drive access driveways.

The proposed buildings are illustrated on Figure 2. Floor areas for each building are summarized below in Table 1.

**TABLE 1 SITE DATA – PROPOSED BUILDINGS**

Buildings	Proposed GFA m <sup>2</sup>	Proposed GFA ft <sup>2</sup>
Building ‘1’	Warehouse - 82,699.99 m <sup>2</sup> (Office = 2,122.39 m <sup>2</sup> (<15%))	890,175 ft <sup>2</sup>
Building ‘2’	Warehouse - 22,622.13 m <sup>2</sup> (Office = 2,165.92 m <sup>2</sup> (<15%))	243,503 ft <sup>2</sup>
Building ‘3’	Warehouse - 13,660.51 m <sup>2</sup> (Office = 1,070.68 m <sup>2</sup> (<15%))	147,041 ft <sup>2</sup>
<b>Total</b>	<b>118,982.63 m<sup>2</sup></b>	<b>1,280,718 ft<sup>2</sup></b>

## 2.0 BUILDING 1

Building 1 will be MARS Canada Inc. (“**MARS**”) new Distribution Centre. MARS is a global company who manufactures well-known products that are sold around the world. The Canadian division manages the entire supply chain of products through their logistic operations to ensure that major customers’ requirements are met in a timely manner.

MARS have confirmed that 190 employees will occupy the new Distribution Centre during the peak season representing an increase of approximately 52 percent more than the existing facility. Employee data, as set out in the MARS Canada Inc. letter of February 4, 2019 (**Appendix A**) are summarized in Table 2.

The warehouse will operate 24 hours per day, 7 days per week with three employee shifts. Office hours for both the warehouse and Co-pack operations will be 8:00 am to 5:00 pm, Monday to Friday. Co-pack operations will be done 16.5 hours per day Monday to Friday with two employee shifts. There is a gap of 30 minutes between shifts to avoid overlapping.



**TABLE 2 EMPLOYEE DATA**

Location	Days of Operation	Hours of Operation	# of Shifts/Day	Employees
3PL Office	Monday – Friday	8am - 5pm	1	20
3PL Warehouse	24 / 7	24 / 7	3	70
Co-pack Office	Monday – Friday	8am - 4pm	1	10
Co-pack Production	Monday – Friday	7am - 11:30pm	2	120

During the peak season months for MARS Co-pack operations, i.e., October, November and March, the total number of employees at the new Distribution Centre is expected to be 190 employees, i.e., 35 employees for the Logistics management team and 120 employees for the Co Pack operation and 35 employees in the warehouse. Peak season for the warehouse operations would be June to October.

### 3.0 MUNICIPAL PARKING REQUIREMENTS

The applicable parking requirement for the proposed development is 845 parking spaces based upon the applicable Town of Caledon Zoning By-law No. 2006-50, as amended, including 537 spaces, 184 spaces and 124 spaces for Buildings 1, 2 and 3, respectively. Municipal parking standards and requirements in accordance with By-law 2006-50 are summarized below in Tables 3 and 4.

**TABLE 3 MUNICIPAL PARKING STANDARDS – ZONING BY-LAW 2006-50**

Purpose or Use	Applicable <i>Parking Spaces</i> Required (By-law 2006-50)
<p>- Warehouse</p> <p>- Transportation Depot</p>	<p>a) If associated office or retail net floor areas are 15% or less of the total net floor area:</p> <p>Up to 7,000 m<sup>2</sup> – 1 parking space per 90 m<sup>2</sup> net floor area or portion thereof,</p> <p>7,000 to 20,000 m<sup>2</sup> – 78 parking spaces, plus 1 parking space per 145 m<sup>2</sup> of net floor area or portion thereof over 7000 m<sup>2</sup></p> <p>Over 20,000 m<sup>2</sup> – 168 parking spaces, plus 1 parking space per 170 m<sup>2</sup> of net floor area or portion thereof over 20,000 m<sup>2</sup></p> <p>b) If associated office or retail net floor areas are more than 15% of the total net floor area: In addition to the standards contained above in (a), the applicable net floor areas exceeding 15% shall be subject to the applicable office or retail parking requirements.</p>



**TABLE 4 MUNICIPAL PARKING REQUIREMENTS – ZONING BY-LAW 2006-50**

Buildings		Required Parking		Parking Provided
<b>Building 1</b>				
Warehouse	82,699.99 m <sup>2</sup>			
Office (<15%)	2,122.39 m <sup>2</sup>			
Service Area –	348.46 m <sup>2</sup>			
<b>Total</b>				
		20,000 m <sup>2</sup>		168 spaces
		(82699.99 – 20000 – 348.46) / 170 m <sup>2</sup>		<u>369 spaces</u>
				<b>279 spaces</b>
				<b>537 spaces</b>
<b>Building 2</b>				
Warehouse	22,622.13 m <sup>2</sup>			
Office (.15%)	2,165.92 m <sup>2</sup>			
<b>Total</b>				
		20,000 m <sup>2</sup>		168 spaces
		(22,622.13 – 20,000) / 170 m <sup>2</sup>		<u>16 spaces</u>
				<b>184 spaces</b>
				<b>189 spaces</b>
<b>Building 3</b>				
Warehouse	13,660.51 m <sup>2</sup>			
Office (.15%)	1,070.68 m <sup>2</sup>			
<b>Total</b>				
		Between 7,000 and 20,000		78 spaces
		(13660.51 – 7000) / 145 m <sup>2</sup>		<u>46 spaces</u>
				<b>124 spaces</b>
				<b>126 spaces</b>
<b>TOTALS</b>		<b>118982.63 m<sup>2</sup></b>		845 spaces
				<b>594 spaces</b>

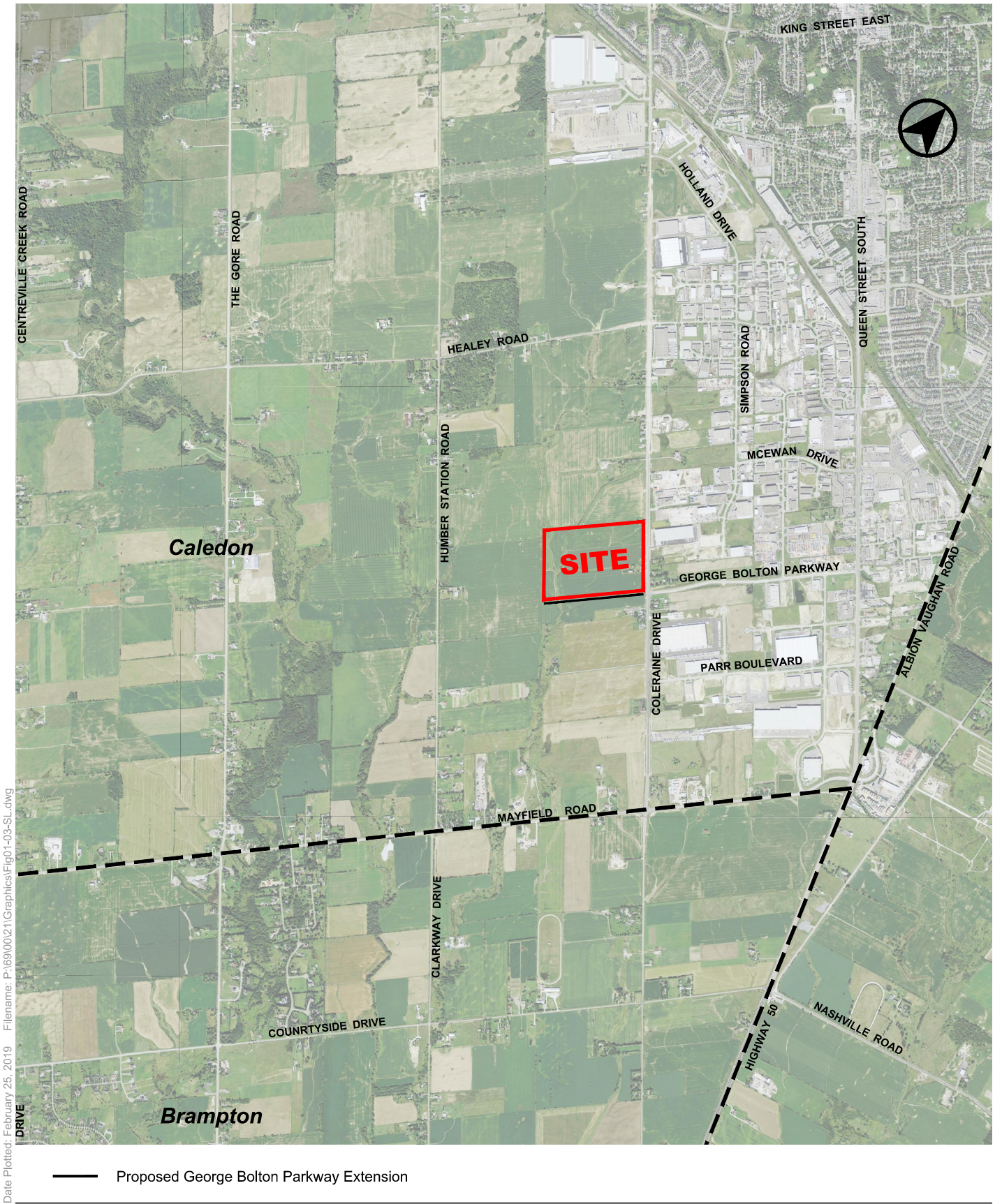
The Site Plan (**Figure 2**) for the proposed development makes provision for 279 parking spaces for Building 1, which is significantly less than the required parking supply of 537 spaces, but satisfies the required parking for the specific uses. The Site Plan also makes provision for 189 spaces for Building 2 and 126 spaces for Building 3, which satisfy the Zoning By-law requirement.

After reviewing the number of employees and parking supply at MARS existing facility in Bolton, which has 125 employees during the peak season, a parking standard based upon the employee demand will more appropriately reflect the particular operating characteristics of the use than a parking standard established using the Zoning By-law standard. Adoption of the Town's standards would clearly overstate the parking requirement for the new Distribution Centre.

Our findings indicate that a parking supply of 594 parking spaces will adequately address the parking requirements of the proposed development. The details of our analysis are outlined herein. The proposed supply will be sufficient for the development and is supported based upon consideration of the following factors: Parking Management practices by the single tenant in Building 1; parking utilization surveys at comparable industrial development; and comparison with approved developments. .

Three hundred and eighty-six (386) trailer parking positions are proposed at the new Distribution Centre. This total represents an increase of approximately 14% more than the existing supply of trailer parking positions within all of MARS' existing locations.





## SITE LOCATION





Proposed Traffic Signal

# SITE PLAN

## 4.0 TRANSPORTATION CONTEXT

### 4.1 Existing Street System

Major streets near the subject development are as follows:

**Coleraine Drive** is north-south road is under the jurisdiction of the Region of Peel. Coleraine Drive (Regional Road 150) extends north of Mayfield Road to Highway 50. It has a basic 4-lane cross-section and operates under a posted speed limit of 60 to 70 km/h. Currently, Coleraine Drive extends south of Mayfield Road until meeting with Highway 50 in the City of Brampton.

**Healey Road** is east-west Town of Caledon road connects to Highway 50 (Queen Street) at a signalized intersection to the east. To the west, it connects with other north-south arterial roads such as Humber Station Road and The Gore Road. Healey Road has a rural 2-lane cross section and a posted speed limit of 60 km/h. No trucks are allowed on Healey Road.

**Mayfield Road** is major east-west arterial road is under the jurisdiction of the Region of Peel. Mayfield Road extends well east and west of the site, connecting to other north-south routes such as Highway 410 and Highway 50. Mayfield Road has a rural 2-lane cross section and a posted speed limit of 60 to 80 km/h. Mayfield Road has been approved to be upgraded to a 4-lane cross section (plus turning lanes) in the vicinity of site by 2021.

**Queen Street (Highway 50)** is a major north-south arterial road is under Peel Region jurisdiction. Highway 50 affords numerous route connections for site traffic to the south. North of Mayfield Road, it extends through the Bolton urban area as Queen Street. Highway 50 generally has an urban 4-lane cross section and a posted speed limit of 60 km/h.

**George Bolton Parkway is an** east-west Town of Caledon road running between Highway 50 and Coleraine Drive forming signalized and unsignalized intersections with Highway 50 and Coleraine Drive, respectively. As part of the subject development the Coleraine Drive / George Bolton Parkway will be signalized and George Bolton Parkway will be extended west of Coleraine Drive.

**Parr Boulevard is an** east-west Town of Caledon roads running between Highway 50 and Coleraine Drive, forming unsignalized intersections at both Highway 50 and Coleraine Drive.



## 4.2 Area Transit Service

**GO Transit ROUTE 38** has nineteen (19) stops departing from Malton GO Train Station and ending at Highway 50 and Queen Street / Columbia Way (near Caledon Centre) in Bolton. Nearside bus stops are located at the George Bolton Parkway intersection with Queen Street, which is approximately 1.37 kilometres from the subject site.

In addition, GO Transit's Bolton South Park & Ride bus station, complete with a transit shelter, pick-up / drop-off facility, bike parking, benches, pedestrian sidewalks and commuter parking is located at the southwest corner of Queen Street / Mayfield Road intersection.

GO Transit provides bus service between Bolton and Toronto five days per week (Monday to Friday). Between 6:00 am and 1:45 pm, there are 5 southbound buses from Bolton to Toronto. Between 10:15 am and 7:45 pm there are seven (7) northbound buses from Malton Station to Bolton.

A map and schedule for GO Transit Route 38 are provided in **Appendix B**.



GO TRANSIT'S PARK & RIDE BUS STATION – SW CORNER OF QUEEN STREET (HIGHWAY 50) & MAYFIELD ROAD

Development of the employment lands along Coleraine Drive and areas in Bolton will generate a demand for improved transit service to the employment areas and to Bolton in general.

## 5.0 PARKING UTILIZATION SURVEYS

BA Group conducted parking surveys at the supply chain management distribution centers located at 8039 Fifth Line in Halton Hills and at 6800 Maritz Drive in Mississauga. Survey dates and times are summarized below:

<u>Date of Survey</u>	<u>Survey Times</u>
Thursday, November 21, 2013	7:00 am to 6:00 pm;
Tuesday, October 20, 2015	5:00 am to 7:00 pm;

Key observations were as follows:

Summary results of the parking accumulation at 8039 Fifth Line are provided below in Table 5 to 7.

- 8039 Fifth Line consist of two buildings with a combined GFA of 77,017 m<sup>2</sup> (829,000 ft<sup>2</sup>). The north building has a GFA of 40,320 m<sup>2</sup>; the south building has a GFA of 36,697 m<sup>2</sup>.

**TABLE 5 8039 FIFTH LINE, HALTON HILLS – PARKING DEMAND, OCTOBER 20, 2015**

<b>NORTH BUILDING (40,320 m<sup>2</sup>)</b>					
<b>Time</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>Total</b>
<b>Parking Supply</b>	<b>34</b>	<b>19</b>	<b>33</b>	<b>165</b>	<b>251</b>
5:00	0	8	8	0	16
6:00	0	14	12	0	26
7:00	1	17	17	0	35
8:00	1	16	18	0	35
9:00	8	18	29	0	55
10:00	11	18	31	0	60
11:00	9	18	31	0	58
12:00	11	18	32	0	61
13:00	13	18	29	0	60
14:00	15	17	30	2	<b>64</b>
<b>15:00</b>	<b>19</b>	<b>17</b>	<b>32</b>	<b>12</b>	<b>80</b>
16:00	16	12	21	11	60
17:00	13	13	17	9	52
18:00	5	10	10	10	35
19:00	4	9	10	8	31



**TABLE 6 8039 FIFTH LINE, HALTON HILLS – PARKING DEMAND, OCTOBER 20, 2015**

SOUTH BUILDING (36,697 m <sup>2</sup> )							
Time	E	F	G	H	I	J	Total
Parking Supply	72	81	37	17	25	57	289
5:00	1	19	1	0	1	0	22
6:00	1	49	2	1	0	0	53
7:00	1	49	2	4	0	0	56
8:00	13	49	8	5	0	0	75
9:00	12	50	16	3	0	0	81
10:00	14	50	17	6	0	0	87
11:00	14	49	13	4	0	0	80
12:00	14	51	11	4	0	0	80
13:00	14	55	10	5	0	0	84
14:00	13	64	14	4	0	2	97
15:00	14	46	12	4	0	0	76
16:00	14	43	11	4	0	0	72
17:00	7	31	8	3	0	0	49
18:00	4	30	2	1	0	0	37
19:00	2	25	2	1	0	0	30

**TABLE 7 8039 FIFTH LINE, HALTON HILLS – SUMMARY RESULTS, OCTOBER 20, 2015**

NORTH & SOUTH BUILDINGS (77,017 m <sup>2</sup> )						
	Parking Supply	Survey Date	Peak Demand	Percent Occupied @ 2:00 pm	Parking Demand Ratio / 100 m <sup>2</sup>	Parking Demand Ratio / 1000 ft <sup>2</sup>
8039 Fifth Line 14:00	540	October 20, 2015	161 spaces	30 %	0.21	0.19

The peak parking occupancy observed was 30 percent, which occurred just prior to a shift change period (3:00 pm). A total of 161 parking spaces were occupied out of a total supply of 540 parking spaces provided. The peak parking demand would be equivalent to a parking demand rate of 0.21 parking spaces per 100 square metres of GFA. This demand occurred for a short period of time during the afternoon shift change period. It is during this period that a short term parking peak occurs; before and after which the sustained parking demand is more in the range of 0.18 parking spaces per 100 m<sup>2</sup> GFA.

Staff shift change characteristics are expected to be less pronounced at the new Distribution Centre due to parking management practices; thereby reducing the magnitude of any one shift change (i.e., staggered shift changes over the operation will reduce the peaking characteristics associated with the number of employees arriving on-site slightly before their shift starts while employees getting ready to depart are still on-site).



Summary results of the parking accumulation at 6800 Maritz Drive are provided below in Table 8.

- 6800 Maritz Drive has a GFA of 107,767.6 m<sup>2</sup> (1,160,000 ft<sup>2</sup>).

**TABLE 8 6800 MARITZ DRIVE, MISSISSAUGA – SUMMARY RESULTS, NOVEMBER 21, 2013**

Hour Ending	Traffic at Main Access			Calculated Parking Accum.	Occupied %
	In	Out	2-Way		
7:00	160	45	205	404	57%
8:00	47	17	64	434	61%
9:00	43	12	55	465	65%
10:00	29	13	42	481	68%
11:00	21	22	43	480	68%
12:00	39	44	83	475	67%
13:00	35	36	71	474	67%
14:00	66	30	96	510	72%
<b>15:00</b>	<b>185</b>	<b>134</b>	<b>319</b>	<b>561</b>	<b>79%</b>
16:00	25	186	211	400	56%
17:00	17	54	71	363	51%
18:00	16	46	62	333	47%

Notes:

1. Based on parking accumulation study conducted by BA Group on Thursday, November 21, 2013

The peak parking occupancy observed was 79 percent, which occurred at the shift change period (3:00 pm). A total of 561 parking spaces were occupied out of a total supply of 710 parking spaces provided. The peak parking demand would be equivalent to a parking supply rate of 0.52 parking spaces per 100 square metres of GFA. This demand occurred for a short period of time during the afternoon shift change period. It is during this period that a short term parking peak occurs; before and after which the sustained parking demand is more in the range of 0.43 parking spaces per 100 m<sup>2</sup> GFA.

Staff shift change characteristics are expected to be less pronounced at the new Distribution Centre due to parking management practices; thereby reducing the magnitude of any one shift change (i.e., staggered shift changes over the operation will reduce the peaking characteristics associated with the number of employees arriving on-site slightly before their shift starts while employees getting ready to depart are still on-site).

The survey results clearly indicate a parking demand range of 0.21 to 0.43 spaces per 100 m<sup>2</sup>. Application of this parking demand range to the Building 1 in the subject development would require a parking supply of 173 to 356 parking spaces. We note that the upper limit of the range is significantly less than the Zoning By-law requirement of 535 parking spaces.



A parking supply rate of 0.33 spaces per 100 m<sup>2</sup> of GFA is recommended for the proposed Distribution Centre in Building 1. Application of this standard would require the provision of 273 parking spaces.

## 5.1 Employee Parking Assessment

The parking assessment for 190 employees under a worst scenario is one (1) space per employee per shift (i.e. no ride share, transit, etc.) or 190 spaces (0.23 spaces / 100 m<sup>2</sup>). As mentioned in Section 2, 190 employees are expected to work over three (3) shifts.

MARS existing facility in Bolton provides 150 car parking spaces for 125 employees during the peak season, 35 employees for the logistics management and 90 employees for the Co-pack operation. The existing supply provides MARS with a surplus of 25 parking spaces.

As such, the maximum parking demand would be 190 spaces. In our opinion, the provided parking supply rate of 0.33 spaces / 100 m<sup>2</sup> (273 spaces) for the Building 1 is more than sufficient to accommodate the parking demands.

## 6.0 MINOR VARIANCE APPROVAL—10793 STEELES AVE., HALTON HILLS

In December 2015, the Town of Halton Hills committee of Adjustment approved a minor variance application (D13VAR15.021H – HHIDGP) to accommodate a proposed distribution warehouse and office use on the property municipally known as 10793 Steeles Avenue in the Town of Halton Hills. One of the variances requested by the Applicant was relief from the Town's Zoning By-law to reduce the parking spaces from the minimum 647 spaces to permit 182 commercial vehicle waiting spaces and 254 car parking spaces. A copy of the Committee's decision is provided in **Appendix C**.

This existing warehouse is comparable to the subject development on Coleraine Drive in several ways:

- The existing warehouse at 10793 Steeles Avenue, which has a GFA of approximately 64,700 m<sup>2</sup>, is comparable in size to the proposed Distribution Centre in the subject developmet;
- The existing warehouse is located in the large employment area along Steeles Avenue east of James Snow Parkway;
- Immediately north of the existing warehouse is a tributary of Sixteen Mile Creek, which is under the jurisdiction of Conservation Halton;
- The existing warehouse is bounded on the south and east by a major arterial road (Steeles Avenue) and collector roads (Cleve Court and Brigden Road), respectively;
- Cleve Court is similar to George Bolton Parkway in that it terminates with a cul-de-sac approximately 500 metres north of Steeles Avenue;
- Primary vehicular access is provided via full movement entrances onto Cleve Court. A secondary entrance is provided to Steeles Avenue. The intersection of Steeles Avenue and Cleve Court will be signalized in the near future;
- The nearest bus stop is located in the commercial centre located some 900 metres from Cleve Court.

In its decision the Committee of Adjustment considered the requested variance to be minor in nature, desirable for the appropriate use of the building and that the variance met the purpose and intent of the Town's Official Plan and Zoning By-Law.

As such, the approved car parking supply rate of approximately 0.38 spaces / 100 m<sup>2</sup> for 10793 Steeles Avenue is much less than Halton Hills Zoning By-law requirement but well within the parking supply range noted above in Section 5.

Therefore, based upon consideration of the Halton Hills example, a parking supply rate of 0.33 spaces per 100 m<sup>2</sup> of GFA, for warehouses with a GFA over 25,000 m<sup>2</sup>, is recommended for the proposed Distribution Centre in Building 1.





## 7.0 OPINION AND CONCLUSION

It is our opinion that the proposed parking supply rate of 0.33 spaces per 100 m<sup>2</sup> of GFA, for warehouses with a GFA over 25,000 m<sup>2</sup>, is appropriate for the proposed Distribution Centre (Building 1) for the following reasons:

1. The proposed Distribution Centre is well served by virtue of its proximity to major arterial roads (Coleraine Drive, Mayfield Drive and Highway 50) and collectors roads (George Bolton Parkway and Parr Boulevard). Vehicular access driveways will be provided onto the westerly extension of George Bolton Parkway. Secondary access driveways will also be provided to Coleraine Drive north of George Bolton Parkway. Traffic control signals will be installed at the Coleraine Drive / George Parkway intersection.
2. The observed parking demand rates at the proxy sites located in the Greater Toronto Area (GTA) are less than the current basic Town's Zoning By-law requirement.
3. Details of parking demand surveys conducted at other GTA Distributions Centres in November 2013 and October 2015 indicate peak parking demand ranged from 0.21 to 0.43 spaces per 100 square metres of GFA.
4. A total parking supply of 0.33 spaces per 100 m<sup>2</sup> of GFA, for warehouses with a GFA over 25,000 m<sup>2</sup>, will, satisfy the peak car parking demand Building 1 in the subject development.
5. Similar parking supply reductions were approved for a comparable Distribution Centre located at 10793 Steeles Avenue in Halton Hills. The proposed supply compares favourably with the existing Centre on Steeles Avenue.

Therefore, based on our assessment, a proposed parking supply of **0.33 parking spaces per 100 m<sup>2</sup> of GFA for warehouses with a GFA over 25,000 m<sup>2</sup>**, can readily accommodate the peak parking demand at the proposed Distribution Centre (Building 1). The proposed parking supply is sufficient to meet the peak season demand for Building 1.



## **APPENDIX A: MARS Canada Inc. Letter**





37 Holland Drive  
Bolton, Ontario  
L7E 5S4

Date: February 4, 2019

To: The Corporation of the Town of Caledon  
6311 Old Church Road  
Caledon, Ontario  
L7C 1J6

From: **Joe Mininni – Distribution Project Consultant**

Attention: Melissa Mohr - **Town of Caledon -Planning Department**

Re: **Mars Canada New Distribution Center – Coleraine Drive – Parking Allowance**

Hello Melissa

We first want to thank the Town Of Caledon for reaching out to us to clarify our trailer and parking allowance requirements for the successful operation of our planned New Distribution Center. We value our strong relationship and partnership that has, in turned, enabled us to continue to invest in Caledon.

Over our 30 years in Bolton, we have enjoyed substantial growth behind our brands, including acquisitions of well-known brands such as WRIGLEY® and IAMS® into our Mars portfolio. As well, we increased our manufacturing production of UNCLE BEN'S® with the recent expansion of our food plant in order to support the growth and supply of UNCLE BEN'S® to both the U.S. and Canadian market.

This significant growth has required us to invest in a 890,000 square foot facility which would allow us to efficiently consolidate all of our finished products within one distribution center.

We are basing our current proposed trailer and parking requirements on our current Coleraine distribution center operations and challenges.

Our current operation has 150 car parking locations. This is based on our present occupancy numbers at peak season which would have 35 employees for the Logistics management team and 90 employees for the Co Packing operation. This brings a total of 125 employees at peak season which still allows for an additional 25 car parking locations at the present site. This of course does not consider for any employees who are carpooling or taking transit to this facility.





37 Holland Drive  
Bolton, Ontario  
L7E 5S4

As well there are 350 trailer locations through-out several locations within the Bolton area. At peak season we have had serious challenges with no trailer parking available resulting in processing issues because we could not receive trailers into our facility due to space restraints.

Our New Distribution Centre original site plan agreement had designated 303 car parking stalls, double the employee requirements based on double the facility square footage that included a conservative 30% safety factor. Both our Logistics and Co Packing partners have confirmed that the total peak requirement will be 190 employees at peak season representing an allowance of 34% additional parking space. The 190 employees spots again does not account for any employees who are carpooling or taking transit to this facility.

Our trailer storage plan included 400 trailers parking locations, representing approximately 14% more than what we have within all of our existing locations. We based this on the doubling of the distribution center and being able to managing the majority of the finished product inventory within the new distribution center

As you know our business is a global company who manufactures products around the world and our Canadian division is managing this entire supply chain of products through our logistic operations and ensuring the requirements of our major customers are being met in a timely manner. As you can imagine this would be a very demanding and complicated process that is fully integrated with all of our divisions through our global operation.

Our goal is to work with the Town of Caledon to achieve the parking levels which will support the concerns of the planning department and will allow for our business to achieve a successful operation that will ensure we can meet the performance objectives of our customers and our business and in turn allow for the continued growth of our business in Bolton.

I would be very interested in trying to rectifying this opportunity by either a follow up meeting or connecting by phone. See my contact information below.

Sincerely,

Joseph Mininni  
Distribution Project Consultant  
Phone 905-857-5780 ext 2148  
Cell Phone 416-552-2322



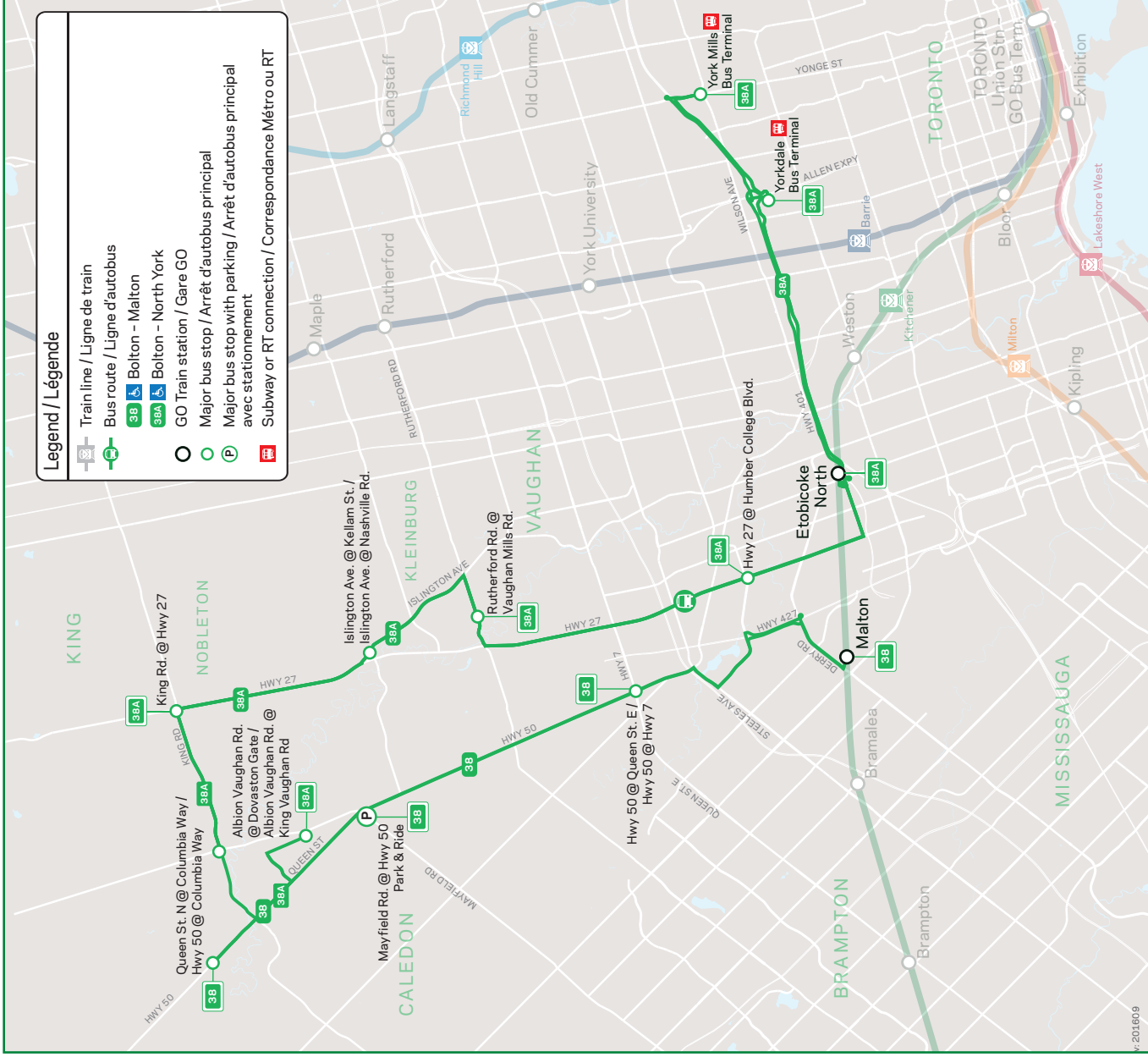
**APPENDIX B:  
GO Transit – Route 38**



# 38

Route number  
Nombre d'itinéraire

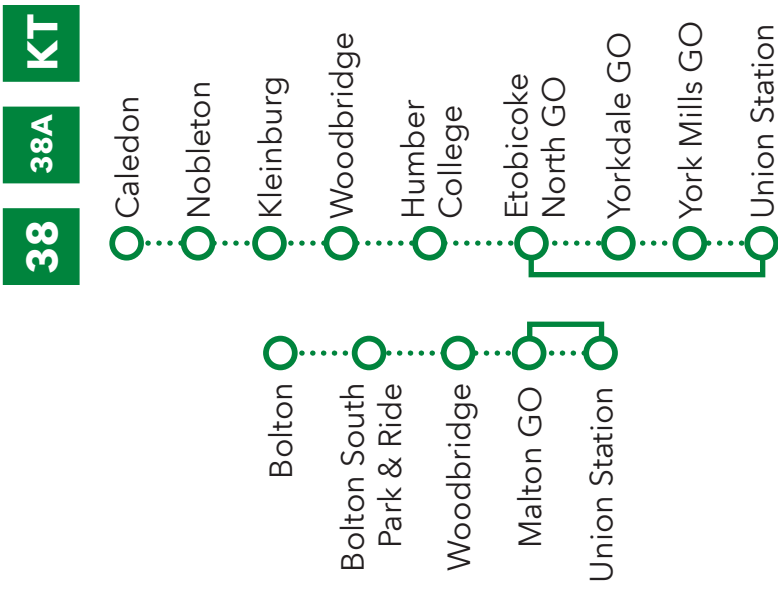
## Bolton/Malton Bolton/North York



# Bolton



GO Train and Bus Schedule/  
Horaire des trains et des autobus GO



### Daily / Quotidiennement

Includes GO Bus routes 38 and 38A / Inclut les routes 38 et 38A d'autobus GO

Includes Kitchener GO Train  
Inclut la train GO Kitchener

Effective / À partir de:  
**13** FEBRUARY 2019  
FÉVRIER

### CONTACT US

1-888-438-6646  
416-869-3200

TTY/ATS:  
1-800-387-3652

gotransit.com/schedules

@GOtransitBus  
@GOtransitKT

See Something?  
Say Something.  
24/7 Transit Safety Dispatch:  
1-877-297-0642

prestocard.ca

Sign-up for email or text alerts/ Inscrivez-vous pour recevoir des alertes par courriel ou message texte.

gotransit.com/OnTheGO

## How to read our schedules

### Step 1

Find the station or terminal you are departing from. Stops are listed across the top in the order they are served.

### Step 4

Not all trains or buses stop at every station.

If you see → the train or bus will not stop at that station.  
← the bus will stop at that station.

### Step 2

The upper left corner tells you what day the schedule is for and the direction of travel.

## Legend/Légende

- Train trips/Horaire des trains
- Bus trips/Horaire des autobus
- Separate bus/Autobus distinct



Trip does not serve this location.  
Trajet ne sert pas cette station.



Check below for connecting trips./ Vérifiez les trajets de correspondance ci-dessous.



GO Bus service is accessible to passengers using mobility devices at this location./ Service d'autobus GO accessible aux personnes utilisant des aides à la mobilité à cet endroit.

GO Train & GO Bus service is accessible to passengers using mobility devices at this location.

Les services de trains et d'autobus GO sont accessibles aux utilisateurs d'un appareil d'aide à la mobilité à cet endroit.



Parking available./ Stationnement disponible.

## Comment lire nos horaires

### Étape 1

Trouvez votre gare ou terminus de départ. La liste des arrêts est donnée en haut dans l'ordre dans lequel ils sont desservis.

### Étape 4

Les trains ou les autobus ne s'arrêtent pas tous à chaque gare. Si vous voyez le symbole → le train ou l'autobus ne s'arrêtera pas à cette gare.

### Étape 2

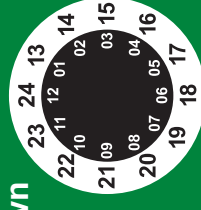
Le coin supérieur gauche vous indique le jour pour lequel l'horaire est donné et la direction de circulation.

## Schedule times shown in 24-hour clock

## Indications selon un système horaire de 24 heures

Midnight to noon  
00 01 - 12 00

Noon to midnight  
12 01 - 24 00



De minuit à midi:  
00 01 - 12 00

De midi à minuit:  
12 01 - 24 00

## Notes

- h Trip holds for connection./ Attentes des trajets pour les connexions.

For the latest schedule information and updates, please visit [gotransit.com/schedules](http://gotransit.com/schedules).

Pour consulter les horaires les plus récents et les mises à jour, veuillez visiter [gotransit.com/schedules](http://gotransit.com/schedules).

## Bicycles

1. Bicycles are not allowed in Union Station or on-board trains during morning rush hour (6:30-9:30) and evening rush hour (15:30-18:30), Monday to Friday.

2. Foldable bicycles are allowed on-board trains at all times.

## Vélos

1. Les vélos ne sont pas autorisés dans la gare Union ou à bord des trains du lundi au vendredi, pendant l'heure de pointe (6:30-9:30) et pendant l'heure de pointe du soir (15:30-18:30).

2. Les vélos pliables sont permis à bord des trains en tout temps.

Bolton / North York		Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)																			
SOUTHBOUND / EN DIRECTION SUD																					
Route Number	Albion Vaughan Rd. @ King Vaughan Rd.	Calton	Calton	Calton	Queen St. S. @ Allan Dr.	Calton	Calton	King St E. @ Humber Lea Rd.	Nobleton	King Rd. @ Hwy. 27	Kingburg	Woodbridge	Rutherford Rd. @ Vaughan Mills Rd.	Hwy. 27 @ Humber College Blvd.	Etobicoke	North York	North York	York Mills Bus Terminal	North York	Union Station	
38A	38150	05:37	05:41	05:45	05:52	05:59	06:08	06:26	06:37	06:52	07:02	07:18	07:27	07:31	07:37	07:57	08:07	08:18	08:27	08:38	08:48
39A	38180	06:27	06:31	06:35	06:42	06:49	06:58	07:21	07:37	07:57	08:07	08:18	08:27	08:31	08:37	08:57	09:07	09:18	09:27	09:38	09:48

Bolton / North York		Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)																			
NORTHBOUND / EN DIRECTION NORD																					
Route Number	Albion Vaughan Rd. @ Dovaston Gate	Calton	Calton	Calton	Queen St. S. @ Wilton Dr.	Calton	Calton	King St E. @ Humber Lea Rd.	Nobleton	King Rd. @ Hwy. 27	Kingburg	Woodbridge	Rutherford Rd. @ Vaughan Mills Rd.	Islington Ave. @ Kellam St.	Woodbridge	Kingburg	Kingburg	Kingburg	Kingburg	Kingburg	Albion Vaughan Rd. @ Dovaston Gate
38A	38571	16:20	16:32	16:56h	17:07	17:31	17:43	17:53	18:01	18:07	18:16	18:26	18:38	18:45	18:53	19:06	19:16	19:27	19:38	19:48	19:59
38A	38701	17:20	17:32	17:56h	18:07	18:26	18:38	18:45	18:53	19:06	19:16	19:26	19:38	19:45	19:53	20:06	20:16	20:27	20:38	20:48	20:59

Bolton/Malton		Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)																			
SOUTHBOUND / EN DIRECTION SUD																					
Route Number	Queen St. N. @ Columbia Way	Calton	Calton	Calton	Queen St. S. @ Allan Dr.	Calton	Calton	Mayfield Rd. @ Hwy. 50	Woodbridge	Hwy. 50 @ Queen St. E.	Malton GO	Transfer	Malton GO	Malton GO	Mississauga	Mississauga	Malton GO	Malton GO	Malton GO	Union Station	
38	38170	05:51	05:56	06:03	06:14	06:31	06:46	06:56	07:04	07:11	07:18	07:24	07:31	07:38	07:46	07:53	08:01	08:08	08:15	08:22	08:30
38	38190	06:11	06:16	06:23	06:36	06:56	07:06	07:16	07:26	07:36	07:46	07:56	08:06	08:16	08:26	08:36	08:46	08:56	09:06	09:16	09:26
38	38220	06:36	06:41	06:48	07:04	07:31	07:46	08:01	08:16	08:31	08:46	09:01	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:01	11:16
38	38360	11:32	11:37	11:44	11:54	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:37	15:52
38	38510	13:32	13:37	13:44	13:54	14:07	14:22	14:37	14:52	15:07	15:22	15:37	15:52	16:07	16:22	16:37	16:52	17:07	17:22	17:37	17:52
38	38510	19:20	19:25	19:32	19:45	19:58	20:13	20:28	20:43	20:58	21:13	21:28	21:43	21:58	22:13	22:28	22:43	22:58	23:13	23:28	23:43

Bolton/Malton		Monday to Friday (except holidays) Du lundi au vendredi (sauf les jours fériés)																			
NORTHBOUND / EN DIRECTION NORD																					
Route Number	Hwy. 50 @ Columbia Way	Bolton	Bolton	Bolton	Mayfield Rd. @ Hwy. 50	Bolton	Bolton	Hwy. 50 @ Hwy. 7	Woodbridge	Malton GO	Transfer	Malton GO	Malton GO	Mississauga	Mississauga	Malton GO	Malton GO	Malton GO	Union Station		
38	38170	10:51	10:56	11:03	11:14	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	
38	38190	11:17	11:22	11:29	11:42	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16	15:31	15:46
38	38220	11:47	11:52	12:00	12:14	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:47	16:02	16:17
38	38360	17:05	17:10	17:17	17:30	17:49	18:08	18:27	18:46	19:05	19:24	19:43	20:02	20:21	20:40	20:59	21:18	21:37	21:56	22:15	22:34
38	38510	19:20	19:25	19:32	19:45	19:58	20:13	20:28	20:43	20:58	21:13	21:28	21:43	21:58	22:13	22:28	22:43	22:58	23:13	23:28	23:43
38	38510	20:15	20:20	20:27	20:40	20:59	21:18	21:37	21:56	22:15	22:34	22:53	23:12	23:31	23:50	24:09	24:28	24:47	25:06	25:25	25:44

**APPENDIX C:**  
**Halton Hills Committee of Adjustment Decision, December 22,**  
**2015 Re: Minor Variance for 10793 Steeles Avenue**





 TOWN OF  
**HALTON HILLS**  
**COMMITTEE OF ADJUSTMENT**

**MINOR VARIANCE OR PERMISSION**  
THE *PLANNING ACT*, 1990, SECTION 45

**DECISION FOR MINOR VARIANCE APPLICATION D13VAR15.021H - HHIDGP**  
**THE LAST DATE FOR APPEALING THIS DECISION IS TUESDAY, DECEMBER 22, 2015**

**APPLICANT:** HALTON HILLS INDUSTRIAL DEVELOPMENT GP, C/O TRIOVEST REALTY ADVISORS, 40 UNIVERSITY AVENUE, SUITE 1200, TORONTO, ON M5J 1T1, ATTENTION: RANDY GLADMAN

**AGENT:** TYLER GRINYER, BOUSFIELDS INC., 3 CHURCH STREET, SUITE 200, TORONTO, ON M5E 1M2

**LOCATION:** PROPERTY DESCRIBED AS PART LOTS 1 & 2, CONCESSION 5, 20R-16431 MUNICIPALLY KNOWN AS 10793 STEELES AVENUE, TOWN OF HALTON HILLS, ESQUESING, REGIONAL MUNICIPALITY OF HALTON

**PURPOSE:** REQUESTING RELIEF FROM ZONING BY-LAW 00-138, AS AMENDED,  
1. TO INCREASE THE HEIGHT OF THE BUILDING TO THE TOP OF THE PARAPET FROM THE MAXIMUM 10.6 M TO PERMIT A HEIGHT OF 13.5 M.  
2. TO INCREASE THE COMMERCIAL VEHICLE WAITING SPACES FROM THE MAXIMUM 18 TO PERMIT 182 COMMERCIAL VEHICLE WAITING SPACES.  
3. TO REDUCE THE PARKING SPACES FROM THE MINIMUM 647 SPACES TO PERMIT 254 PARKING SPACES.  
**TO ACCOMMODATE A PROPOSED DISTRIBUTION WAREHOUSE AND OFFICE USE.**

**WE, THE UNDERSIGNED, CONCUR IN THE FOLLOWING DECISION MADE ON WEDNESDAY, DECEMBER 02, 2015.**

**THE APPLICATION IS HEREBY:**

- APPROVED**  
 **APPROVED WITH CONDITION(S), AS PER ATTACHED SCHEDULE**  
 **APPROVED AS AMENDED, AS PER ATTACHED SCHEDULE**  
 **REFUSED**

**REASONS:** SEE ATTACHED SCHEDULE.

  
\_\_\_\_\_  
Signature of Committee Member  
(Chair)

  
\_\_\_\_\_  
Signature of Committee Member


  
\_\_\_\_\_  
Signature of Committee Member

  
\_\_\_\_\_  
Signature of Committee Member

\_\_\_\_\_  
Signature of Committee Member

---

I, Niloo Hodjati, Secretary-Treasurer of the Halton Hills Committee of Adjustment certify that this is a true copy of the decision of the Committee, with reasons to the application recorded therein.

  
\_\_\_\_\_  
Secretary-Treasurer  
Committee of Adjustment

**SCHEDULE FOR MINOR VARIANCE APPLICATION D13VAR15.021H - HHIDGP**

PROPERTY DESCRIBED AS PART LOTS 1 & 2, CONCESSION 5, 20R-16431  
MUNICIPALLY KNOWN AS 10793 STEELES AVENUE  
TOWN OF HALTON HILLS, ESQUESING  
REGIONAL MUNICIPALITY OF HALTON

**CONDITION(S):**

None.

**NOTE(S):**

Halton Hills Planning

1. The applicant is advised that Building Permits will not be issued until the Site Plan and/or Subdivision approvals have been issued.

Halton Hills Engineering

1. Development and Transportation Engineering has no objections to the approval of this Minor Variance Application provided the following condition is incorporated into the final Site Plan Agreement:
  - a. The Owner agrees that should additional vehicular parking (both vehicle and trailers) be required to support the demands of the existing or future operations of this facility, that they shall do so within their owned lands and not within or on any public road allowance.

Halton Hills Hydro

1. Halton Hills Hydro must be contacted for an Electrical Service Layout if a new service or upgrade to an existing service is required; or metering changes. Location and method of servicing is at the sole discretion of Halton Hills Hydro.
2. Any costs due to changes required of Halton Hills Hydro's distribution system (i.e. moving poles to accommodate lane ways, driveways and parking lots, etc.) will be borne by the applicant.

**REASONS FOR DECISION:**


Minor Variance:

1. The Committee considered the requested variance(s) to be minor in nature.
2. The Committee considered the requested variance(s) to be desirable for the appropriate use of the land, building or structure.
3. The Committee considered the requested variance(s) to meet the intent and purpose of the Official Plan.
4. The Committee considered the requested variance(s) to meet the intent and purpose of the Zoning By-law.

NOTE: THE *PLANNING ACT* PROVIDES FOR APPEALS TO BE FILED BY 'PERSONS' AS GROUPS OR ASSOCIATIONS SUCH AS RESIDENTS OR RATEPAYERS GROUPS WHICH DO NOT HAVE INCORPORATED STATUS, MAY NOT BE CONSIDERED 'PERSONS' FOR THE PURPOSES OF THE ACT. GROUPS WISHING TO APPEAL THIS DECISION SHOULD DO SO IN THE NAME OR NAMES OF INDIVIDUAL MEMBERS, AND NOT IN THE NAME OF THE GROUP.

---

I, Niloo Hodjati, Secretary-Treasurer of the Halton Hills Committee of Adjustment certify that this is a true copy of the decision of the Committee, with reasons to the application recorded therein.

  
Secretary-Treasurer  
Committee of Adjustment