Parking Strategy Study for Southfields Community Village

Final

Town of Caledon

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RVA 237313

March 24, 2025

TABLE OF CONTENTS

EXECUTIVE SUMMARY **1**

1.0 INTRODUCTION **1**

1.1 Study Purpose, Goals and Objectives 2
1.2 Scope of work 3

1.2.1 Background Documents and Best Practices Review 3
1.2.2 Assessment of Parking Supply and Demand and Identification of Parking Issues 3
1.2.3 Stakeholders and Public Consultation 4
1.2.4 Formulation of Parking Strategies 5

2.0 BACKGROUND DOCUMENT REVIEW **5**

2.1 Review of Town's Planning Documents 5

2.1.1 Mayfield West Phase 1 Community Design Plan (2007) 5
2.1.2 Town of Caledon Official Plan (2024) 6
2.1.3 Caledon Multi-Modal Transportation Master Plan (2024) 6
2.1.4 Town of Caledon Active Transportation Master Plan (2024) 6
2.1.5 Caledon Town-Wide Design Guidelines (2017) 6
2.1.6 Town of Caledon Development Standards Manual (2019) 7
2.1.7 Electric Vehicle Parking 7

2.2 Review of Town's By-laws and Regulations related Parking 7
2.3 Review of Best Practices and Comparative Analysis of Parking Regulations 8

2.3.1 Review of Parking Strategy Reports 8
2.3.2 Comparative Analysis of By-laws, Policies, and Parking Regulations 12

3.0 DATA COLLECTION **13**

4.0 EXISTING HOUSING, REGISTERED VEHICLES, AND TRANSPORTATION NETWORK CONDITIONS **15**

4.1 Housing Typology 15

4.1.1 Additional Residential Units (ARUs) 17

4.2 Registered Vehicles 18
4.3 Transportation Network Setting 19

4.3.1 Road Network 19
4.3.2 Transit 21
4.3.3 Active Transportation 21

4.4 Impact of Presence of Sidewalk on Residential Parking 24

5.0 PARKING CHARACTERISTICS **25**

5.1 Parking Supply 26

5.1.1 On-street Parking Supply 26
5.1.2 Parking Restrictions 27

5.1.3 Off-street Residential Parking Supply 28
5.1.4 Driveway/Apron expansions 28
5.1.5 Off-street Parking Lots Parking Supply 29

5.2 Parking Demand 30
5.3 Parking related By-law Infractions and Public Complaints 30

5.3.1 Parking related By-law Infractions 30
5.3.2 Public Complaints 32

6.0 STAKEHOLDERS AND PUBLIC CONSULTATION 33

6.1 Technical Advisory Committee (TAC) Meetings and Public Information Centres (PICs) 34

6.1.1 Technical Advisory Committee Meetings 34
6.1.2 Summary of Public Information Centres 35

7.0 PARKING NEEDS ASSESSMENT AND PERMIT NEEDS ANALYSIS 36

7.1 Factors Influencing Parking Needs 36
7.2 Parking Issues Identified and Parking Needs Assessment 36

7.2.1 Parking Issues Identified 36
7.2.2 Parking Needs Assessment and Parking Permit Needs Assessment 37

8.0 PARKING STRATEGIES 37

8.1 Parking Issues Identified and Action Plan 38

9.0 STUDY RECOMMENDATIONS AND IMPLEMENTATION PLAN 39

9.1.1 Short-term strategies (within 1 to 2 years) 39
9.1.2 Long-term Strategies (within 2 to 3 years) 41
9.1.3 Next Step 42

LIST OF TABLES

Table 3.1 – Information / Data Collected
Table 4.1 – Active Transportation Network in Community Village
Table 5.1 – Top 10 Parking related By-law Infractions
Table 8.1 – Parking Issues Identified and Action Plan
Table 9.1 – Summary of Short and Long-Term Parking Strategies

LIST OF FIGURES

Figure ES-1 – Study Area
Figure 1.1 – Study Area
Figure 4.1 – Boundaries of TAZ
Figure 4.2 – Number of Housing Units, 2011 to 2024
Figure 4.3 – Spatial Distribution of Housing Units by Typology
Figure 4.4 – Composition of Housing Units, 2011 to 2024
Figure 4.5 – Spatial Distribution of Additional Residential Units
Figure 4.6 – Streets with Higher ARUs
Figure 4.7 – Registered Vehicles, 2011 to 2024
Figure 4.8 – Spatial Distribution of Average Registered Vehicles per Unit by Postal Code
Figure 4.9 – Planned Road Network
Figure 4.10 – Transit Routes within Study Area
Figure 4.11 – Brampton Transit Route 81 Stops
Figure 4.12 – Existing and Proposed Active Transportation Network
Figure 4.12 – Active Transportation Network within Community Village
Figure 4.13 – Location of Apron
Figure 4.14 – Single Family Detached Houses, With and Without Sidewalk
Figure 4.15 –Semi-detached and Townhouses, With and Without Sidewalk
Figure 5.1 – Permitted On-Street Parking Sections
Figure 5.2 – Parking Restrictions within Southfields Community Village
Figure 5.3 – Locations of Driveway/Apron Expansions Completed
Figure 5.4 – Parking-related By-law Infraction – Hotspot Areas
Figure 5.5 – Parking-related Public Complaints – 2021 to 2023
Figure 5.6 – Parking related Public Complaints – Hotspot Areas

APPENDICES

Appendix A – Best Practices Review
Appendix B – Public Information Center #1 and #2 Summary Reports

EXECUTIVE SUMMARY

Introduction and Background

Southfields Community Village is a high-density urban residential community in Caledon with an extra demand for parking. This high parking demand has resulted in challenges in the community, such as parking vehicles overhanging onto roadways and sidewalks, paving front yards, and removing landscaping for additional parking. This is almost the same issue for many other municipalities within Greater Toronto Area (GTA) with the same land use context, and therefore, in addition to by-law enforcement to prevent illegal parking, developing alternative options and strategies is imperative. To this end, by approving the Terms of Reference, Caledon Council, on October 24, 2023, directed staff to holistically review the community's parking issue and develop countermeasures and strategies. As a result, in 2024, the Town retained R.V Anderson Associates Ltd. (RVA), a consulting firm and initiated the Southfields Community Village Parking Strategy study (Study) in the community located as shown in Figure ES-1.

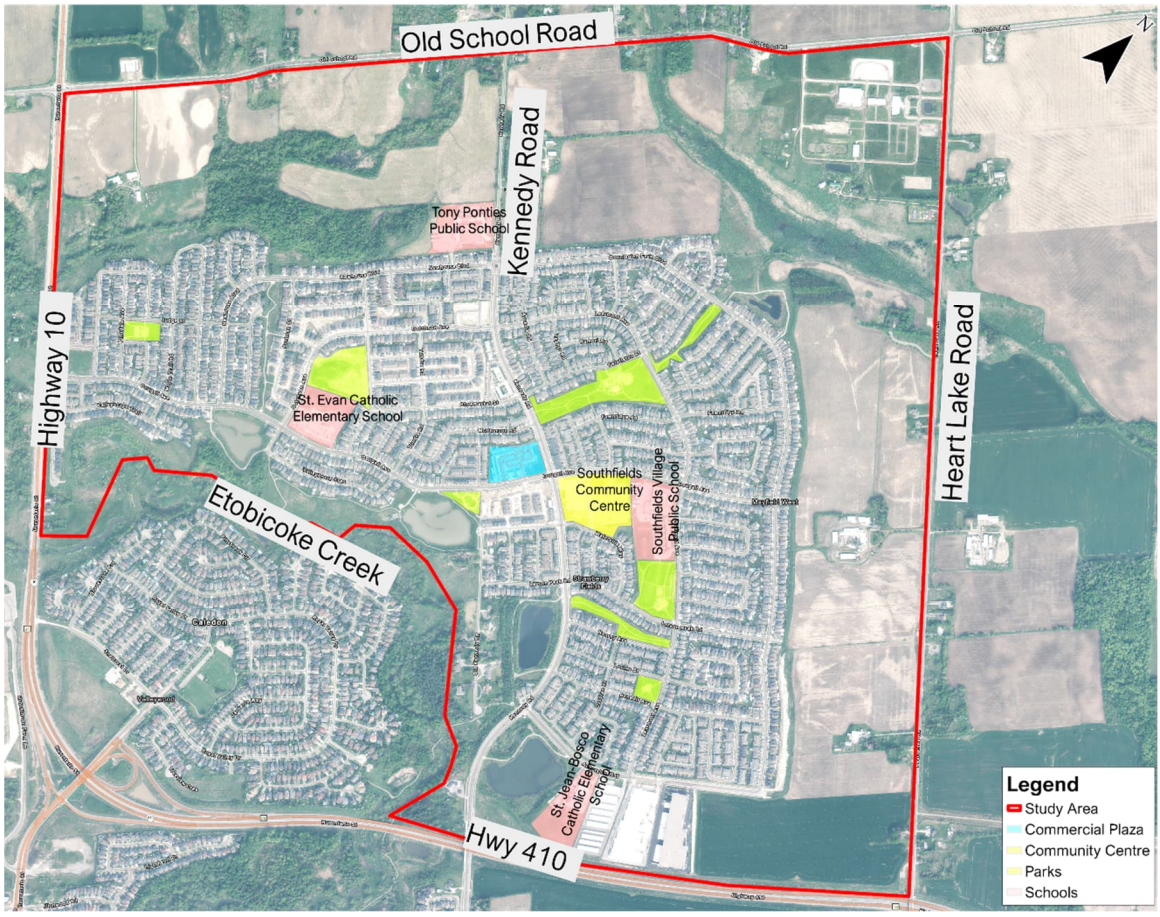


Figure ES-1 – Study Area

As part of this study, while the Town aims to curb illegal parking usage, as a balanced approach, understanding additional demand for parking in the community, a comprehensive parking strategy was developed based on best practices following consultation with stakeholders and the public, field observation, reviewing best practices and undertaking analytical work using MTO vehicle registration database, to offer residents additional parking options. This strategy comprises short- and long-term solutions, including a paid on-street parking program, a review of zoning by-laws, and educational campaigns in consultation with stakeholders including Planning, Municipal Law Enforcement, Operations and Emergency Services.

Objectives

The overall goal of the study is to develop parking strategies are:

- Reviewing the Town's current by-laws and regulations related to zoning and parking.
- Reviewing successful parking practices from other municipalities.
- Perform a gap analysis to understand the parking demand and supply.
- Identify potential options and respective impacts by consultation with the public and stakeholders.
- Develop short and long-term parking strategies that address parking needs, identify gaps in current by-laws, and recommend permits and programs to address parking demand while reducing potential illegal parking challenges.

Stakeholders and Public Consultations

A comprehensive consultation process was undertaken from the outset of the study to gather community and stakeholder input. A variety of tools were used to inform the community, including an in-person meetings, webpage hosted on the Town's "Have Your Say" website, social media (Facebook, X), and town press releases.

Two public information centres (PICs) were held during the course of the study to inform the public of the study activities and provide opportunities for the public to ask questions and provide feedback to the study team. In addition to in-person meetings, the PIC materials were hosted on the Town's website after the meetings for the public to review and provide additional feedback. The PIC events were held on:

- The first PIC, held on June 12, 2024, presented a preliminary parking gap analysis and potential solutions were introduced. The feedback collected from the public consultation session was used to develop the parking strategies.

- The second PIC was held on September 19, 2024, and presented a complete parking analysis and recommendations for short- and long-term parking strategies. Input from the public on the short and long-term parking strategies recommendations was taken into account during finalizing the parking strategies.

Relevant stakeholders were invited to participate in the Technical Agencies Committee (TAC). The TAC consisted of Town staff including Planning, Municipal Law Enforcement, Engineering, Facility, Emergency Services, Operations and OPP.

Furthermore, individual meetings took place with members of the Council, Planning Department, Facility Divisions, Municipal Law Enforcement (MLE), IT and Operations Department.

Background Document Review

As part of the study, the Town's by-laws and regulations related to parking, as well as best practices from twelve (12) municipalities within the Greater Toronto Area (GTA), were reviewed. This process included a comparative analysis of critical factors such as on-street parking permits and required minimum soft landscaping ratios.

Existing Conditions

The project team collected the information/data from various sources to assess the parking situation in Southfields Community Village, including the Town's GIS database, the Ministry of Transportation (MTO) vehicle registration database, field parking surveys, draft plans of the Community Village, a historical record on the parking-law infraction, and public complaints. The major highlights are as follows:

- Housing Typology: There are 3,667 residential units within the Southfields Community Village, of which 63% are detached, 30% semi-detached and 7% are townhouses. Registered Vehicles: Approximately 11,040 vehicles are registered within the Community.
- On-Street Parking Supply: Approximately 1,500 on-street parking spaces are currently available within the Southfields Community Village considering the existing "No Parking" restrictions outlined in the current traffic bylaws," where residents are currently allowed to park during daytime or by permit according to the traffic bylaw.
- Driveway / Apron extensions: Based on the field investigations, there are approximately 300 residential units where driveway/apron extensions were completed.
- Parking-related By-law Infractions: Between 2020 and March 2024, a total of 17,643 parking-related infractions tickets were issued. Of these about 53% were for overnight parking violations, and 17% were related to parking in designated No-Park Zones. The

analysis highlighted that on some days, as many as 129 infractions were issued, with daily average of 100 tickets issued.

- Current Permitting System: Town currently issues permit to park on streets or parking lots for up to 16 days per year per vehicle, with an additional 7 days granted for driveway improvements or if construction projects undertaken by the Town and/or the Region obstruct access. This enables the permit holders to park on streets for more than 3 hours and overnight between 2 a.m. and 6 a.m. Residents can apply for the permit online through the Town's website.

Parking Issues Identified

To develop effective parking solutions and strategies for the community, it is essential to identify the key issues first. Based on the inputs from stakeholders, the feedback from public, and thorough technical analysis conducted, including field observations by the project team, the following key issues have been identified:

- High Rates of Parking Infractions: The parking-related by-law infractions database confirms the overnight on-street parking issues.
- Parking infraction hotspot analysis concludes that residents are parking on-street overnight because of lacking spots in their dwellings or may not use parking garages.
- Overhanging Vehicles: Residents are parking vehicles on the apron, causing overhanging onto the sidewalk and roadway.
- Need for Increased Parking Enforcement: Public expressed interest in additional parking enforcement as feedback during the PIC events.
- Paved Front Lawns: Public expressed concerns regarding some residents expanded their front yards into extra-wide, fully paved areas, removing any soft landscaping. Field investigations confirmed these observations.

Parking Needs Assessment and Permit Needs Analysis

Detailed and thorough analytical work was undertaken to assess extra parking demand and permit in the community, using the MTO vehicle registration database, field observations, dwelling types, sidewalk layout, and a widened driveway. Based on the assessment, Southfields Community Village has an estimated overall additional parking requirement of approximately 435 spaces. Taking into account the 300 residential units that have already implemented driveway/apron extensions, the community's additional parking need is estimated to be around 135 spots, which represents about 1% of the total registered vehicles.

To validate the estimated additional parking demand in the community (135 spots), the average daily parking-related by-law infraction tickets issued (approximately 100 parking tickets) were adopted to compare, and it was confirmed that they are aligned. Therefore, it is estimated that the need of the community to an on-street parking is about 150 to 200 vehicles daily.

Parking Strategies

An action plan and the following five (5) short-term and five (5) long-term parking strategies were developed to address the parking issues identified.

The community and stakeholders strongly supported the strategies, which were developed using best practices from other municipalities.

Recommended Parking Strategies

Based on the findings of the study and reviewing of the best practices, a phased approach including ten (10) strategies is recommended to be implemented under short- and long-term horizons and are summarized below:

Short-term strategies (within 1 to 2 years)

1. Implementation of On-Street Paid Parking Permit

To address overnight parking demands and optimize the use of available on-street parking, it is recommended that the Town extend the current on-street parking program in the Southfields Community Village. This program, which is presently limited to emergency situations and driveway expansions, would be expanded to include a year-round on-street paid parking pilot. This would provide one additional parking spot per household for residents who require additional parking and do not have adequate space on their properties. This program, based on successful examples from other municipalities including Vaughan, Oakville, and Toronto, aims to provide residents with legal parking options while ensuring efficient street use.

Regarding winter operations, permit holders will still need to follow the current Town's traffic by-laws, ensuring that parked vehicles do not obstruct snow removal during winter events. Residents will be responsible for relocating their vehicles as needed to allow the Town to remove snow and perform required road operations efficiently when necessary. This approach is consistent with the practices of other municipalities. A proposal of implementation parking strategies as pilot program was thoroughly reviewed by the stakeholders, and no significant concerns were raised during consultations. The Town's Operations Department require to allow permitted parking on one side of the street only. in accordance with the traffic by-law.

During the pilot program period, Town staff should closely monitor the program's impact on road operations, including how it affects winter maintenance. Additionally, by participating in the program, vehicle owners agree that the Town shall not be liable for any loss, damage, or theft of the vehicle or its contents while parked in any permitted parking area within the Town.

During the pilot program, each household will be allowed a maximum of one permit associated with their residence, allowing them to park on-street, where the traffic by-law allows them to park during the daytime for more than 3 hours or extended periods, including overnight between 2 a.m. and 6 a.m. A proposed fee structure for the permit is $50 per month, $250 for six months, and $500 for a year. Once the *On-Street Paid Parking Permit* is established, the program may be adjusted and expanded to other areas within the Town as part of long-term parking strategies.

2. Apron Parking Educational Campaign

The presence of sidewalk limits parking availability on driveway and residents are parking on aprons with vehicles overhanging onto sidewalk and/or roadway. A short-term parking strategy is recommended to increase public education regarding parking using aprons via social media, newsletters, and the Town's website and Interactive Maps or Resources.

Through this strategy, the Town should launch initiatives to raise awareness about available parking options and the correct ways to park on apron to prevent overhanging on the sidewalks and/or roadways.

3. Launch Public Awareness Campaigns

Since some of the residents in the Community Village may not be using their garages for parking vehicles, *Launch Public Awareness* campaigns are recommended as a short-term parking strategy. Under this strategy, two (2) campaigns are recommended, *Use-Your-Garage* and *Park-Right!*

These campaigns are intended to improve parking compliance and optimize existing parking.

4. Strengthen Parking Enforcement

One of the comments received from the public was to increase the parking enforcement to address ongoing parking issues. This short-term parking strategy is recommended to enhance the by-law enforcement to minimize parking violations.

This involves coordinated effort between public and the municipal law enforcement (MLE) to boost the frequency and effectiveness of parking patrols. This will ensure better compliance with parking regulations and enhances community satisfaction.

5. Launch Public Transit Promotion Campaign

Over the past few years, the Town has kept improving the transit in the Southfields Community Village. In order to reduce vehicle dependency, a *Public Transit Promotion Campaign* is recommended to be launched in partnering with the Brampton Transit.

Long-term Strategies (within 2 to 3 years)

1. Expand On-Street Paid Parking Program

The Town may consider expansion of the paid on-street parking program to other communities in the Town, based on the feedback from the pilot program in Southfields Community Village, as the recommendations of this study could conceivably be applied in other communities across the Town.

2. Periodic Review of Parking Policies

A periodic review of parking policies is recommended under long-term parking strategies to maintain the long-term adaptability and effectiveness of parking management strategies based on the outcomes and feedback from the pilot program.

Under this strategy, Town should conduct periodic reviews to evaluate policy effectiveness and make necessary changes based on community feedback and evolving needs.

3. Develop an Ongoing Public Education Program

Fostering long-term public engagement and education on parking is a key to the success of a long-term parking management strategy. Under this strategy, the Town should promote continuous conversations with residents about parking needs and solutions and regularly refresh educational content based on feedback and parking trends.

4. Expand Overnight Parking at the Town Facilities

Under this parking strategy, the residents will be allowed to use current on-street parking permits for overnight parking at these locations, at dedicated spaces, in coordination with the Town's Parks and Facilities Division.

5. Update the Zoning By-Law to define the minimum soft landscaping ratio

As some residents have paved front lawns to create additional parking spots, updating the Zoning By-Law to define the minimum soft landscaping ratio would prevent excessive driveway widening as a long-term parking strategy.

This update to the Zoning By-law is to limit or establish standards for landscape areas to avoid illegal expansions. This will be achieved by referring to successful strategies from other

municipalities and the Town to develop clear rules to ensure required landscaping and aesthetics are maintained.

Next Step and Implementation Plan

The next step is to expand the Town's existing on-street parking permit program to a year-round paid pilot program in Southfields Community Village, as well as launch the required campaigns and communications to inform the community. This requires the Town to upgrade the existing online permit system, consistent with municipalities with the same program.

The Town staff discussed the implementation and operational aspects of the software with the service provider. Per the information provided by the Town staff, it is anticipated that implementing the software on the Town's website and making it operational will take about 4 months. The one-time capital cost for implementation of software is about $30,000 and the annual subscription costs of about $13,000, which must be added as an unavoidable annual maintenance cost. The revenue associated with the permits can be used to offset the operating cost of the program.

In the meantime, the Town can also initiate educational campaigns to keep the community informed about the changes. It is recommended that the Town let the on-street paid program run by the end of 2026, given the lead time for implementing the program. The long-term solutions should be considered after the implementation of short-term strategies. Depending on the outcomes of the pilot program, the Town is then recommended to expand this program to other communities in the Caledon.

1.0 Introduction

Southfields Community Village, which is a part of Mayfield West Phase 1, situated north of Etobicoke Creek, south of Old School Road, east of Hurontario Street, and west of Heart Lake Road within the Town of Caledon (Town). Referring to the *Mayfield West Community Design Plan*, dated November 2007, the Mayfield West Secondary Plan Area is comprised of approximately 455 hectares and was envisioned to contain 9,000 people and approximately 2,845 residential units. This study focuses on the Southfield Community Village located within Mayfield West Phase 1 as shown in Figure 1.1.

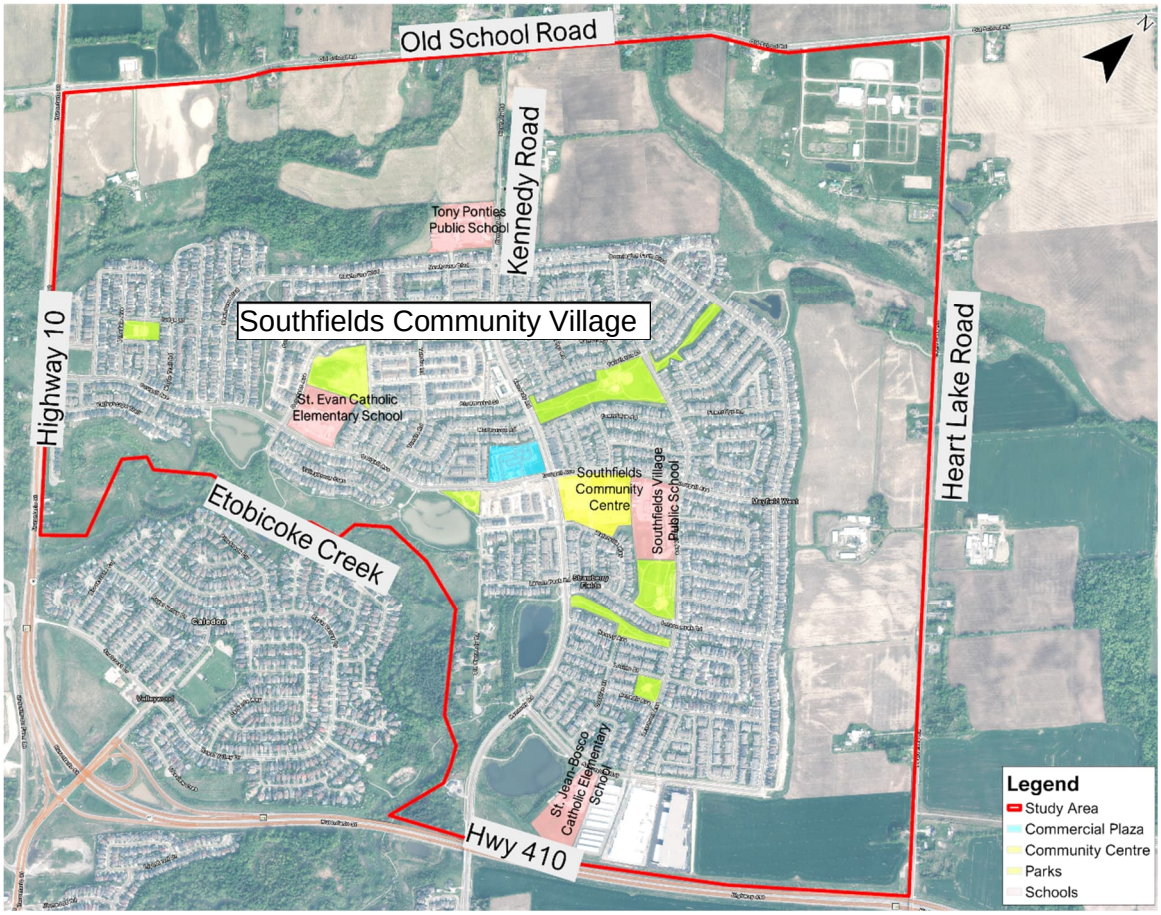


Figure 1.1 – Study Area

Southfields Community Village is a high-density urban residential community in the Town and most residents depend on automobile transportation modes, which has resulted in high demand for residential parking. This is almost the same issue for many other municipalities within the Greater Toronto and Hamilton Area (GTHA) with the same land use context, and therefore, in addition to by-law enforcement to prevent illegal parking, developing alternative options and strategies is imperative. To this end, by approving the Terms of Reference, Caledon Council, on October 24, 2023, directed staff to holistically review the community's parking issue and

develop countermeasures and strategies. As a result, in 2024, the Town retained R.V Anderson Associates Ltd. (RVA), a consulting firm and initiated the Southfields Community Village Parking Strategy study (Study) in the community.

As part of this study, the Town aims to balance curbing illegal parking while addressing the growing parking demand in the community. A comprehensive parking strategy has been developed through a combination of best practices, public consultation, stakeholder input, field observations, and analysis of the MTO vehicle registration database. The strategy seeks to offer residents additional parking options while promoting efficient use of available spaces.

The strategy includes both short- and long-term solutions, such as:

Paid On-Street Parking Program: Introducing a managed parking system to ensure turnover and maximize available space.

Review of Zoning By-laws: Assessing and potentially revising zoning regulations to better align with the evolving needs of the community.

Educational Campaigns: Raising awareness about parking rules, enforcement, and alternatives, with the goal of reducing illegal parking and fostering responsible parking behavior.

This strategy is being developed in close consultation with a range of stakeholders, including the Planning Department, Building Department, Zoning Department Municipal Law Enforcement, Operations, and Emergency Services, to ensure that all aspects of the parking issue are addressed effectively.

1.1 Study Purpose, Goals and Objectives

The purpose of this study is to assess the parking needs within the Southfields Community Village and develop a parking strategy plan to mitigate/address parking issues in consultation with public and key stakeholders.

The overall goals and objectives of the study are to develop parking strategies, including:

- Reviewing the Town's current by-laws and regulations related to zoning and parking.
- Reviewing successful parking practices from other municipalities.
- Perform a gap analysis to understand the parking demand and supply.
- Identify potential options and respective impacts by consultation with the public and stakeholders.
- Develop short and long-term parking strategies that address parking needs, identify gaps in current by-laws related to parking and zoning, and recommend strategy plan and programs to address parking demand while reducing potential illegal parking challenges.

1.2 Scope of work

The broad scope of work for this study involves:

1. Review of background documents and best practices;
2. Assessment of the current parking needs and identification of parking issues;
3. Stakeholders and public consultations; and,
4. Formulation of parking strategies.

1.2.1 Background Documents and Best Practices Review

RVA collected background documents from the Town and were reviewed. The intent of the review is to establish the groundwork for the study by examining the Town's parking related by-laws and policies to confirm the study recommendations are compatible with the Town's policies and initiatives.

RVA draw the experiences from other jurisdictions within the vicinity of the Greater Toronto and Hamilton Area (GTHA). Some of the municipalities are similar in size and others are larger and have experienced development trends that the Town is currently facing.

The review of best practices from the similar municipalities were completed and are summarized in Section 2.0 and discussed in detail in Appendix A.

1.2.2 Assessment of Parking Supply and Demand and Identification of Parking Issues

The residential parking supply within the Community Village has two components, namely on-street and off-street parking.

The total number of on-street parking spaces available within the community is estimated using the draft plans and the pavement marking and signage plans of subdivision by phase of development. This was verified through field investigations. The parking supply is discussed in detail in Section 5.1.

While estimating off-street parking supply (i.e., parking spaces available on driveways and in garages), housing typology by residential unit type and registered vehicles, and the impact of sidewalk on off-street parking were considered.

In estimating the parking demand within the Community Village, RVA has completed the spot parking surveys in May 2024, through manual counting as well as using drone. The parking demand data collected is supplemented with the registered vehicles data collected from the MTO. The parking demand estimation is discussed in Section 5.2.

The Town's historical parking-related by-law infraction data and public complaints regarding parking issues and feedback from public during public information centre (PIC)s were considered to determine the existing parking issues within the Southfields Community Village. These are discussed in Section 5.3.

1.2.3 Stakeholders and Public Consultation

The consultation and engagement component of the Parking Strategy Study is vital to the success of the overall study. It requires a multifaceted approach to reaching the various stakeholder groups and segments of the population living within the Community Village.

In consultation with the Town's staff, a Communication Plan was developed. The goal of the Communications Plan is to outline a consultation and communications strategy and approach to engage stakeholders that is consistent throughout duration of the study.

Engagement is also critical to building consensus for the way forward, as the Town's engineering department need to partner with Council and internal departments and external interest groups, agencies and the public (residents and visitors/tourists) in order to achieve the study objectives. Continuing stakeholder involvement throughout the study is critical to ensuring that the public fully understands the proposed parking strategy and can subsequently provide meaningful feedback.

The following Technical Advisory group was identified as a part of consultation process:

- Town of Caledon Staff (Operations, Planning, Municipal Law Enforcement, Zoning and Building etc.);
- Ontario Provincial Police (OPP); and,
- Town of Caledon Fire Department.

The stakeholder groups for this study constitute:

- Town's Council;
- Residents;
- Businesses in Southfields Community Village; and,
- Schools.

As a part of the study, two (2) Technical Advisory Committee (TAC) meetings were held, one prior to each Public Information Centre (PIC), to gather their input on materials to be presented to the public and feedback on parking concerns and identified improvements.

Throughout the duration of the study, interested stakeholders and members of the public have a variety of opportunities to provide input on the issues and identify additional concerns that were

missed. One of the primary methods of collecting feedback and input from the public is hosting PICs. Two (2) Public Information Centres (PIC) were planned during the study.

- The first PIC, held on June 12, 2024, presented a preliminary parking gap analysis and potential solutions were introduced. The feedback collected from the public session was used to develop the parking strategies.
- The second PIC was held on September 19, 2024, and presented a complete parking analysis and recommendations for short- and long-term parking strategies. Input from the public on the short and long-term parking strategies recommendations was taken into account during finalizing the parking strategies.

The details of the two (2) TAC meetings and the two (2) PIC presentations are presented in Section 6.0.

1.2.4 Formulation of Parking Strategies

Based on the parking needs assessment and feedback received from the public, short and long-terms strategies were recommended.

2.0 Background Document Review

A review of the background documentation, as discussed in Section 1.2.2, established the groundwork for the Study by examining planning documents, by-laws and policies, and guiding principles.

This section summarizes the reviewed documents and discusses how each document impacts the study.

The background review, including best practices review are summarized in the following sections and discussed in detail in Appendix A.

2.1 Review of Town's Planning Documents

2.1.1 Mayfield West Phase 1 Community Design Plan (2007)

The *Mayfield West Phase 1 Community Design Plan* looked at integrating the community planning concepts into the Mayfield West development. The Mayfield West Secondary Plan Area is comprised of approximately 455 hectares and was envisioned to contain 9,000 people and approximately 2,345 residential units (1,406 single-family detach houses and 939 semi-detached and townhouse units).

The sections relevant to the current study, as summarized below, are skimmed from the Design Plan report.

- Road Network;
- Neighbourhood and Village Centre Parking; and,
- Pedestrian and Bicycle Paths.

A detailed review of the *Mayfield West Phase 1 Community Design Plan* is provided in Section 2.0 of Appendix A.

2.1.2 Town of Caledon Official Plan (2024)

The Town's Official Plan (OP) is reviewed to understand the Town's goals, objectives, and policies to guide the future land use developments within the Town.

The Town's OP policies on public transit, parking management, and active transportation are reviewed and documented in Section 3.0 of Appendix A.

2.1.3 Caledon Multi-Modal Transportation Master Plan (2024)

The Caledon Multi-Modal Transportation Master Plan (MMTMP) is a long-range plan that coordinates mobility solutions of infrastructure, services, and policies to achieve transportation related goals to the year 2051 and to meet the Town's strategic growth.

The MMTMP was reviewed and the sections relevant to the current study are documented in Section 4.0 of Appendix A.

2.1.4 Town of Caledon Active Transportation Master Plan (2024)

The Town's Active Transportation Master Plan (ATMP) is a long-range transportation planning document that is intended to guide the planning, design, and implementation of cycling and pedestrian facilities within and outside of road rights-of-way.

The Town's ATMP was reviewed and summarized the recommended off-road facilities, including multi-use paths and trails within the Southfields Community Village in Section 6.0 of Appendix A.

2.1.5 Caledon Town-Wide Design Guidelines (2017)

The Town's Comprehensive Town-Wide Design Guidelines provides comprehensive town-wide and area specific urban design, landscape and architectural solutions. These guidelines are aimed at delivering creative and sustainable recommendations for rural and urban areas of the Town that protect and enhance the natural environment, while accommodating future development and design trends.

The Town's guidelines on multi-modal transportation and vehicle parking are reviewed and documented in Section 7.0 of Appendix A.

2.1.6 Town of Caledon Development Standards Manual (2019)

The Caledon Town Development Standards Manual aims to provide guidance through the Town's development approval process, which applies to all new site plans or subdivisions applicable to the Town.

The guidelines for the on-street parking in settlement areas, provided in the Town's Standards Manual are discussed in Section 8.0 of Appendix A.

2.1.7 Electric Vehicle Parking

Under Sustainable Transportation, the Town is providing 12 electric charging station through out the Town. An electric vehicle (EV) parking is already being provided in the off-street parking lot at the Southfields Community Centre with 4 chargers and 8 connectors. The charging spaces at this community centre are designated as 'Level 2', which charges about 30km of driving range per hour of charge. The charging fee for this charging station is $1.00 per hour, with a $5.00 surcharge for more than 4 hours of charging.

2.2 Review of Town's By-laws and Regulations related Parking

RVA reviewed the following Town's by-laws and regulations related parking.

- Comprehensive Zoning By-law 2006-50
- BL-2023-058 -Amendment of Comprehensive Zoning By-law 2006-50 to allow for Additional Residential Units
- By-law No. 2015-58 (The 'Traffic By-law')
- By-Law No. 2018-1 (The "Parking on Private Property By-law")

The detailed review of Town's by-laws and regulations related parking are summarized in Section 10.0 of Appendix A.

2.3 Review of Best Practices and Comparative Analysis of Parking Regulations

2.3.1 Review of Parking Strategy Reports

In addition to reviewing the Town's background documents, RVA reviewed the Kleinburg Parking Strategy Report, City of Vaughan, and Halton Hills Residential Parking Study, and are discussed in the following sections.

Kleinburg Parking Strategy Report, City of Vaughan

The Kleinburg Village Core, with its rich history and vibrant community, is home to over 60 businesses, parks, schools, and galleries. A recent study evaluated parking needs in the area, focusing on both current and future requirements through a two-phase approach.

Phase 1 involved assessing existing conditions and gathering input from stakeholders and the public. Key concerns included inadequate and illegal parking, congestion on Islington Avenue, traffic operations, and parking issues related to Kleinburg Public School. Although there was a demand for parking, available supply in critical areas was limited, and many private off-street lots were not accessible to the public.

Phase 2 developed a parking strategy to tackle the parking challenges. This comprehensive approach aims to enhance parking efficiency through guidance systems, manage visitor flows to optimize parking utilization and promote underused parking areas. Additionally, the study explores the potential for shared use of private parking spaces to better accommodate visitors and residents alike.

This strategic framework seeks to improve the overall parking experience in Kleinburg Village, ensuring that its charm and accessibility are maintained for all.

Recommendations focus on improving or increasing public parking supply through various initiatives, encouraging transportation demand management, and establishing a pedestrian-oriented public realm. The study recommended:

1. Re-evaluate the role of Islington Avenue, balancing its function as a throughway and as a main street.
2. Explore new technologies in shared mobility and micromobility that can offer alternative transportation options.
3. Implementation of paid parking and establishment of a parking authority to better manage resources.
4. Update existing policies, such as cash-in-lieu of parking, or changed to reflect current needs.

Halton Hills Residential Parking Study, Town of Halton Hills

The Town of Halton Hills initiated a study to address parking supply and operational challenges in residential neighborhoods, responding to concerns raised by residents and the Council. This comprehensive study evaluates current parking configurations including driveways, parking garages, and on-street options while also considering future needs related to new developments based on existing planning regulations.

With support from the Town's communications team, the study included stakeholder consultations and resulted in six strategic solutions to improve parking management. Key recommendations include:

Permissive On-Street Parking: Allow more flexible on-street parking for temporary needs.

Overnight Parking Options: Permit overnight parking in adjacent lots, such as parks.

Proactive Enforcement: Conduct assessments for proactive parking enforcement to address illegal parking issues.

Public Education Campaign: Launch initiatives to educate residents about parking regulations and compliance.

Garage and Driveway Dimensions: Increase minimum dimensions for garages and driveways to accommodate vehicles better.

Zoning and Development Standards Updates: Revise the Zoning By-law and Development Standards Manual to ensure developers provide clear disclosures regarding parking space availability.

These strategies aim to enhance parking management, expand available options, and improve compliance with regulations, ultimately fostering a more functional and accessible community.

Paid On-street Parking Program – Town of Oakville

The Town of Oakville offers two categories of paid on-street parking permits, differentiated by geographical boundaries within the municipality. It also provides courtesy On-street parking and Multi Vehicle Parking Permit.

North of Dundas Overnight Parking Permit

At addresses north of Dundas Street, the parking permit allows the residents to apply for longer than 3 hours between 2 a.m. and 6 a.m. and can apply for monthly parking permits before calling the town to confirm applied street permits. The duration of the permit is 1 day or 30 days. The cost is $5 per day or $50 for 30 days.

Paid On-Street Parking Permit

At addresses south of Dundas Street, the parking permit allows the residents to park for free 15 days/ year, then apply for longer than 3 hours between 2 a.m. and 6 a.m. The duration of the permit is 1-day, multi-day up to 7 days or 30 days. The cost is $5 per day or $50 for 30 days.

Multi Vehicle Parking (MVP) Permit

This parking permit is for park more than 5 vehicles. The permit allows parking longer than 3 hours between 2 a.m. and 6 a.m. and up to 15 days per year. The cost varies.

Town of Oakville	Paid On-Street Parking Permit (oakville.ca)	Courtesy On-Street Parking Permit - Get a permit for limited, no fee temporary on-street parking. Residents and their visitors can get no fee, temporary on-street parking permits to park their vehicles on the street. This permit is currently available to residents for 15 days per year of no parking fee (between the south of Dundas and north of QEW) when Courtesy On-street Parking Permits are properly requested. Multi Vehicle Parking Permit - Get a permit for on-street parking for more than five vehicles. The permit will allow for vehicles to park during the approved time and will grant permission to park: - longer than 3 hours - Between 2 a.m. and 6 a.m. - Up to 15 days per year Paid On-Street Parking Permit: South of Dundas get a permit for paid temporary on-street parking. - 15 days of complimentary parking per year - Subsequently, parking exceeds 3 hours between 2 a.m. and 6 a.m. - Permit durations of 1-day, multi-day (up to 7 days), or 30 days - Fees of $5 per day or $50 for 30 days North of Dundas Overnight Parking Permit - Parking exceeds 3 hours between 2 a.m. and 6 a.m. - Monthly parking permits (subject to street eligibility confirmation) - Permit durations of 1 day or 30 days - Fees of $5 per day or $50 for 30 days

Paid On-street Parking Program – City of Vaughan

The City of Vaughan offers three categories of paid on-street parking permits, differentiated by service within the municipality.

Visitor Parking Permits

The City of Vaughan provides visitor parking permits which is $7 per permit are available for up to10 consecutive days and up to 60 days per calendar year (i.e. Jan. 1 to Dec. 31). The permits are not transferrable between licence plates or unused permit dates can not be cancelled and reissued later. The permits are not valid for trailers, two trucks, buses, commercial vehicles, and see detail Zoning By-law 001-2021. The city also provides the streets eligible map for visitor parking.

Construction/Maintenance Parking Permits

Residents can buy permits to park their vehicle(s) on the street during construction projects or maintenance activities. The permits are available for up to 30 consecutive days and up to 30 days per year. The permits are not transferrable between licence plates or unused permit dates can not be cancelled and reissued later. The permits are not valid for trailers, two trucks, buses, commercial vehicles, and see detail Zoning By-law 001-2021. The city also provides the streets eligible map for construction parking. The fee is $7 per permit.

Monthly Parking Permits

The City of Vaughan designated following streets for residents monthly parking permits:

- Cidermill Avenue (valid Monday through Friday, from 6 a.m. to 6 p.m.);
- Napa Valley Boulevard;
- Sharer Drive (valid Monday to Friday, from 6 a.m. to 6 p.m.);
- Whitmore Road (valid Monday to Friday, from 6 a.m. to 6 p.m.); and,
- Woodstream Boulevard (valid Monday to Friday, from 6 a.m. to 6 p.m.).

The permit can be purchased in one-, six-, and 12-month increments, with availability starting five days prior to the beginning of each month; however, all permits end on the last day of the calendar month, regardless of the purchase date. Each street has a limited number of parking permits available, and permits bought after the month has started are neither pro-rated nor refundable. Additionally, permits are non-transferable between license plate numbers. Permits are not valid for trailers, two trucks and see detail Zoning By-law 001-2021.

<table>
<tr>
<td>City of Vaughan</td>
<td>Parking Permits | City of Vaughan</td>
<td>

Visitor parking permits the fee is $7 per permit; Permits are available for up to 10 consecutive days and up to 60 days per calendar year (i.e. Jan. 1 to Dec. 31); Permits are non-transferable, or unused permit dates cannot be cancelled and reissued later if the dates have already passed; Permits are not valid for trailers and so on.
Construction/Maintenance Parking Permits the fee is $7 per permit; Permits are available for up to 30 consecutive days and up to 30 days per calendar year (i.e. Jan. 1 to Dec. 31); Permits are non-transferable, or unused permit dates cannot be cancelled and reissued later if the dates have already passed; Permits are not valid for trailers and so on.
Monthly parking permit:
The permit can be purchased in one-, six- and 12-month increments.
Permits are available for purchase five days prior to the start of the month.
Permits end on the last day of the calendar month, regardless of when they are purchased.
Each street has a limited number of parking permits available.
Permits purchased once the month has started are not pro-rated and are non-refundable.
Permits are non-transferable between licence plate numbers.
Permits are not valid for trailers, tow trucks, buses, commercial vehicles, boats, recreational vehicles and unlicensed, unused, dilapidated or abandoned vehicles,

<table>
<tr><th>MONTHLY RESIDENT PERMIT</th><th>COST EFFECTIVE JAN. 1, 2021</th></tr>
<tr><td>one-month permit</td><td>$59</td></tr>
<tr><td>six-month permit</td><td>$344</td></tr>
<tr><td>12-month permit</td><td>$686</td></tr>
</table>
</td>
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</table>

2.3.2 Comparative Analysis of By-laws, Policies, and Parking Regulations

RVA completed a comparative analysis of the by-laws, policies, regulations related to parking for the twelve (12) municipalities. The comparative analysis is completed for the following:

- Comparison of Parking Spaces Requirements;
- Maximum On-Street parking Limit;

- On-Street Parking Exemption;
- On-Street Parking Permit;
- Minimum Soft Landscaping Ratio; and,
- Commercial Vehicle Restrictions.

The detailed comparison analysis is summarized in Section 11.0 of Appendix A.

3.0 Data Collection

As a part of the study, RVA collated the information / data summarized in Table 3.1.

Table 3.1 – Information / Data Collected

Type of Data	Source	Details of Data
Housing Typology	Town's geographic information system (GIS) database. (March 2024)	• Type of house (single-family detached, semi-detached, and townhouse); • Address of house; • Postal code of house; and, • X and Y coordinates of address point.
Historical parking related by-law infractions	Municipal Law Enforcement (MLE) database. (between 2020 and 2024)	• Time and date; • Type of by-law infraction; • Status of by-law infraction payment; • Street address; and, • X and Y coordinates of by-law infraction data point.
Historical public complaints related to parking	Municipal Law Enforcement (MLE) database. (between 2021 and 2023)	• Time and date; • Nature and detail of complaints • Street address; and, • X and Y coordinates of by-law infraction data point.
Subdivision maps	Town	• Draft Plans of subdivision by Phase of development; and, • Pavement Marking and Signage Plans of subdivision by Phase of development.

Type of Data	Source	Details of Data
Additional Residential Units (ARU)	Town	• Date; • Status of permit; • Street Address; and, • Description.
Registered vehicle	Ministry of Transportation. (April 2024)	• Number of registered vehicles by postal code.
Filed parking surveys	Spot parking surveys and Parking surveys using drone.	• Spot parking surveys on weekdays and weekend; and, • Parking survey using a drone on the weekend.
Historical residential units and vehicle ownership	Transportation Tomorrow Survey (TTS[1]) database. (Years 2011 and 2016)	• Number of households by traffic analysis zones (TAZ); and, • Number of vehicle ownership by traffic analysis zones (TAZ).
Field observations		• Parking restrictions and on-street parking locations; • Active Transportation network; • Driveway and Apron expansions; and, • Location of fire hydrants.

The information/data collected were used to analyse the existing conditions and parking characteristics within the Southfields Community Village.

[1] Transportation Tomorrow Survey (TTS) is a cooperative effort by local and provincial government agencies to collect information about urban travel in southern Ontario. The data will be collected every five (5) years since 1986, except in 2021 due to Covid 19.

4.0 Existing Housing, Registered Vehicles, and Transportation Network Conditions

4.1 Housing Typology

While analyzing the historical growth of residential units and the housing typology, the Town's GIS and the TTS databases were explored.

The information provided in the TTS database is at traffic analysis zone[2] (TAZ) level. The TTS data is updated once in every five (5) years. For the analysis purpose, we have extracted data for the years 2011 and 2016. The 2021 data was not collected due to COVID pandemic.

Within the Southfields Community Village, there are three (3) TAZs, i.e., 3008, 3010, and 3146. The boundaries of TAZ are presented in **Figure 4.1**.

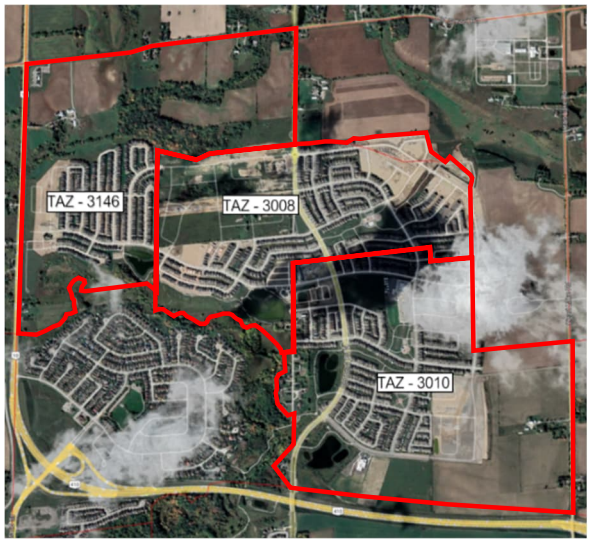


Figure 4.1 – Boundaries of TAZ

The TTS analysis shows that 571 and 2,289 residential units were built by 2011 and 2016, respectively. The Town's GIS database shows there are 3,667 residential units by March 2024. These residential units are spread across in 102 postal codes.

The number of residential units between 2011 and 2024 is presented in **Figure 4.2**.

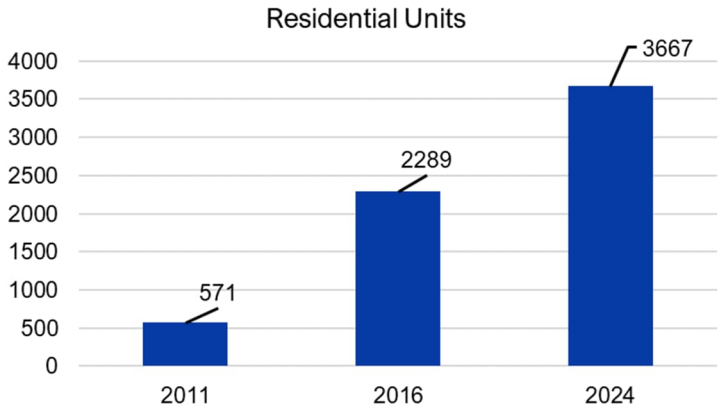


Figure 4.2 – Number of Housing Units, 2011 to 2024

[2] A Traffic Analysis Zone (TAZ) is a special area with homogenous land-use used for tabulating transportation related data.

Using the Town's GIS data, a spatial distribution of housing units by typology was developed and is presented in Figure 4.3.

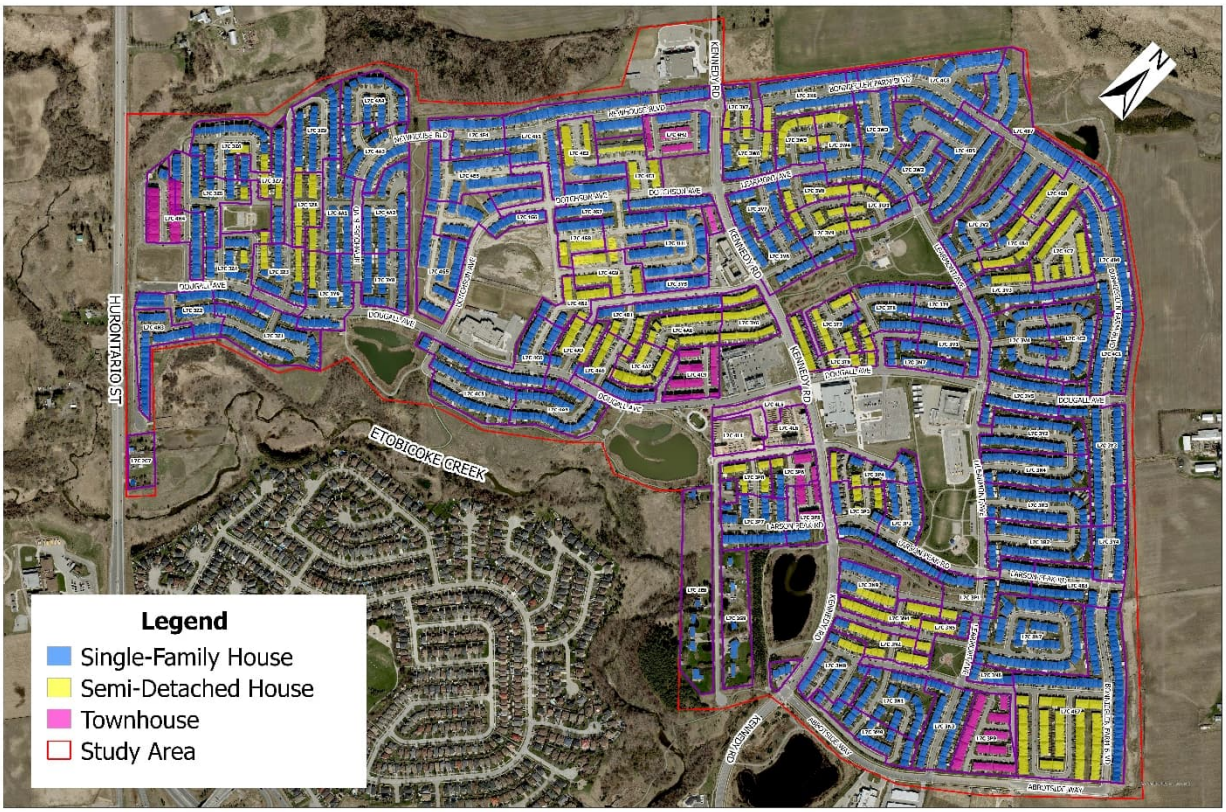


Figure 4.3 – Spatial Distribution of Housing Units by Typology

As planned in the *Mayfield West Community Design Plan*, medium-density housing units (i.e., semi-detached and townhouses) are around the Village Centre Commercial located in the northwest quadrant of the Kennedy Road and Dougal Avenue intersection. Low-density residential units are mostly along the periphery of the Community Village

The Town's GIS data shows approximately 63% of total residential units are single-family detached houses. While approximately 30% are semi-detached houses, and the rest are townhouses. The housing typology composition is presented in Figure 4.4.

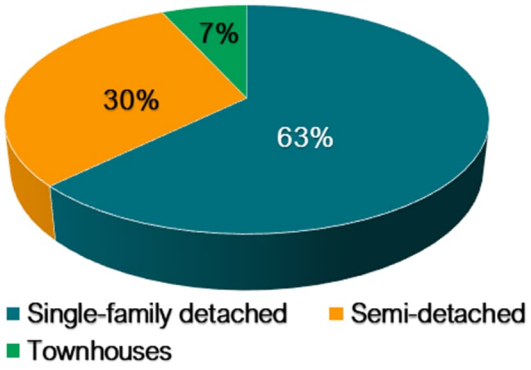


Figure 4.4 – Composition of Housing Units, 2011 to 2024

4.1.1 Additional Residential Units (ARUs)

The Town's amended the Comprehensive Zoning By-law 2006-50 to allow for Additional Residential Units (ARUs) and associated standards within Overlay Zones. The Southfields Community Village falls within Overlay Zones.

As per amended by-law, "Additional Residential Unit" means a self-contained residential dwelling unit with its own kitchen, sleeping quarters and sanitary facilities, that either forms part of the same building as a detached dwelling, semi-detached dwelling, or a townhouse dwelling, or is located within an accessory building as a garden suite dwelling on the same lot as a detached dwelling, semi-detached dwelling, or a townhouse dwelling."

The Town shared the database and there are 150 residential units within Southfields Community Village that have ARUs. Using the GIS mapping tool, the ARUs were plotted to understand the spread and intensity of the ARUs within the Community Village and are presented in Figure 4.5.



Figure 4.5 – Spatial Distribution of Additional Residential Units

The analysis concludes that, of the total 150 ARUs, 125 ARUs, are located on seven (7) different streets, which is illustrated in Figure 4.6.

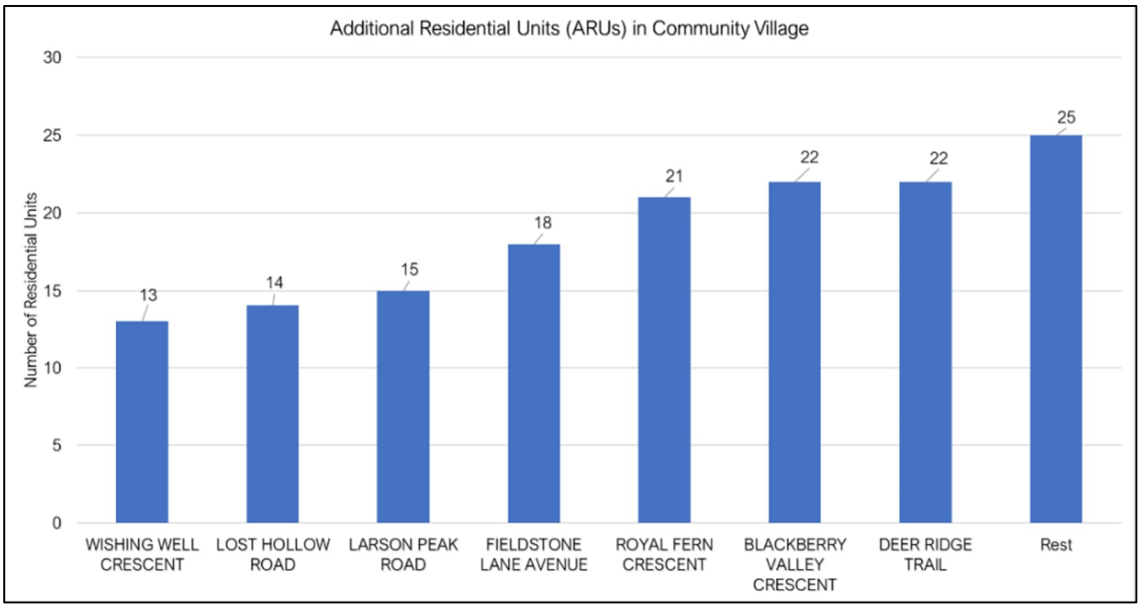


Figure 4.6 – Streets with Higher ARUs

4.2 Registered Vehicles

The historical vehicle ownership data for the years 2011 and 2016 was extracted from the TTS database. The number of vehicles owned within the Community Village was 1,156 in 2011 and 4,627 in 2016, which is correlated with the number of dwelling units in the community.

RVA collected the latest registered vehicles, i.e., April 2024, from the MTO. The registered vehicle data is by postal code information available in the Town's GIS database. As per the MTO database, 11,040 vehicles are registered within the Southfields Community Village.

The historical registered vehicles information in the Community Village is presented in Figure 4.7.

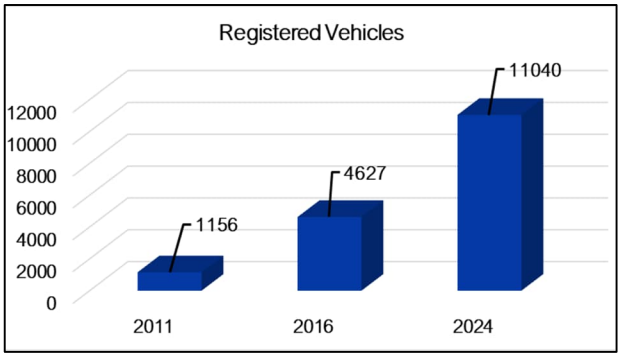


Figure 4.7 – Registered Vehicles, 2011 to 2024

Considering the total number of units within the Southfields Community Village, the average number of registered vehicles per residential unit in 2024 is 3 vehicles per unit.

Considering 3 vehicles per unit as a threshold, the distribution of average registered vehicles per unit by postal code, i.e., below and above 3 vehicles per unit, is presented in Figure 4.8.

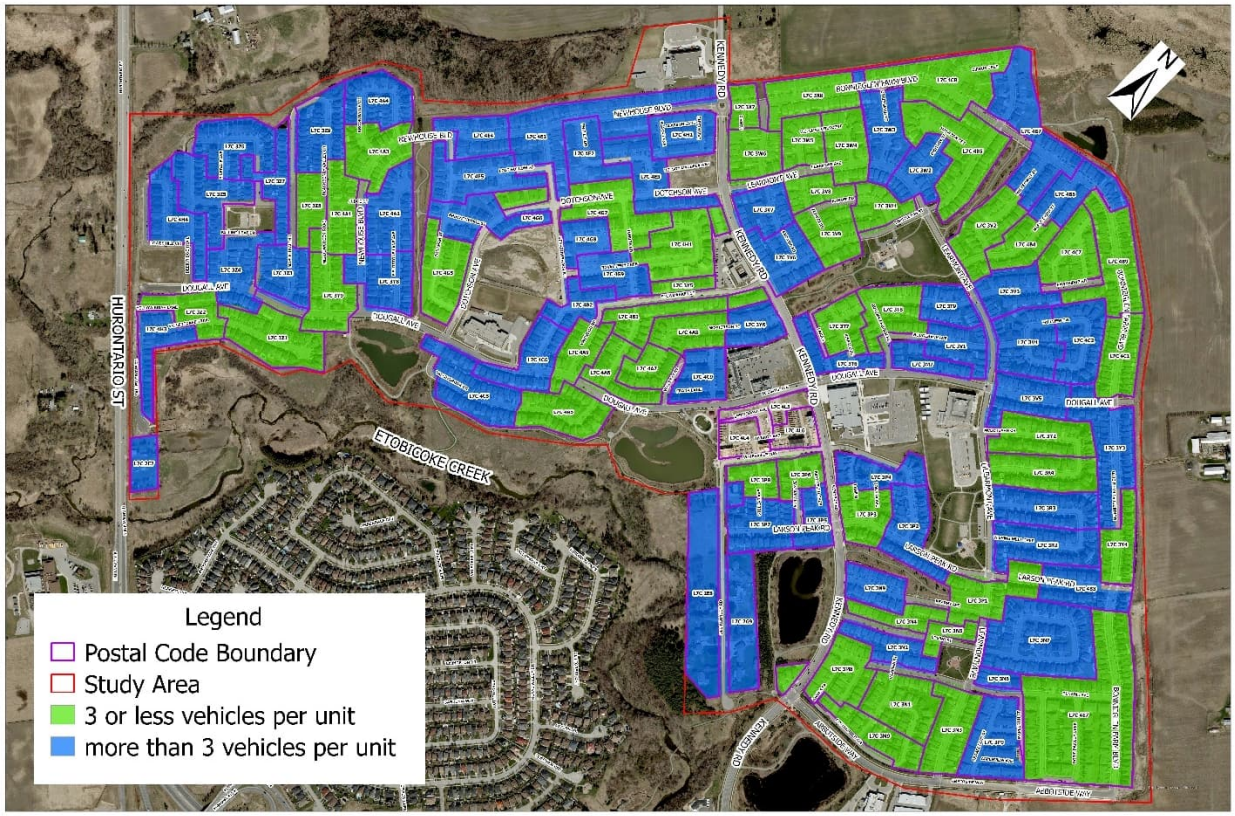


Figure 4.8 – Spatial Distribution of Average Registered Vehicles per Unit by Postal Code

The analysis concludes that approximately 51% of total residential units have more than 3 vehicles per unit.

4.3 Transportation Network Setting

4.3.1 Road Network

In order to service the community, a road network was developed to have the character of small Ontario towns. As per the *Mayfield West Community Design Plan* report, the road network is mainly serviced by a north-south arterial road (Kennedy Road), east-west Main Street (Dougall Avenue), and collector roadways such as the 'green collectors' of Bonnieglen Farm Boulevard, Newhouse Boulevard, and Learmont Avenue. The preposed road network in the Community Village is presented in Figure 4.9.

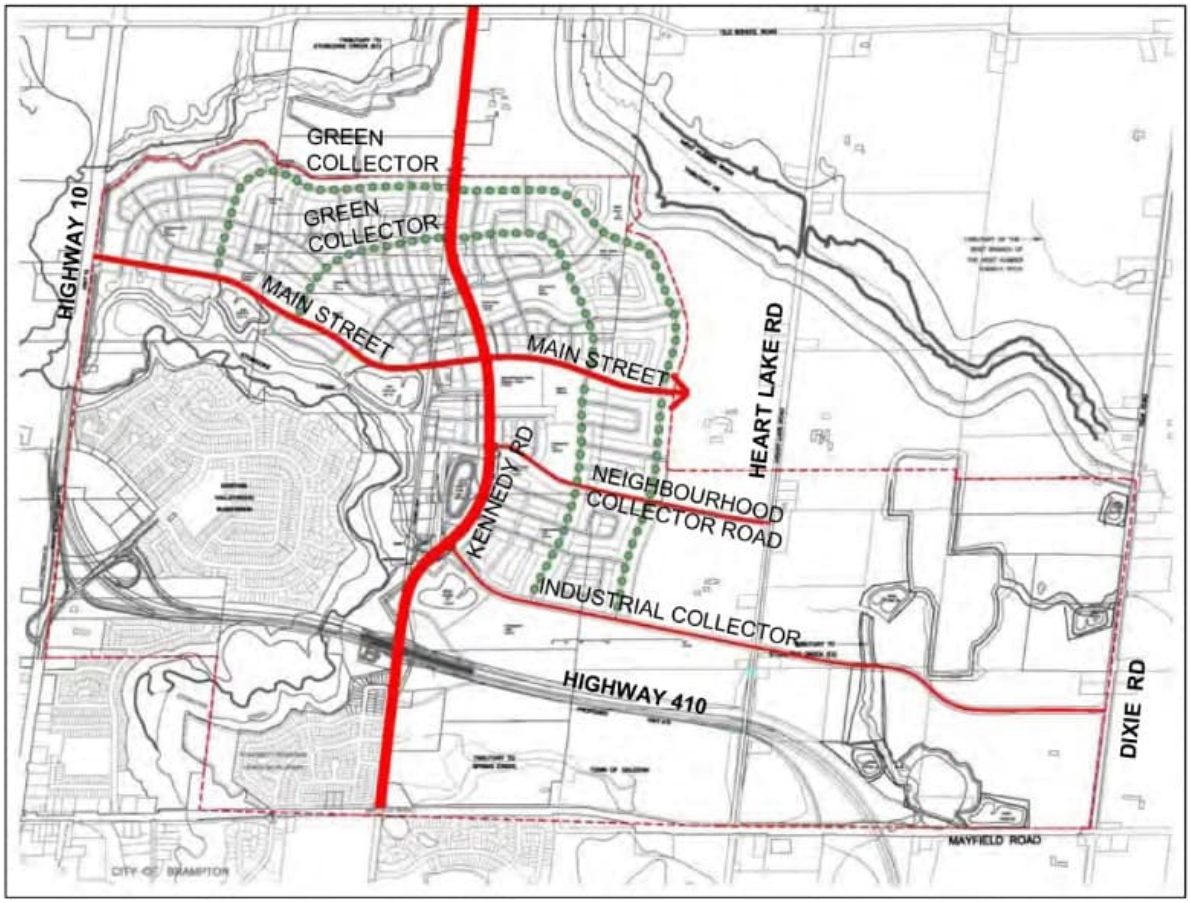


Figure 4.9 – Planned Road Network

The road network characteristics for the Southfields Community Village are available in the Mayfield West Community Design Plan report and confirmed through field investigations. Except on Kennedy Road, the posted speed on all other roadways within the Community Village is 40 km/h.

The review of road network characteristics reveals:

1. Transit is available in the community.
2. Both sides on-street parking is available on stretches of Kennedy Road, Dougall Avenue, and Larson Peak Road.
3. One-side on-street parking is available on stretches of Newhouse Boulevard / Bonnieglen Farm Boulevard and Dotchson Avenue / Learmount Avenue, and all local streets.
4. No on-street parking is allowed on Abbotside Way and public laneways.

4.3.2 Transit

Currently, the Southfields Community Village is served by Brampton Transit Route 81. The existing transit routes is presented in Figure 4.10. Brampton Transit Route 81 runs during the weekday AM and PM peak hours and mid-day. Besides, weekend service is planned to be introduced to the community in 2025.

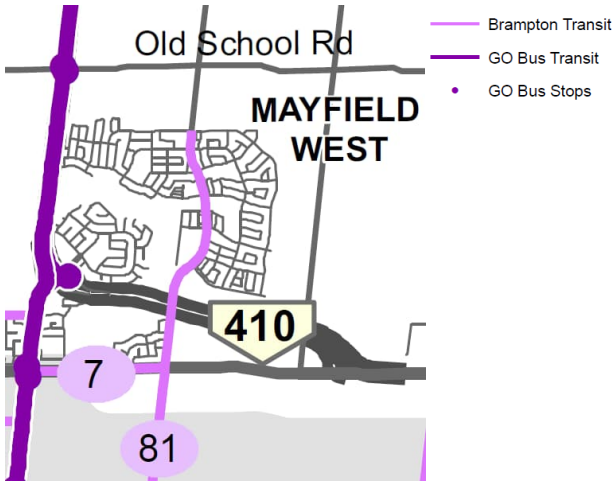
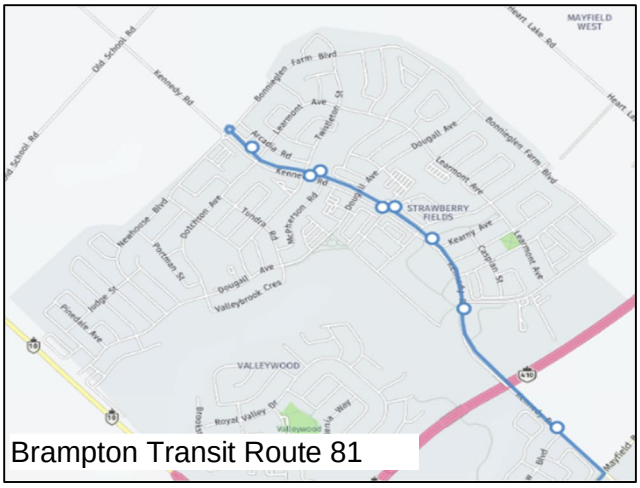


Figure 4.10 – Transit Routes within Study Area



As shown in Figure 4.11, Route 81 has 6 transit stops within the Southfields Community Village.

Figure 4.11 – Brampton Transit Route 81 Stops

4.3.3 Active Transportation

Based on the *Caledon Active Transportation Master Plan (ATMP)*, there is currently some level of connectivity within the Southfields Community Village as shown in Figure 4.12.

There are multi-use paths, designated trails and paved shoulders located along Kennedy Road North. The community also features a network of multi-use trails radiating from the village centre to the surrounding community. Outside of this community, there are some routes with on-road facilities such as signed routes or paved shoulders to the north.

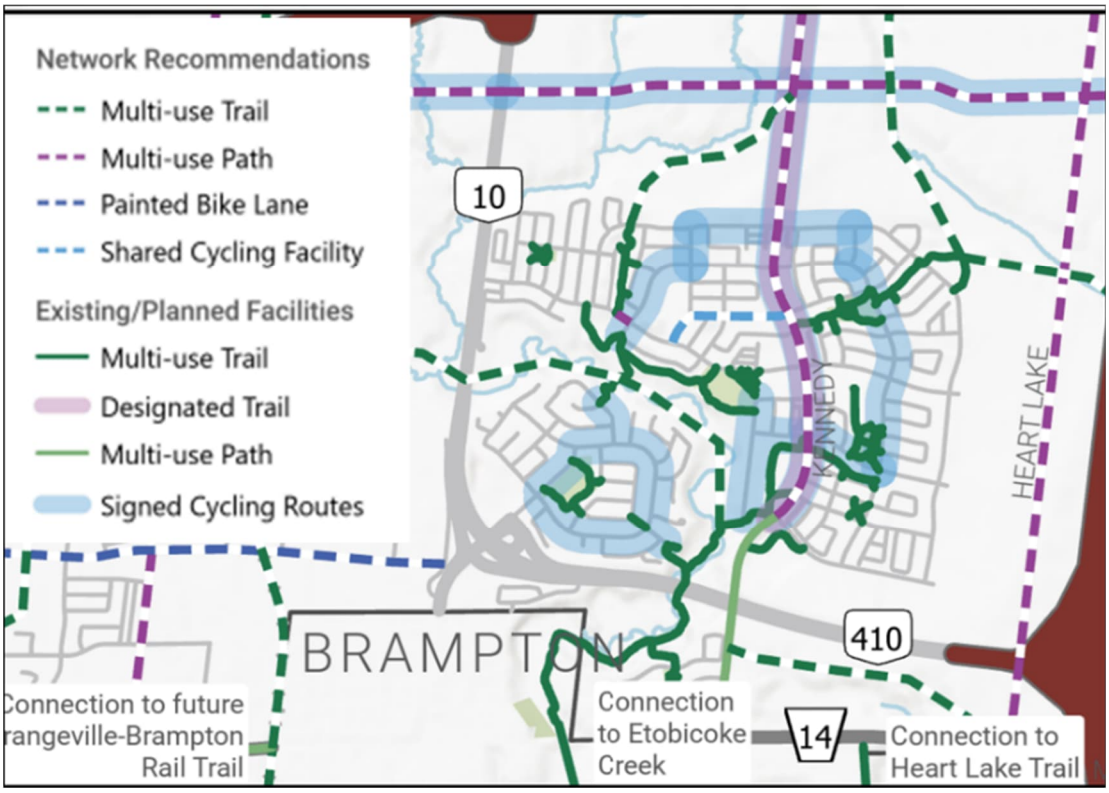


Figure 4.12 – Existing and Proposed Active Transportation Network

Within the Community Village, Kennedy Road between Abbotside Way and Newhouse Boulevard / Bonnieglen Farm Boulevard is designated as Etobicoke Creek Trail. The multi-use path (MUP) is present along Kennedy Road between Abbotside Way and Mayfield Road.

The active transportation network within the Southfields Community Village, which is verified through field investigation are summarized in Table 4.1.

Table 4.1 – Active Transportation Network in Community Village

Road Classification	Roadway Name	Sidewalk Availability
Arterial road	Kennedy Road	Both sides
Main street	Dougall Avenue	Both sides
Neighbourhood collector road	Larson Peak Road	Both sides

Road Classification	Roadway Name	Sidewalk Availability
Green collector road (20 m Right of Way)	Newhouse Boulevard / Bonnieglen Farm Boulevard and Dotchson Avenue / Learmont Avenue	Both sides
Industrial collector road	Abbotside Way	Both sides
Local street	Rest of the street within the Community Village	One side
Public laneways	Houses with garages fronting on back street	No

Review of active transportation characteristics reveal:

1. Sidewalks are available on both sides of all streets, except local streets and public laneways. Along local streets, sidewalk is present on one-side of the street and no sidewalks are present along public laneways.
2. Bike routes are available on both sides of Kennedy Road, Dougall Avenue, Newhouse Boulevard / Bonnieglen Farm Boulevard (east side of East of Kennedy Road), and Dotchson Avenue / Learmont Avenue (east side of East of Kennedy Road).

The active transportation network within the Community Village is presented in **Figure 4.13**.

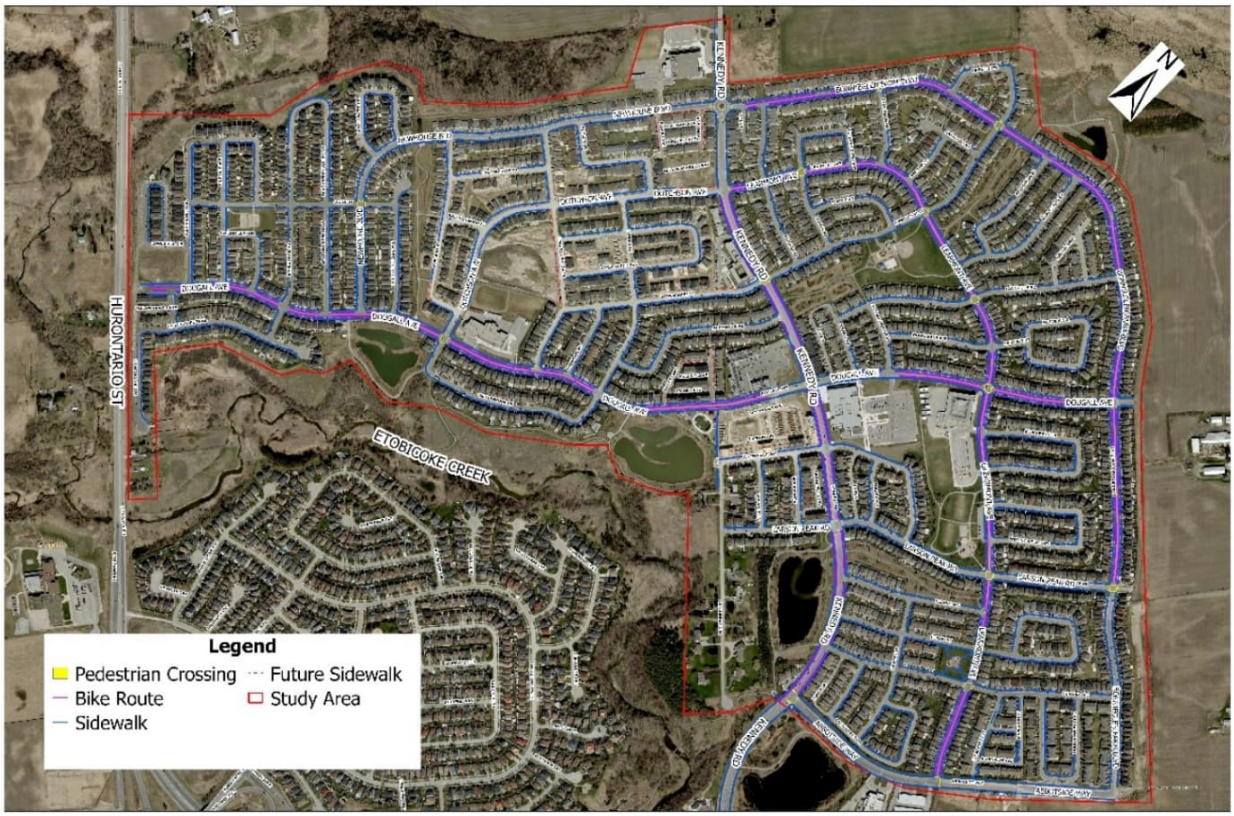


Figure 4.13 – Active Transportation Network within Community Village

Overall, there is a well-balanced of active transportation facilities and transit in the community.

4.4 Impact of Presence of Sidewalk on Residential Parking

As noted in Section 4.3.3, some of the streets within the Community have sidewalks on one side and other streets have sidewalk on both sides of the street. Presence of sidewalk will have impact on off-street parking spaces. Wherever the sidewalk is present, generally an apron is between sidewalk and edge of roadway, as shown in **Figure 4.14**.



Figure 4.14 – Location of Apron

The presence of sidewalk will limit off-street parking availability due to the allocation of space for pedestrian use, hence, less off-street parking spaces are available to the residents.

The absence of a sidewalk provides flexibility for more off-street parking on a driveway; hence, more off-street parking spaces are available to the residents.

Generally, single-family houses could accommodate between 5 to 6 parking spaces, depending on the presence of a sidewalk. **Figure 4.15** shows single-family houses along a roadway with and without a sidewalk.

Presence of a sidewalk limit the off-street parking availability, hence, a maximum of five (5) cars can be parked on a single-family unit, considering two (2) cars within the garage, two (2) on the driveway, and one (1) parking space on apron, provided the Town create a by-law to allow the residents to park on apron, safely.

While the single-family detached house with no sidewalk fronting the house can accommodate six (6) cars, with two (2) cars within the garage and four (4) on driveway.

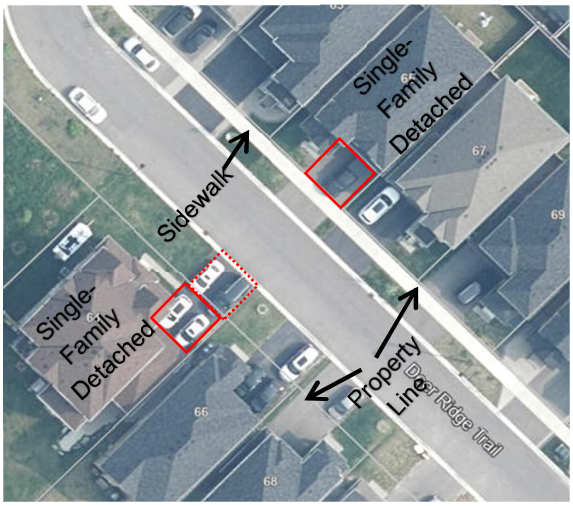


Figure 4.15 – Single Family Detached Houses, With and Without Sidewalk

Semi-detached and townhouses could usually accommodate 2 to 3 off-street parking spaces. **Figure 4.16** shows semi-detached / townhouses with and without sidewalks.

Since the sidewalk limit the off-street parking availability, a maximum of two (2) cars can be parked on a semi-detached / townhouse, considering one (1) car within the garage and one (1) on driveway, while the semi-detached / townhouse with no sidewalk fronting the house can accommodate three (3) cars, with one (1) car within the garage, one (1) on driveway, and one (1) parking space on apron.

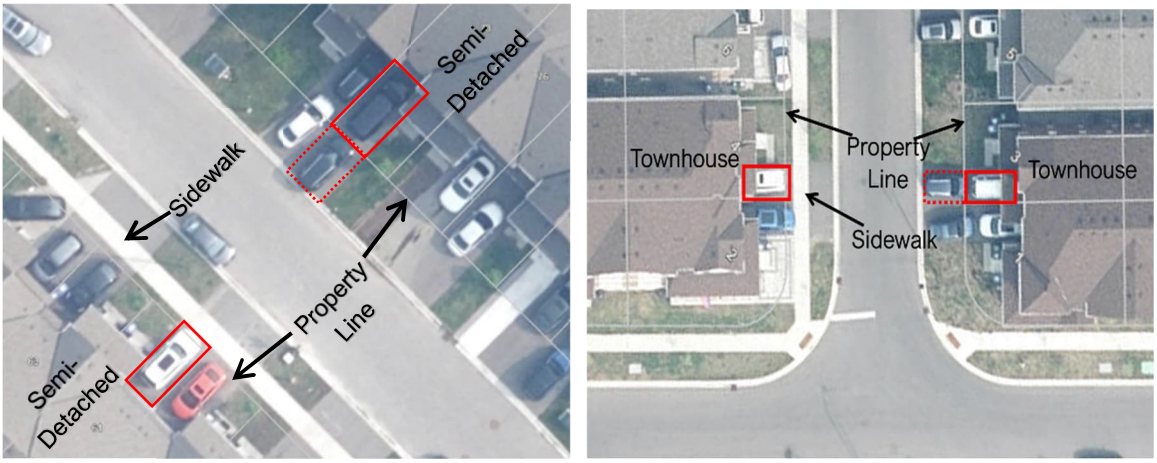


Figure 4.16 –Semi-detached and Townhouses, With and Without Sidewalk

5.0 Parking Characteristics

Under this section, a comprehensive review of the following is completed:

1. Parking Supply
   a. On-street parking supply.
   b. Off-street parking supply; and,
   c. Driveway/Apron expansion.
2. Parking Demand
3. Parking Restrictions
4. Parking related by-law Infractions and Public Complaints

5.1 Parking Supply

As a part of assessing the parking supply within the Southfields Community, RVA examined the availability of on-street, off-street (i.e., parking on driveways and garages) parking, and residential units with driveway/apron expansions.



Figure 5.1 – Permitted On-Street Parking Sections

5.1.1 On-street Parking Supply

RVA reviewed the traffic by-law and collected the draft plans of subdivisions and the pavement marking and signage plans for each phase of development. Using these maps, a base map was created with the locations of fire hydrants and sections of streets allowing on-street parking. These details on the base map were verified through field investigations. The allowed on-street parking sections within the Southfields Community Village is presented in Figure 5.1.

Based on the detailed investigations, there are approximately 1,500 on-street parking spaces in the Southfields Community Village. These spots, aligned with current traffic by-law, are spaces where residents are currently permitted to park their vehicles on streets except between 2:00 AM and 6:00 AM or for durations exceeding 3 hours.

5.1.2 Parking Restrictions

Under the Town's traffic by-law, on-street parking is generally (i.e. without a valid permit for the date/time) allowed for up to 3 hours and completely prohibited between 2:00 AM. and 6:00 AM. However, vehicles are permitted to park on-street using valid passes through the town of Caledon However each household is eligible for up to 16 valid parking permits per year, allowing parking on the street with a permit issued by the Town of Caledon. Each pass permits parking for one night. with an additional 7 parking permits permitted if a resident's driveway is under construction. The list of parking restrictions listed in the traffic by-law is discussed in Section 10.3 of Background Review, presented in Appendix A.

On-street parking is allowed on almost one side of all the streets within the Community Village, except within the school zones below:

- No Parking and No Stopping is allowed on Dougall Avenue between 8 AM and 5 PM on Monday to Friday, September 1st to June 30th, between Dotchson Avenue and Stowmarket Street.
- No Stopping is allowed on Dougall Avenue between Kennedy Road and Learmont Avenue.
- No Parking and No Stopping is allowed on the west side of Learmont Avenue between 8 AM and 5 PM on Monday to Friday, September 1st to June 30th, between Dougall Avenue and Larson Peak Road.
- No Stopping is allowed on Abbotside Way between Kennedy Road and Bonnieglen Farm Boulevard.

The parking restrictions within the Community Village are presented in Figure 5.2.



Figure 5.2 – Parking Restrictions within Southfields Community Village

5.1.3 Off-street Residential Parking Supply

The following are used in assessing the off-street parking supply (i.e., parking spaces available on driveways and in garages) by postal code:

1. Housing typology by residential unit type and registered vehicles by postal code, presented in Sections 4.1 and 4.2; and,
2. Impact of presence of sidewalk on off-street parking, presented in Section 4.4.

Based on the estimate, approximately 10,600 off-street residential parking spaces (on driveways and garages) are there within the Southfields Community Village.

5.1.4 Driveway/Apron expansions

Some of the residential owners expanded the driveways / aprons by paving the landscaping areas on their front lawns to accommodate more parking spaces on their property. RVA collected the locations of these driveways / aprons' expansion through field surveys.

The information gathered was plotted on the Community Village map to understand the spread and intensity (hotspots) of the driveways / aprons expansion and presented in Figure 5.3.



Figure 5.3 – Locations of Driveway/Apron Expansions Completed

There are approximately 300 residential units where driveway/apron extensions were completed. The majority of the driveway/apron extensions completed were for single-family detached houses (265 units), and the rest were for semi-detached houses.

5.1.5 Off-street Parking Lots Parking Supply

As a part of the study, spot parking surveys were conducted on weekday at 8:30 p.m. and on Saturday at 5:30 p.m. to estimate the peak parking supply and parking demand.

Spot parking surveys were completed at the Southfields Community Centre and two (2) parking lots at Bonnie Glen Farm Park and Dennison Park. At Southfields Community Centre, there are 280 parking spaces. The parking lot at Bonnie Glen Farm Park has 12 parking spaces, while the Parking lot at Dennison Park has 25 parking spaces.

5.2 Parking Demand

Parking demand within the Southfields Community Village was assessed through field parking surveys, parking surveys using drones, housing typology, and vehicle registration data from the MTO. Two (2) rounds of spot field parking surveys, one on weekday at 8:30 p.m. and other on weekend at 5:30 p.m. were collected. Field parking surveys were supplemented by parking survey using drone on a weekend at 5:30 p.m. The data collected during the parking surveys are:

- Number of vehicles parked on each residential unit driveway, including extension of driveways.
- Number of vehicles parked on Apron, if any.
- Number of vehicles parked on on-street (by side and road section).
- Number of vehicles parked in Community centres, Parks and Schools.

During the parking surveys, the following were noted:

- Vehicles parked on the street and which side of the street.
- Vehicles parked on the driveway.
- Vehicles parked on the apron (driveway section between the sidewalk and roadway).
- Number of vehicles parked in Community Centre, parking lots of parks and schools.

While doing the spot field surveys, vehicles parked within the garages were noted.

Based on the spot field parking surveys, the total parking demand observed within the Southfields Community Village on weekday and weekend were approximately 5,100 vehicles and 7,200 vehicles, respectively. Typically, the residents don not work on weekends and visitors come on weekends, the observed parking demand on weekend is higher compared to weekday.

The parking demand observed on weekend using the drone was 5,350 vehicles.

5.3 Parking related By-law Infractions and Public Complaints

The parking related by-law infractions and public complaints data are collected from the Town.

5.3.1 Parking related By-law Infractions

The by-law infraction data, related to parking, provided by the Town shows that a total of 17,643 by-law infractions related to parking were issued between 2020 and March 2024. The top 10 by-law infraction types and percentage of total by-law infractions are listed in **Table 5.1.** The

detailed analysis completed a maximum of 129 by-law infraction tickets were issued in a single day and on an average daily 100 per day by-law infraction tickets were issued.

Table 5.1 – Top 10 Parking related By-law Infractions

Parking Related By-law Infraction	Percentage of Infractions
Overnight Parking between 2:00 a.m. and 6:00 a.m.	53%
Park in signed No Park Zone	17%
Stop over the Sidewalk, Footpath or Crosswalk	7%
Park interfering with traffic	3%
Park facing the wrong way	3%
Park longer than 3 Hours	3%
Stop in signed No Stop Zone	2%
Park within 3 meters of the Fire Hydrant	1%

Using the GIS mapping tool, the parking-related by-law Infractions are plotted on the Community Village map to understand the spread and intensity (hotspots) of the parking-related by-law Infractions and presented in **Figure 5.4.**

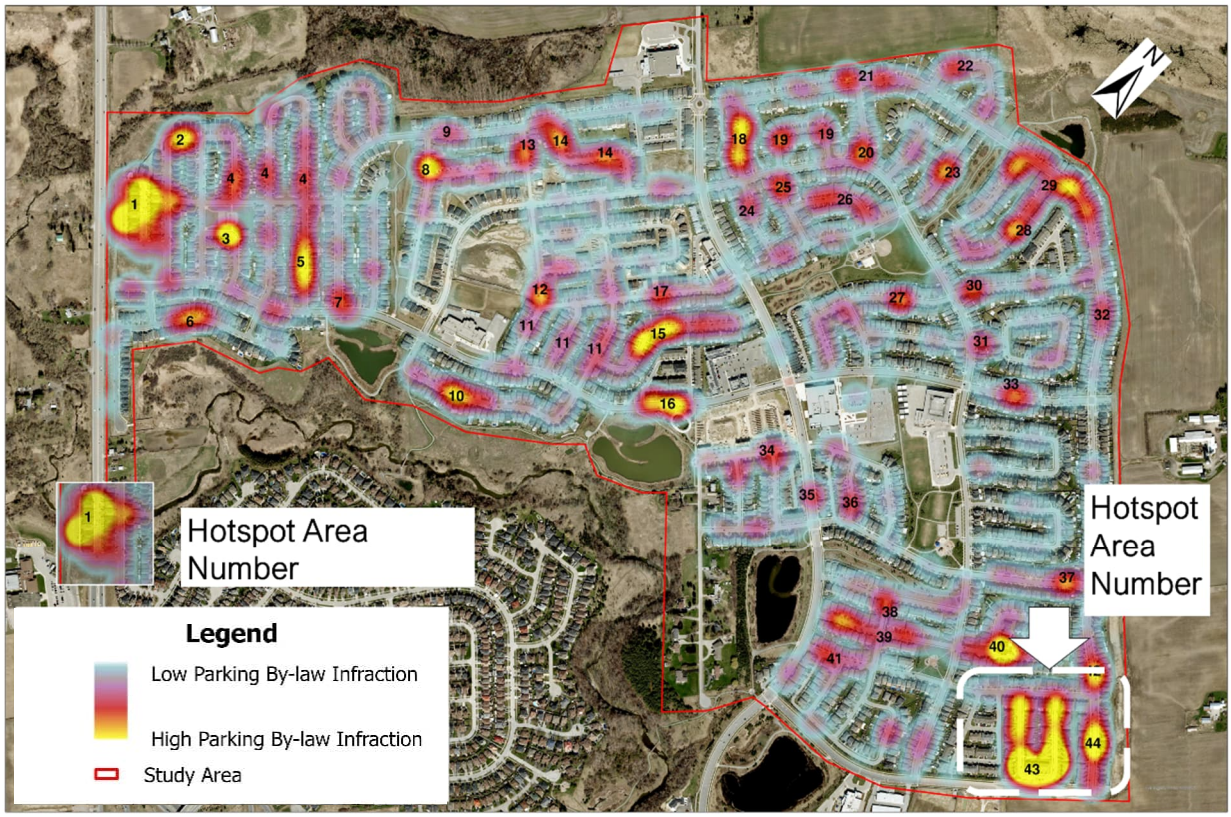


Figure 5.4 – Parking-related By-law Infraction – Hotspot Areas

The by-law infraction hotspot map shows the sections of the roadways within the Community Village with high-intensity by-law infractions. There are 44 hotspots, and these hotspots are numbered.

Despite the availability of parking spaces within garages, high levels of parking-related infractions suggest possible issues with garage usage are non-compliance with parking regulations.

5.3.2 Public Complaints

The parking related complaints received from the public within the Community Village were provided by the Town and graphically presented in Figure 5.5.

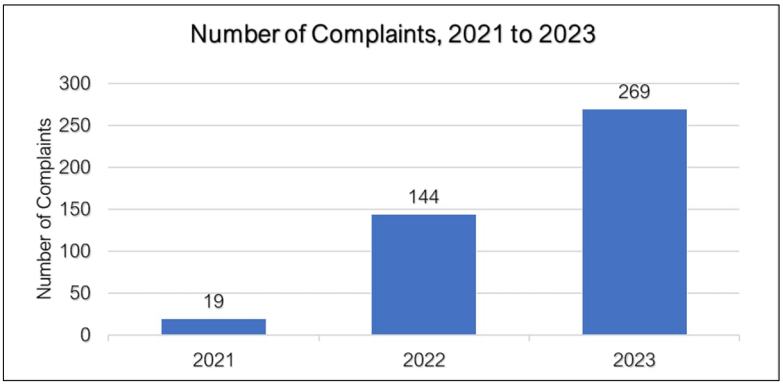


Figure 5.5 – Parking-related Public Complaints – 2021 to 2023

Majority of complaints received are related to:

- Vehicles parked for excess of 3 hours during the day and all night and with their bumpers obstructing the driveways.
- Vehicle parked in front of driveway all day.
- Large vehicles parked in no-parking zones.
- Vehicles parked overnight regularly.
- Vehicles parked on sidewalk.
- Vehicles parked over sidewalk during snow plowing.
- Vehicles parked overhanding on sidewalk.
- Vehicles parked on street all time.

Using the GIS mapping tool, the parking-related complaints from public are plotted on the Community Village map to understand the spread and intensity (hotspots) of the public complaints and presented in Figure 5.6.

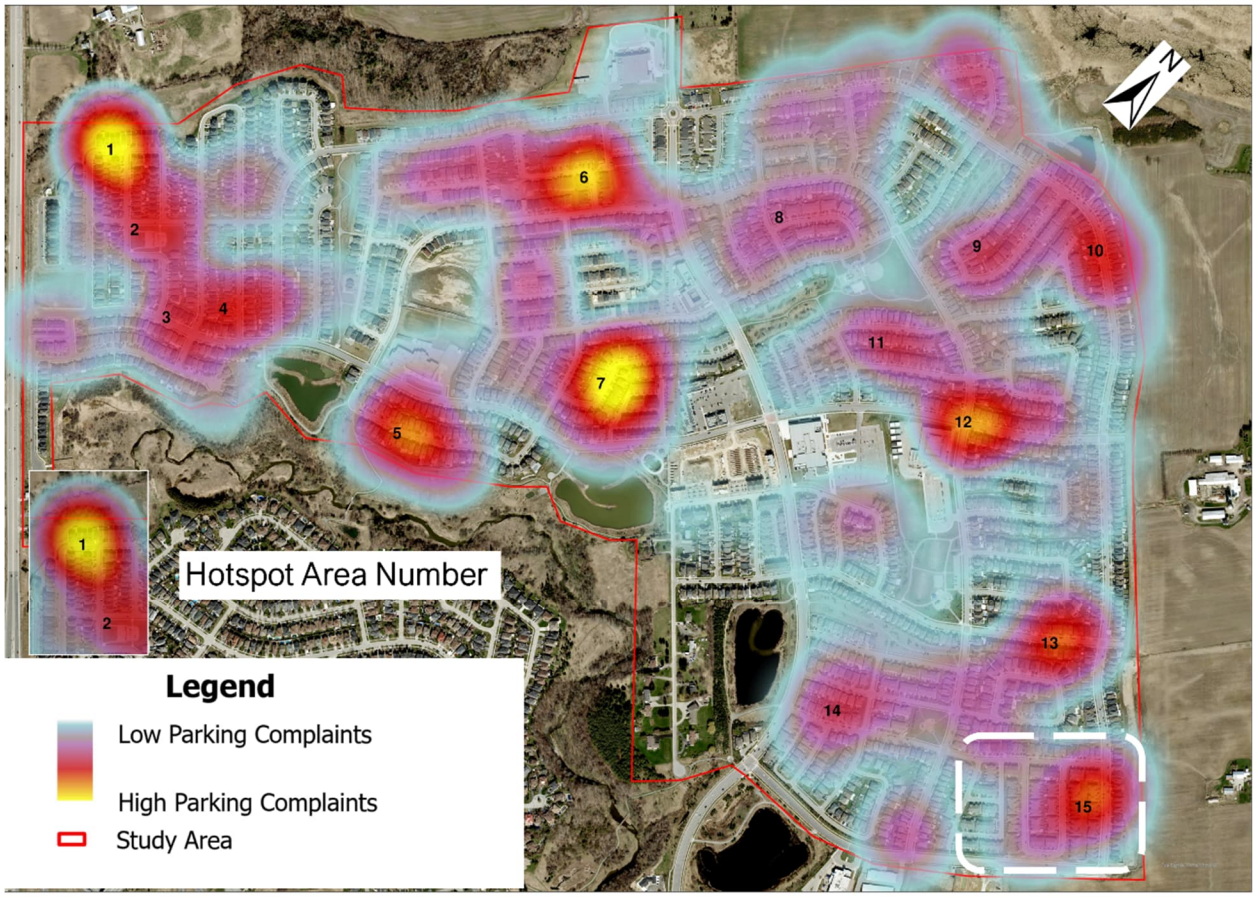


Figure 5.6 – Parking related Public Complaints – Hotspot Areas

The public complaints hotspot map shows the sections of roadways within the Community Village with high intensity and there are 15 hotspots, and these hotspots are numbered.

6.0 Stakeholders and Public Consultation

As discussed in Section 1.2.3, two (2) Technical Advisory Committee (TAC) meetings and two (2) Public Information Centres (PIC) were conducted. The details are discussed in the following sections. These meetings were conducted to gather technical input and to ensuring the project considered diverse perspectives. The PICs were held to engage the public and collect feedback on community concerns. Detailed discussions on these meetings are provided in the following sections.

6.1 Technical Advisory Committee (TAC) Meetings and Public Information Centres (PICs)

6.1.1 Technical Advisory Committee Meetings

The TAC meeting #1 was held online on May 30, 2024. The key points discussed were:

- Winter Parking Restrictions;
- Parking Observations;
- Parking Demand Review;
- Potential Solutions; and,
- Emergency Services Concerns.

The TAC meeting #2 was held online on September 9, 2024. The comments that were provided by participants for further consideration included:

- Operations suggested that overnight parking should be limited to one side of the street during winter, as this would increase the challenges with plowing the road for snow removal. There are not enough by-law officers to enforce overnight parking permits on every street for every storm. To address the comment, it was confirmed that Vehicles have to adhere to the traffic by-law, which prevents them from parking on both sides of the roads. The permit only allows them to park for more than three hours or between 2:00 AM and 6:00 AM.
- What does the piloting of this program look like?
  - The permitting process is the same as where people are allowed to park during the daytime. The new permitting process will only override the current two limitations (parking for no more than 3 hours or between 2am-6am), but the rest of the by-law is still in effect.
  - It will still be the responsibility of the vehicle owner to not interfere with winter operations and comply with the respective by-laws.
  - The piloting of the permit program will be for one year for one registered vehicle only per household to assess the impacts.
- It was suggested to consider renting out parking spots in the community centre, depending on the outcome of the pilot program and if additional spaces are needed.
- The objective of the zoning by-law update will be to crack down on the widening of driveways.

- The Fire Department, consistent with the traffic by-law, also wants only one side of the narrower street to be allowed for on-street overnight parking.

It was suggested that the commercial plaza at Kennedy Rd and Dougall St be used for parking for residents using a revenue model as a long-term option. The Town should first monitor the demand for additional parking permits, then could discuss with the commercial plaza to arrange for additional parking.

6.1.2 Summary of Public Information Centres

The Public Information and Feedback Session #1 that was held on June 12, 2024.and the Session #2 was on September 19, 2024. An overview of the comments that were received is provided below:

a. Residents reported a parking shortage within the community.
b. Vehicles overhanging sidewalks, causing accessibility challenges for pedestrians.
c. Concerns were raised about widespread non-compliance with the Town's parking regulations, including vehicles parked in no-parking zones, in front of fire hydrants, and blocking driveways.
d. Some residents have resorted to paving front lawns to create additional parking.
e. Residents requested for increased parking enforcement to address ongoing parking issues.
f. Suggestions were made for new parking strategies, including implementing on-street permit parking systems aiming to address current parking issues and decrease instances of non-compliance and illegal parking.
g. Consider allowing overnight parking at Town-owned facilities to alleviate parking issues and as an additional parking option.
h. All respondents believe strengthening parking enforcement is one of the most effective short-term strategies, to address parking violations in the community.
i. Many residents feel the most effective short-term strategies are on-street paid parking programs, optimized apron parking, and public transit promotion campaigns.
j. Many residents feel utilizing the Town’s facilities and updating zoning bylaws will be the most effective long-term parking strategies.

The PICs material included in Appendix B.

7.0 Parking Needs Assessment and Permit Needs Analysis

7.1 Factors Influencing Parking Needs

Parking shortages or needs arise when demand surpasses supply. This can happen occasionally or on a daily basis, depending on its particular needs of a household. Household-specific needs can be managed by utilizing overnight parking exemptions and by households choosing to reduce demand or seek alternative parking solutions. It is the neighborhood-wide parking shortages that require policy or regulatory changes by the Town.

Residential parking, like stop over sidewalk, footpath or crosswalk, park interfering with traffic, park facing wrong way, park within 3 metres of Fire Hydrant, etc., can impact the Town's ability to deliver municipal services safely and efficiently. Parking policies, by-laws, and enforcement should address the following operational needs:

- Maintain Clear Sidewalk: Vehicles that overhang sidewalks limit the safe use of sidewalks particularly for people with disabilities and parents with strollers.
- Vehicles Blocking Traffic: Vehicles parked in the boulevard overhanging the road, or parked on-street affecting operations can result in unsafe traffic activity and/or delays for emergency vehicles.
- Maneuverability of Emergency Vehicles: Emergency vehicles need a clear safe path while providing services. Vehicles parked on illegal side will obstruct emergency vehicles or result in collisions.
- Vehicles Blocking Snow Removal Equipment: Vehicles parked in the boulevard overhanging the road or parked on-street affecting operations may obstruct snow removal equipment or result in collisions.

Parking activity, including illegal parking, which affects these Town operational objectives also reflect needs that require parking solutions.

7.2 Parking Issues Identified and Parking Needs Assessment

7.2.1 Parking Issues Identified

To develop effective parking solutions and strategies for the community, it is essential first to identify the key issues. Based on the inputs from stakeholders, the feedback from public, and thorough analysis conducted, including field observation by the project team the following key issues have been identified:

- High Rates of Parking Infractions: The parking-related by-law infractions database confirms the overnight on-street parking issue.

- Parking infraction hotspot analysis concludes that residents are parking on-street overnight because of lacking spots or not using parking garages.
- Overhanging Vehicles: Residents are parking vehicles on the apron, causing overhanging onto the sidewalk and roadway.
- Need for Increased Parking Enforcement: Public expressed interest in additional parking enforcement as feedback during the PIC events.
- Paved Front Lawns: Public expressed concerns that few residents had paved front lawns which were confirmed during field investigations.

7.2.2 Parking Needs Assessment and Parking Permit Needs Assessment

Detailed and thorough analytical work was undertaken to assess extra parking demand and permit in the community, using the MTO vehicle registration database, field observations, dwelling types, sidewalk layout, and a widened driveway. Based on the assessment, Southfields Community Village has an estimated overall parking requirement of approximately 435 spaces. Taking into account the 300 residential units that have already implemented driveway/apron extensions, the community's additional parking need is estimated to be around 135 spots, which represents about 1% of the total registered vehicles.

To validate the estimated additional parking demand in the community (135 spots), the average daily parking-related by-law infraction tickets issued (approximately 100 parking tickets) were adopted to compare, and it was confirmed that they are aligned. Therefore, it is estimated that the need of the community to an on-street parking is about 150 to 200 vehicles daily.

8.0 Parking Strategies

To help identify opportunities for addressing parking needs, RVA has reviewed by-laws, policies, regulations related to parking for the twelve (12) municipalities, and also reviewed the Kleinburg Parking Strategy Report, City of Vaughan, and Halton Hills Residential Parking Study, as apart of the best practices review.

Most municipalities are facing similar challenges with residential parking. Many are experiencing developments with smaller parking supply per household. Key findings of measures that these municipalities have implemented include:

- Some jurisdictions have more flexible overnight on-street parking exemptions.
- Many jurisdictions have user pay on-street permit parking.
- Some jurisdictions allow overnight parking in municipal lots.
- Many jurisdictions have more proactive parking enforcement.

- Many jurisdictions have by-law to define the minimum soft landscaping ratio to prevent excessive driveway widening.

8.1 Parking Issues Identified and Action Plan

Based on the parking issues identified in Section 7.2.1, an action plan is developed and is summarized in Table 8.1.

Table 8.1 – Parking Issues Identified and Action Plan

Parking Issues Identified	Action Plan
• Parking Violations are high, including overnight on-street parking and parking in a signed No Park Zone.	• Develop alternative parking arrangements. • Review of best practices in other municipalities concludes the implementation of the on-street parking permit program. • Launch public awareness to use their garages to free up on-street parking and promote adherence to legal parking practices. • Launch a public awareness campaign to promote using public transit in the community, given recent improvements.
• Overhanging sidewalk and curb by the parked vehicles.	• Town has recently updated the traffic by-law to clarify that overhanging is prohibited. • Enhance enforcement in the community. • Launch a public awareness campaign to promote proper apron parking, ensuring vehicles stay within the designated area and do not block sidewalks or driveways.
• Public expressed interest in additional parking enforcement.	• Enhance enforcement in the community. • Implement a comprehensive strategy to enhance parking enforcement in the community through increased patrols, better signage, public education, and collaboration with local agencies.
• Public expressed concerns regarding paving their whole front lawns, which was confirmed during field investigations.	• Following best practices, Town should consider including the minimum required soft landscaping in the updating of the Zoning by-law to ensure a balance between paved areas and green space.

Based on the action plan, five (5) short-term and five (5) long-term parking strategies are developed.

9.0 Study Recommendations and Implementation Plan

Table 9.1 To address the identified parking issues, a phased approach consisting of ten (10) strategies has been developed based on study findings, best practices, and consultation with stakeholders and the community. These strategies are recommended for implementation in both short- and long-term timeframes, as outlined in Table 8.2. The short-term strategies are planned for implementation within 1 to 2 years, while the long-term strategies are slated for completion within 2 to 3 years.

Table 9.1 – Summary of Short and Long-Term Parking Strategies

Short-Term Strategies	Long-Term Strategies
1. Implement On-Street Paid Parking Permits	1. Expand On-street Paid Parking Program
2. Optimizing Apron Parking	2. Updating Zoning bylaw
3. Public Awareness Campaigns	3. Periodic Review of Parking Policies
4. Strengthen Parking Enforcement	4. Develop an Ongoing Public Education Program
5. Public Transit Promotion Campaign	5. Utilizing Town's Facilities

9.1.1 Short-term strategies (within 1 to 2 years)

1. Implementation of On-Street Paid Parking Permit

To address overnight parking demands and optimize the use of available on-street parking, it is recommended that the Town expand its existing on-street parking program in the Southfields Community Village to a year-round on-street paid parking pilot program. This program, based on successful examples from other municipalities including Vaughan, Oakville, and Toronto, aims to provide residents with legal parking options while ensuring efficient street use.

Regarding winter operations, permit holders will still need to follow the current Town's traffic by-laws, ensuring that parked vehicles do not obstruct snow removal during winter events. Residents will be responsible for relocating their vehicles as needed to allow the Town to remove snow efficiently when necessary. This approach is consistent with the practices of other municipalities. A proposal of implementation parking strategies as pilot program was thoroughly reviewed by the stakeholders, and no significant concerns were raised during consultations. The Town's Operations Department require to allow permitted parking on one side of the street only,

as some of the street widths will make it difficult to navigate a snow plow if parking is allowed on both sides.

During the pilot program period, Town staff should closely monitor the program's impact on road operations, including how it affects winter maintenance. Additionally, by participating in the program, vehicle owners agree that the Town shall not be liable for any loss, damage, or theft of the vehicle or its contents while parked in any permitted parking area within the Town.

During the pilot program, each household will be allowed a maximum of one permit associated with their residence, allowing them to park on-street, where the traffic by-law allows them to park during the daytime for more than 3 hours or extended periods, including overnight between 2 a.m. and 6 a.m. A proposed fee structure for the permit is $50 per month, $250 for six months, and $500 for a year. Once the On-Street Paid Parking Permit is established, the program may be adjusted and expanded to other areas within the Town as part of long-term parking strategies.

2. Apron Parking Educational Campaign

The presence of sidewalk limits parking availability on driveway and residents are parking on aprons with vehicles overhanging onto sidewalk and/or roadway. A short-term parking strategy is recommended to increases public education regarding parking using apron.

Through this strategy, the Town should launch initiatives to raise awareness about available parking options and the correct ways to park on apron to prevent overhanging on the sidewalks and/or roadways.

3. Launch Public Awareness Campaigns

Since some of the residents in the Community Village may not be using their garages for parking vehicles, Launch *Public Awareness* campaigns are recommended as a short-term parking strategy. Under this strategy, two (2) campaign are recommended, *Use-Your-Garage* and *Park-Right!*

These campaigns are intended to improve parking compliance and optimize existing parking.

4. Strengthen Parking Enforcement

One of the comments received from the public was to increase the parking enforcement to address ongoing parking issues. This short-term parking strategy is recommended to enhance the by-law enforcement to minimize parking violations.

This involves coordinated effort between public and the municipal law enforcement (MLE) to boost the frequency and effectiveness of parking patrols. This will ensure better compliance with parking regulations and enhances community satisfaction.

5. Launch Public Transit Promotion Campaign

Over the past few years, the Town has kept improving the transit in the Southfields Community Village. In order to reduce vehicle dependency, a *Public Transit Promotion Campaign* is recommended to be launched in partnering with the Brampton Transit.

9.1.2 Long-term Strategies (within 2 to 3 years)

1. Expand On-Street Paid Parking Program

The Town may consider expansion of the paid on-street parking program to other communities in the Town, based on the feedback from the pilot program in Southfields Community Village, as the recommendations of this study could conceivably be applied in other communities across the Town.

2. Periodic Review of Parking Policies

A periodic review of parking policies is recommended under long-term parking strategies to maintain the long-term adaptability and effectiveness of parking management strategies based on the outcomes and feedback from the pilot program.

Under this strategy, Town will conduct periodic reviews to evaluate policy effectiveness and make necessary changes based on community feedback and evolving needs.

3. Develop an Ongoing Public Education Program

Fostering long-term public engagement and education on parking is a key to the success of a long-term parking management strategy. Under this strategy, the Town will promote continuous conversations with residents about parking needs and solutions and regularly refresh educational content based on feedback and parking trends.

4. Expand Overnight Parking at the Town Facilities

Under this parking strategy, the residents will be allowed to use current on-street parking permits for overnight parking at these locations, at dedicated spaces, in coordination with the Town's Parks and Facilities Division.

5. Update the Zoning By-Law to define the minimum soft landscaping ratio

As some residents have paved front lawns to create additional parking spots, updating the Zoning By-Law to define the minimum soft landscaping ratio would prevent excessive driveway widening as a long-term parking strategy.

This update to the Zoning By-law is to limit or establish standards for landscape areas to avoid illegal expansions. This will be achieved by referring to successful strategies from other

municipalities and the Town to develop clear rules to ensure required landscaping and aesthetics are maintained.

9.1.3 Next Step

The next step is to expand the Town's existing on-street parking permit program to a year-round paid pilot program in Southfields Community Village, as well as launch the required campaigns and communications to inform the community. This requires the Town to upgrade the existing online permit system, consistent with municipalities with the same program.

The Town staff discussed the implementation and operational aspects of the software with the service provider. Per the information provided by the vendor, it is anticipated that implementing the software on the Town's website and making it operational will take about 4 months. The one-time capital cost for implementation of software is about $30,000 and the annual subscription costs of about $13,000, which have to be added as an unavoidable annual maintenance cost. The revenue associated with the permits can be used to offset the operating cost of the program.

In the meantime, the Town can also initiate educational campaigns to keep the community informed about the changes. It is recommended that the Town let the on-street paid program run by the end of 2026, given the lead time for implementing the program. The long-term solutions should be considered after the implementation of short-term strategies. Depending on the outcomes of the pilot program, the Town is then recommended to expand this program to other communities in the Caledon.

APPENDIX A

BEST PRACTICES REVIEW



Southfields Community Village Parking Strategy Study

Background Review

Final

Town of Caledon

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RVA 237313

March 24, 2025

TABLE OF CONTENTS

1.0 BACKGROUND DOCUMENTS AND MUNICIPAL BENCHMARKING REVIEW 1

2.0 TOWN OF CALEDON OFFICIAL PLAN (2024) 2

3.0 CALEDON MULTI-MODAL TRANSPORTATION MASTER PLAN (2024) 4

4.0 TOWN OF CALEDON ACTIVE TRANSPORTATION MASTER PLAN (2024) 5

5.0 CALEDON TOWN WIDE DESIGN GUIDELINES (2017) 5

5.1 Multi-modal Transportation 5
5.2 Vehicle Parking 6

6.0 TOWN OF CALEDON BY-LAWS 6

6.1 Comprehensive Zoning By-law 2006-50 6

6.1.1 Section 4 – General Provisions 6
6.1.2 Section 5 – Parking, Loading and Delivery Standards 7

6.2 By-law No. 2023-58 10
6.3 By-law No. 2015-58 (The 'Traffic By-law') 10
6.4 By-law No. 2018-1 (The "Parking on Private Property By-law") 11

7.0 BEST PRACTICES REVIEW AND COMPARATIVE ANALYSIS OF PARKING REGULATIONS 12

7.1 Review of Kleinburg Parking Strategy Report, City of Vaughan 12
7.2 Review of Halton Hills Residential Parking Study, Town of Halton Hills 13
7.3 Comparative Analysis of Parking Regulations 15

7.3.1 Comparison of Parking Spaces Requirements 15
The Town of Caledon comparison parking rates for residential unit chart as follows: 18
7.3.2 Maximum On-Street parking hours Limit 18
7.3.3 On-Street Parking Temporary Permits 19
7.3.4 On-Street Overnight Parking Permit Cost 20
7.3.5 Minimum Soft Landscaping Ratio 22
7.3.6 Commercial Vehicle Restrictions 25

LIST OF TABLES Table 10.1 – Residential Parking Requirement
Table 11.1 – Comparison of Parking Spaces Requirements
Table 11.2 – Comparison of Parking Spaces Requirements

LIST OF FIGURES
Figure 6.1 – Mayfield West Existing Active Transportation Network

1.0 Background Documents and Municipal Benchmarking Review

In developing parking strategies for the Southfields Community Village, RVA considered the unique needs and opportunities for parking solutions tailored to the Town. Additionally, RVA draw the experiences of other jurisdictions within the vicinity of the Greater Toronto and Hamilton Area (GTHA). Some of the municipalities are similar in size and others are larger and have experienced a development trend that the town is currently facing.

As part of the initial data request, a collection of parking related background documents were obtained for review. The intent of the review is to help establish the groundwork for the study by examining the Town's by-laws and policies related parking and to ensure the study recommendations are compatible with the Town's policies and initiatives. This section summarizes the reviewed documents and discusses how each document impacts the study. The following documents were reviewed:

- Town of Caledon Official Plan (June 2024 Consolidation)
- Caledon Multi-Modal Transportation Master Plan (2024)
- Town of Caledon Active Transportation Master Plan (2023)
- Caledon Town Wide Design Guidelines (2017)
- Town of Caledon Development Standards Manual (2019)
- Town's Comprehensive Zoning By-law 2006-50
- By-law 2023-058
- Town of Caledon Traffic By-law 2015-58
- Town of Caledon By-law 2018-1, Parking on Private Property

As a part of best practices review, RVA completed a comparative analysis of the by-laws, policies, regulations related to parking for the following twelve (12) municipalities.

- City of Brampton
- City of Brantford
- City of Burlington
- City of Gulph
- City of Hamilton
- Town of Halton
- City of Markham
- Town of Milton
- City of Mississauga
- Town of Oakville
- City of Toronto
- City of Vaughan

2.0 Town of Caledon Official Plan (2024)

The Town of Caledon Official Plan (OP) serves as a statement of the Town's goals, objectives, and policies to guide future land uses, development and change within the Town.

The Transportation policies of this OP set out the following broad goal:

"To develop a safe, convenient, economical, efficient, sustainable and energy conserving transportation system for the movement of people and goods which is well-integrated with the envisioned land use designations and facilitates appropriate development of the Town."

Specific to the current Study, the Town's policies on public transit, parking management, and active transportation are reviewed.

Public Transit: Policies have been formulated with regard to the provision of expanded GO Bus Service, provision of GO Rail Service to Bolton, the optimum location of a GO rail station in Bolton, bringing Hurontario Street higher order transit into the Mayfield West community and advocating an expanded role for the Region of Peel in addressing the Town's transit needs.

As a part of incorporate the transit function in the planning and development process, the OP outlines:

- Including the future public transit facilities in the approval process for subdivision plans, site plans and other development proposals.
- Locating high density residential or commercial developments on anticipated transit routes or within 400 metres of those routes.

Parking Management: OP devised policies ensure appropriate provision and accessibility of parking areas facilitating efficient functioning of the transportation system.

The OP states that the Town will ensure adequate off-street parking facilities are provided to meet the parking demands generated by various lands uses, and furthermore:

a) The Town will specify standards for off-street parking requirements for each land use type within the implementing Zoning by-law.

b) Off-street parking facilities will be provided through zoning and site plan requirements.

The following are the other policies related to parking:

1. Generally, the Town will endeavour to restrict on-street parking on arterial roads to reduce the traffic hazard and improve traffic operations. While on-street parking is allowed on Collector Road and Local Roads.
2. The Town will designate parking facilities for vehicles used in the transportation of physically disabled persons, which will be a part of the site plan process in new development proposals.
3. The Town will apply design standards for off-street parking facilities through the site plan process, which will, among other things, include locations, layout, construction, buffering and lighting criteria.
4. Active Transportation: The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses, and visitors.
5. Consideration will be given to multi-use paths as part of the transportation system in the implementation of the Parks and Recreation Master Plan.

Related to parking, the OP indicated that minimizing direct vehicular access of residential homes onto arterial and collector roads is heavily encouraged. Where these driveways persist, the driveways must have adequate front yard setback and garage space to accommodate vehicles without spillage.

3.0 Caledon Multi-Modal Transportation Master Plan (2024)

The Caledon Multi-Modal Transportation Master Plan (MMTMP) is a long-range plan that coordinates mobility solutions of infrastructure, services and policies with anticipated future development and achieve transportation related goals to the year 2051 and meet the Town's strategic directions. The MMTMP establishes five (5) objectives as part of the study, including:

- Develop a future-ready transportation plan for the Town and expand the multi-modality of the transportation system including driving, transit, walking, cycling, and other emerging mobility options;
- Provide infrastructure to support and manage future land use growth and address the needs and priorities for both rural and urban communities;
- Deliver sustainable strategies that protect natural heritage assets while reducing transportation's effects on climate change;
- Build a safe and inclusive transportation system that supports age-friendly communities and promotes healthy living; and
- Develop complementary transportation solutions that supports Provincial, Regional, and Local policies and the Town's Official Plan (OP) update.

Transit Network: Currently Route 81 of Brampton Transit is covering the transit needs of the Community Village residents. The service level has been improved to include mid-day, extended service hours and weekend service in 2025.

Active Transportation: The existing active transportation network features multi-use path along Kennedy Road between Mayfield Road and Abottside Way. A signed bike route along the following street:

- Kennedy Road North connects Mayfield West and Caledon East to the north;
- Larson Peak Road between Old Kennedy Road and Learmount Avenue
- Craftsman Road between Learmount Avenue and Bonnieglen Farm Boulevard
- Bonnieglen Farm Boulevard / Newhouse Boulevard between Craftsman Road and Sparrow brook Street
- Dotchson Avenue between Sparrow brook Street and Valleybrook Crecent
- Sparrow brook Street between Newhouse Boulevard and Dotchson Avenue

4.0 Town of Caledon Active Transportation Master Plan (2024)

Based on the Caledon Active Transportation Master Plan (ATMP), there is currently some level of connectivity within the Southfields Community Village as shown in Figure 4.1. There are multi-use paths, designated trails and paved shoulders located along Kennedy Road North. The community also features a network of multi-use trails radiating from the village centre to the surrounding community. Outside of this community, there are some routes with on-road facilities such as signed routes or paved shoulders to the north.

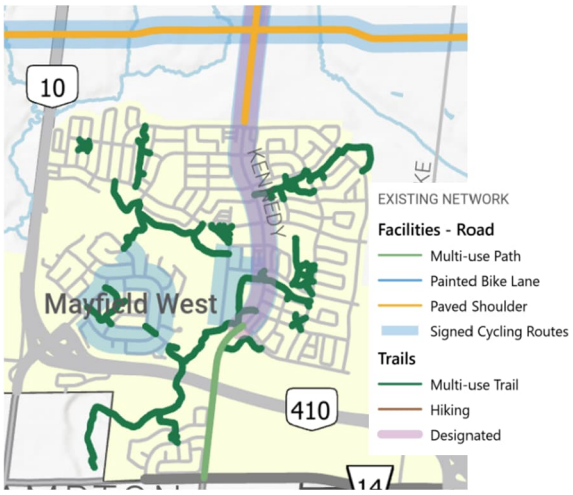


Figure 4.1 – Mayfield West Existing Active Transportation Network

5.0 Caledon Town Wide Design Guidelines (2017)

The Caledon Town Wide Design Guidelines aims to provide direction for the design and policies within the Town's public realm. The key design principles for these guidelines are:

- Sustainable Design & Compact Development
- Accessibility & Universal Design
- Community Safety & Security
- Complete Streets & Active Transportation
- Cultural Heritage Conservation

To satisfy these design principles from a transportation perspective, the following topics are discussed:

5.1 Multi-modal Transportation

The design guidelines show interest in supporting multi-modal transportation opportunities. This includes integrating street furniture, bicycle parking/storage, and transit shelters. Guidelines indicate that the town would like to incorporate priority parking for carpooling, electric and hybrid vehicles to encourage the utilization of these modes.

The guidelines indicate that the town would like to provide adequate parking facilities at transit stations to encourage transit ridership, which in turn could reduce the required parking rates for facilities within 400 meters of major transit stops.

5.2 Vehicle Parking

The design guidelines highlight the need for on-street parking near parks and to support mid-rise development, where desirable. Condominiums should incorporate a grassed snow load area that is at least 10% of the parking area.

All off-street parking areas should be paved in a hard surface material and should be able to accommodate snow removal and storage. For denser development and condominiums, parking spaces should be located at the side or rear of the building with some level of screening to maintain aesthetics. For townhouses, garage doors should be the width of a single car, paired with driveways to reduce on-street parking requirements.

6.0 Town of Caledon By-Laws

6.1 Comprehensive Zoning By-law 2006-50

The comprehensive zoning by-law establishes permitted uses and regulations for various land use zones within the Town, in alignment with the Town's Official Plan (OP).

6.1.1 Section 4 – General Provisions

The Southfields Community Village is within the boundary of Additional Residential Units (ARU) Overlay Zone, as per Schedule 'H' of by-law 2006-50.

1. Section 4.4.4 of the General Provisions section provides the requirements and applicable restrictions for the Additional Residential Units.
2. Section 4.4.5 of the General Provisions section provides the following parking requirements and restrictions applicable to the Additional Residential Units.
    a) In addition to the parking required for a detached dwelling, semi-detached dwelling, or a townhouse dwelling under Section 5.2 of this by-law, one additional parking space shall be provided for each additional residential unit on the lot. All required parking spaces shall be located entirely within the boundaries of the subject lot;
    b) The Residential Parking Requirements in Section 5.2.2 for an accessory apartment shall not apply to additional residential units;

c) All other provisions of Section 5.2 shall apply.

Within the Additional Residential Units Overlay Zone, the following requirements and restrictions shall apply:

a) An additional residential unit shall only be permitted on the same lot as a detached dwelling, semi-detached dwelling, or a townhouse dwelling;

b) A maximum of two additional residential units are permitted on a residential lot which may include either:

   i. one additional residential unit within a detached dwelling, semi-detached dwelling, or a townhouse dwelling, and one garden suite dwelling, or

   ii. two additional residential units within a detached dwelling, semi-detached dwelling, or a townhouse dwelling;

c) Where direct access is provided to an additional residential unit from an interior side yard, the entrance including stairs to the additional residential unit shall be setback from the interior side lot line a minimum of 1.2 m;

d) An additional residential unit shall contain a maximum of two bedrooms;

e) A home occupation shall not be permitted on a lot that contains an additional residential unit; and,

f) A bed and breakfast establishment shall not be permitted on a lot that contains an additional residential unit;

6.1.2 Section 5 – Parking, Loading and Delivery Standards

Vehicular & Bicycle Parking Spaces

The vehicular parking space requirements for residential land uses as provided in Table 6.1.

Table 6.1 – Residential Parking Requirement

Type or Nature of Use	Minimum off-Street Parking Requirements
Apartment, Accessory	1 parking space per each 70m^2 or portion thereof to a maximum of 2 parking spaces.
Bed & Breakfast Establishment	1 parking space per guest room, in addition to the minimum parking requirement for a detached dwelling.
Building, Apartment	1.5 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitor parking in a designated visitor parking area.
Country Inn	1 parking space per guest room, in addition to the minimum parking requirement for a detached dwelling.
Day Care, Private Home	No requirement.
Dwelling, Back-to-Back Townhouse	2 parking spaces per dwelling unit plus 0.25 visitor parking spaces for each dwelling unit. Such visitor parking spaces shall not be located on exclusive use lands.
Dwelling, Detached	2 parking spaces per dwelling unit.
Dwelling, Duplex	2 parking spaces per dwelling unit.
Dwelling, Linked	2 parking spaces per dwelling unit.
Dwelling, Semi-Detached	2 parking spaces per dwelling unit.
Dwelling, Townhouse	2 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitors on a lot with four or more dwelling units.
Dwelling Unit, Accessory	1 parking space per each 70m2 or portion thereof to a maximum of 2 parking spaces
Home Business (ORM)	Parking spaces in addition to the required parking for the residential use shall be provided in accordance with the following: • • 0-10m^2 - no additional parking spaces • >10m^2 - 1 parking space
Home Industry (ORM)	Parking spaces in addition to the required parking for the residential use shall be provided in accordance with the following: • 0-10m^2 - no additional parking spaces • >10m^2 - 1 parking space
Home Occupation	Parking spaces in addition to the required parking for the residential use shall be provided in accordance with the following: • 0-10m^2 - no additional parking spaces • >10m^2 - 1 parking space
Seniors Retirement Facility	1.5 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitor parking in a designated visitor parking area.

The number of parking spaces required for **non-residential uses** shall be calculated in accordance with the standards set out in Table 5.2 of Section 5.2.3 of Section 5 of by-law.

Barrier-Free Parking Spaces

Barrier-free parking spaces shall be provided in accordance with the requirements in by-law 2015-058, as described in the subsequent sections.

Location of Parking on a Lot used for Residential Purposes

The parking of motor vehicles associated with a residential use is permitted only within a parking garage, private garage, carport or on a driveway accessing an individual dwelling unit, a private garage, or a carport.

Size of Parking Spaces

a) Where parking spaces are provided in a surface parking area, each parking space shall have width of not less than 2.75 metres and length of not less than 6.0 metres, with the exception of a barrier-free parking space which shall have a width and a length which complies with the Town's barrier-free parking requirements.

b) Where parking spaces are provided in an enclosed or underground parking garage, such parking spaces shall have width of not less than 2.6 metres and length of not less than 5.8 metres.

c) The width and length of a parking space shall be measured exclusive of the width or length of any painted lines marking such parking space.

Driveway Provisions for Residential Dwellings

a) Notwithstanding any other provision of this by-law, in no case shall the width of an individual driveway accessing a single detached, semi-detached, linked or townhouse dwelling exceed the following at its widest point:

   i. 6.0 metres for a lot having a lot of frontage of 12.0 metres or less;

   ii. Equal to 50% of the lot frontage on a lot having greater than 12.0 metres and less than 18.0 metres of lot frontage;

   iii. 10.0 metres for a lot having a lot of frontages equal to or greater than 18.0 metres

b) The maximum driveway width provisions in this section apply to a driveway accessing any residential use

Surface Treatment

All required parking spaces and parking areas and all driveways to any parking area or parking lot shall be maintained with a stable surface which may include asphalt, concrete,

concrete pavers, gravel, or similar material which is treated to prevent the raising of dust or loose particles.

Parking Garages

Parking garages shall comply with the Zone provisions for the main building for the Zone in which it is in accordance with this by-law. No setbacks or yards shall be required for any portion of a parking garage constructed completely below the established grade. This exemption shall also apply to ventilation shafts and housings, stairways and other similar facilities associated with below grade parking garages that extend from below established grade.

6.2 By-law No. 2023-58

This a by-law to amend Comprehensive Zoning by-law 2006-50, as amended, to allow for Additional Residential Units and associated standards within prescribed locations in the municipality. This by-law is permitted only on lands identified on Schedule H of Comprehensive Zoning by-law 2006-50.

6.3 By-law No. 2015-58 (The 'Traffic By-law')

By-law No. 2015-58 seeks to regulate the use of highways and parking on highways. This bylaw may be enforced by the Ontario Provincial Police, municipal law enforcement officers or fire chief. Any person who contravenes this bylaw is liable to a penalty as provided for in the provincial offenses act or is liable on conviction to a fine of not less than $300.00. A provincial officer may, at the discovery of a motor vehicle parked or left in contravention of this by-law, cause it to be moved or taken to and places or stored in a suitable place at all costs and charges for the removal, care, and storage of the motor vehicle, if any, are a lien upon the motor vehicle.

This by-law shall not apply to ambulances, police or fire department vehicles or public utility emergency vehicles, or vehicles engaged in works undertaken for or on behalf of the Town or a public transit commission.

General Stopping and Parking Regulations

The regulations indicate that vehicles may not stop or park on a roadway within an urban cross section except along a raised curb, and the vehicle must be within 15 meters, parallel to the raised curb and not impeding traffic. On a rural cross section, vehicles must stop or park as far over as possible without encroaching on areas not intended for vehicles. Within angled parking spaces, vehicles must park at a 45-degree angle from the curb.

Overnight Parking Restrictions

The traffic by-law and the Town's website describing overnight parking restrictions describes that vehicles are not permitted to park along any town road between the hours of 2am and 6am without a valid parking pass. Vehicles are also not permitted to park within town-owned facility parking lots within these hours without a valid parking pass. There is no requirement for signage stating this at any specific parking location, however this rule is signed at all major entrances to Caledon.

Valid parking passes are to be obtained through the town of Caledon. Each vehicle is permitted to utilize 16 parking passes per year (valid for one night), with an additional 7 parking passes permitted if a resident's driveway is under construction.

Fire Routes

The traffic by-law indicates that "No person shall park a vehicle at any time on or along any part of a designated fire route along which authorized signs are erected". It also describes that this does not apply to ambulances, police or fire department vehicles, public utility emergency vehicles, or vehicles engaged in work for or on behalf of the Town.

6.4 By-law No. 2018-1 (The "Parking on Private Property By-law")

By-law No. 2018-1, otherwise referred to as the "Parking on Private Property By-law", seeks to control the parking or leaving of motor vehicles on private property without the consent of the owner of the subject property if a sign is erected indicating regulation or prohibition. An officer or private enforcement officer may, at the discover of a motor vehicle parked or left in contravention of this by-law, cause it to be moved or taken to and places or stored in a suitable place at all costs and charges for the removal, care, and storage of the motor vehicle, if any, are a lien upon the motor vehicle. This by-law was formulated under Section 100 of the Municipal Act, S.O. 2001 c.25, as amended.

General Parking Regulations in Private Lots

For private lands under the authority of by-law No. 131-2007, vehicles are required to park in such a manner that their vehicle is wholly within the designated parking space (only applicable to parking lots with delineated stalls). The by-law also states that vehicles shall not be parked in a fire route at any time.

Disabled Parking in Private Lots

If a municipality passes a bylaw for establishing a system of disabled parking, the sole manner of identifying vehicles shall be a disabled parking permit issued and displayed in accordance with the Highway Traffic Act (HTA) and the regulations made under it. Every

person who contravenes the by-law is guilty of an offence and on conviction is liable to a fine of not less than $300.00.

7.0 Best Practices Review and Comparative Analysis of Parking Regulations

7.1 Review of Kleinburg Parking Strategy Report, City of Vaughan

The Kleinburg Village Core, with its rich history and vibrant community, is home to over 60 businesses, parks, schools, and galleries. A recent study evaluated parking needs in the area, focusing on both current and future requirements through a two-phase approach.

Phase 1 involved assessing existing conditions and gathering input from stakeholders and the public. Key concerns included inadequate and illegal parking, congestion on Islington Avenue, traffic operations, and parking issues related to Kleinburg Public School. Although there was a demand for parking, available supply in critical areas was limited, and many private off-street lots were not accessible to the public.

Phase 2 developed a parking strategy to tackle these challenges. This comprehensive approach aims to enhance parking efficiency through guidance systems, manage visitor flows to optimize parking utilization, and promote underused parking areas. Additionally, the study explores the potential for shared use of private parking spaces to better accommodate visitors and residents alike.

This strategic framework seeks to improve the overall parking experience in Kleinburg Village, ensuring that its charm and accessibility are maintained for all.

Recommendations focusing on improving or increasing public parking supply through various initiatives, encouraging transportation demand management, and establishing a pedestrian-oriented public realm. The study recommended:

1. Re-evaluate the role of Islington Avenue, balancing its function as a throughway and as a main street.
2. Explore new technologies in shared mobility and micromobility that can offer alternative transportation options.
3. Implementation of paid parking and establishment of a parking authority to better manage resources.
4. Update existing policies, such as cash-in-lieu of parking, or changed to reflect current needs.

7.2 Review of Halton Hills Residential Parking Study, Town of Halton Hills

The Town of Halton Hills has initiated a study to address parking supply and operational challenges in residential neighborhoods, responding to concerns raised by residents and the Council. This comprehensive study evaluates current parking configurations—including driveways, parking garages, and on-street options—while also considering future needs related to new developments based on existing planning regulations.

With support from the Town's communications team, the study included stakeholder consultations and resulted in six strategic solutions to improve parking management. Key recommendations include:

Permissive On-Street Parking: Allow more flexible on-street parking for temporary needs.

Overnight Parking Options: Permit overnight parking in adjacent lots, such as parks.

Proactive Enforcement: Conduct assessments for proactive parking enforcement to address illegal parking issues.

Public Education Campaign: Launch initiatives to educate residents about parking regulations and compliance.

Garage and Driveway Dimensions: Increase minimum dimensions for garages and driveways to accommodate vehicles better.

Zoning and Development Standards Updates: Revise the Zoning By-law and Development Standards Manual to ensure developers provide clear disclosures regarding parking space availability.

These strategies aim to enhance parking management, expand available options, and improve compliance with regulations, ultimately fostering a more functional and accessible community.

Paid On-street Parking Program – Town of Oakville

The Town of Oakville offers two categories of paid on-street parking permits, differentiated by geographical boundaries within the municipality. It also provides courtesy On-street parking and Multi Vehicle Parking Permit.

North of Dundas Overnight Parking Permit

At addresses north of Dundas Street, the parking permit allows the residents to apply for longer than 3 hours between 2 a.m. and 6 a.m. and can apply for monthly parking permits before calling the town to confirm applied street permits. The duration of the permit is 1 day or 30 days. The cost is $5 per day or $50 for 30 days.

Paid On-Street Parking Permit

At addresses south of Dundas Street, the parking permit allows the residents to park for free 15 days/ year, then apply for longer than 3 hours between 2 a.m. and 6 a.m. The duration of the permit is 1-day, multi-day up to 7 days or 30 days. The cost is $5 per day or $50 for 30 days.

Multi Vehicle Parking (MVP) Permit

This parking permit is for park more than 5 vehicles. The permit allows parking longer than 3 hours between 2 a.m. and 6 a.m. and up to 15 days per year. The cost varies.

Paid On-street Parking Program – City of Vaughan

The City of Vaughan offers three categories of paid on-street parking permits, differentiated by service within the municipality.

Visitor Parking Permits

The City of Vaughan provides visitor parking permits which is $7 per permit are available for up to10 consecutive days and up to 60 days per calendar year (i.e. Jan. 1 to Dec. 31). The permits are not transferrable between licence plates or unused permit dates can not be cancelled and reissued later. The permits are not valid for trailers, two trucks, buses, commercial vehicles, and see detail Zoning By-law 001-2021. The city also provides the streets eligible map for visitor parking.

Construction/Maintenance Parking Permits

Residents can buy permits to park their vehicle(s) on the street during construction projects or maintenance activities. The permits are available for up to 30 consecutive days and up to 30 days per year. The permits are not transferrable between licence plates or unused permit dates can not be cancelled and reissued later. The permits are not valid for trailers, two trucks, buses, commercial vehicles, and see detail Zoning By-law 001-2021. The city also provides the streets eligible map for construction parking. The fee is $7 per permit.

Monthly Parking Permits

The City of Vaughan designated following streets for residents monthly parking permits:

- Cidermill Avenue (valid Monday through Friday, from 6 a.m. to 6 p.m.)
- Napa Valley Boulevard
- Sharer Drive (valid Monday to Friday, from 6 a.m. to 6 p.m.)
- Whitmore Road (valid Monday to Friday, from 6 a.m. to 6 p.m.)
- Woodstream Boulevard (valid Monday to Friday, from 6 a.m. to 6 p.m.)

The permit can be purchased in one-, six-, and 12-month increments, with availability starting five days prior to the beginning of each month; however, all permits end on the last day of the calendar month, regardless of the purchase date. Each street has a limited number of parking permits available, and permits bought after the month has started are neither pro-rated nor refundable. Additionally, permits are non-transferable between license plate numbers. Permits are not valid for trailers, two trucks and see detail Zoning By-law 001-2021.The cost as following:

One-month permit	$59
Six-month permit	$344
12-month permit	$686

7.3 Comparative Analysis of Parking Regulations

7.3.1 Comparison of Parking Spaces Requirements

A review of parking provision was completed for several land uses associated with this study. The comparison of these provisions with the Town of Caledon's is providing generally a higher parking rates in comparison to other municipalities as summarized in Table 7.1 below.

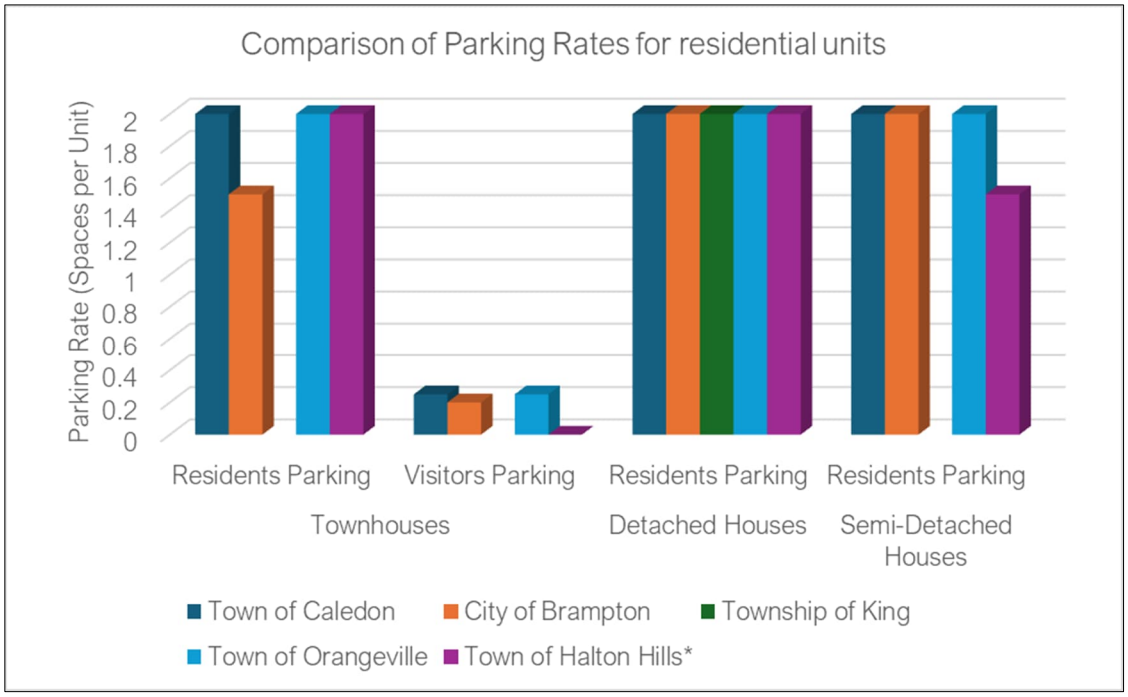
Table 7.1 – Comparison of Parking Spaces Requirements

Land Use	Municipality	Minimum Number of Parking Spaces
Apartment	Town of Caledon (60-2019)	1.5 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitor parking in a designated visitor parking area
	City of Brampton (270-2004)	1.0 per apartment unit + 0.2 parking spaces per unit for visitors
	Township of King (2022-053)	n/a
	Town of Orangeville	1.5 parking spaces per dwelling unit + A minimum of 0.25 parking spaces per dwelling unit for visitors to a multiple dwelling and a mixed-use building;
	Town of Halton Hills (2010-0050)	1.5 parking spaces per dwelling unit + 0.25 parking spaces per unit
Dwelling, Townhouse	Town of Caledon (60-2019)	2 parking spaces per dwelling unit plus 0.25 visitor parking spaces for each dwelling unit.
	City of Brampton (270-2004)	1.5 parking spaces for residents and 0.20 parking space for visitors.

Land Use	Municipality	Minimum Number of Parking Spaces
	Township of King (2022-053)	n/a
	Town of Orangeville	Each individual dwelling unit 2.0 parking space + A minimum of 0.25 parking spaces per dwelling unit for visitors to a multiple dwelling and a mixed-use building;
	Town of Halton Hills (2010-0050)	**Less than 8 units:** 2 spaces per unit for < 7 units **8 or more units:** 3 spaces per unit for 2 units, and 2 spaces per unit for the remainder
Dwelling, Detached	Town of Caledon (60-2019)	2 parking spaces per dwelling unit
	City of Brampton (270-2004)	2 parking spaces per dwelling unit
	Township of King (2022-053)	2 parking spaces per dwelling unit
	Town of Orangeville	Each individual dwelling unit 2.0 parking space
	Town of Halton Hills (2010-0050)	2 parking spaces per dwelling unit
Dwelling, Duplex / Semi	Town of Caledon (60-2019)	2 parking spaces per dwelling unit
	City of Brampton (270-2004)	2 parking spaces per dwelling unit
	Township of King (2022-053)	n/a
	Town of Orangeville	Each individual dwelling unit 2.0 parking space
	Town of Halton Hills (2010-0050)	1.5 spaces per dwelling unit
Accessory Apartment or Dwelling Unit	Town of Caledon (60-2019)	1 additional parking space per each 70 m^2 or portion thereof to a maximum of 2 parking spaces
	City of Brampton (270-2004)	1 additional parking space shall be provided on lots containing more than one accessory dwelling
	Township of King (2022-053)	1 additional parking space
	Town of Orangeville	n/a
	Town of Halton Hills (2010-0050)	1 additional parking space per dwelling unit
School	Town of Caledon (60-2019)	Elementary: 1 per 100 m^2 of gross floor area + 1 per portable classroom

Land Use	Municipality	Minimum Number of Parking Spaces
		Secondary: 1.5 per 100 m^2 of gross floor area + 1 per portable classroom
	City of Brampton (270-2004)	Elementary: 1 per 100 m2 of gross floor area + 1 per portable classroom Secondary: 1.5 per 100 m2 of gross floor area + 1 per portable classroom
	Township of King (2022-053)	Elementary: 1.5 per classroom Secondary: 3.0 per classroom
	Town of Orangeville	1 parking space for each teaching area (elementary schools) 2.5 parking spaces for each teaching area and 1 bus loading area for each 2 teaching areas (Secondary Schools)
	Town of Halton Hills (2010-0050)	4.0 per classroom
Community Centre	Town of Caledon (60-2019)	1 per 15 m2 of net floor area
	City of Brampton (270-2004)	1 per 8 m2 of gross floor area
	Township of King (2022-053)	1.0 per 27 m2 of gross floor area
	Town of Orangeville	1 space per 10 square metres of floor area
	Town of Halton Hills (2010-0050)	1 per 10 m2 of net floor area

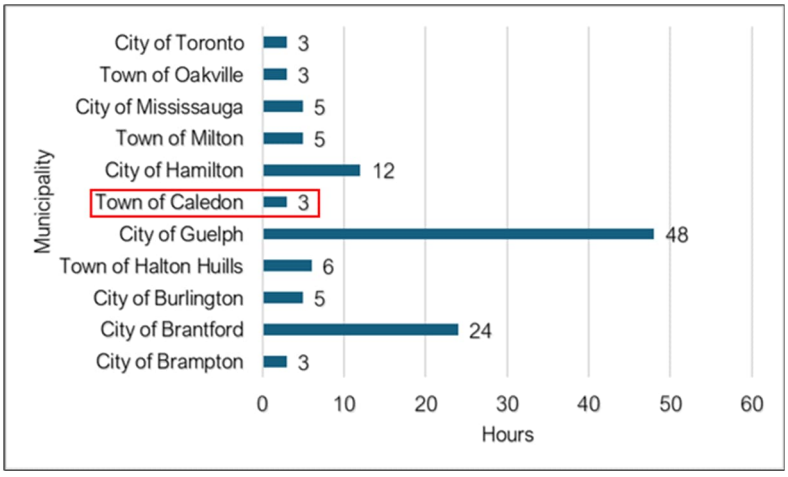
The Town of Caledon comparison parking rates for residential unit chart as follows:



Town of Halton Hills* used 2units

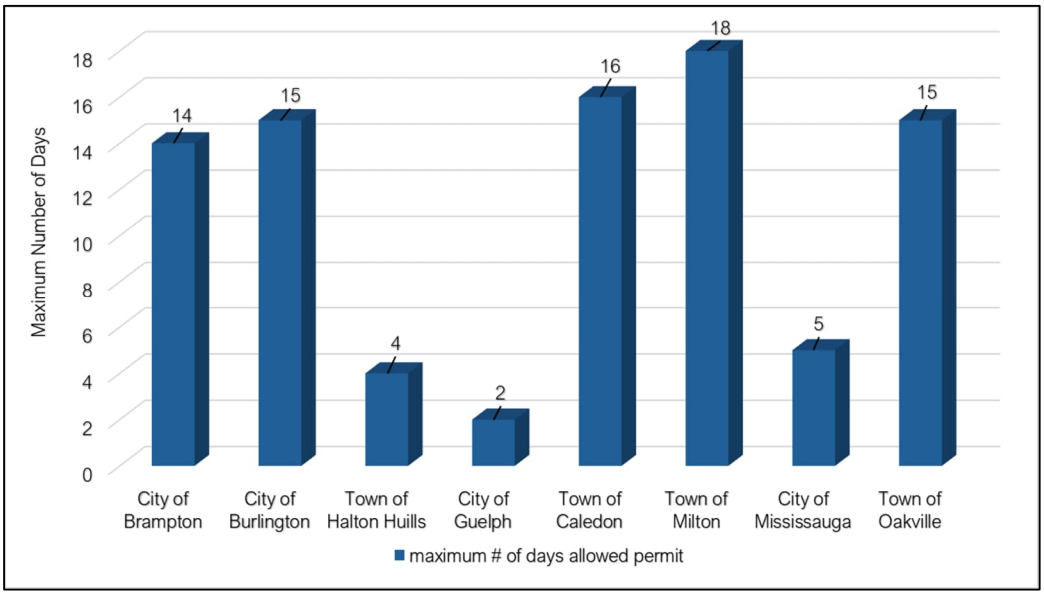
7.3.2 Maximum On-Street parking hours Limit

Municipal by-law stipulate an on-street parking limit to allow for road and infrastructure maintenance and appropriate use of the road right-of-way. Most municipalities impose a maximum parking limit of either 3 or 5 hours. However, in the Town of Halton Hills, the limit is extended to 6 hours. The cities with longer parking durations include Hamilton, Brantford, and Guelph, where the limits are 12 hours, 24 hours, and 48 hours, respectively, as shown in the graph.

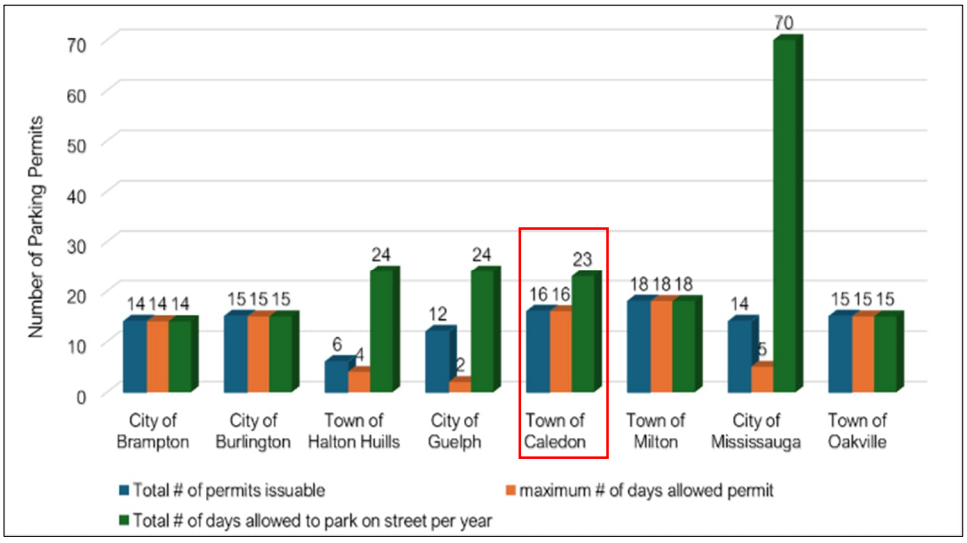


7.3.3 On-Street Parking Temporary Permits

To accommodate temporary additional overnight parking, the Town of Caledon allows each vehicle up to 16 parking permits per year, with an additional seven (7) parking permits permitted if a resident's driveway is under construction. Other municipalities also offer similar exemptions for their 3- or 5-hour maximum on-street parking limits as illustrated in graphic.



The number of days covered by exemption permits varies, ranging from 5 days in the City of Markham to 70 days in the City of Mississauga. For example, the City of Mississauga issues a total of 14 permits per year to its residents and each permit allows for a maximum of 5 days of on-street parking, for a total of 70 days per year. Most municipalities provide between 12 to 18 permits per vehicle per year.



7.3.4 On-Street Overnight Parking Permit Cost

RVA reviewed the on-street permit cost from the comparable municipalities and summarized in Table 7.2.

Table 7.2 – Comparison of Parking Spaces Requirements

Name of Municipality	Payment location / Type	On-Street Parking Permit Fees		Notes
Burlington	Downtown	Monthly: $91 Yearly: $151		
	Alton Village Community	Monthly: $30 Yearly: $350		
Guelph	19 Streets	Monthly: $81.65 to $183.73		City also charge permit initial fee $44.48; Administration fee $63.54; permit replacement $44.48
Hamilton	Residential parking permits	$25 per permit fee only		Permit parking zones permit-it is specific to the street address. Parking Time Limit Zones Permit-Hamilton is divided into Time Limit Exemption Zones; permit holder from all signed time limits in the zone.
Mississauga	Residential streets	Monthly: $71		if residents need residential street parking for more than 5 days, they can apply for monthly parking permit
Oakville	On-street parking	Daily parking $5		for longer than3 hours; between 2 a.m. and 6 a.m.
		Monthly parking $50		
Toronto	Temporary on-street parking	Daily	$18.99	
		2 days	$27.45	
		7 days	$41.16	
	Residential on-street parking	Per month	$22.19	No access, 1 vehicle monthly permit
		Per month	$64.44	No access, >=2 vehicle monthly permits
		Per month	$89.74	Access to on-site parking, monthly permit
		Per Reissues	$9.52	

Name of Municipality	Payment location / Type	On-Street Parking Permit Fees		Notes
Brampton	Residential on-street parking			City accept requests for parking considerations by residents to park street 14 days / year.
Brantford	Parking Lot permit	Per month	$100	City parking lot
Halton Hill		Per month	$44.2	Monthly parking permit from 7pm -7am
Markham	Overnight parking	Per month	$55	Overnight parking is between 2:30 a.m. and 6:00 a.m. Permits will only be issued to operating and licensed vehicles
Milton	Temporary street parking			
	Permanent 15-hour parking			
Vaughan	Parking permit	Per month 6 months yearly	$59 $344 $686	

Most of the municipalities have created online tool to applying the on-street parking permits.

7.3.5 Minimum Soft Landscaping Ratio

RVA reviewed the best practices. Currently, the Town of Caledon doesn't have zoning by-law regulations to control the soft landscaping area in the residential front yards. Since the residents are expanding their front yard landscaping areas to accommodate more parking spaces, a review of zoning by-law regulations of comparable municipalities was conducted and summarized in the table below.

Municipality	Zoning By-law	[illegible]	Soft Land Scaping Ratio
City of Mississauga	City of Mississauga Zoning by-law 225-2007 res_driveways2014 (mississauga.ca)	• 40% of the front yard and/ or exterior side yard is the min landscaped soft area in the yard containing the driveway, if the max driveway width is between 8.5m and 6 m. • 30% of the front yard and/ or exterior side yard is the min landscaped soft area in the yard containing the driveway, if the max driveway width is 6 m.	• 30%-40%
City of Brampton	Microsoft Word - Section_10_Residential (brampton.ca)	• (204-2010) 10.25 Minimum Landscaped Open Space is 3 metres abutting all lot lines except at approved access locations • (233-2006) 10.9.1 The width of the driveway shall not exceed 50% of the width of the lot unless such max driveway width would conflict with the min landscaped open space yard requirement.	• 50%
City of Brantford	By-law No.16-2021 Brantford County Zoning Bylaw	• Chapter 4.18 Minimum Landscaped Open Space is not less than 45% of established front yard or the required.	• 45%
City of Burlington	Part-1-General-Conditions-and-Provisions.pdf (burlington.ca)	• 2.24 In general, the soft landscaping ratio in Burlington is 50%. Bylaw it is based on different type of street width, regulated width of all hard surfaces (driveways plus sidewalks) the landscape open space area is the remaining lot area between a street line and a building elevation facing a street. (see detail By-law 2020 2.24)	• 50%

<table>
<tr><th>Municipality</th><th>Zoning By-law</th><th>Driveway Provisions</th><th>Soft Land Scaping Ratio</th></tr>
<tr><td></td><td></td><td>• Example<table><tr><th>Width of front street</th><th>Width of driveway and walkways</th><th>Landscaped open space</th></tr><tr><td>9 m</td><td>Max 4.5</td><td>50% shall be</td></tr><tr><td>9< width <=12m</td><td>Max 4.5</td><td>50% shall be</td></tr></table></td><td></td></tr>
<tr><td>City of Guelph</td><td>The City of Guelph Zoning By-law</td><td>• Table 8.8 Residential Landscaped open space(min): the landscaped open space in Guelph is 50%.
• 6.2 Landscaped open space(min): it is a min setback of 0.5m between the driveway (residential and the nearest lot line as landscaped space) and maintained as landscaped space.
• 6.3.6 Landscaped open space(min): 20% of lot area for apartment building (low density residential), 40% is medium and high density residential.</td><td>• 50%</td></tr>
<tr><td>City of Hamilton</td><td>Zoning By-law No. 05-200 - SECTION 5: Parking (hamilton.ca)</td><td>• Section 5 parking 5.1.b v) where the driveway is provided in the front yard, all other portions of the front yard shall be landscaped area. It based on section 5.1 b iv) calculated as 50% landscaped area.
• Section 5.1.b iv) In the case of a dwelling unit without an attached garage, the driveway width shall not exceed 50% of the lot width or 8.0 metres, whichever is less;</td><td>• 50%</td></tr>
<tr><td>City of Markham</td><td>Markham Zoning By-Law Project Phase 3B Established Neighbourhoods Workshop on September 5, 2017</td><td>• By-law 28-97:
o Max driveway width between 10.1 meters or greater, the soft landscaping is 40%
o Max driveway width less than 10.1 meters, the soft landscaping is 25%</td><td>• 25%-40%</td></tr>
</table>

<table>
<tr><th>Municipality</th><th>Zoning By-law</th><th>[redacted]</th><th>Soft Land Scaping Ratio</th></tr>
<tr><td>Town of Halton Hills</td><td>filestream.ashx (escribemeetings.com)</td><td>• By-law 2023
o Notwithstanding Section 5.2.14.b), the maximum driveway width is 7.0 m provided a in minimum of 30% of the front or exterior side yard in which the driveway is located shall be soft landscaping;</td><td>• 30%</td></tr>
<tr><td>City of Vaughan</td><td>By-law Guide for Renovators Fence Installers Pavers Landscapers and Pool Installers - 2022.pdf (vaughan.ca)</td><td>• In general, the soft landscaping ratio in City of Vaughan is 60% based on lot frontage.
FIGURE 9 - REQUIRED LANDSCAPING
<table>
<tr><th>Lot Frontage</th><th>Amount of landscaping required in front or exterior side yard</th><th>Amount of soft landscaping required in front or exterior side yard</th></tr>
<tr><td>6 to 11.99 m</td><td>33% of front yard must be landscaped</td><td>60% of the landscaped area must be soft landscaping</td></tr>
<tr><td>12 m and greater</td><td>50% of the front yard must be landscaped</td><td>60% of the landscaped area must be soft landscaping</td></tr>
</table></td><td>• 60%</td></tr>
<tr><td>City of Toronto</td><td>Zoning - front yard - back yard landscaping requirements - driveway widths - City of Toronto</td><td>• By-law 569-2013
o At least 75% must be in the form of soft landscaping.</td><td>• 30%</td></tr>
<tr><td>Town of Milton</td><td>Comprehensive Zoning By-law 016 2014_AODA (milton.ca)</td><td>• By-law 062014
o Table 6B min of Landscaped open space in Milton is 30%</td><td>• 50%</td></tr>
<tr><td>Town of Oakville</td><td>zoning-by-law-2014-014.pdf (oakville.ca)</td><td>• It is not definition the min ratio of landscaped width. By-law 5.8.2 Driveway width and lot frontage calculations the soft landscaped ratio in Oakville is 50%</td><td>• 75%</td></tr>
</table>

7.3.6 Commercial Vehicle Restrictions

The Town of Caledon, along with the cities of Brampton, Brantford, Burlington, Guelph, Markham, Mississauga, and the towns of Halton Hills, Milton, and Oakville, restrict commercial vehicles from parking on streets or residential driveways. The specific types of commercial vehicles subject to these restrictions vary only slightly between municipalities.

APPENDIX B

PUBLIC CONSULTATIONS SUMMARY REPORTS







Town of Caledon
Southfields Community Village

Parking Strategy Study

Public Information Centre #1 Summary Report

Draft

July 26, 2024

Prepared for:

RVA

TOWN OF CALEDON

R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON L7M 0W7
T 289 348 1234 F 855 833 4022
rvanderson.com

Town of Caledon

Southfields Community Village Parking Strategy Study

Public Information Centre #1 Summary Report

Draft

Town of Caledon

This document is protected by copyright and was prepared by R.V. Anderson Associates Limited for the account of the Town of Caledon. It shall not be copied without permission. The material in it reflects our best judgment in light of the information available to R.V. Anderson Associates Limited at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. R.V. Anderson Associates Limited accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

RVA 237313

July 26, 2024

BEST MANAGED COMPANIES Platinum member

Southfields Community Village, Parking Strategy Study
PIC #1 Summary Report

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Public Information Centre #1 2

2.0 CONSULTATION MATERIAL 2

3.0 MEETING FORMAT AND PARTICIPATION 3

4.0 CONCLUSIONS AND NEXT STEPS 7

4.1 Next Steps 7

LIST OF FIGURES

Figure 1.1 Study Area 1

LIST OF TABLES

Table 1 Comments Received from PIC #1 4

APPENDICES

APPENDIX 1 PIC #2 DISPLAY MATERIALS

APPENDIX 2 PUBLIC INPUT

1.0 INTRODUCTION

The Town of Caledon (the "Town") has retained R.V. Anderson Associates Limited ("RVA") to initiate a Parking Strategy Study for the Southfields Community Village (the "Study") in the Town of Caledon. The main objectives of this study are to assess the parking situation in the Southfields Community Village and develop a parking strategy plan to mitigate / address parking issues in consultation with public and key stakeholders. The strategy will identify potential initiatives, actions, programs, permits, and updates to existing parking by-laws to address on-street and off-street residential parking demand.

This new urban community mainly consists of residential dwellings, however, there are some commercial developments located in the proximity of the Dougal Avenue and Kennedy Road intersection. There are also schools and a community centre located within this community village. Southfields Village is divided by the Kennedy Road corridor and has access mainly from this north-south roadway. Kennedy Road is connected southerly to Mayfield Road and northerly to Old School Road. The Study Area is shown in Figure 1.1 below.

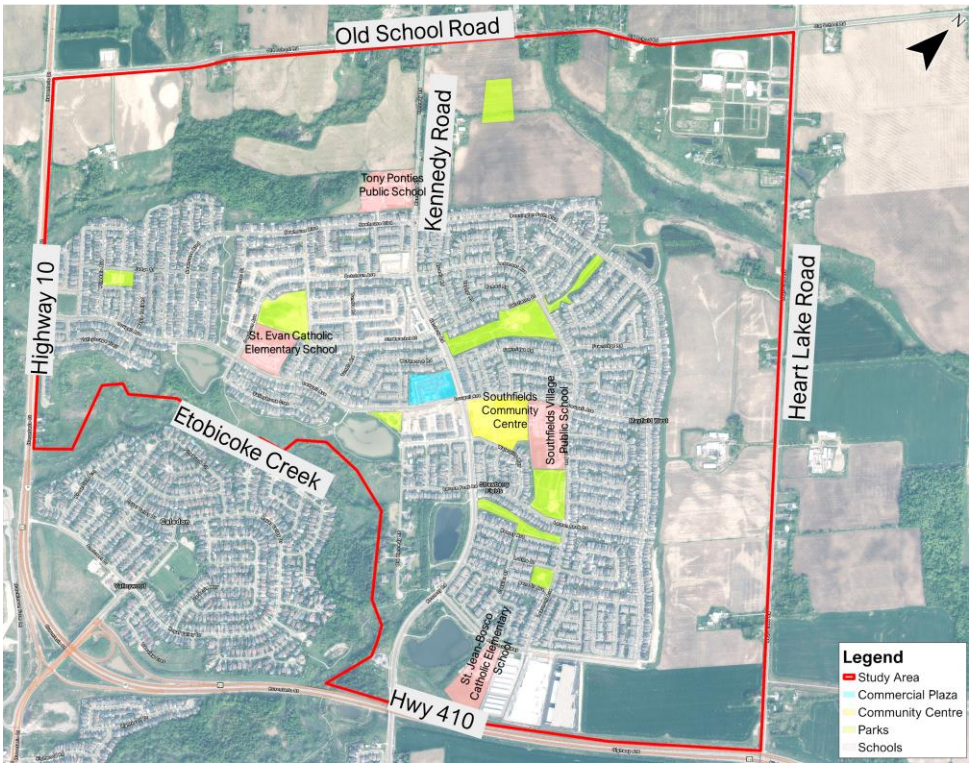


Figure 1.1 Study Area

Due to the isolated location of the Southfields Community Village, the majority of residents depend on automobile transportation modes, which has resulted in high demand for residential parking. Additionally, the recent spike in the housing demand and increased financial burdens have resulted in declining home ownership and increasing preference for rental accommodations, including several families within the same home or people renting individual rooms. At the same time, existing homeowners have started renting basements. Together, these trends have created additional residential parking demands.

1.1 Public Information Centre #1

Public participation is key to the success of this Study. As such, a total of two (2) Public Information Centres (PICs) are being held as part of this Study. The first PIC was held on June 12, 2024, from 6:00pm to 8:00pm at the Southfields Community Centre. The format of the PIC was an informal "Open House," with materials pertaining to the study on display for the public to view. Members of the project team, which included staff from the Town and RVA, were present to discuss the projects and concerns brought forward by the attendees.

The PIC included a presentation of the Study to date, including existing conditions such as transit and active transportation facilities, Study considerations, key policies and guidelines, the community's parking needs, and potential short-term and long-term solutions.

2.0 CONSULTATION MATERIAL

The purpose of the first PIC was to provide an introduction on existing conditions in the Study Area, the community's parking needs, and present and obtain comments on the potential short-term and long-term solutions.

The display boards presented at the PIC are included in Appendix 1 and presented information on the following study components:

- Study Area & Objectives
- Public Consultation Opportunities
- Transit and Active Transportation Facilities
- Existing Trends and Characteristics
- Key Considerations
- Key Policies and Guidelines
- Community-wide Parking Needs
- Potential Short-term and Long-term solutions
- Next Steps

A parking questionnaire was also developed to obtain input from the public and community residents to help develop the parking management approach for the Study. The

questionnaire and a general comment form were available at the PIC for attendees to provide comments.

3.0 MEETING FORMAT AND PARTICIPATION

Attendees were requested to sign-in upon arrival at the PICs. Based on the information provided on the sign-in sheet, a total of 15 residents attended the PIC. Meeting attendees were encouraged to fill in the questionnaire and/or general comment form, to provide comments and feedback on the materials presented and the Study in general. One (1) attendee filled in the questionnaire and one (1) attendee provided comments using the general comment form.

Display boards and the questionnaire were posted to the project webpage following the PIC and made available for comments and feedback until June 26, 2024, so those that were unable to attend the PIC in-person could still participate in the Study and provide comments. In addition to the in-person filled questionnaire and general comment form, three (3) respondents filled in the online questionnaire. A summary of the comments received in-person and online is provided in Table 1. All comments are also available in Appendix 2.

Table 1 Comments Received from PIC #1

Group / Medium	Date Received	Comment Summary
In-person Parking Questionnaire	June 12, 2024	A resident of the Southfields Community Village, lives in a townhouse on Phyllis Drive. The resident has two (2) parking spaces on their property and own one (1) vehicle. The resident feels there is not adequate parking supply in the community with the biggest parking challenges being unable to find parking near their residence and vehicles parking illegally. The resident notes these parking challenges occur 24/7. The resident also noted their street does not have on-street parking. The resident ranked the on-street parking characteristics in the following order of importance: 1. Parking is always available at or near home/destination. 2. Being able to park as long as I want. 3. I feel it makes the road less safe. 4. Well designed parking facilities. The resident commented that it is not possible to survive without a vehicle. The resident suggests the Town should allow for an extension of the driveway to accommodate additional parking. This would solve the parking issue to some extent.
In-person General Comment Form	June 12, 2024	The resident expressed concern about the disregard for by-laws as many residents are paving front lawns or parking on boulevards to create additional parking spaces. Resident noted that paving front lawns is an eyesore for the community and causes an environmental problem with water runoff. Resident calls for the Town to properly enforce these by-laws. The resident suggests that streets along greenspaces should not be allowed to be come designated parking spaces as those living on that street like the greenery and paid a premium to have that view.

Online Parking Questionnaire	June 18, 2024	A resident of the Southfields Community Village lives in a single-family house on Autumn Arbiur Road. The resident have two (2) parking spaces, including garage spaces, and owns two (2) vehicles. The resident does not feel there is adequate parking in the community with the biggest challenges being vehicles parked on residential streets for extended periods, vehicles parked illegally, vehicles parked too close to intersections, and vehicles parked on their boulevard. Other parking concerns include multiple vehicles parking on driveways built for two vehicles with the vehicle sticking out over the road or sidewalk. The resident experiences these parking challenges 24/7. The resident commented that parking on Kennedy Road poses a safety concern and should be eliminated. The resident ranked the on-street parking characteristics in the following order of importance: 1. I feel it makes the road less safe. 2. Well designed parking facilities. 3. Parking is always available at or near home/destination. 4. Being able to park as long as I want. The resident expressed concern over lack on enforcement regarding by-laws. Resident also noted additional signage and enforcement is needed for on-street parking.
Online Parking Questionnaire	June 23, 2024	A resident of Southfields Community Village lives in a single-family house on Bonnieglen Farm Boulevard. The residents have three (3) parking spaces, including garage spaces, and own two (2) vehicles. The resident believes there is adequate parking in the community, however faces some challenges such as vehicles parked on residential streets for extended periods and vehicles parked illegally. The resident faces these challenges typically in the evening/night (6:00pm to 8:00am).

		The resident ranked the on-street parking characteristics in the following order of importance: 1. Being able to park as long as I want. 2. I feel it makes the road less safe. 3. Well designed parking facilities. 4. Parking is always available at or near home/destination. The resident noted that their street has one side on-street parking, which they feel is sufficient. The resident expressed concerns about too many basement apartments in the community, which is resulting in these parking challenges.
Online Parking Questionnaire	June 25, 2024	A resident of Southfields Community Village lives in a townhouse on Kearny Avenue. The resident have three (3) parking spaces, including garage spaces, and own one (1) vehicle. The resident feels there is adequate parking in the community, however, faces some challenges such as vehicles parked illegally and vehicles parking too close to intersections. The resident ranked the on-street parking characteristics in the following order of importance: 1. Well designed parking facilities. 2. I feel it makes the road less safe. 3. Parking is always available at or near home/destination. 4. Being able to park as long as I want. The resident noted that parking on both sides of the street as a potential solution may not work as none of the streets are wide enough for that. As it is, when a car is parked n one side and two cars are diving in opposite directions, one must pull over.

4.0 CONCLUSIONS AND NEXT STEPS

The PIC provided an overview of the study, its objectives, and focus areas. Comments on the various parking challenges and concerns were received, with a few trends becoming evident. Some of these trends are as follows:

a. Respondents would like to see the improved by-law enforcement regarding vehicles parked illegally and households paving their front lawns to accommodate additional parking spaces.

b. Respondents are experiencing parking challenges 24/7 in their community.

c. Respondents would like to see additional well-designed parking facilities to improve the parking challenges the community faces.

All comments received during the PIC and comments received after the PIC via email and online form submissions, will be considered by the project team when developing the set of recommendations for the Parking Strategy for Southfields Community Village.

4.1 Next Steps

The next step in the Study is to complete a Parking Gap Analysis and recommend short-term solutions. This will be followed by identifying parking improvement strategies, developing an action plan, by-laws, permits, and programs. The parking strategies and recommended improvements will be presented to stakeholders and the public at the second PIC in Fall 2024.

APPENDIX 1

PIC #1 DISPLAY MATERIALS





TOWN OF CALEDON

Welcome!

Town of Caledon
Southfields Village Community - Parking Strategy Study

Public Information Centre #1
June 12, 2024, from 6:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

Please review the materials and provide your comments on the sheets available, or online, by June 26, 2024.

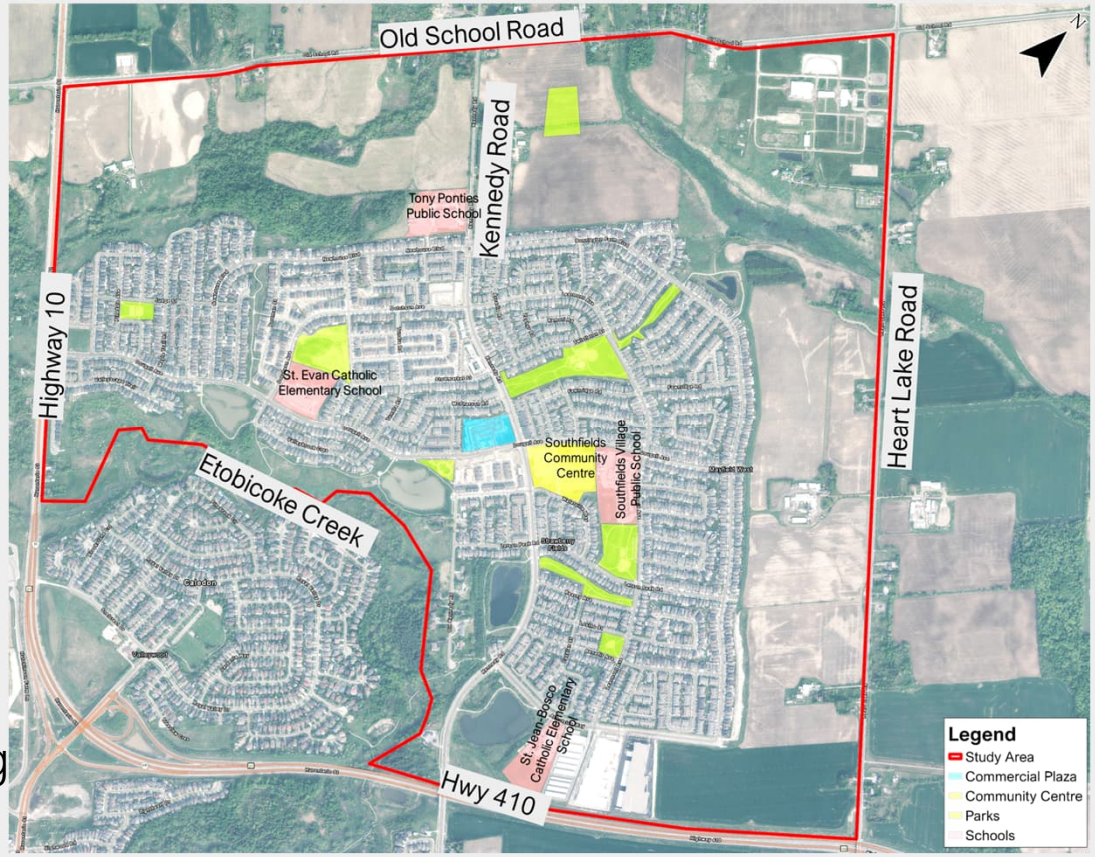
Staff are available to answer your questions.

RVA | PEOPLE. PROJECTS. PLANET.
Innovative solutions for complex challenges

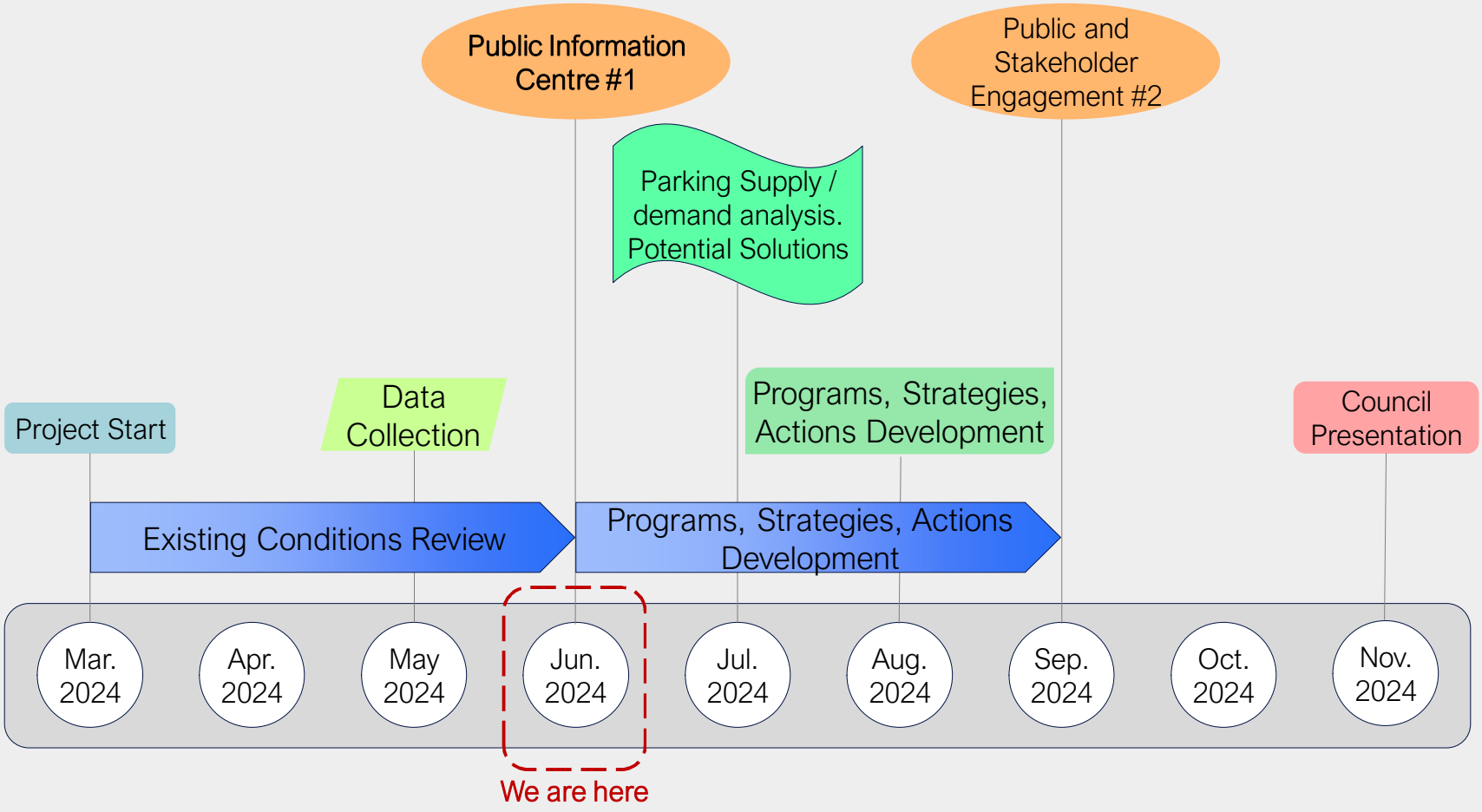
CANADA BEST MANAGED COMPANIES | Platinum member

STUDY OBJECTIVES

- Parking demand and supply gap analysis
- Reviewing existing by-laws and permitting processes concerning parking
- Reviewing best practices.
- Identify potential options and respective impacts by consultation with the Public and stakeholders.
- Develop actions, required by-laws, permits, and programs to address parking demand while reducing potential illegal parking challenges.



STUDY FRAMEWORK



PUBLIC CONSULTATION OPPORTUNITIES

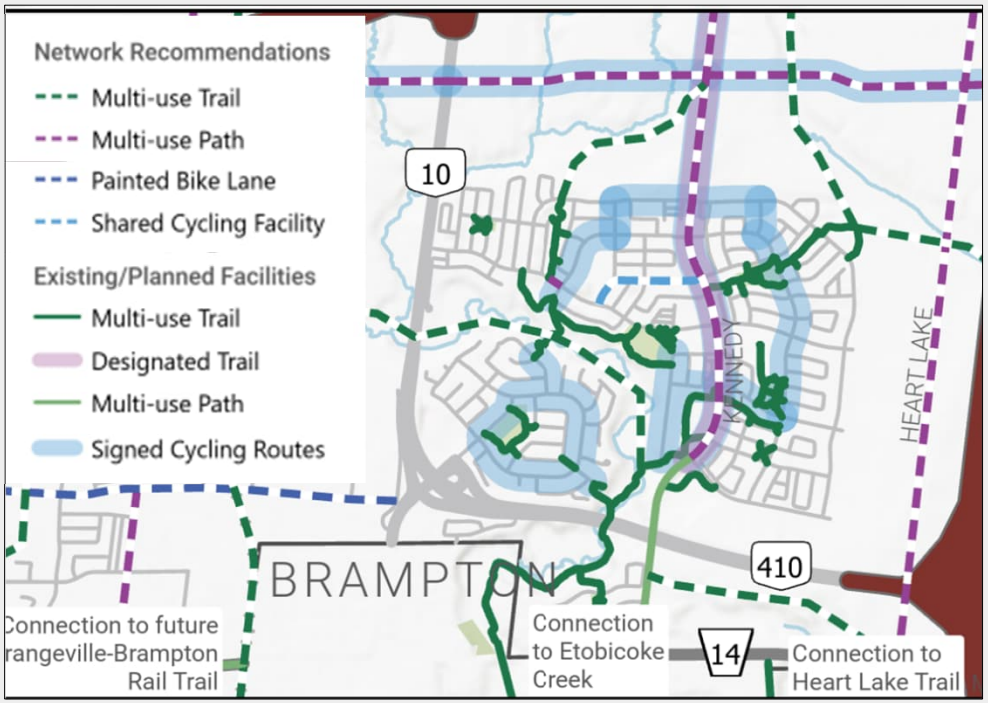
Two Open Houses

- This first Open House today is to seek feedback/input on the **preliminary gap analysis, develop common understanding of the challenges and potential solutions.**
- The second Open House is planned in September to present detailed analysis, conclusions and **recommendations to the public and collect feedback on the proposed strategies.**

Feedback can be provided on the study webpage on "Have Your Say Caledon"

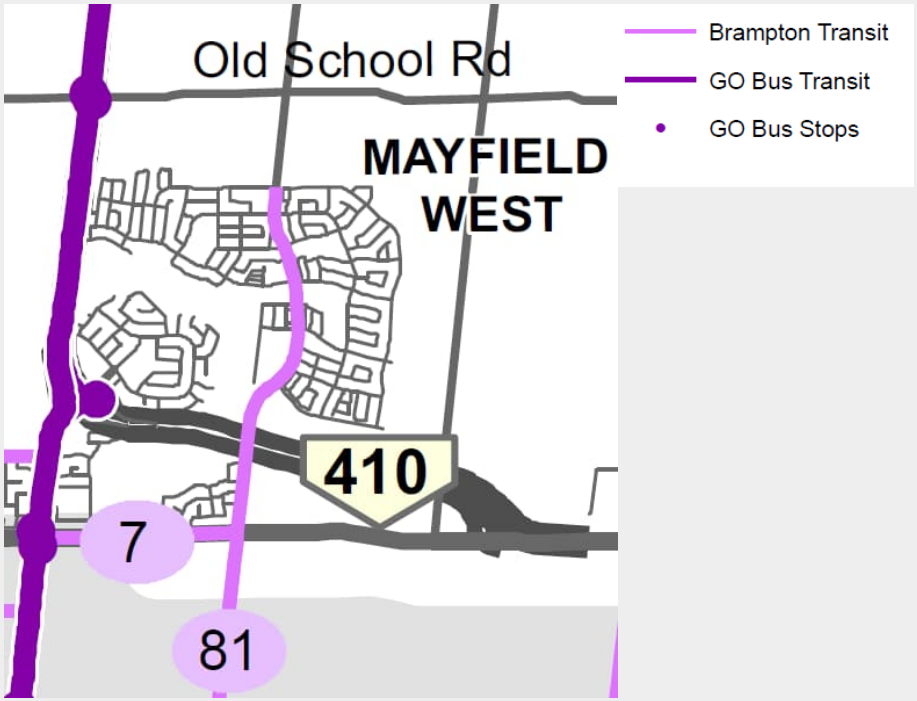
TRANSIT AND ACTIVE TRANSPORTATION FACILITIES

Active Transportation



Existing and Proposed Active Transportation Network within Southfields Village Community

Transit



Existing Transit –Brampton Transit Route 81 and GO Transit Route 37, caters Southfields community transit needs.

EXISTING TRENDS AND CHARACTERISTICS

- High Auto dependency due to limited transit coverage.
- High demand for residential parking
- Widening of driveways by paving the front yards/removing landscaping areas to create additional parking spaces.
- Vehicles being parked on aprons (either parallel to sidewalk or overhanging onto sidewalks and roadway).
- On-Street parking along Kennedy Road close to Dougall Avenue (proximity to Commercial establishment) effecting the traffic operations.





STUDY KEY CONSIDERATIONS

Parking Supply

Are there opportunities to optimize or create new parking facilities in Southfields?

Permits

Is the existing permit system effective?

Parking By-laws

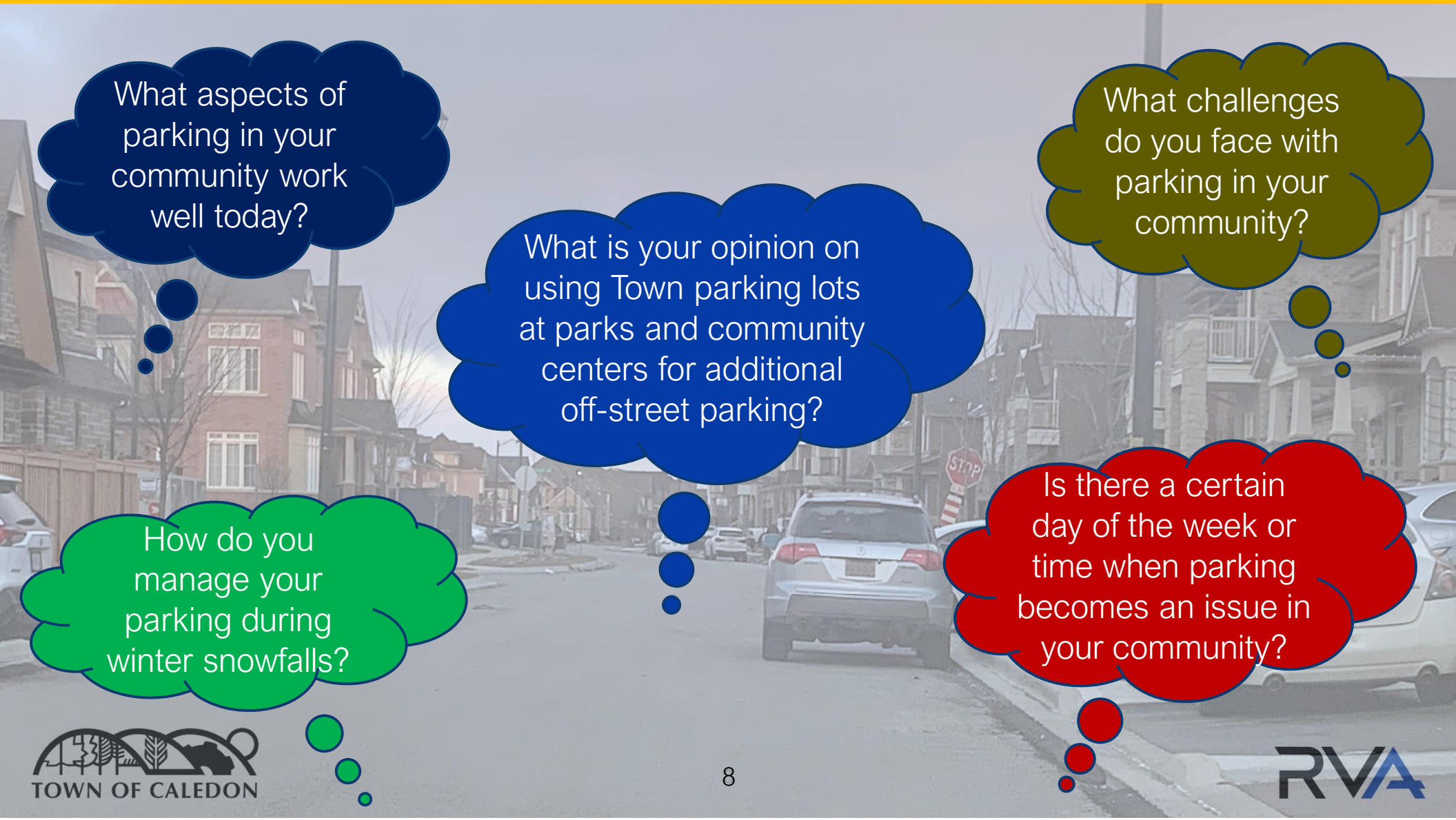
Do the existing Parking By-laws support the objectives of the study?

Parking Rates

Do the parking requirements for new development meet current demands for communities?

Southfields Village Community - Parking Strategy Study

Some areas we hope to get your input on as you review the boards



TOWN OF CALEDON

RVA

KEY POLICIES AND GUIDELINES

Caledon Official Plan

- Off-street /On lot parking to reduce the effects on aesthetics and environmental impacts.
- Parking rates and minimum yards/setbacks through the Zoning By-Law.

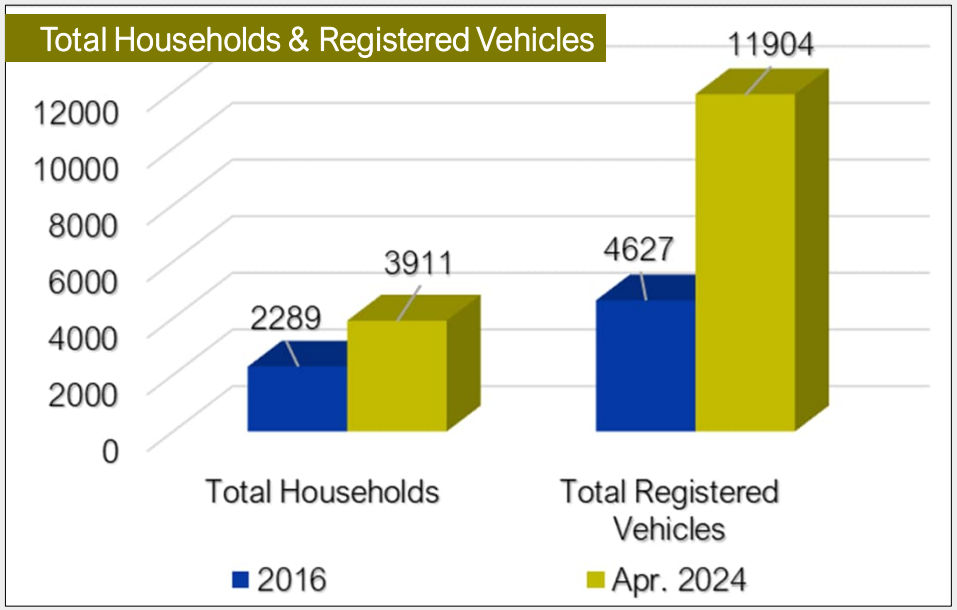
Zoning By-law

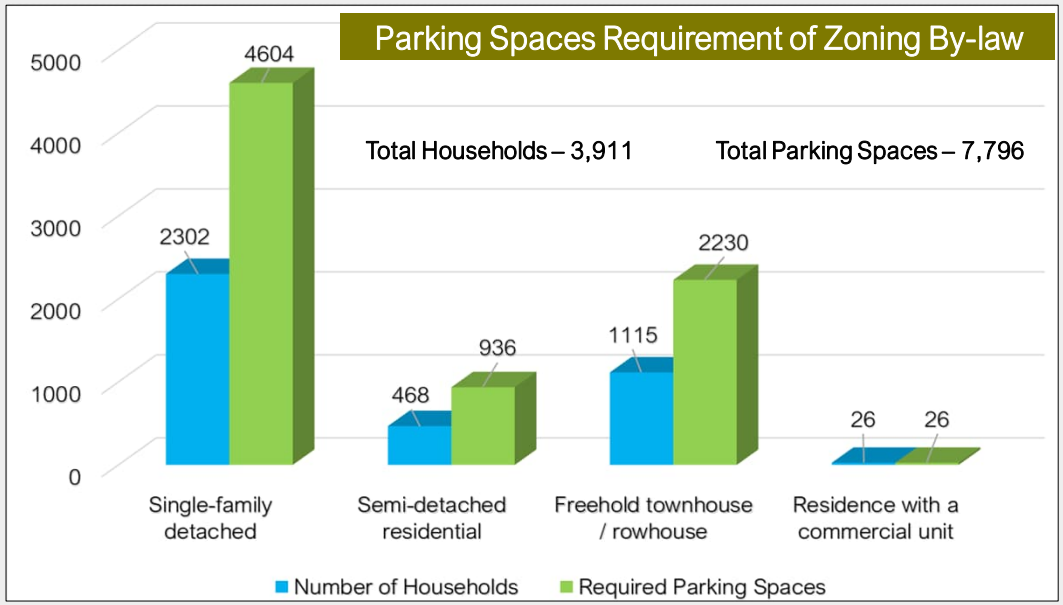
- Minimum Parking rates
- Minimum Yard/setbacks
- Minimum Landscape Area Ratio
- Changes to be approved by Town.

Traffic By-law

- No parking within 9 m of an intersection
- No parking facing the opposite direction of traffic flow
- No overhanging on curb, boulevard, sidewalk, or travelled portion of road
- No overnight parking between 2 – 6 am without a valid parking pass
- May stop briefly to drop off passengers in no-parking zone
- Must not stop even briefly in no-stopping zone

COMMUNITY WIDE - PARKING NEEDS





- Over 70% increase in households.
- Close to 160% increase in vehicles.
- Average registered vehicles per household have increased from 2 to 3 vehicles.

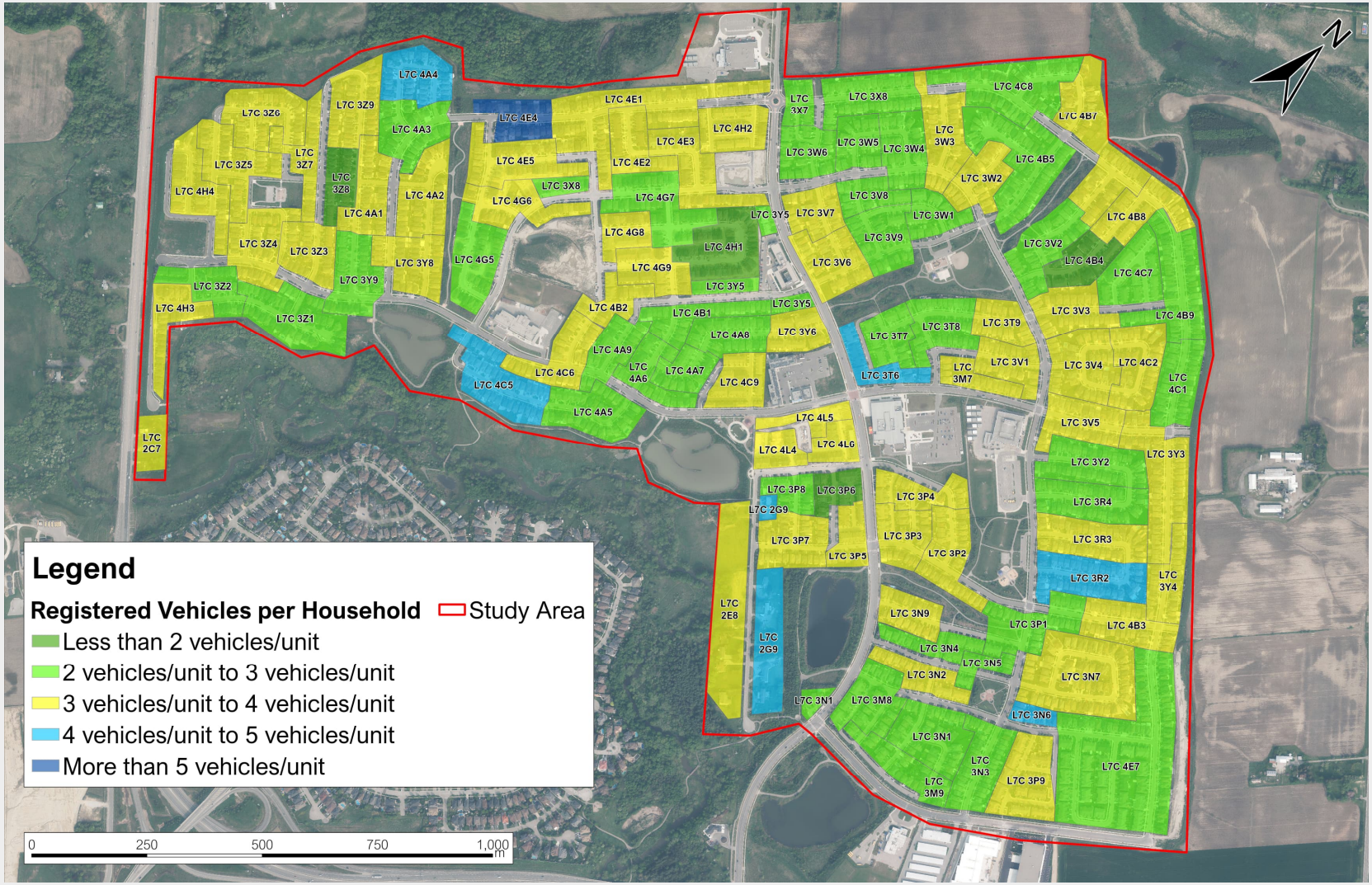
- Town's Zoning By-law provides an average of 1.99 parking spaces for every household.
- Registered vehicles in the community exceeds the by-law parking supply by 4,108 spaces.

Data Source: 2016 Transportation Tomorrow Survey, MTO Registered Vehicle data (Apr 2024), and Town's GIS Data

Southfields Village Community - Parking Strategy Study

PARKING NEEDS DISTRIBUTION

Approximately 56% of households have 3 or more registered vehicles per household.

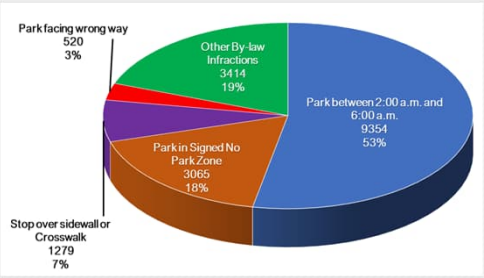


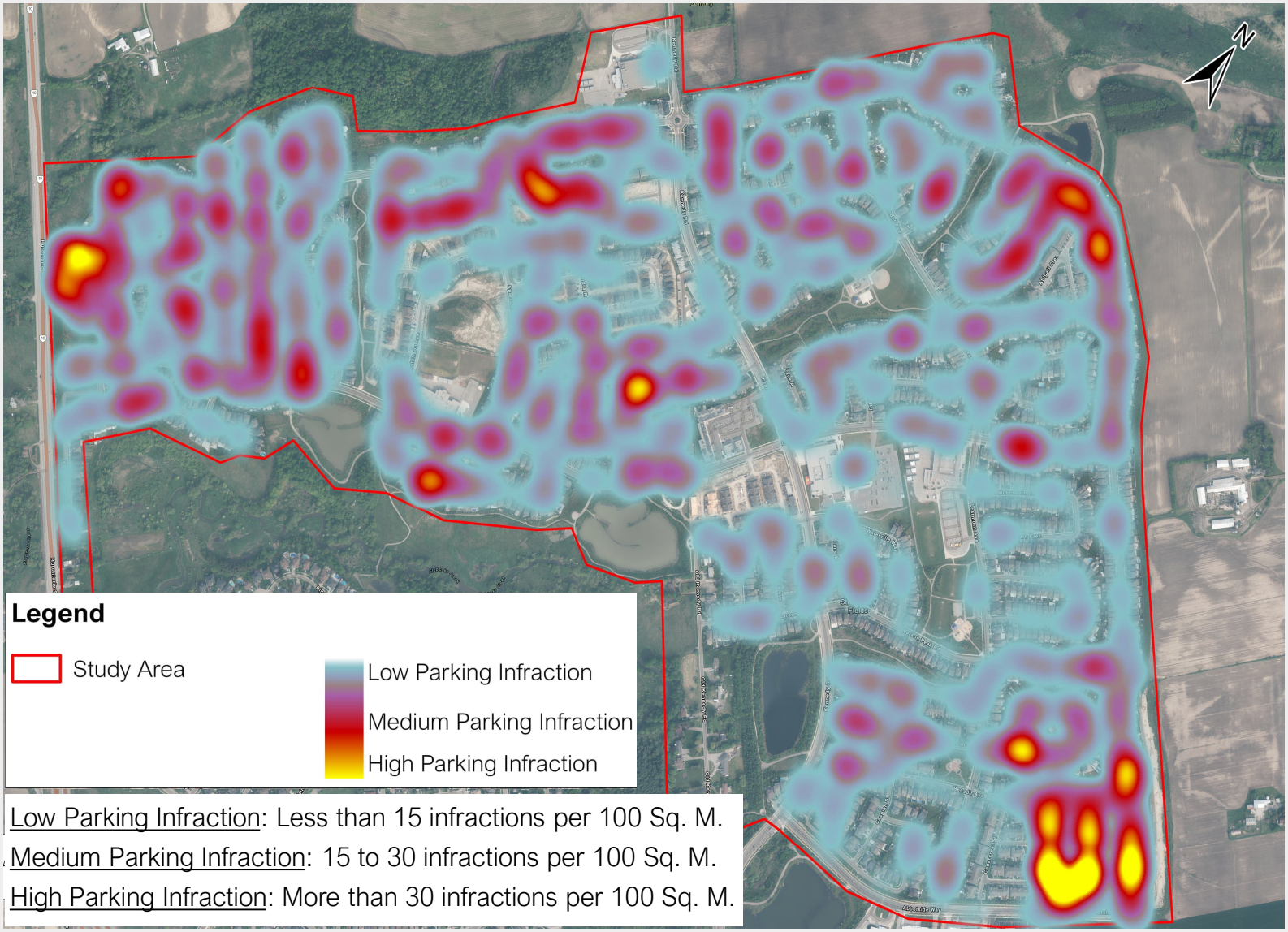
Data Source: MTO Registered Vehicle data (Apr 2024), and Town's GIS Data

Southfields Village Community - Parking Strategy Study

PARKING TRENDS BASED ON PARKING TICKETS DATA (2020 TO 2024)

- 17,630 parking tickets issued between 2020 and 2024.
- Approximately 53% of tickets for over night parking.



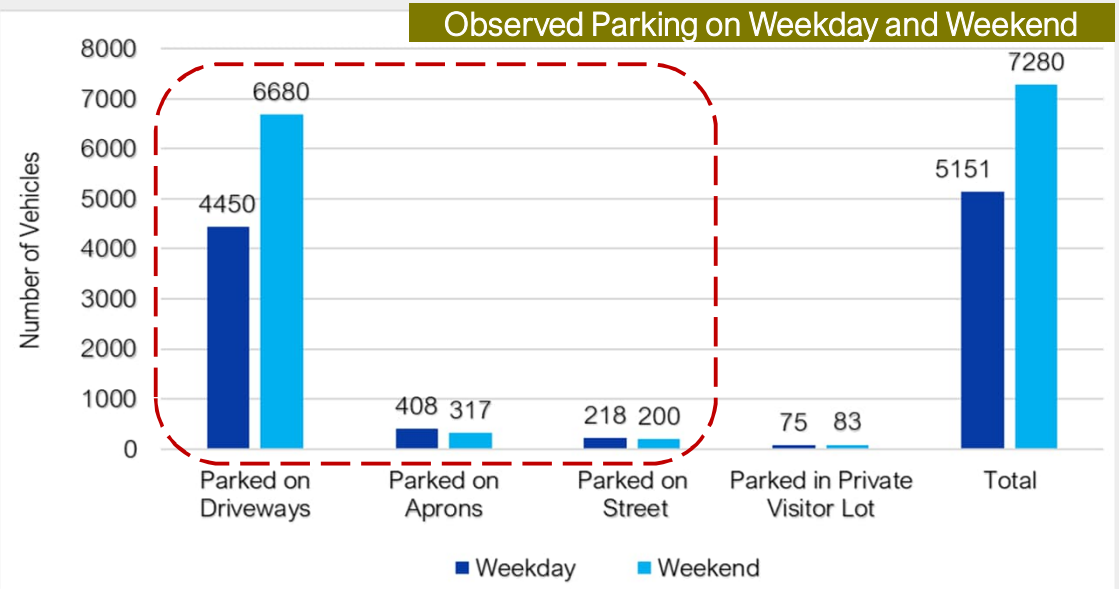


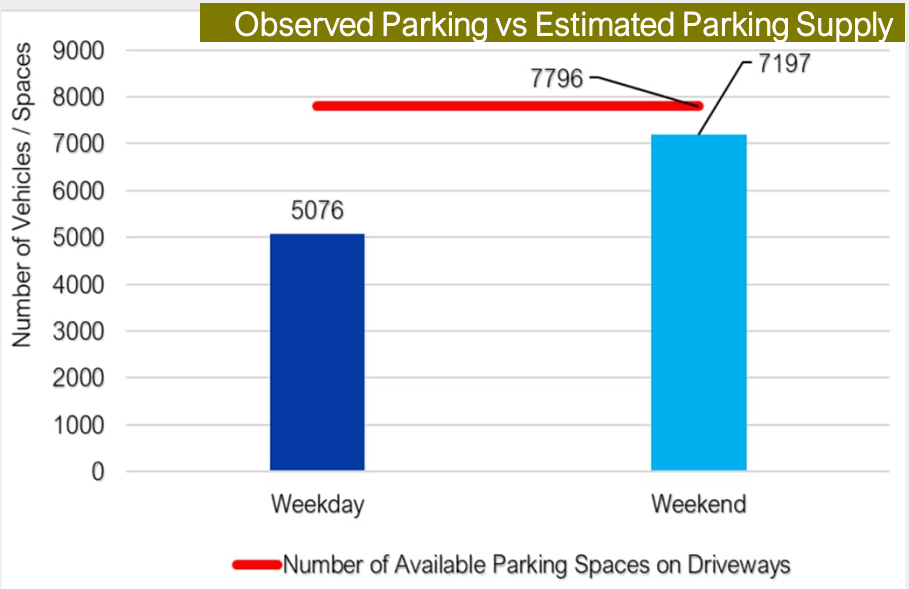
Low Parking Infraction: Less than 15 infractions per 100 Sq. M.
Medium Parking Infraction: 15 to 30 infractions per 100 Sq. M.
High Parking Infraction: More than 30 infractions per 100 Sq. M.

TOWN OF CALEDON

RVA

OBSERVED PARKING PATTERNS (Community Wide)





	Weekday	Weekend
Overall Observed **Parking** on Driveways, Aprons, On-Street	5,076	7,197
Estimated Parking Supply per Zoning By-law	7,796	7,796
Surplus (+) / Deficiency (-)	**+2,720**	**+599**

- Community Wide, off-street parking availability is adequate.
- Within the community, there are areas where off-street parking is deficient (hot spot).
- Hot spots will be studied during detailed analysis which includes parking survey results from drone survey, parking infraction data, registered vehicle data, etc.

Data Source: Parking Surveys conducted on May 2nd and May 5th

POTENTIAL SHORT-TERM SOLUTIONS

Further analysis will be undertaken to determine the potential solution for the parking problem areas / hot spots, considering the following:

- Over night on-street parking permit.
- Review No-Parking zones.
- Allowing over night parking in community centres, parking lots within parks.

Let us know which short-term solution would work best for you?

POTENTIAL LONG-TERM SOLUTIONS

- Reviewing the feasibility of converting one-side parking streets to two-sides parking.
- Develop actions, Modify Existing By-laws, Parking Permits, and Programs.

NEXT STEPS

- Review and address comments from the Public.
- Complete Parking Gap Analysis and Recommend Short-term Solutions.
- Identify Parking Improvement Strategies, Develop Action Plans, By-laws, Permits, and Programs.
- Present the parking strategies to stakeholders and public during PIC #2 in September 2024.

STAY INVOLVED!

Study Webpage

Follow the study progression through the study webpage.



Online Survey

Complete the online survey to help us identify issues and solutions.



Comments

Contact us directly and tell us your thoughts.



Public Information Centre #2

Keep an eye out for future Public Information Centres.



https://haveyoursaycaledon.ca/southfieldsvillageparkingstudy

TOWN OF CALEDON

RVA

APPENDIX 2

PUBLIC INPUT



TOWN OF CALEDON

"Have Your Say Caledon" Parking Survey Questionnaire

The Town of Caledon has initiated a Parking Strategy Study for the Southfields Village Community to address a high residential parking demand which has resulted in an increase in on-street parking, vehicles being parked on aprons with vehicles either parked parallel to the sidewalk or parked with vehicles overhang onto sidewalks and the roadways. The Study will identify actions, programs, and strategies to address the increased residential parking demand while minimizing negative impacts on the community.

Your input will help the Town develop parking management approach that will form the basis of the Parking Strategy for Southfields Village.

Thank you for your input! Comment Period closes on June 26, 2024

The information collected will be used for the Study in accordance with the Freedom of Information and Protection of Privacy Act. Except for personal information, all comments will become part of the public record of study. Questions about this survey can be directed to Imran Salam at imran.salam@caledon.ca.

Please provide your **contact information**, so the Project Team can provide response to the comment(s) or contact you, in case any clarification on comment is necessary.

Name: [redacted] Telephone #: [redacted]

Email Address: [redacted]

1. **Which option best describes you (select all that apply)?**
   - [x] I am a resident of Southfields Village
   - [ ] I work in Southfields Village
   - [ ] I am a business owner in Southfields Village
   - [ ] I access Southfields Village often for services and amenities

   Other (please specify)

   _____

2. **Within Southfields Village, what street do you live / work / access services and amenities on?**

   Phyllis Dr

3. **If you are a resident of Southfields Village, what type of household do you live in?**
   - [x] Townhouse
   - [ ] Single Family Dwelling
   - [ ] Secondary unit (e.g. basement) in one of the above

   Other (please specify)

   _____

4. **How many vehicles (cars, SUVs, pickup trucks, vans) does your household own or lease?**
   - [ ] None
   - [x] 1
   - [ ] 2
   - [ ] 3
   - [ ] 4
   - [ ] More than 5

5. How many parking spaces do you have on your property? (including garage)

☐ None ☐ 1 ☑ 2 ☐ 3 ☐ 4 ☐ 5 ☐ More than 5

6. When you park at your place of residence, where do you normally park a majority of time (select all that apply)?

☐ In my private garage ☑ On my private driveway
☐ On-street

Other (please specify)

_____

7. Do you feel there is adequate parking supply in your Community?

☐ Yes ☑ No ☐ Sometimes

8. Where do your visitors park?

☑ On-street ☐ In my driveway ☐ Playground / park parking lot ☐ Community Centre Parking Lot

Other (please specify)

_____

9. What are the biggest parking challenges you experience in Southfields Community? (select all that apply):

☑ Cannot find available parking at or near at my place of residence
☑ Vehicles park illegally
☐ Vehicles park too close to the intersections
☐ Vehicles parked on residential streets for extended periods
☐ Vehicles block my driveway
☐ Vehicles park on my boulevard

Other (please specify)

_____

10. When do the parking issues on your road mainly occur? Please check all applicable answers;

☐ Daytime (e.g.: 8am to 6pm) ☐ Daytime / evening / night (24hrs) weekdays
☐ Evening / Night (e.g.: 6pm to 8am) ☑ 24/7 (weekdays and weekends)
☐ Weekends

Any other parking problems (please specify)

_____

11. Does your street have on-street parking?

☑ None ☐ One side parking ☐ Both sides parking

12. Of the following, which are the most important on-street parking characteristics to you? (Rank in order of priority)

- [1] Parking is always available at or near home/destination
- [2] Being able to park as long as I want
- [4] Well designed parking facilities (safety, walking facilities, landscape, etc.)
- [3] I feel it makes the road less safe

Any opinion not listed above (please specify)

13. Which of the following would encourage you and your family to take fewer trips in your vehicle? (Please choose all that apply)

- [ ] Improved transit infrastructure (bus shelters, more bus stops, frequency of transit)
- [ ] Safer, connected cycling facilities
- [x] Shopping facilities within the community

Any opinion not listed above (please specify)

Not possible to survive without a vehicle

14. Do you have anything else related to parking within the Southfields Village Community you would like to share with us?

Town should allow extension of the driveway to accomodate additional parking - This would solve the parking issue to some extent.

TOWN OF CALEDON

R.V. ANDERSON ASSOCIATES LIMITED

Southfields Village Community - Parking Strategy Study
Public Information Centre No. 1, June 12, 2024 (6:00 p.m. to 8:00 p.m.)

General Comment Form

NAME: [redacted]

EMAIL: [redacted]

PHONE NUMBER: [redacted]

1. **Please provide your comments, feedback, and/or concerns as they pertain to the Southfields Village Parking Strategy Study:**

- I have been a resident in SFV since June 2010 and have seen growth & improvements to the community over the years. However, I am extremely upset with the complete disregard for by-laws such as paving over lawn areas to park, parking on boulevards, & generally anywhere! Our neighbourhoods have gone from green & lovely to a parking lot! It's an eyesore & and de-valuing our community not to mention an environmental problem when lawns are being paved over with regard to water run off.
- I just can't convey enough how utterly disappointed I am that the town has let this become an epidemic and did not ticket people routinely for these "front lawn" infractions & make it clear SFV is not going to tolerate it so go live somewhere else if you need 4+ cars & choose not to use your garage for some cars in many cases.

TOWN OF CALEDON

R.V. ANDERSON ASSOCIATES LIMITED

- Please, please, do not relax the by-law about not permitting widening of driveways & paving pads in front of front door steps to park cars. Please, please, enforce the law & people will stop doing it.
- I think parking lots that are fee-based are an option
- I am concerned with allowing streets along greenspaces to become designated parking spaces. Those of us who live across from them enjoy looking at greenery & not cars which is why we paid a premium for those lots without houses across the way.
- I'm also concerned about parking on both sides of the street as I think that is a recipe for collisions.

Please provide comments by June 26, 2024, to:

Town's Project Manager
Imran Salam
imran.salam@caledon.ca

Consultant's Project Lead
Rao Marthi
rmarthi@rvanderson.com

Please use additional paper if required to complete your comments.

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!

Good luck with the study. I hope we can find a way to accomodate needs of all residents + re-beautify our SFV!

Thank you for your efforts.

JM

Survey Responses

02 June 2024 - 01 July 2024

PIC # 1 Comments and Parking Survey

Have Your Say Town of Caledon previously Future Caledon

Project: Southfields Village Parking Study

BANG THE TABLE engagementHQ

VISITORS					
15					
CONTRIBUTORS			RESPONSES		
3			3		
0	0	3	0	0	3
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous

Respondent No: 1
Login: Anonymous
Email: n/a

Responded At: Jun 18, 2024 17:57:55 pm
Last Seen: Jun 18, 2024 17:57:55 pm
IP Address: n/a

Q1.	**Name**	[redacted]
Q2.	**Email**	[redacted]
Q3.	**Telephone number**	[redacted]
Q4.	**Which option best describes you (select all that apply)?**	I am a resident of Southfields Village
Q5.	**Within Southfields Village, what street do you live / work / access services and amenities on?**	Autumn Arbiur Road
Q6.	**If you are a resident of Southfields Village, what type of household do you live in?**	Single Family House
Q7.	**How many vehicles (cars, SUVs, pickup trucks, vans) does your household own or lease?**	2
Q8.	**How many parking spaces do you have on your property? (including garage)**	2
Q9.	**When you park at your place of residence, where do you normally park a majority of time (select all that apply)?**	In my private garage On my private driveway
Q10.	**Do you feel there is adequate parking supply in your Community?**	No
Q11.	**Where do your visitors park?**	On-Street On my driveway
Q12.	**What are the biggest parking challenges you experience in Southfields Community? (select all that apply)**	Vehicles parked on residential streets for extended periods Vehicles parked illegally Vehicles park too close to the intersections Vehicles park on my boulevard **Other (please specify)** Multiple vehicles parking in driveways built for two vehicles and sticking out into the road or over the sidewalk. Also vehicles parking either right in front of or right after a stop sign (e.g., Twistleton Ave).

Q13. **When do the parking issues on your road mainly occur? Please check all applicable answers.**	Daytime (e.g.: 8am to 6pm) Evening / Night (e.g.: 6pm to 8am) Daytime / evening / night (24hrs) weekdays 24/7 (weekdays and weekends) **Any other parking problem (please specify)** Parking on Kennedy Road is a hazard and should be eliminated completely. There is plenty of parking at the plaza and a crosswalk there as well. Between Abbotside and Benadir is also awful with cars speeding to get ahead when they have to merge.
Q14. **Does your street have on-street parking?**	One side parking
Q15. **Of the following, which are the most important on-street parking characteristics to you? (Rank in order of priority)**	1. I feel on-street parking makes the road less safe 2. Well designed parking facilities (safety, walking facilities, landscape, etc.) 3. Parking is always available at or near home/destination 4. Being able to park as long as I want
Q16. **Your opinion about on-street parking if it was not included in the given options in the previous question**	More signage needed and a million percent more enforcement needed.
Q17. **Which of the following would encourage you and your family to take fewer trips in your vehicle? (Please choose all that apply)**	Safer, connected cycling facilities Shopping facilities within the community

Q18. **Do you have anything else related to parking within the Southfields Village Community you would like to share with us?**

Please step up enforcement. Even if it means allocating other funds temporarily just to get the point across - please check the front yards that are paved over without permits to accompany the illegal apartments. We desperately need more legal presence especially with only one way in and out of the neighbourhood. The dangerous driving and parking will lead to something terrible.

Respondent No: 2
Login: Anonymous
Email: n/a

Responded At: Jun 23, 2024 14:46:21 pm
Last Seen: Jun 23, 2024 14:46:21 pm
IP Address: n/a

Q1.	**Name**	[redacted]
Q2.	**Email**	[redacted]
Q3.	**Telephone number**	[redacted]
Q4.	**Which option best describes you (select all that apply)?**	I am a resident of Southfields Village
Q5.	**Within Southfields Village, what street do you live / work / access services and amenities on?**	Bonnieglen farm blvd
Q6.	**If you are a resident of Southfields Village, what type of household do you live in?**	Single Family House
Q7.	**How many vehicles (cars, SUVs, pickup trucks, vans) does your household own or lease?**	2
Q8.	**How many parking spaces do you have on your property? (including garage)**	3
Q9.	**When you park at your place of residence, where do you normally park a majority of time (select all that apply)?**	On my private driveway
Q10.	**Do you feel there is adequate parking supply in your Community?**	Yes
Q11.	**Where do your visitors park?**	On-Street On my driveway
Q12.	**What are the biggest parking challenges you experience in Southfields Community? (select all that apply)**	Vehicles parked on residential streets for extended periods Vehicles parked illegally
Q13.	**When do the parking issues on your road mainly occur? Please check all applicable answers.**	Evening / Night (e.g.: 6pm to 8am)
Q14.	**Does your street have on-street parking?**	One side parking
Q15.	**Of the following, which are the most important on-street parking characteristics to you? (Rank in order of priority)**	1. Being able to park as long as I want 2. I feel on-street parking makes the road less safe 3. Well designed parking facilities (safety, walking facilities, landscape, etc.) 4. Parking is always available at or near home/destination

Q16.	**Your opinion about on-street parking if it was not included in the given options in the previous question**	One side parking is enough for us
Q17.	**Which of the following would encourage you and your family to take fewer trips in your vehicle? (Please choose all that apply)**	Safer, connected cycling facilities Shopping facilities within the community

Q18. **Do you have anything else related to parking within the Southfields Village Community you would like to share with us?**

There are too many basement apartment in the city. I remember the builder told me there is no basement apartment allow in this community. There should more parking enforcement in the community

Respondent No: 3
Login: Anonymous
Email: n/a

Responded At: Jun 25, 2024 22:05:03 pm
Last Seen: Jun 25, 2024 22:05:03 pm
IP Address: n/a

Q1.	**Name**	[redacted]
Q2.	**Email**	[redacted]
Q3.	**Telephone number**	[redacted]
Q4.	**Which option best describes you (select all that apply)?**	I am a resident of Southfields Village
Q5.	**Within Southfields Village, what street do you live / work / access services and amenities on?**	39 Kearny Ave
Q6.	**If you are a resident of Southfields Village, what type of household do you live in?**	Townhouse
Q7.	**How many vehicles (cars, SUVs, pickup trucks, vans) does your household own or lease?**	1
Q8.	**How many parking spaces do you have on your property? (including garage)**	3
Q9.	**When you park at your place of residence, where do you normally park a majority of time (select all that apply)?**	In my private garage
Q10.	**Do you feel there is adequate parking supply in your Community?**	Yes
Q11.	**Where do your visitors park?**	On-Street On my driveway

Q12. **What are the biggest parking challenges you experience in Southfields Community? (select all that apply)**	Vehicles parked illegally Vehicles park too close to the intersections **Other (please specify)** 1) In case "parked illegally" does not include people widening and paving over front yards to accommodate cars I find this extremely problematic. At least three homes have done this on my street in the last few weeks to months which creates an eye sore and an environmental hazard. This may not be the neighbourhood for you if you have more cars than you have spaces for in your garage and driveway (not including the apron). This community was not meant to accommodate so many rental basement units which I believe likely contributes greatly to why we see 160% growth in number of cars vs 70% growth in number of homes. I wouldn't be surprised if many to most of these accessory units are not legally permitted which is also income lost to the Town by way of permits not being purchased and increased property taxes not being levied.. 2) Parking on Kennedy Rd north of the light at Abbottside Way in front of the townhomes is problematic for two lanes of traffic. Anyone in the right lane has to stop and wait to get into the left land to get around the parked cars. Due to this there is an increased risk for fender benders.
Q13. **When do the parking issues on your road mainly occur? Please check all applicable answers.**	24/7 (weekdays and weekends) **Any other parking problem (please specify)** The illegal paving over of yards and widening driveways is a 24/7 problem, but there really aren't issues "on my road" in terms of problematic street parking.
Q14. **Does your street have on-street parking?**	One side parking
Q15. **Of the following, which are the most important on-street parking characteristics to you? (Rank in order of priority)**	1. Well designed parking facilities (safety, walking facilities, landscape, etc.) 2. I feel on-street parking makes the road less safe 3. Parking is always available at or near home/destination 4. Being able to park as long as I want
Q16. **Your opinion about on-street parking if it was not included in the given options in the previous question**	I think on street parking on both sides (a potential solution) is a non-starter. I don't think any of our streets are wide enough for that. As it is, when a car is parked n one side and two cars are diving in opposite directions, one must pull over.
Q17. **Which of the following would encourage you and your family to take fewer trips in your vehicle? (Please choose all that apply)**	Shopping facilities within the community **Any opinion not listed above (please specify)** It would be nice to have more variety with regard to shopping/eating in our area such as a bistro/bar, flower shop, TD bank (or Green Machine), farmer's market (it was great when we had it before), tennis courts, events in the park (last year's music in the park was lovely, why did it stop?), etc.

Q18. **Do you have anything else related to parking within the Southfields Village Community you would like to share with us?**

I'm very disappointed in the Town for not seriously nipping the removal of front yards for car parking early on so as to deter it and prevent it from being so out of control. Had the homeowners who did this early on been fined and required to reverse their actions, it wouldn't have become the epidemic it is now. I just don't know why people in many cases do not use their garages for cars. I see homes where the owners have paved over the front lawn AND have stuff stored up to the rafters in their garages! This also means the garbage bins are in front of the garage doors which is an additional problem in SFV making the streetscape even more unattractive and increasing the risk for vermin. The paving over of front yards not only de-values our neighbourhood but the Town making the decision to not police this misbehaviour sends the message that it's OK to do whatever the heck you want, blatantly disregard laws/rules and disrespect your neighbours and the environment to boot. Seeing our streets look like parking lots makes me not like where I live the way I used to. Driving into SFV used to bring me a sense of pride, calm, and community, but now it creates feelings of overwhelm and over-crowding. I sincerely hope a paid permitted parking lot or structure can be implemented as well as seriously monitoring and fining home owners who are treating their front yards as parking lots.





Town of Caledon
Southfields Community Village

Parking Strategy Study

Public Information Centre #2 Summary Report

Draft

October 7, 2024

Prepared for:

RVA

TOWN OF CALEDON

R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON L7M 0W7
T 289 348 1234 F 855 833 4022
rvanderson.com

Town of Caledon

Southfields Community Village Parking Strategy Study

Public Information Centre #2 Summary Report

Draft

Town of Caledon

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RVA 237313

October 7, 2024

CANADA BEST MANAGED COMPANIES Platinum member

Southfields Community Village, Parking Strategy Study
PIC #2 Summary Report

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Public Information Centre #2 2

2.0 CONSULTATION MATERIAL 2

3.0 MEETING FORMAT AND PARTICIPATION 3

4.0 CONCLUSIONS AND NEXT STEPS 6

4.1 Next Steps 6

LIST OF FIGURES

Figure 1.1 Study Area 1

LIST OF TABLES

Table 1 Comments Received from PIC #2 4

APPENDICES

APPENDIX 1 PIC #2 DISPLAY MATERIALS

APPENDIX 2 PUBLIC INPUT

1.0 INTRODUCTION

The Town of Caledon (the "Town") has retained R.V. Anderson Associates Limited ("RVA") to initiate a Parking Strategy Study for the Southfields Community Village (the "Study") in the Town of Caledon. The main objectives of this study are to assess the parking situation in the Southfields Community Village and develop a parking strategy plan to mitigate / address parking issues in consultation with public and key stakeholders. The strategy will identify potential initiatives, actions, programs, permits, and updates to existing parking by-laws to address on-street and off-street residential parking demand.

This new urban community mainly consists of residential dwellings, however, there are some commercial developments located in the proximity of the Dougal Avenue and Kennedy Road intersection. There are also schools, and a community centre located within this community village. Southfields Village is divided by the Kennedy Road corridor and has access mainly from this north-south roadway. Kennedy Road is connected southerly to Mayfield Road and northerly to Old School Road. The Study Area is shown in **Figure 1.1**.

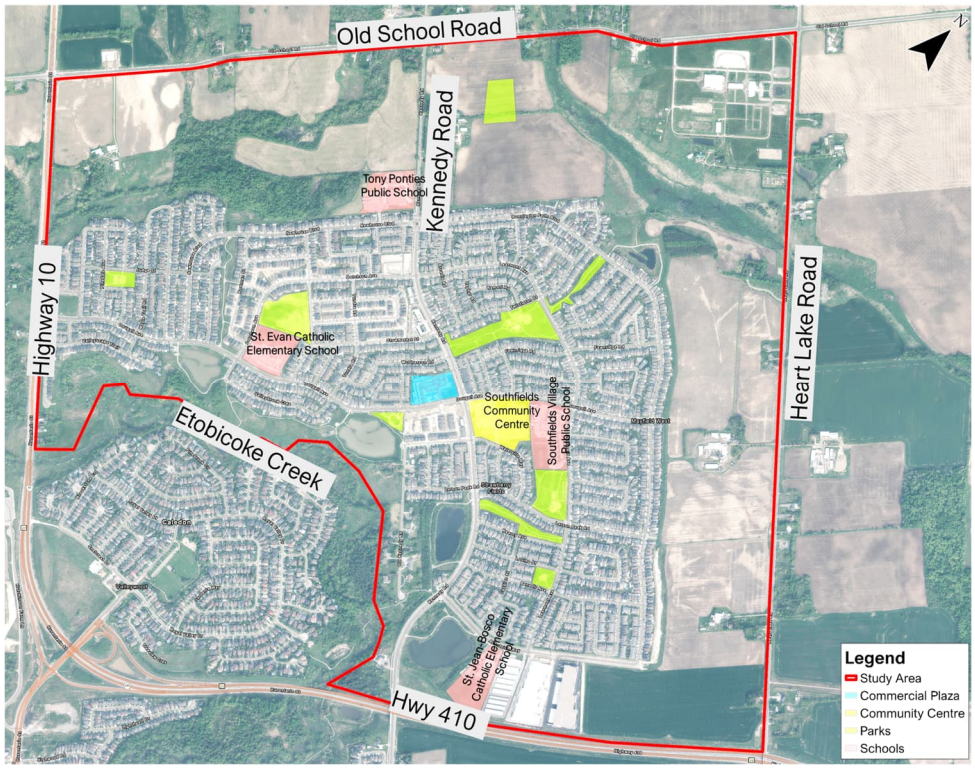


Figure 1.1 Study Area

Due to the isolated location of the Southfields Community Village, the majority of residents depend on automobile transportation modes, which has resulted in high demand for

residential parking. Additionally, the recent spike in the housing demand and increased financial burdens have resulted in declining home ownership and increasing preference for rental accommodations, including several families within the same home or people renting individual rooms. At the same time, existing homeowners have started renting basements. Together, these trends have created additional residential parking demands.

1.1 Public Information Centre #2

Public participation is key to the success of this Study. As such, a total of two (2) Public Information Centres (PICs) were held as part of this Study. The second PIC was held on September 19, 2024, from 6:00pm to 8:00pm at the Southfields Community Centre. The format of the PIC was an informal "Open House," with materials pertaining to the study on display for the public to view. Members of the project team, which included staff from the Town and RVA, were present to discuss the projects and concerns brought forward by the attendees.

The PIC included a presentation of the Study to date, existing conditions, feedback received from previous public and stakeholder engagement, analysis of parking opportunities, and proposed short-term and long-term improvements.

2.0 CONSULTATION MATERIAL

The purpose of the second PIC was to provide the result of the parking analysis, identify parking issues, and present and obtain comments on the proposed short-term and long-term solutions.

The display boards presented at the PIC are included in Appendix 1 and presented information on the following study components:

- Study Area & Objectives
- Existing Conditions
- Feedback from PIC #1
- Identification of Parking Issues
- Parking Needs Assessment
- Short-Term Parking Strategy Recommendations
- Long-term Parking Strategy Recommendations
- Next Steps

A parking questionnaire was also developed to obtain their thoughts on the proposed short-term and long-term parking strategies to address parking issues and collect general

feedback regarding the Study. The questionnaire was available at the PIC for attendees to provide comments.

3.0 MEETING FORMAT AND PARTICIPATION

Attendees were requested to sign-in upon arrival at the PICs. Based on the information provided on the sign-in sheet, a total of 13 residents attended the PIC. Meeting attendees were encouraged to fill in the questionnaire and/or general comment form, to provide comments and feedback on the materials presented and the Study in general. No attendees filled in a questionnaire at the PIC.

Display boards and the questionnaire were posted to the project webpage following the PIC and made available for comments and feedback until October 3, 2024, so those that were unable to attend the PIC in-person could still participate in the Study and provide comments A total of six (6) individuals submitted responses via the online questionnaire. A summary of the comments received during the PIC #2 comment period is provided in Table 1. All comments are also available in Appendix 2.

Table 1 Comments Received from PIC #2

Group / Medium	Date Received	Comment Summary
Online Questionnaire	September 18, 2024	• Resident believes on-street paid parking program and strengthening parking enforcement to be the most effective short-term parking strategies, while public awareness campaigns and optimizing apron parking being the least effective. • Resident believes expanding on-street paid parking program and utilizing Town's facilities to be most effective long-term strategies while developing an ongoing public education program to be least effective. • Resident suggested that parking lots at schools and private businesses should be utilized in off hours with a paid program.
Online Questionnaire	September 19, 2024	• Resident believes strengthening parking enforcement is the most effect short-term strategies while public awareness campaigns and public transit promotion campaigns will be the least effective. • Resident believes utilizing town's facilities, periodic review of parking policies, and updating zoning bylaws will be most effective long-term strategies. • The resident suggested utilizing the Community Centre's parking lot and rent out spots to those who have more than 3 vehicles in their household.
Online Questionnaire	September 19, 2024	• Resident believes public awareness campaigns and strengthening parking enforcement to be the most effective short-term strategies, while public transit promotion campaigns will be the least effective. • Resident believes most of the long-term strategies, aside from expanding on-street paid parking program, will be very effective. • Resident suggested adopting bylaws that limit maximum number of residents in a household, along with maximum number of vehicles allowed per property. • Resident expressed concern that streets are not designed to be wide enough for additional on-street parking and thus can result in safety risks for children.
Online Questionnaire	September 26, 2024	• Resident believes strengthening parking enforcement will be the most effective short-term strategy, while public transit promotion campaigns, optimizing apron parking, and on-street paid parking programs will be the least effective.

		• Resident believes updating zoning bylaws will be the most effect long-term strategy while expanding on-street paid parking program will be the least effective. • Resident suggested to better enforce current bylaws to encourage a change in behaviour.
Online Questionnaire	October 2, 2024	• Resident believes public transit promotion campaigns and strengthening parking enforcement will be the most effective short-term strategies, while optimizing apron parking and on-street paid parking programs will be the leave effective. • Resident believes utilizing Town's facilities and updating zoning bylaws will be the most effective long-term strategies while expanding the on-street paid parking program will be the least effective. • Resident expressed concern regarding on-street parking during winter months as it impacts snowstorm operations. • Resident believes giving parking permits will not help as it only will get one car out of the driveway and another one could take its place. Resident believes once this permit is obtained, a household could just add another tenant with a vehicle to their property.
Online Questionnaire	October 3, 2024	• Resident believes strengthening parking enforcements will be the most effective short-term strategy wile public transit promotion campaigns ad public awareness campaigns will be the least effective. • Resident believes a periodic review of parking policies will be the least effective long-term solution. • Resident suggested to increase dollar amount on fines to discourage people from parking illegally or not following bylaw. Resident also suggested towing away cars that are illegally parked.

4.0 CONCLUSIONS AND NEXT STEPS

The PIC provided an overview of the study, existing conditions, and recommended short-term and long-term parking strategies. Comments on the various proposed parking strategies were received, with a few trends becoming evident. Some of these trends are as follows:

a. All respondents believe strengthen parking enforcement is the most effective short-term strategy.

b. Many residents feel the least effective short-term strategies are on-street paid parking programs, optimized apron parking, and public transit promotion campaigns.

c. Many residents feel utilizing the Town's facilities and updating zoning bylaws will be the most effective long-term parking strategies.

d. Several residents believe expanding the on-street paid parking program will be the least effective long-term parking strategy.

All comments received during the PIC and comments received after the PIC via email and online questionnaire submissions will be considered by the project team when refining the set of recommendations for the Parking Strategy for Southfields Community Village.

4.1 Next Steps

The next step in the Study will be to finalize the parking strategies in consideration of comments and input received from stakeholders and the public. Once the strategies are finalized, a Draft Parking Strategy Study Report will be prepared and presented to Council. The Parking Strategy Study Report will be finalized after comments are received from Council.

APPENDIX 1

PIC #1 DISPLAY MATERIALS





Welcome!

Town of Caledon
Southfields Community Village - Parking Strategy Study

Public Information Centre #2
September 19, 2024, from 6:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

Please review the materials and provide your input on the sheets available, or online, by October 3, 2024.

Staff are available to answer your questions.

RVA
PEOPLE. PROJECTS. PLANET.
Innovative solutions for complex challenges

CANADA BEST MANAGED COMPANIES
Platinum member

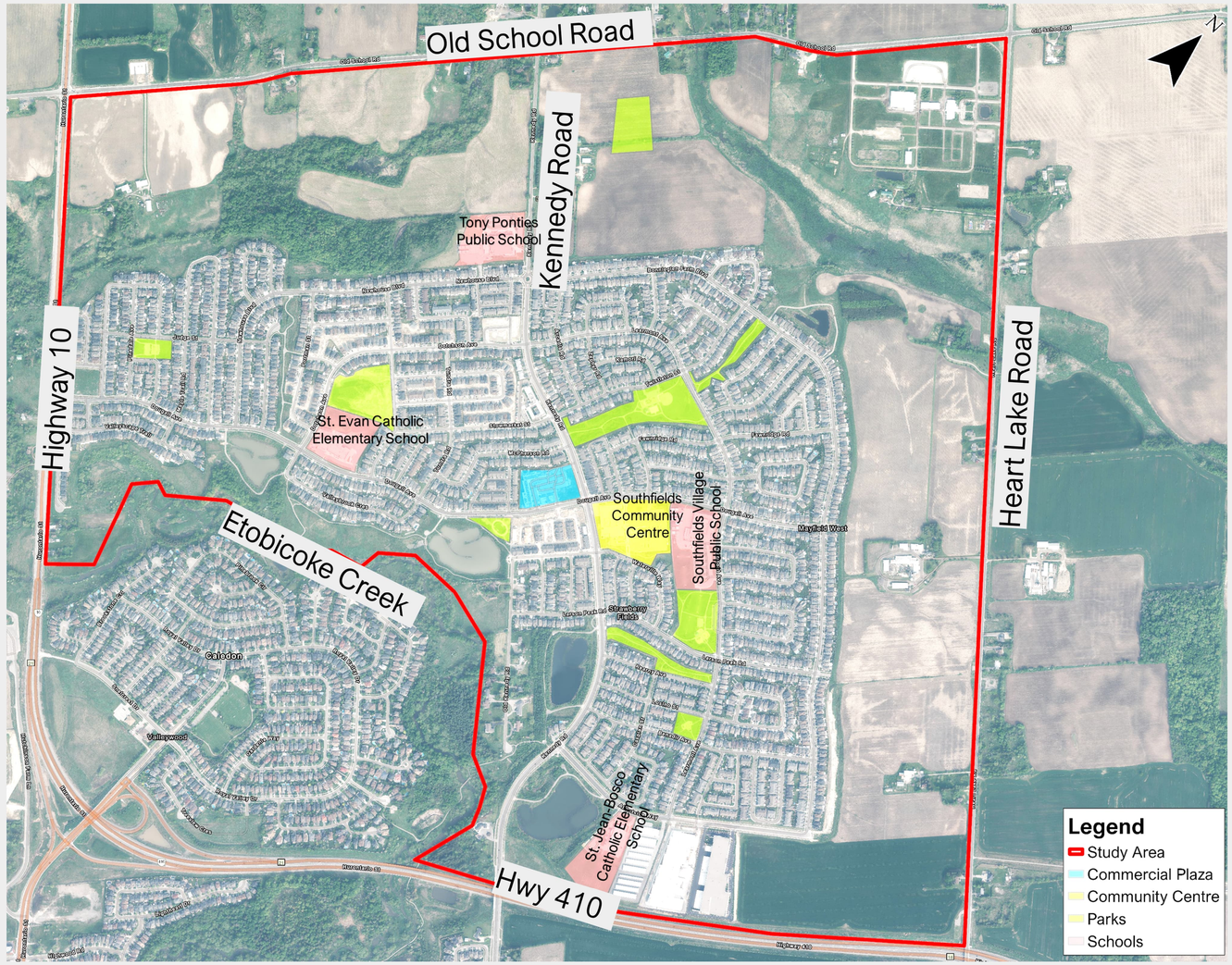


Southfields Community Village
Parking Strategy Study

TOWN OF CALEDON

STUDY OBJECTIVES

- Parking demand and supply gap analysis
- Reviewing existing by-laws and permitting processes concerning parking
- Reviewing best practices.
- Identify potential options and respective impacts by consultation with the public and stakeholders.
- Develop short and long-term parking strategies by addressing parking needs, identifying gaps in current By-laws, recommend Permits, and Programs to address parking demand while reducing potential illegal parking challenges.



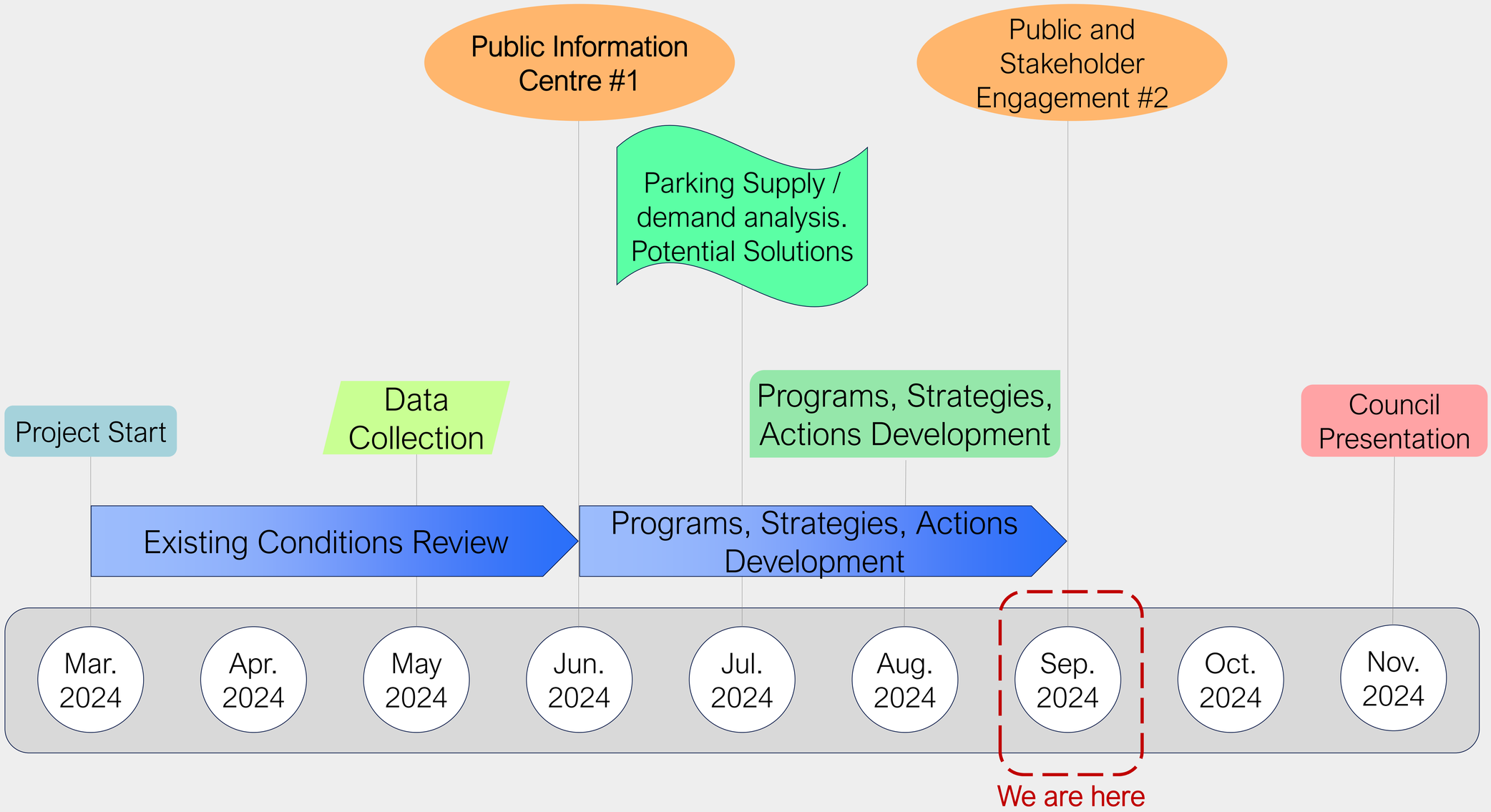
RVA



Southfields Community Village Parking Strategy Study

TOWN OF CALEDON

STUDY FRAMEWORK



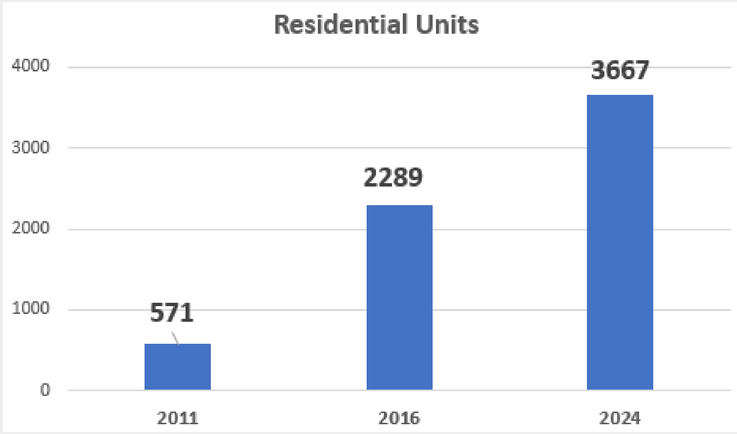
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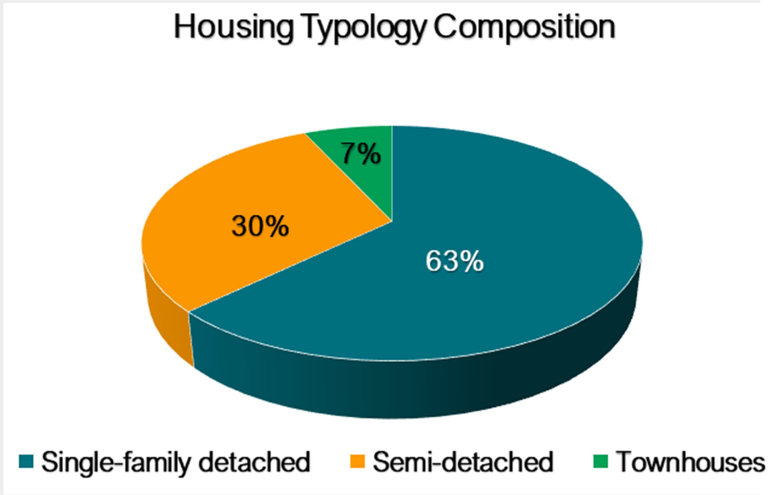


Southfields Community Village Parking Strategy Study

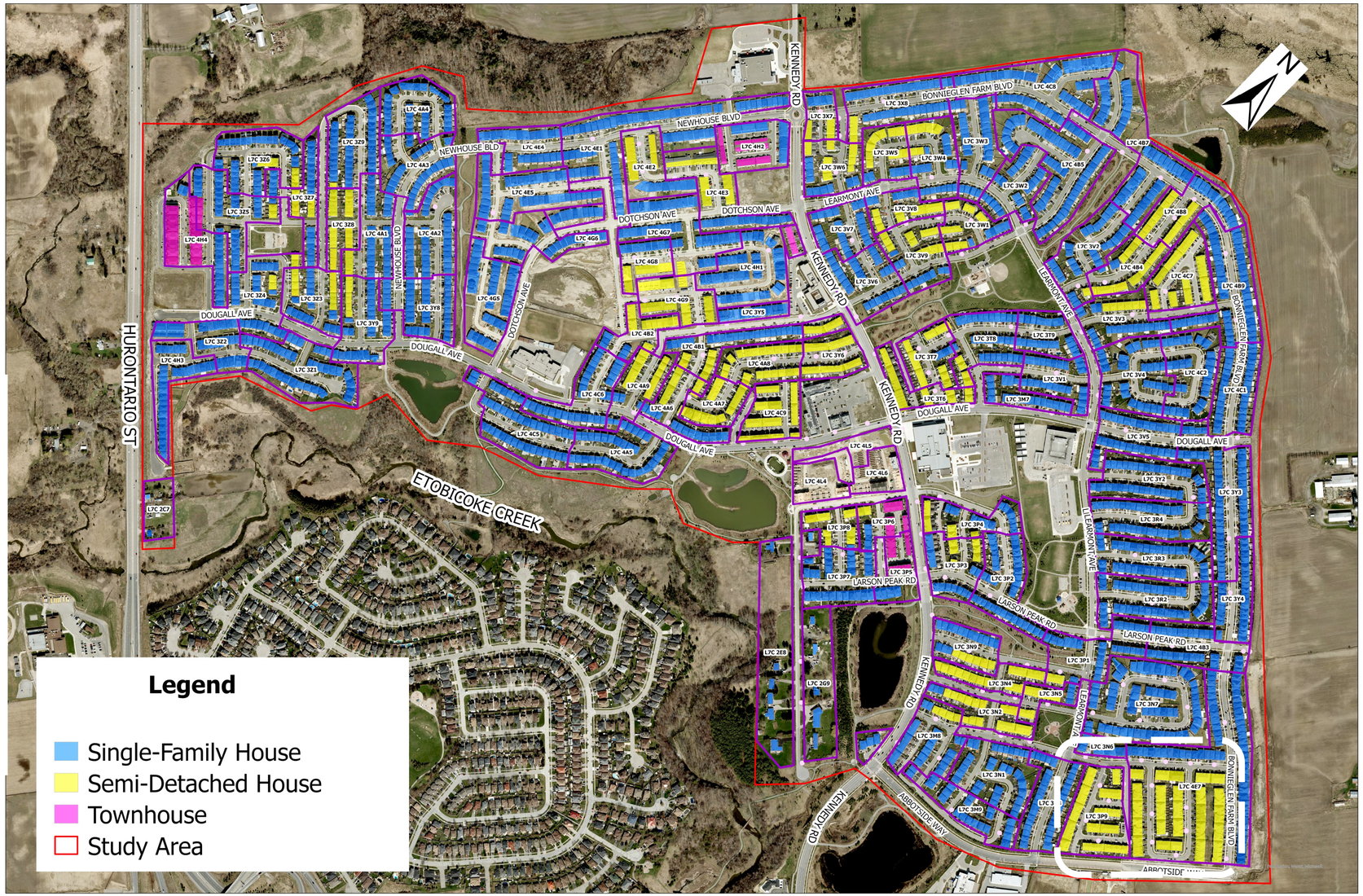
TOWN OF CALEDON

ANALYSIS OF EXISTING CONDITIONS - HOUSING TYPOLOGY





- 3,667 residential units in Southfields Community Village.



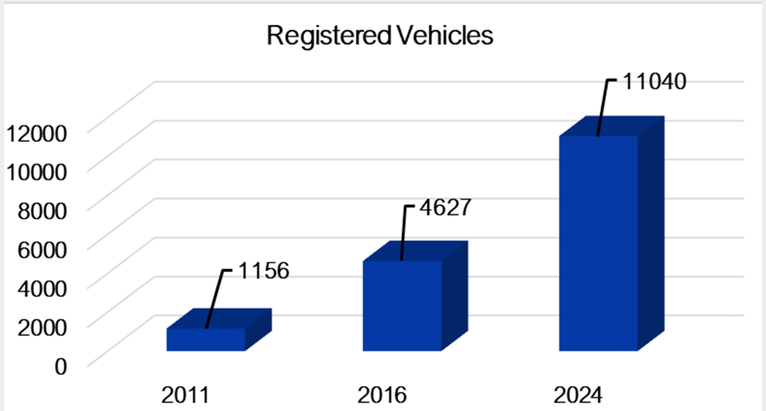
RVA



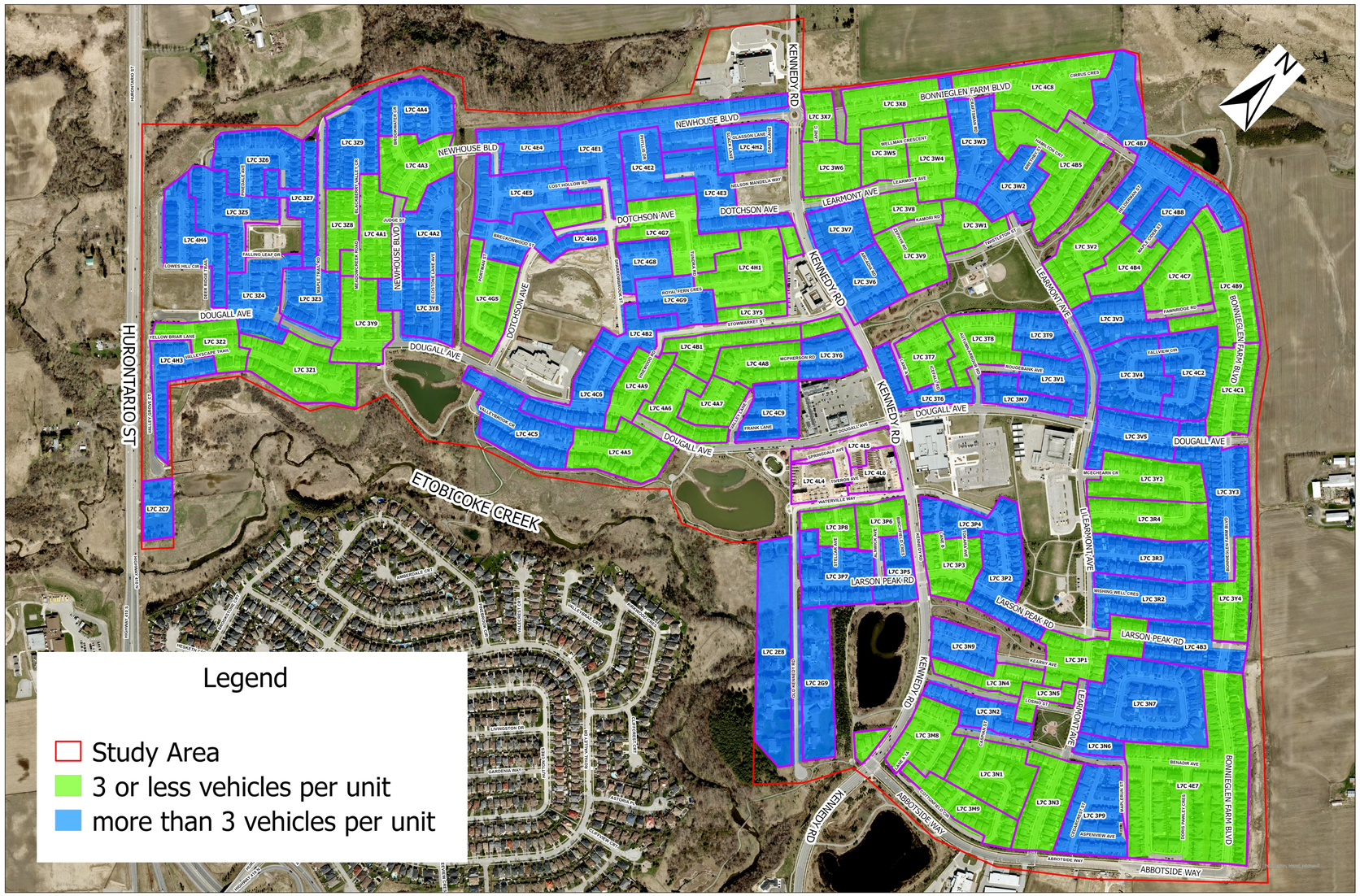
Southfields Community Village
Parking Strategy Study

TOWN OF CALEDON

ANALYSIS OF EXISTING CONDITIONS – PARKING DEMAND (REGISTERED VEHICLES)



- **11,040** Registered Vehicles with the Community Village in 2024.
- 105 Postal Codes within the Community Village.
- Approximately 51% of residential units have more than 3 vehicles per unit.



RVA



ANALYSIS OF EXISTING CONDITIONS – PARKING DEMAND (FIELD PARKING SURVEYS)

- **Purpose**: The objective of the surveys was to get a spot assessment current parking demand.
- **Surveys Conducted**:
  - Field Surveys: Thursday, May 2, 2024 (8:00 PM - 9:00 PM) and Saturday, May 4, 2024 (5:00 PM - 6:00 PM)
  - Drone Survey: Saturday, May 25, 2024 (5:00 PM - 6:00 PM)
- **Finding**:
  - Peak parking demand was observed on weekend.



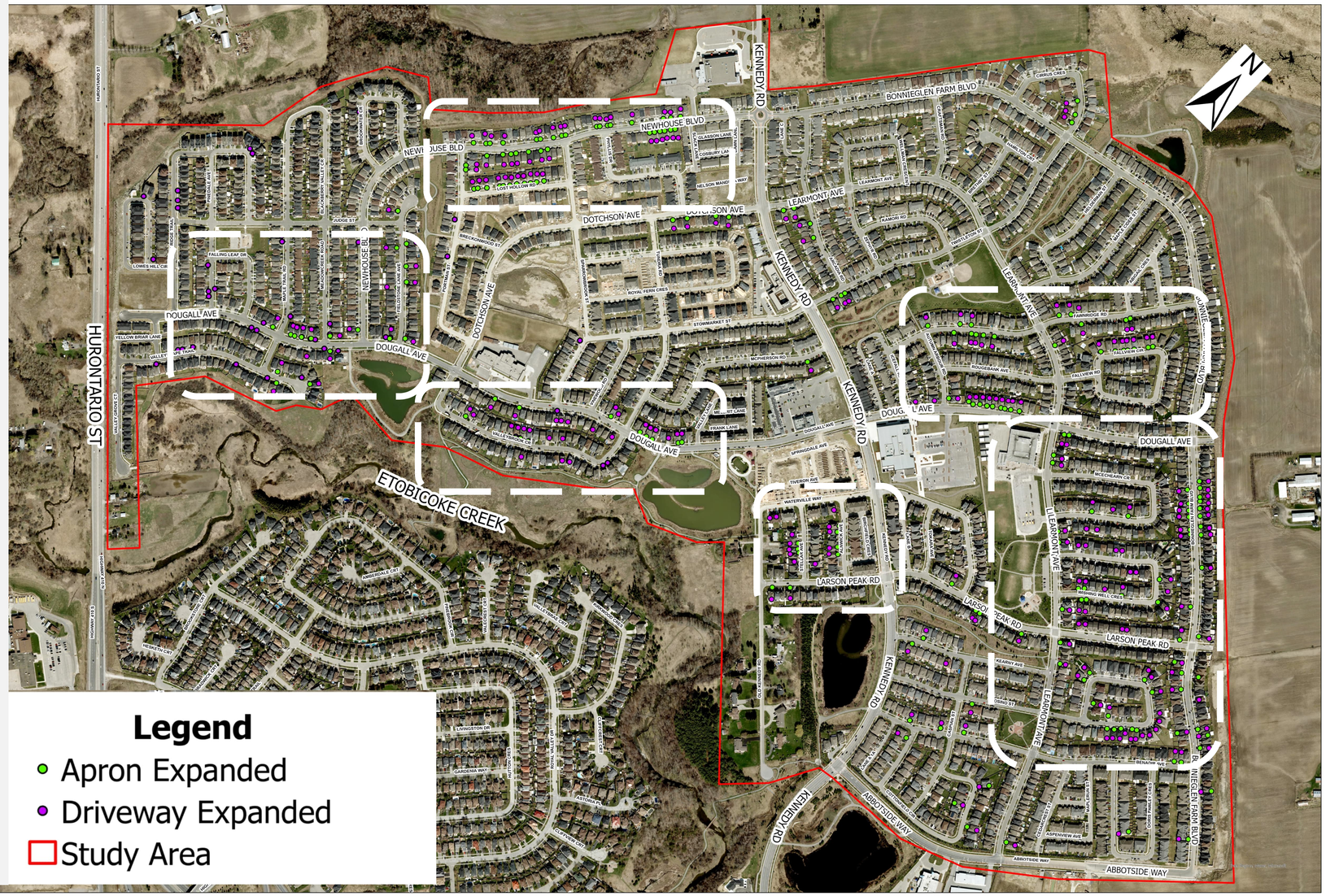
Southfields Community Village
Parking Strategy Study

TOWN OF CALEDON

Analysis of Existing Conditions - Driveway/Apron Expansion – Field Observations

The field observation analysis concludes:

- **Total Extensions**: Observed for approximately 300 residential units.
- **Distribution**: Majority of extensions (265 units) are for single-family homes, with the remainder for semi-detached houses.
- **High-Intensity Areas**: Significant driveway and apron expansions are concentrated in three key sections of the Community Village:
  - Dougall Avenue;
  - Bonnieglen Farm Boulevard; and,
  - Newhouse Boulevard.





Key Stakeholder Feedback from PIC #1 (June 12, 2024)

Parking Shortage	Residents reported a parking shortage within the community.
Sidewalk Blockage	Vehicles overhanging sidewalks, causing accessibility challenges for pedestrians.
By-law Violations	Concerns were raised about widespread non-compliance with the Town's parking regulations, including vehicles parked in no-parking zones, in front of fire hydrants, and blocking driveways.
Extended Driveway	Some residents have resorted to paving front lawns to create additional parking.
Enforcement Gaps	Residents requested for increased parking enforcement to address ongoing parking issues.
On-Street Parking Suggestions	Suggestions were made for new parking strategies, including implementing on-street permit parking systems aiming to address current parking issues and decrease instances of non-compliance and illegal parking.
Overnight Parking:	Consider allowing overnight parking at Town-owned facilities to alleviate parking issues and as an additional parking option.



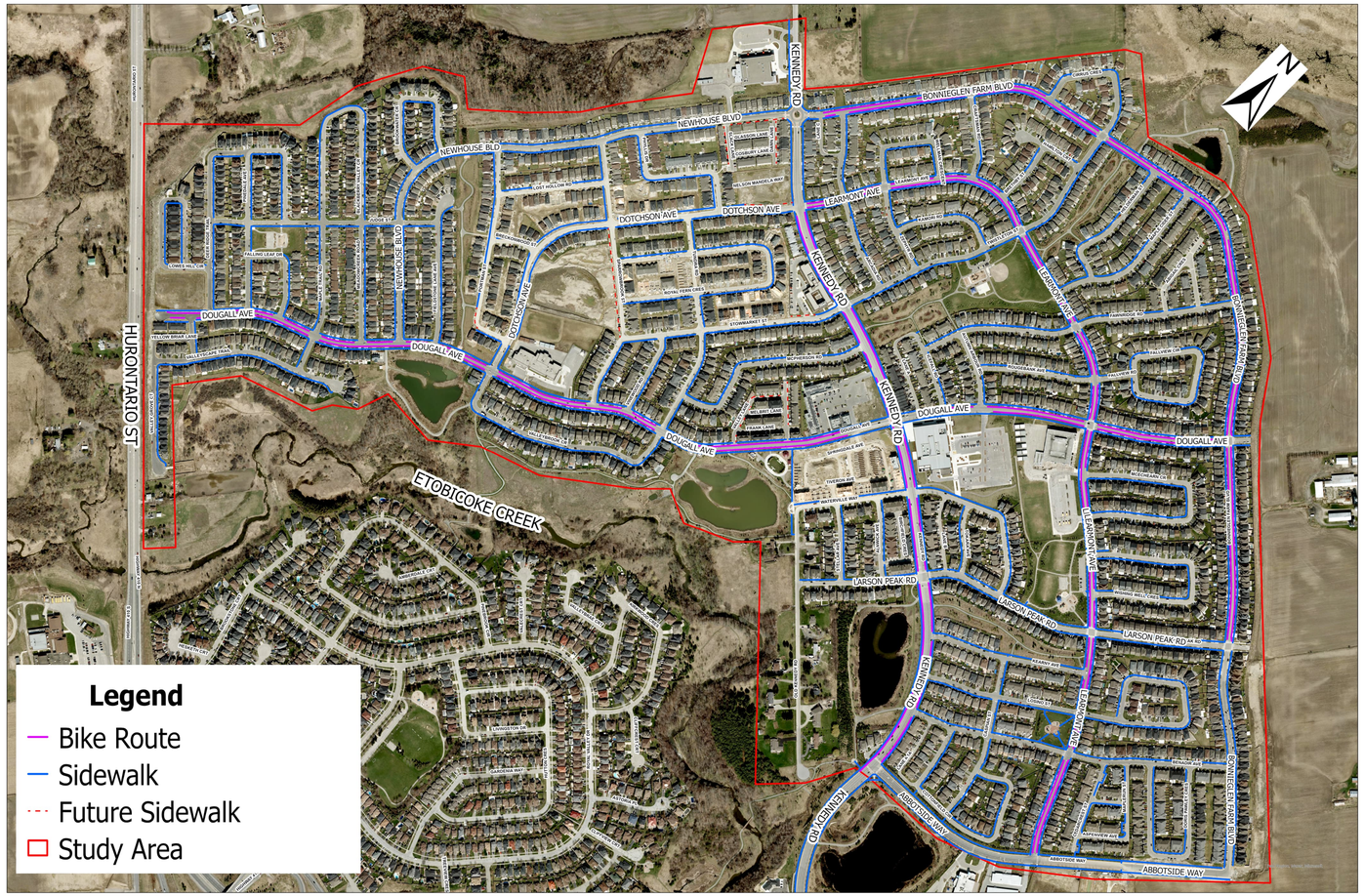
Southfields Community Village Parking Strategy Study

TOWN OF CALEDON

ANALYSIS OF EXISTING CONDITIONS - PARKING SUPPLY OPPORTUNITIES

Road Classification and Availability of Sidewalks

Road Classification	Street Name	Sidewalk Available
Arterial road	Kennedy Road	Both sides
Main street	Dougall Avenue	Both sides
Neighbourhood collector road	Larson Peak Road	Both sides
Industrial collector road	Abottside Way	Both sides
Green collector road	Newhouse Boulevard / Bonnieglen Farm Boulevard and Doutchson Avenue / Learmount Avenue	Both sides
Local street	Rest of the street within Community Village	One-Side
Public laneways	Houses with garages fronting on back street	None



On-Street Parking Supply Overview:

- On-Street Parking: Approximately 1,500 spaces available within the Southfields Community Village.

Data Source:

- Draft Subdivision Plans
- Town's GIS database and field investigations

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Southfields Community Village Parking Strategy Study

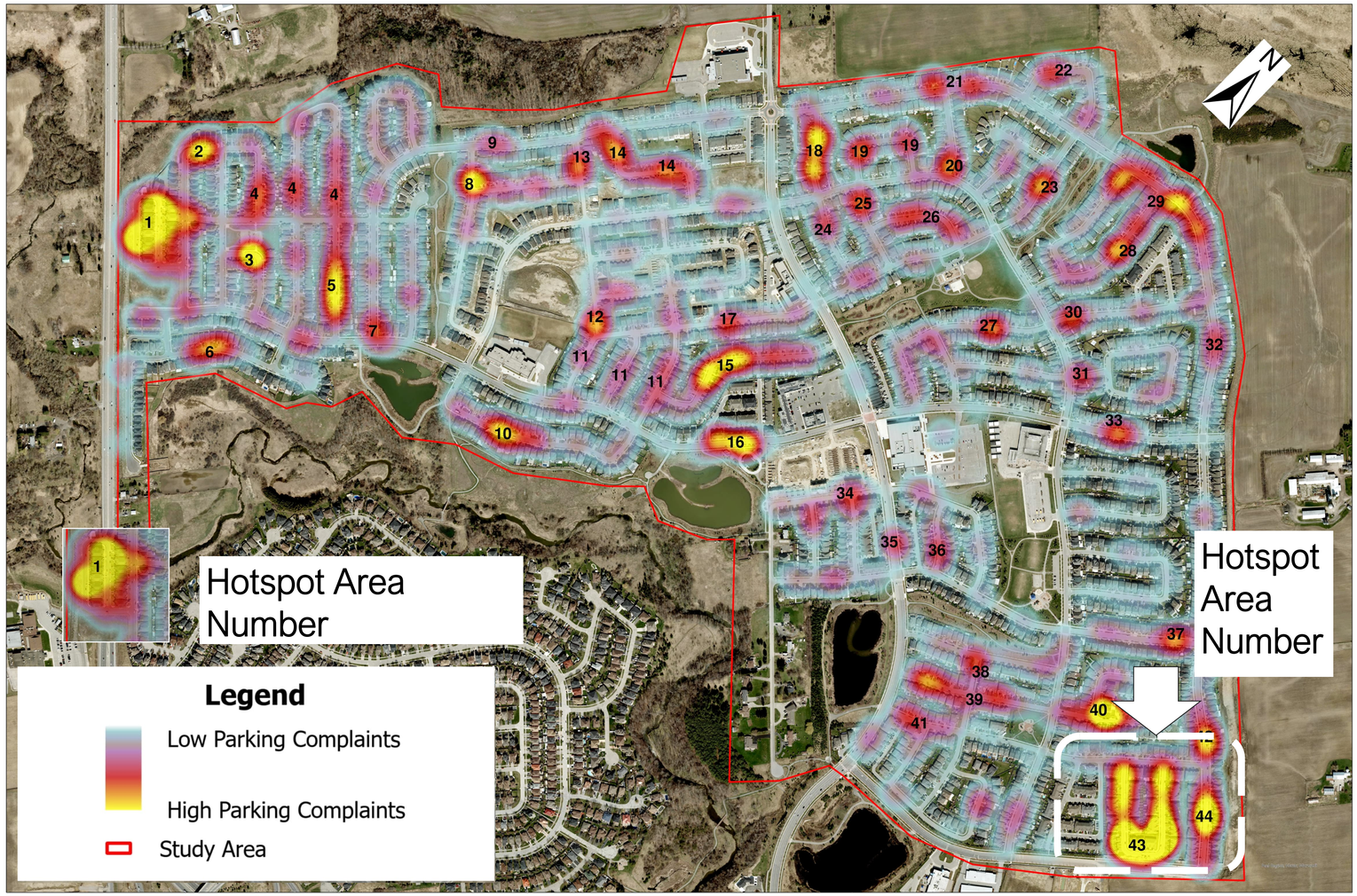
TOWN OF CALEDON

IDENTIFICATION OF PARKING ISSUES - PARKING BY-LAW INFRACTIONS AND PROBLEMATIC AREAS

Major Parking Related By-law Infractions

Parking Related By-law Infraction	Percentage of Infractions
Park between hours of 2:00 A.M. and 6:00 A.M.	53%
Park in signed No Park Zone	17%
Stop over Sidewalk, Footpath or Crosswalk	7%

- 44 hotspot areas within the Community Village.
- **High-Density Areas:** In hotspot areas 43 and 44 (southeast quadrant), semi-detached residential units have an average of 2 vehicles per unit.
- **Observation:** Despite the availability of parking spaces within garages, high levels of parking-related infractions suggest possible issues with garage usage or non-compliance with parking regulations.



Data Source:
- Town's GIS database
- Municipal Law Enforcement (MLE) Issued Tickets (2020 to 2024)

RVA



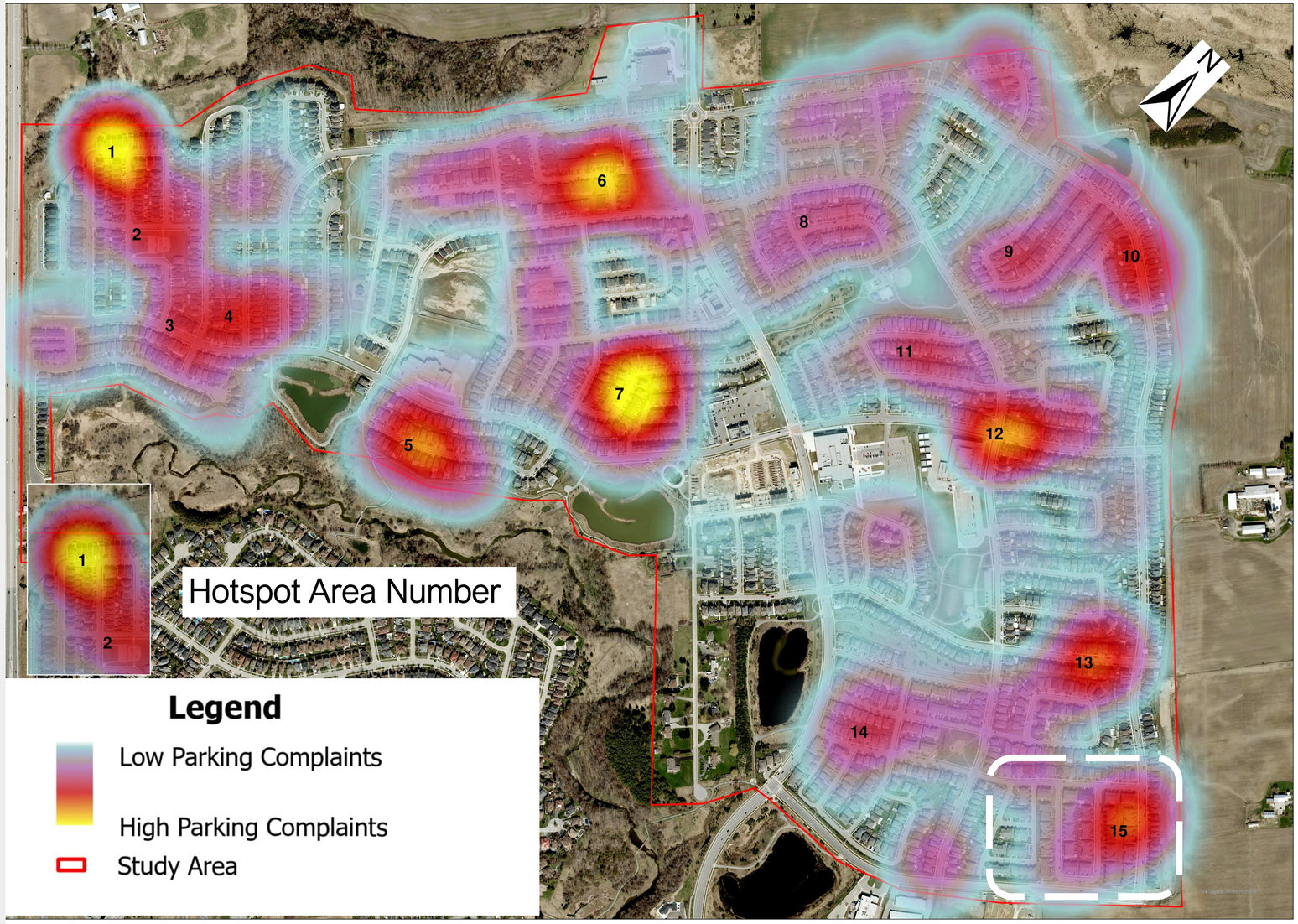
IDENTIFICATION OF PARKING ISSUE AREAS - PARKING RELATED PUBLIC COMPLAINTS

Parking related public complaints data (between 2021 and 2023) collected from the Town shows:

Complaints increased from **19 in 2021** to **269 in 2023**.

Key Parking related Public Complaints are:

- **Excessive Parking Duration**: Vehicles parked for more than 3 hours during the day or overnight, often obstructing driveways.
- **Driveway Obstruction**: Vehicles parked in front of driveways throughout the day.
- **No-Parking Zones**: Large vehicles frequently parked in designated no-parking zones.
- **Overnight Parking**: Regular overnight parking issues.
- **Sidewalk Obstruction**: Vehicles extending onto sidewalks, impacting pedestrian access and instances during snow plowing.

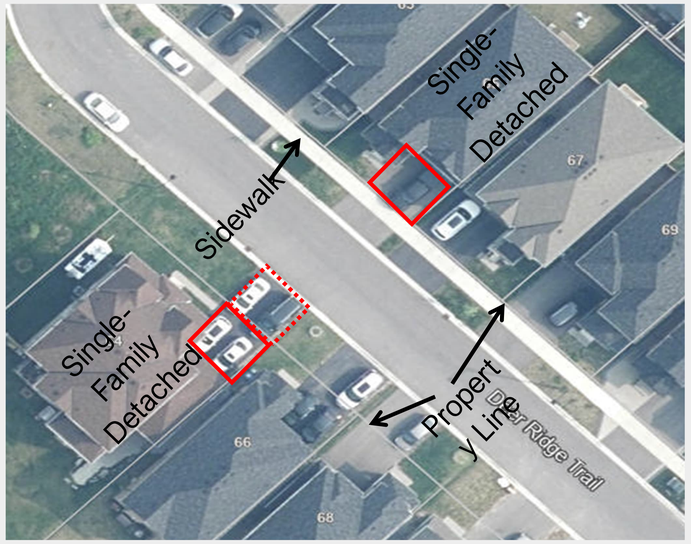




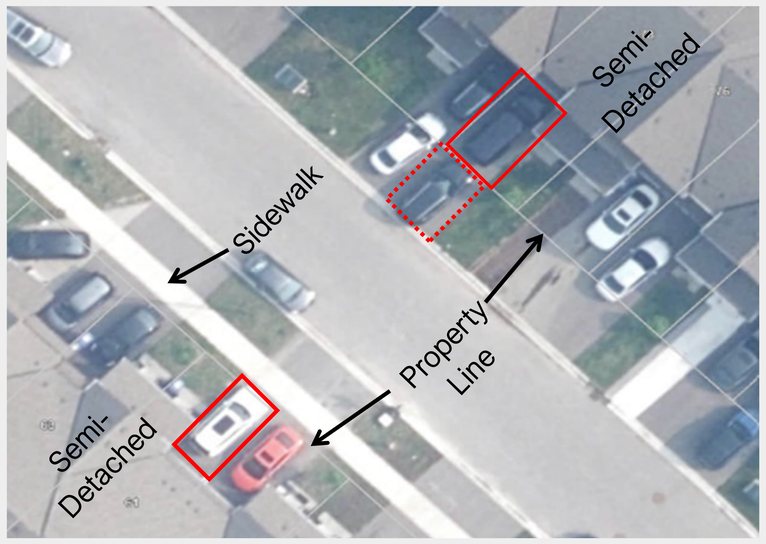
PARKING NEEDS ASSESSMENT - ASSESSMENT OF SIDEWALK IMPACT AND PARKING OPPORTUNITIES

Impact of Presence of Sidewalks on Parking Availability:

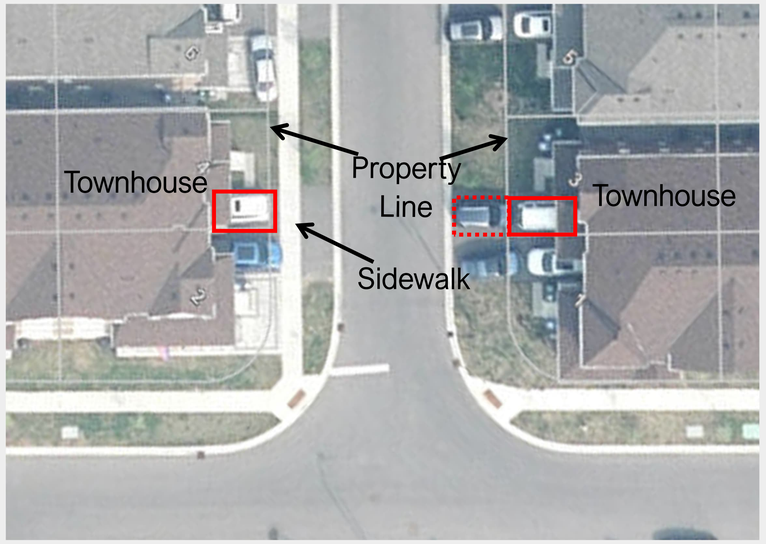
- Sidewalks Present:
  - The presence of sidewalks limits parking availability due to the allocation of space for pedestrian use.
  - Less parking spaces available to the residents.
- No Sidewalks Present:
  - The absence of sidewalks provides flexibility for more parking on the driveways
  - More parking spaces available to the residents.



Single-family house
4 to 6 Spaces*



Semi-detached house
2 to 3 Spaces*



Townhouse
2 to 3 Spaces*

Note: * including parking spaces in garage and driveway

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Southfields Community Village
Parking Strategy Study

TOWN OF CALEDON

PARKING DEMAND AND PERMIT NEEDS ANALYSIS

Current Parking Metrics & Residential Overview	
Registered Vehicles	11,040
Single Detached Homes	2,302
Semi-Detached Homes	1,150
Townhouses	250
Driveway Extensions	300
Average Daily Infractions Recorded	100

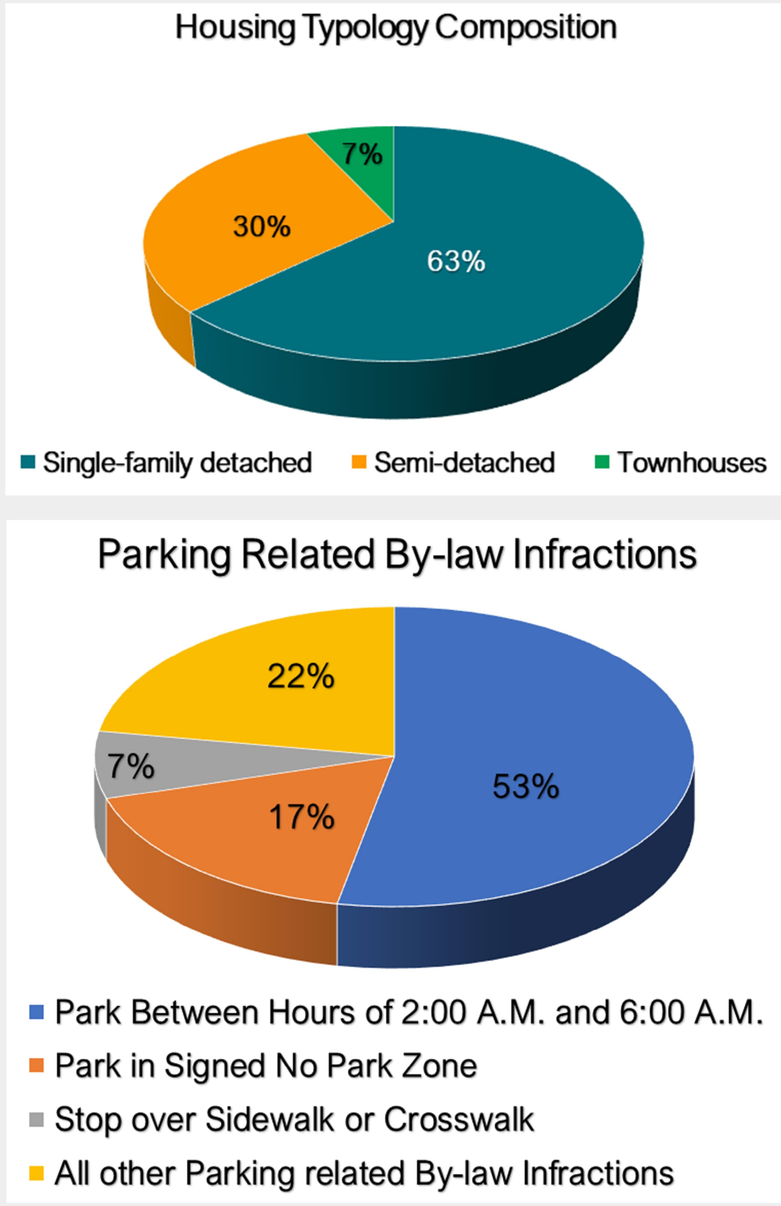
Factors Considered in Estimating Parking Availability:

- Total number of Residential Units
- Type of Residential Units
- Transportation Network Analysis
- Driveway Extensions

Estimated Permit Requirements

- Required Parking Permits: ~150 to 200

Data Source:
a) Town's GIS Database b) MTO data c) MLE Issued Tickets d)Field Surveys



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PARKING STRATEGIES RECOMMENDATIONS
10 Action Items

- Short-Term
- On-street Paid Parking Program
- Optimizing Apron Parking
- Public Awareness Campaigns
- Strengthen Parking Enforcement
- Public Transit Promotion Campaign
- Long-Term
- Expand On-street Paid Parking Program
- Updating Zoning bylaw
- Periodic Review of Parking Policies
- Develop an Ongoing Public Education Program
- Utilizing Town's Facilities



SHORT-TERM PARKING STRATEGIES RECOMMENDATIONS

1. Implement On-Street Paid Parking Permits

Objective:	Manage parking demand with a 1-year pilot on-street permit system.
Permit Policy:	One-permit-per-household scheme linked to vehicle registration at the address. Permit allows to park on-street for longer than three hours and between 2 AM to 6 AM.
Fee:	Following best practices, fee could be $50 per month, $250 for six months and $500 for a year. Permit can be purchased in one-, six- and 12-month increments.
Compliance:	Ensure permits adhere to existing parking by-laws, including winter operations.
Expected Outcome:	Controls overnight parking demand and supports effective use of on-street parking spaces.

SHORT-TERM PARKING STRATEGIES RECOMMENDATIONS (Cont.)

2. Strengthen Parking Enforcement

Objective: Enhance enforcement to address parking violations.

Actions: **Increase Patrols**: Boost the frequency and effectiveness of parking patrols.

Expected Outcome: Ensures better compliance with parking regulations and enhances community satisfaction.

3. Optimize Apron Parking

Objective: Maximize the use of Apron spaces.

Community Outreach: Launch initiatives to raise awareness about available parking options and the right ways to park on apron to prevent overhanging the sidewalks and curbs.

Expected Outcome: Increases the number of usable parking spaces, increases safety of pedestrian, and alleviates street congestion in the short-term.

SHORT-TERM PARKING STRATEGIES RECOMMENDATIONS (Cont.)

4. Launch Public Awareness Campaigns

Objective:	Educate residents to enhance parking practices.
Campaigns:	**Use-Your-Garage**: Encourage residents to use their garages to free up on-street parking. **Park-Right!**: Promote adherence to legal parking practices.
Expected Outcome:	Improves parking compliance and optimizes existing parking resources.

5. Launch Public Transit Promotion Campaigns

Objective:	As the Town, in partnering with Brampton Transit, has been improving public transit in the community, using public transit can be promoted through a campaign.
Campaigns:	Promote using public transit in the community.
Expected Outcome:	Improving ridership and reducing vehicle dependency.



LONG-TERM PARKING STRATEGIES RECOMMENDATIONS

1. Expand On-Street Paid Parking Permit System

Objective:	Refine and expand the on-street parking permit program to other communities in the Town.
Permit Policy:	Introduce a one-permit-per-household policy, with vehicles registered at the address.
Compliance:	Ensure adherence to parking by-laws, including winter operations.
Expected Outcome:	Provides a flexible and efficient solution for long-term parking management.

2. Update Zoning By-Law to define the minimum soft landscaping ratio to prevent excessive driveway widening

Objective:	Define minimum soft landscaping ratio to prevent excessive paving for creating an additional parking space.
Actions:	Best Practices: Reference successful strategies from other municipalities. Guidelines: Town to develop clear rules to ensure required landscaping and aesthetics are maintained. This update to the Zoning By-law is to limit or establish standards for landscape areas to avoid illegal expansions.
Expected Outcome:	Maintains a good look of the community and prevents removing landscaping.

LONG-TERM PARKING STRATEGIES RECOMMENDATIONS (Cont.)

3. Periodic Review of Parking Policies

Objective:	Ensure parking policies remain effective and responsive.
Actions:	**Regular Assessments**: Conduct periodic reviews to evaluate policy effectiveness. **Adjustments**: Make necessary changes based on community feedback and evolving needs.
Expected Outcome:	Maintains long-term adaptability and effectiveness of parking management strategies.

4. Develop an Ongoing Public Education Program

Objective:	Foster long-term public engagement and education on parking.
Actions:	**Program Updates**: Regularly refresh educational content based on feedback and parking trends. **Community Dialogue**: Promote continuous conversations with residents about parking needs and solutions.
Expected Outcome:	Sustains public awareness and encourages responsible parking behavior.



LONG-TERM PARKING STRATEGIES RECOMMENDATIONS (Cont.)

5. Expand Overnight Parking at Town Facilities

Objective:	Increase available overnight parking by utilizing Town facilities.
Permit Policy:	Allow use of current on-street parking permits for overnight parking at these locations, at dedicated spaces in coordination with the Town's Parks and Facilities Division.
Expected Outcome:	Provides immediate relief for residents living in close proximity to these facilities, needing overnight parking.

NEXT STEPS

- Review and address feedback / input from the Public.
- Finalize Parking Strategies
- Finalize Draft Parking Strategy Study Report.
- Present to the Council.



Southfields Community Village Parking Strategy Study

TOWN OF CALEDON

STAY INVOLVED!

Study Webpage

Follow the study progression through the study webpage.

Online Survey

Complete the online survey to help us Parking Strategies Recommedations.

Feedback/Input

Contact us directly and tell us your thoughts.

https://haveyoursaycaledon.ca/southfieldsvillageparkingstudy

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APPENDIX 2

PUBLIC INPUT



Survey Responses

04 September 2024 - 03 October 2024

PIC #2 Comments and Parking Survey

Have Your Say Town of Caledon previously Future Caledon

Project: Southfields Village Parking Study

BANG THE TABLE engagementHQ

VISITORS					
22					
CONTRIBUTORS			RESPONSES		
6			6		
0 Registered	0 Unverified	6 Anonymous	0 Registered	0 Unverified	6 Anonymous

Respondent No: 1
Login: Anonymous
Email: n/a

Responded At: Sep 18, 2024 17:23:29 pm
Last Seen: Sep 18, 2024 17:23:29 pm
IP Address: n/a

Q1. **Name:** Kim Bayley

Q2. **Email:** kbayle@rogers.com

Q3. **Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

On-street Paid Parking Program	10
Public Transit Promotion Campaign	8
Strengthen Parking Enforcement	10
Public Awareness Campaigns	2
Optimizing Apron Parking	3

Q4. **Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Expand On-Street Paid Parking Program	10
Utilizing Town's Facilities	9
Develop an Ongoing Public Education Program	2
Periodic Review of Parking Policies	6
Updating Zoning Bylaw	4

Q5. **Do you have any other suggestions for short and long-term solutions to address parking needs while reducing potential illegal parking challenges?**

Along with utilizing town facilities, also use schools and private businesses (off hours) with a paid program utilizing tags displayed within the vehicles.

Q6. **Do you have any other comments or feedback regarding the Parking Strategy Study?**

Unfortunately there are not enough enforcement personnel and public education is not working.

Respondent No: 2
Login: Anonymous
Email: n/a

Responded At: Sep 19, 2024 17:09:08 pm
Last Seen: Sep 19, 2024 17:09:08 pm
IP Address: n/a

Q1. **Name:** Cathy Baxter

Q2. **Email:** Cathy.baxter@live.ca

Q3. **Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Public Transit Promotion Campaign	5
Strengthen Parking Enforcement	10
Public Awareness Campaigns	3
Optimizing Apron Parking	7
On-street Paid Parking Program	6

Q4. **Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Utilizing Town's Facilities	10
Develop an Ongoing Public Education Program	6
Periodic Review of Parking Policies	9
Updating Zoning Bylaw	9
Expand On-Street Paid Parking Program	7

Q5. **Do you have any other suggestions for short and long-term solutions to address parking needs while reducing potential illegal parking challenges?**

There is so much parking space at the community centre. Assign parking spaces to rent for those who have more than 2-3 vehicles in their household.

Q6. **Do you have any other comments or feedback regarding the Parking Strategy Study?**

not answered

Respondent No: 3
Login: Anonymous
Email: n/a

Responded At: Sep 19, 2024 17:19:27 pm
Last Seen: Sep 19, 2024 17:19:27 pm
IP Address: n/a

Q1. **Name:** Leif Madsen

Q2. **Email:** leif.madsen@gmail.com

Q3. **Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Public Awareness Campaigns	10
Public Transit Promotion Campaign	1
Strengthen Parking Enforcement	10
Optimizing Apron Parking	5
On-street Paid Parking Program	5

Q4. **Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Periodic Review of Parking Policies	10
Utilizing Town's Facilities	10
Develop an Ongoing Public Education Program	10
Updating Zoning Bylaw	10
Expand On-Street Paid Parking Program	1

Q5. **Do you have any other suggestions for short and long-term solutions to address parking needs while reducing potential illegal parking challenges?**

Adopt bylaws either implemented or being implemented in Brampton. The area is not designed for the population density due to higher than expected household population (rentals, multi-family, etc). Houses should be both limited to maximum number of residents (to avoid unsafe housing situations), along with maximum number of vehicles allowed per property. Streets are not designed to be wide enough for additional on-street parking, and will result in unsafe conditions for children due to limited house set backs and creation of additional blind spots, leading to increased risk of children being hit. Limit parking per household and provide paid parking for overflow vehicles (tags, etc) at community centre, etc. Better design set backs for housing and adjust the neighbourhood to accommodate vehicles.

Q6. **Do you have any other comments or feedback regarding the Parking Strategy Study?**

not answered

Respondent No: 4
Login: Anonymous
Email: n/a

Responded At: Sep 26, 2024 10:03:24 am
Last Seen: Sep 26, 2024 10:03:24 am
IP Address: n/a

Q1. **Name:** Sarah Mastragostino

Q2. **Email:** Arterial.gaming@gmail.com

Q3. **Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Public Transit Promotion Campaign	1
Strengthen Parking Enforcement	10
Public Awareness Campaigns	5
Optimizing Apron Parking	1
On-street Paid Parking Program	1

Q4. **Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Utilizing Town's Facilities	5
Develop an Ongoing Public Education Program	5
Periodic Review of Parking Policies	5
Updating Zoning Bylaw	10
Expand On-Street Paid Parking Program	1

Q5. **Do you have any other suggestions for short and long-term solutions to address parking needs while reducing potential illegal parking challenges?**

Just enforce the current bylaws to encourage a change in behaviour, Caledon east and Inglewood get plenty of enforcement, where southfields is ignored

Q6. **Do you have any other comments or feedback regarding the Parking Strategy Study?**

not answered

Respondent No: 5
Login: Anonymous
Email: n/a

Responded At: Oct 02, 2024 10:50:47 am
Last Seen: Oct 02, 2024 10:50:47 am
IP Address: n/a

Q1. **Name:** Charles (Chuck) Butler

Q2. **Email:** chuckebutler@hotmail.com

Q3. **Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Public Transit Promotion Campaign	10
Strengthen Parking Enforcement	10
Public Awareness Campaigns	7
Optimizing Apron Parking	1
On-street Paid Parking Program	1

Q4. **Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Utilizing Town's Facilities	10
Develop an Ongoing Public Education Program	7
Periodic Review of Parking Policies	7
Updating Zoning Bylaw	10
Expand On-Street Paid Parking Program	1

Q5. **Do you have any other suggestions for short and long-term solutions to address parking needs while reducing potential illegal parking challenges?**

You CANNOT allow people to park on the street during the snowfall months, permits or not. I have several times been forced to shovel the street to get my car out, as the plows cannot plow to the curb with cars parked there. I have one of the accessible homes that the town has mandated be available through builders (thank you), my wife can only go out in our accessible van, which is very low to the ground to allow for the ramp conversion. Idea; have an APP that residents can send messages to on-duty bylaw officers to come immediately to ticket. They can't get them all, but this would be more efficient (ticket issuing wise) than patrolling randomly.

Q6. **Do you have any other comments or feedback regarding the Parking Strategy Study?**

Giving permits will not help. It will just get one car out of the driveways where others will take their place. Many rentals will just add another tenant once they get this permit for their address, thereby INCREASING the number of cars in the neighbourhood. You can only do your best with stats, and good job on the study, but using the number of REGISTERED vehicles in the neighbourhood grossly underestimates the actual #. My estimate would be at least 1/4 of the vehicles in this neighbourhood are registered outside the neighbourhood. Not scientific I know, but I live here, and have a good sense of this. I'll add that I had planned to attend the open house in September at the community centre, but an emergency came up that day that prohibited me from attending. Thanks for your attention. Chuck Butler. 13 Meadowcreek Road, Southfields Village.

Respondent No: 6
Login: Anonymous
Email: n/a

Responded At: Oct 03, 2024 14:12:03 pm
Last Seen: Oct 03, 2024 14:12:03 pm
IP Address: n/a

Q1. **Name:** Alessandra Facciolo

Q2. **Email:** a_trapani@yahoo.com

Q3. **Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

On-street Paid Parking Program	4
Optimizing Apron Parking	3
Public Awareness Campaigns	2
Strengthen Parking Enforcement	10
Public Transit Promotion Campaign	1

Q4. **Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)**

Expand On-Street Paid Parking Program	3
Updating Zoning Bylaw	5
Periodic Review of Parking Policies	2
Develop an Ongoing Public Education Program	4
Utilizing Town's Facilities	5

Q5. **Do you have any other suggestions for short and long-term solutions to address parking needs while reducing potential illegal parking challenges?**

There needs to be heavy fines given out. That is the only thing that works. By-law should start on one end of a street and go and ticket in pairs (together for safety). They should take the necessary photos and fine. When people don't pay, it gets put on their taxes. If they want to sell their home, they must have paid off their debt. News of this will spread quite quickly and people will realize that they can't hang off the road, block the sidewalks or main entrances to homes (which is a fire hazard and should be fined even more heavily for that reason), or extend the hardscape so it looks like a parking lot instead of a front yard. While I realize you can't make people remove their hardscape now, the town can prevent people, through heavy fines, from using this hardscape incorrectly. Moving forward, people should be getting approval from the city for any future hardscape etc. If it's not done properly, then people have to rip it out. News of this will spread quickly too once a few people have to pay. The pride of the community and keeping the value of the homes for everyone up is what is needed. Right now, many owners are seeing the community take a down turn because of all of this. The influx of tenants and many people renting their basement to multiple people (like my neighbour with 6 people in his basement) is ridiculous. These renters leave garbage on the roads, the parks, don't pick up the dog poop, and have a general disregard for their neighbours because they are not committed to the area and don't own something the way other people do. Adding more transit would only increase tenants and garbage and traffic congestion, which this area cannot deal with presently. I realize that Abbotside will open soon and this will help, but this community was not built to have this many people in it. As well, work with a tow company who can tow vehicles away who are illegally parked. Again, news of this will spread. Let's stop giving people multiple chances to clean up their act. People are adults and as adults they need to understand their civic responsibility to their neighbours and community.

Q6. **Do you have any other comments or feedback regarding the Parking Strategy Study?**

The suggestions that the town is planning are band-aids. The people in the area who are renting do not care about the rules the town has. Instead, the only thing that people understand is money. If people are given heavy fines, then word will get around about that and only then will we start to see a change. People will re-think renting or will only rent to those who do not have a vehicle. As it stands,

PIC #2 Comments and Parking Survey

SURVEY RESPONSE REPORT
04 September 2024 - 03 October 2024

PROJECT NAME:
Southfields Village Parking Study

BANG THE TABLE engagementHQ

SURVEY QUESTIONS

Q1 Name:

Anonymous 9/18/2024 05:23 PM	Kim Bayley
Anonymous 9/19/2024 05:09 PM	Cathy Baxter
Anonymous 9/19/2024 05:19 PM	Leif Madsen
Anonymous 9/26/2024 10:03 AM	Sarah Mastragostino
Anonymous 10/02/2024 10:50 AM	Charles (Chuck) Butler
Anonymous 10/03/2024 02:12 PM	Alessandra Facciolo

Optional question (6 response(s), 0 skipped)
Question type: Single Line Question

Q2 Email:

Anonymous 9/18/2024 05:23 PM	kbayle@rogers.com
Anonymous 9/19/2024 05:09 PM	Cathy.baxter@live.ca
Anonymous 9/19/2024 05:19 PM	leif.madsen@gmail.com
Anonymous 9/26/2024 10:03 AM	Arterial.gaming@gmail.com
Anonymous 10/02/2024 10:50 AM	chuckebutler@hotmail.com
Anonymous 10/03/2024 02:12 PM	a_trapani@yahoo.com

Optional question (6 response(s), 0 skipped)
Question type: Single Line Question

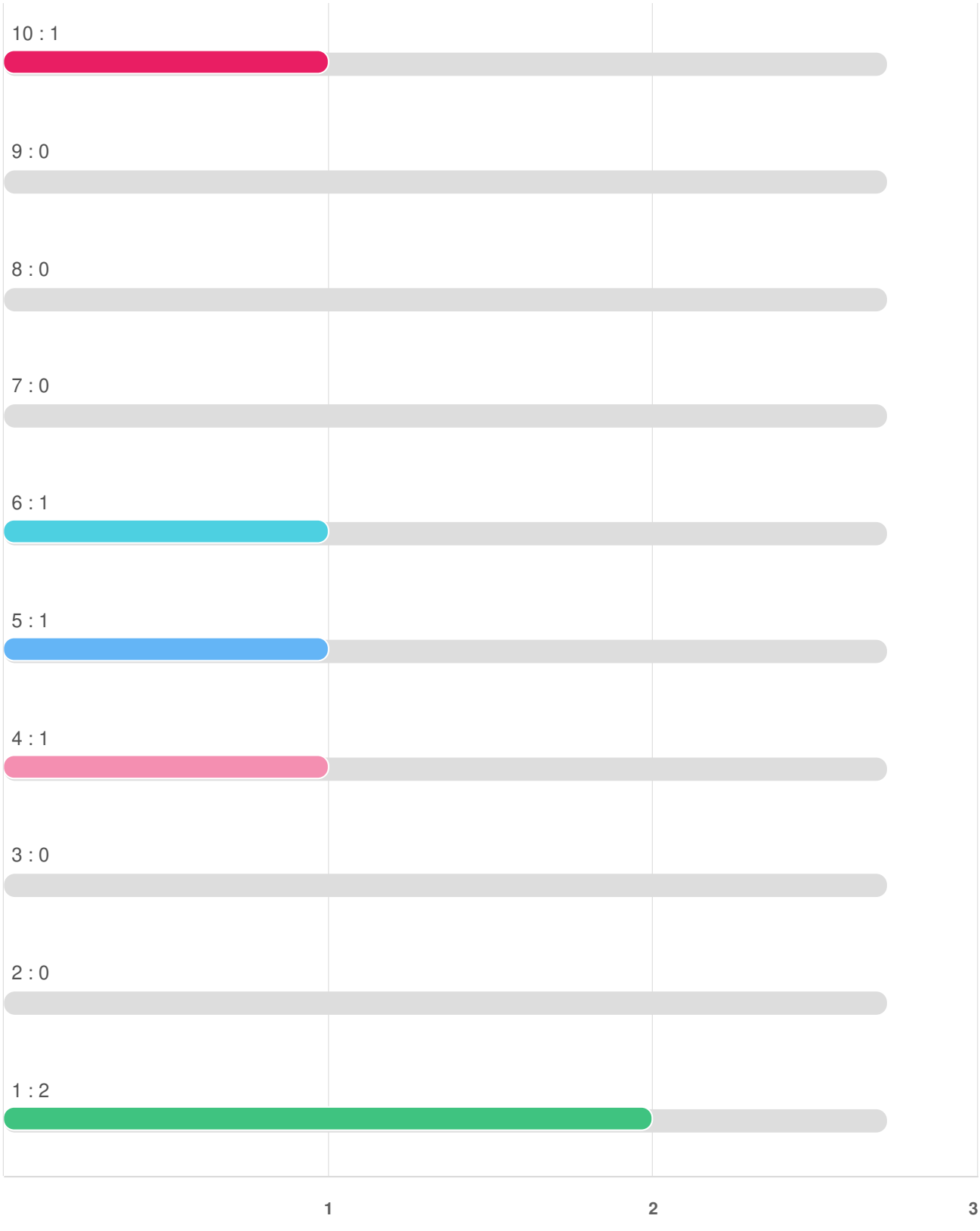
Q3 Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)



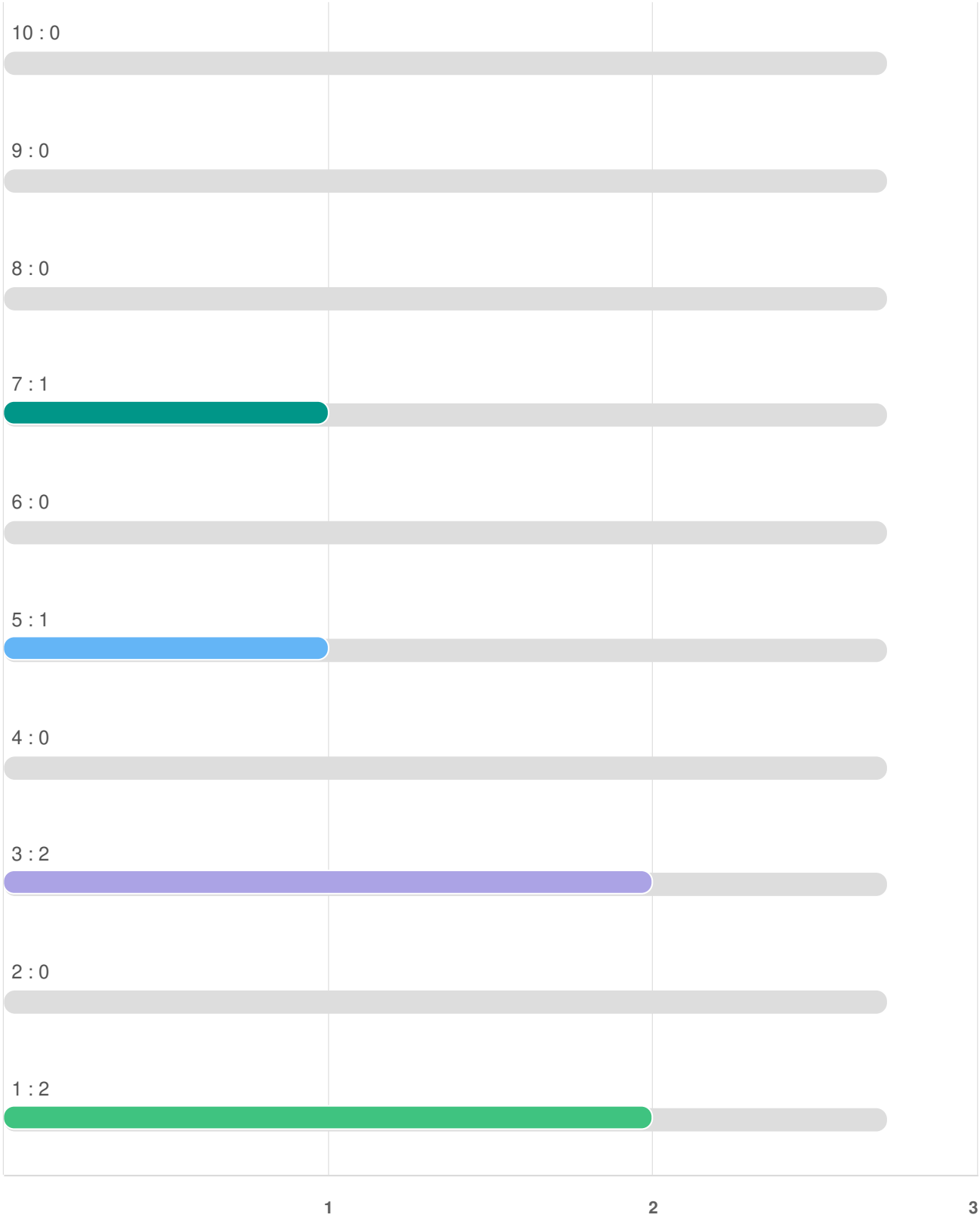
Optional question (6 response(s), 0 skipped)
Question type: Likert Question

Q3 Please Rank Short-Term Parking Strategies (1 being the least effective to 10 being the most effective)

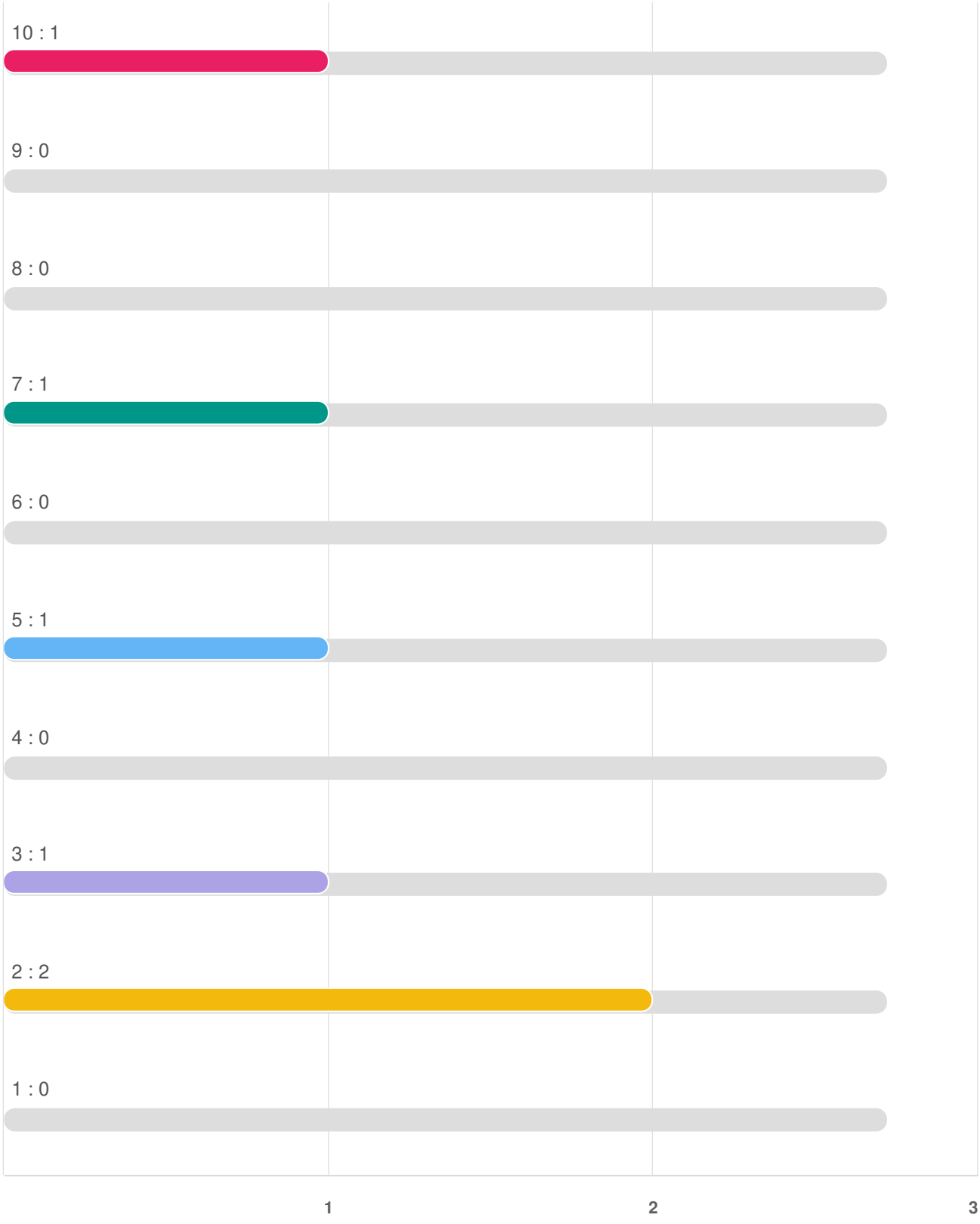
On-street Paid Parking Program



Optimizing Apron Parking



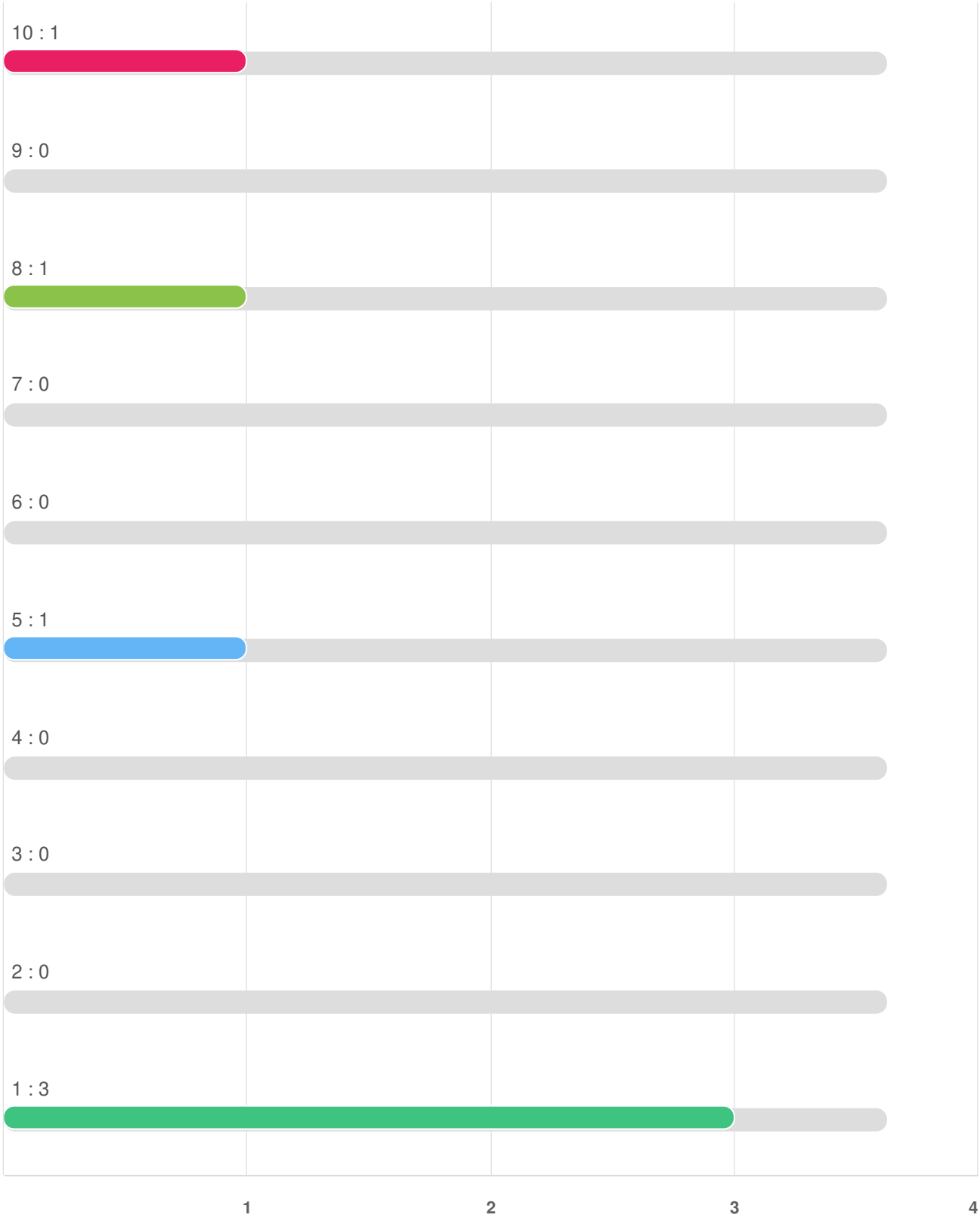
Public Awareness Campaigns



Strengthen Parking Enforcement



Public Transit Promotion Campaign



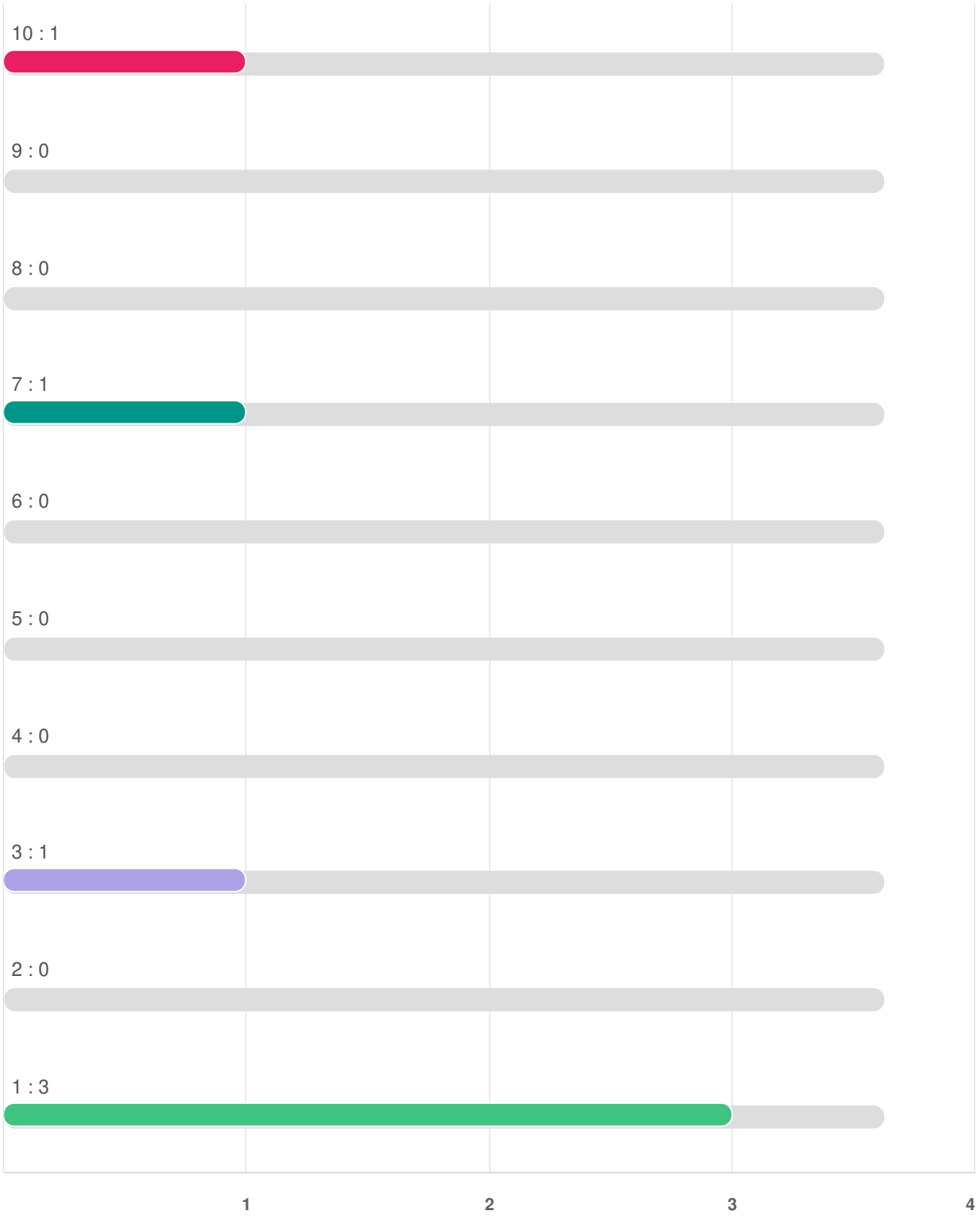
Q4 Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)



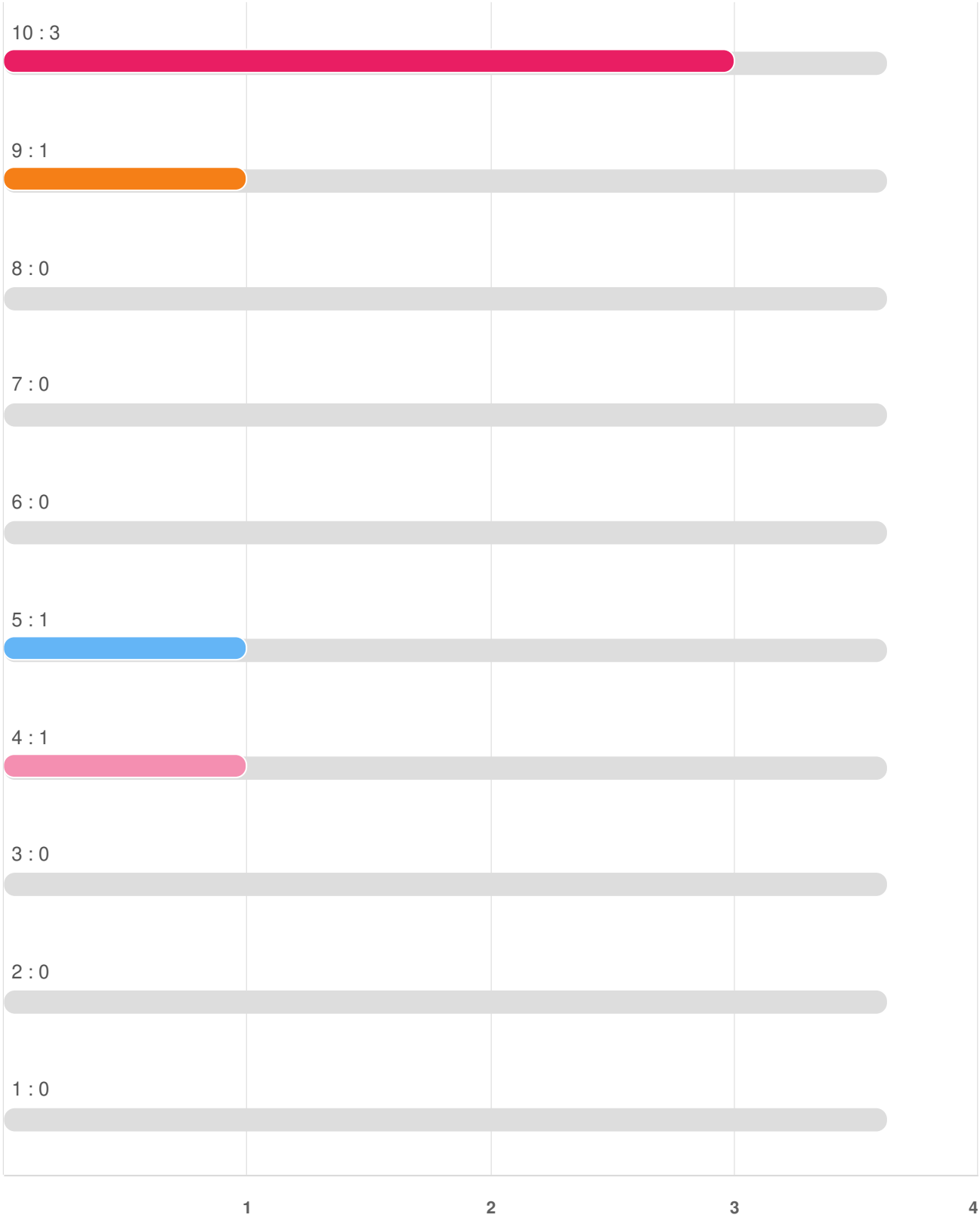
Optional question (6 response(s), 0 skipped)
Question type: Likert Question

Q4 Please Rank Long-Term Parking Strategies (1 being the least effective to 10 being the most effective)

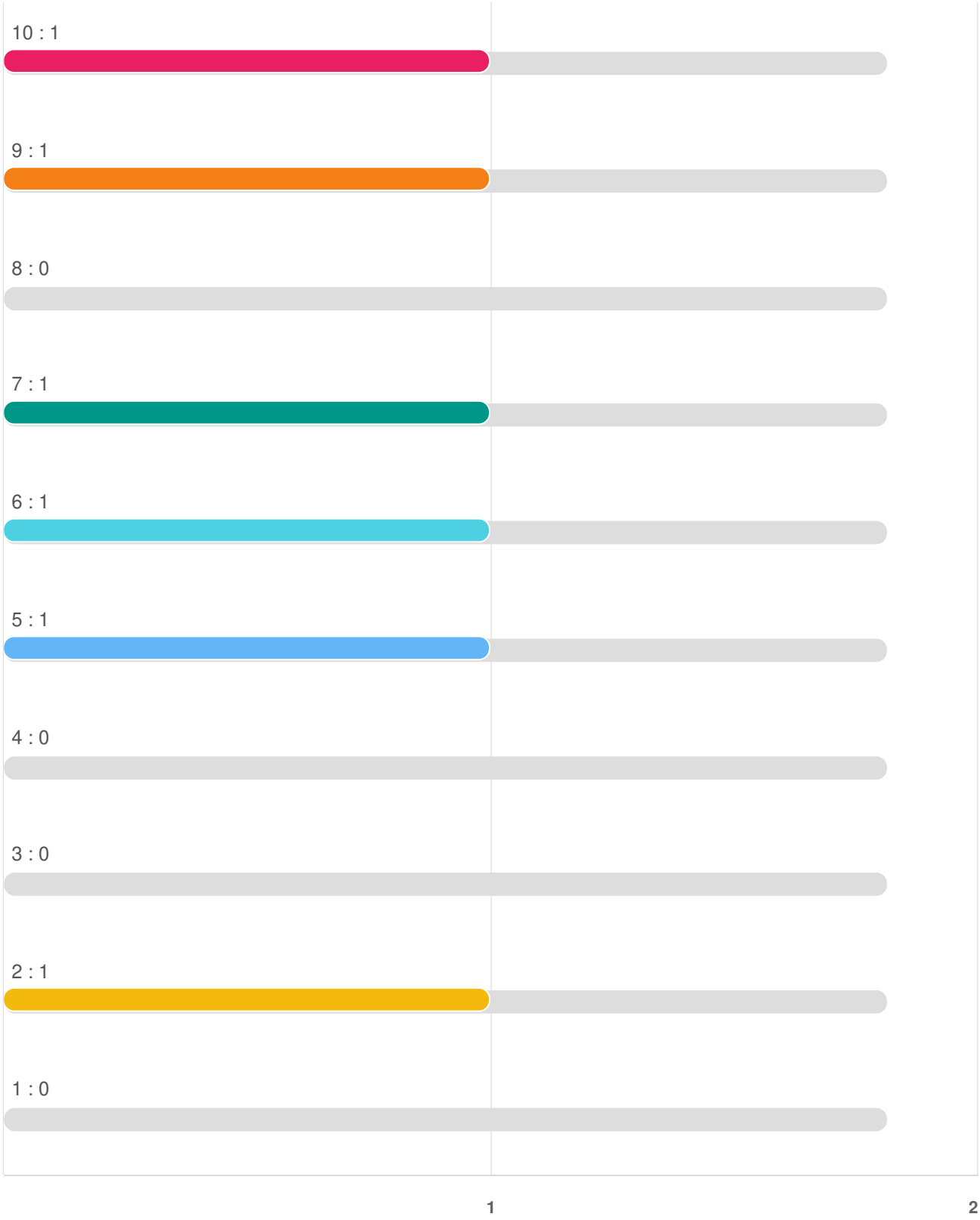
Expand On-Street Paid Parking Program



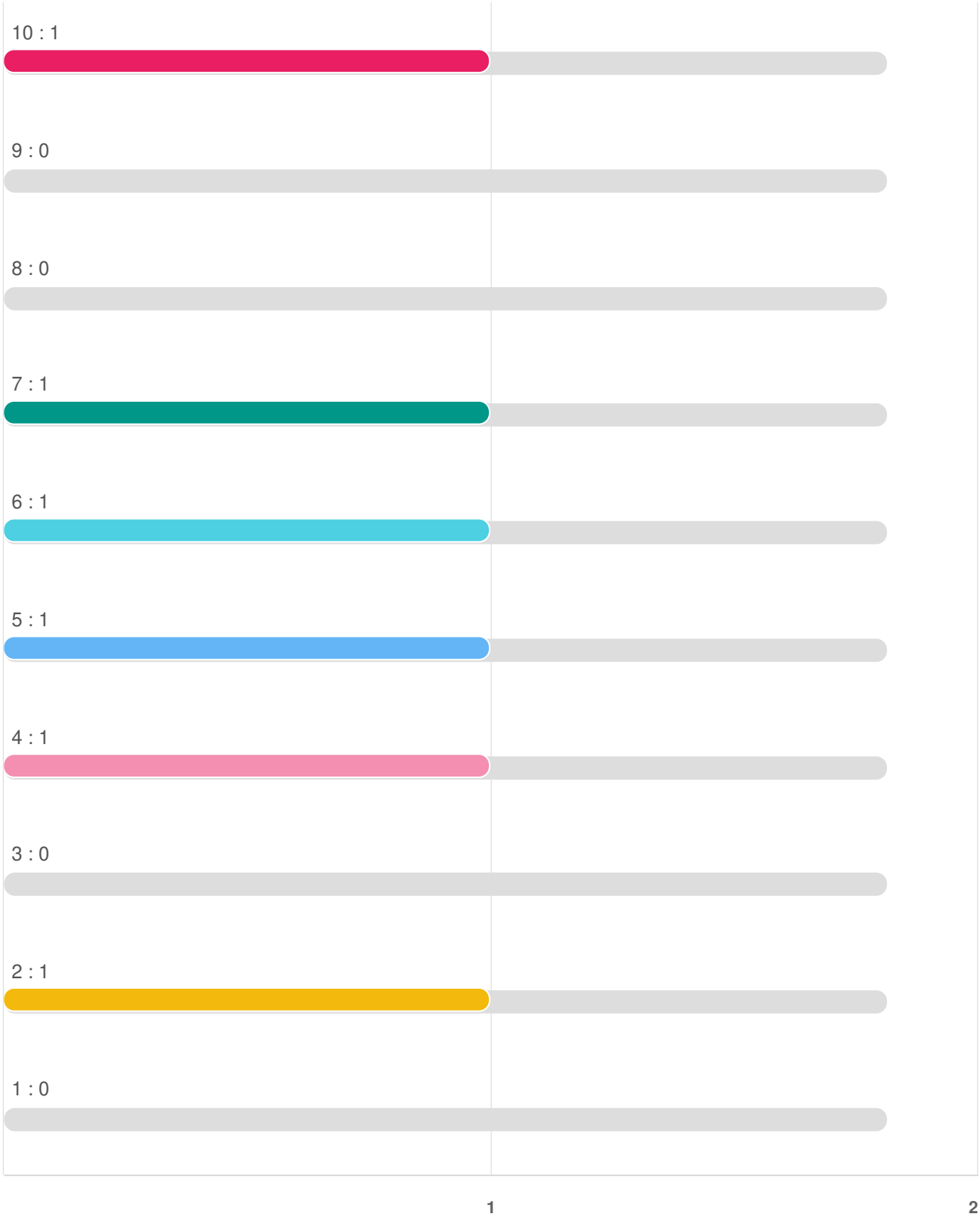
Updating Zoning Bylaw



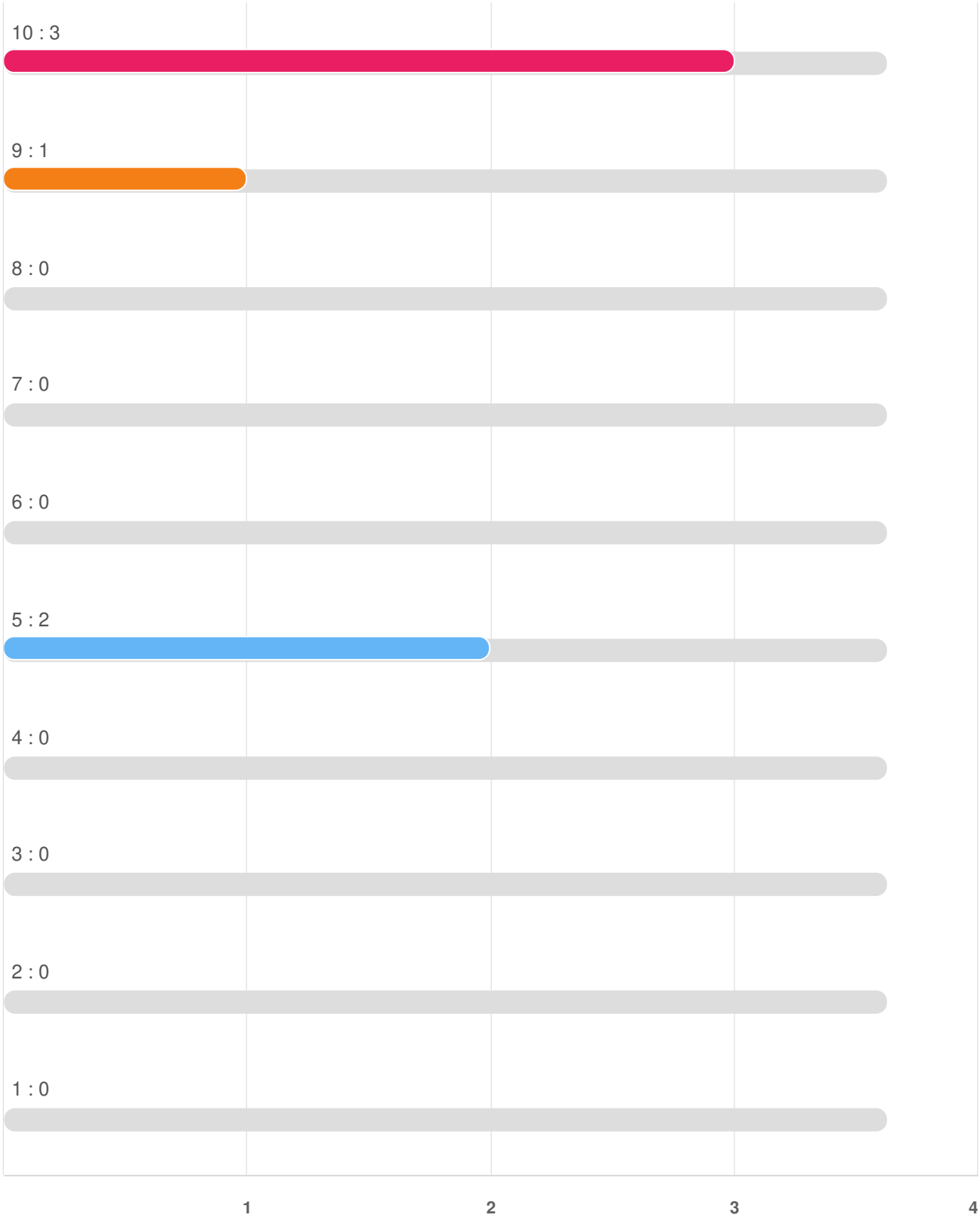
Periodic Review of Parking Policies



Develop an Ongoing Public Education Program



Utilizing Town's Facilities



Q5 Do you have any other suggestions for short and long-term solutions to address parking needs while reducing potential illegal parking challenges?

Anonymous
9/18/2024 05:23 PM

Along with utilizing town facilities, also use schools and private businesses (off hours) with a paid program utilizing tags displayed within the vehicles.

Anonymous
9/19/2024 05:09 PM

There is so much parking space at the community centre. Assign parking spaces to rent for those who have more than 2-3 vehicles in their household.

Anonymous
9/19/2024 05:19 PM

Adopt bylaws either implemented or being implemented in Brampton. The area is not designed for the population density due to higher than expected household population (rentals, multi-family, etc). Houses should be both limited to maximum number of residents (to avoid unsafe housing situations), along with maximum number of vehicles allowed per property. Streets are not designed to be wide enough for additional on-street parking, and will result in unsafe conditions for children due to limited house set backs and creation of additional blind spots, leading to increased risk of children being hit. Limit parking per household and provide paid parking for overflow vehicles (tags, etc) at community centre, etc. Better design set backs for housing and adjust the neighbourhood to accommodate vehicles.

Anonymous
9/26/2024 10:03 AM

Just enforce the current bylaws to encourage a change in behaviour, Caledon east and Inglewood get plenty of enforcement, where southfields is ignored

Anonymous
10/02/2024 10:50 AM

You CANNOT allow people to park on the street during the snowfall months, permits or not. I have several times been forced to shovel the street to get my car out, as the plows cannot plow to the curb with cars parked there. I have one of the accessible homes that the town has mandated be available through builders (thank you), my wife can only go out in our accessible van, which is very low to the ground to allow for the ramp conversion. Idea; have an APP that residents can send messages to on-duty bylaw officers to come immediately to ticket. They can't get them all, but this would be more efficient (ticket issuing wise) than patrolling randomly.

Anonymous
10/03/2024 02:12 PM

There needs to be heavy fines given out. That is the only thing that works. By-law should start on one end of a street and go and ticket in pairs (together for safety). They should take the necessary photos and fine. When people don't pay, it gets put on their taxes. If they want to sell their home, they must have paid off their debt. News of this will spread quite quickly and people will realize that they can't

hang off the road, block the sidewalks or main entrances to homes (which is a fire hazard and should be fined even more heavily for that reason), or extend the hardscape so it looks like a parking lot instead of a front yard. While I realize you can't make people remove their hardscape now, the town can prevent people, through heavy fines, from using this hardscape incorrectly. Moving forward, people should be getting approval from the city for any future hardscape etc. If it's not done properly, then people have to rip it out. News of this will spread quickly too once a few people have to pay. The pride of the community and keeping the value of the homes for everyone up is what is needed. Right now, many owners are seeing the community take a down turn because of all of this. The influx of tenants and many people renting their basement to multiple people (like my neighbour with 6 people in his basement) is ridiculous. These renters leave garbage on the roads, the parks, don't pick up the dog poop, and have a general disregard for their neighbours because they are not committed to the area and don't own something the way other people do. Adding more transit would only increase tenants and garbage and traffic congestion, which this area cannot deal with presently. I realize that Abbotside will open soon and this will help, but this community was not built to have this many people in it. As well, work with a tow company who can tow vehicles away who are illegally parked. Again, news of this will spread. Let's stop giving people multiple chances to clean up their act. People are adults and as adults they need to understand their civic responsibility to their neighbours and community.

Optional question (6 response(s), 0 skipped)
Question type: Essay Question

Q6 Do you have any other comments or feedback regarding the Parking Strategy Study?

Anonymous 9/18/2024 05:23 PM	Unfortunately there are not enough enforcement personnel and public education is not working.
Anonymous 10/02/2024 10:50 AM	Giving permits will not help. It will just get one car out of the driveways where others will take their place. Many rentals will just add another tenant once they get this permit for their address, thereby INCREASING the number of cars in the neighbourhood. You can only do your best with stats, and good job on the study, but using the number of REGISTERED vehicles in the neighbourhood grossly underestimates the actual #. My estimate would be at least 1/4 of the vehicles in this neighbourhood are registered outside the neighbourhood. Not scientific I know, but I live here, and have a good sense of this. I'll add that I had planned to attend the open house in September at the community centre, but an emergency came up that day that prohibited me from attending. Thanks for your attention. Chuck Butler. 13 Meadowcreek Road, Southfields Village.
Anonymous 10/03/2024 02:12 PM	The suggestions that the town is planning are band-aids. The people in the area who are renting do not care about the rules the town has. Instead, the only thing that people understand is money. If people are given heavy fines, then word will get around about that and only then will we start to see a change. People will re-think renting or will only rent to those who do not have a vehicle. As it stands,

Optional question (3 response(s), 3 skipped)
Question type: Essay Question