

# PLANNING **BRIEF**

PAKRING STUDY

GRAND VALLEY  
File 22-T-149562

Date:

**January 2018**

Prepared for:

**Cachet Estate Homes (Grand Valley) Inc.**

Prepared by:

**MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)**

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Our File 17214A

The conditions of Draft Plan Approval for the Cachet Estate Homes (Grand Valley) Inc. subdivision include the following:

**38. The Owner agrees to have prepared, by a qualified Consulting Engineer(s) and submitted to the Town for approval the reports identified in subsections (a) through (k). The reports must be approved prior to the approval of the Engineering Submission. Recommendations from the reports will be implemented in the detailed design process to the satisfaction of the Town. All reports and studies must conform to the draft plan of subdivision, as amended.**

**(m) a parking study will be required as part of the development application for the multiple residential block and in association with the park block.**

This report has been prepared to satisfy the above-noted condition.

To address this issue, we have reviewed the parking requirements for a number of similar municipalities in Central Ontario including Grand Valley, Centre Wellington, Shelburne, Clearview and Orangeville. The attached a chart showing the required parking for townhouse units in each of those municipalities. We note that for all of those municipalities, the Grand Valley requirement of two spaces per unit is among the highest.

	Grand Valley	Centre Wellington	Shelburne	Clearview	Orangeville
Number of required spaces	<p>2 parking spaces per dwelling unit, where one space may be located in a carport or provided such garage or carport has a minimum width of 3 metres and minimum length of 6m.</p> <p>** There shall only be one driveway per residential lot zoned Village Residential (RV), Hamlet Residential (HR), Estate Residential (ER), and Rural Residential (RR)</p>	<p>1.0 space per dwelling unit plus 0.5 spaces per unit for the first 20 units and 0.25 spaces per unit for each additional unit. A minimum of 50% of the additional parking spaces shall be devoted exclusively to visitor parking <b>for Cluster Townhouse Dwelling</b></p> <p>1 parking space per dwelling unit <b>for a Street Townhouse dwelling where each such unit has a parking space accessed by a driveway which crosses a public street.</b></p>	1 space for each dwelling unit	2 parking spaces per dwelling unit for Townhouse Dwellings	1½ parking spaces for each dwelling unit for buildings containing two or more dwelling units.
Minimum Length	6 metres	6 metres	6 metres	6 metres	5.5 metres
Minimum Width	3 metres	3 metres	3.5 metres	3 metres	2.7 metres
Maximum Width	6 metres		Equal to the garage width plus 0.5m or 40% of the lot width in the front yard or 3.5 metres whichever is		** See Page 32 of ZBK

	Grand Valley	Centre Wellington	Shelburne	Clearview	Orangeville
			greater. No driveway shall exceed 9.0 metres in width.		
Interior Parking requirements		The minimum interior dimensions of an attached or detached garage shall be 3 metres by 6 metres			All garages in a R, D, or C5 Zone shall have the following minimum dimensions: A depth of 5.5 metres measured from the vehicular door to the rear of the garage; and a width of 2.7 metres.
Maximum Cover	A maximum of 50% of the area between the face of the dwelling and the front lot line may be used for parking areas			There shall be no more than one driveway or aisle access to a public street per lot. Where the parking space directly accesses the public street the width of the access shall not exceed 40% of the lot line(s) width to a maximum width of 10 metres.	

	Grand Valley	Centre Wellington	Shelburne	Clearview	Orangeville
Notes*	Any other use, including assemble or common areas in conjunction with any of the categorized uses in this table - 1 parking space per 20 square metres of gross floor area.	A <b>Cluster Townhouse</b> means a Townhouse situated on a Lot in such a way that at least one dwelling unit does not have legal frontage on a public Street.			

Table 3.15.9 of the Grand Valley By-law, the parking requirements table, establishes the following requirements for residential uses:

2 parking spaces per dwelling unit, where one space may be located in a carport or, *provided such garage or carport has a minimum width of 3 metres and minimum length of 6.m.*

This requirement is met with the site plan. It should be recognized that through the site plan approval process, the municipality cannot require a higher standard than the minimum standard required in the By-law.

Within the By-laws that have been identified above, there has not been a requirement for visitor parking within the Zoning By-law. However, we acknowledge that there needs to be some consideration for visitor parking in a development such as this. In other Zoning By-laws, we have seen a requirement for visitor parking on the basis of 0.25 parking spaces per unit where those spaces are specifically defined for visitor parking. If we were to apply this commonly used figure for the proposed development at 24 units, there would be a requirement for 8 visitor parking spaces.

The site plan, attached Figure 1 provides for 13 visitor parking spaces providing a total number of parking spaces for the site at 2.37 spaces per unit. This ratio is considerably higher than what the By-law requires and notably higher than what is required in other similar municipalities. We believe that this provision for visitor parking will be adequate for the needs of the overall development.



Following the initial site plan submission to the Township, the Township requested additional information related to the following;

## **Potential Overflow Parking**

It is possible that from time to time residents of the townhouses may be entertaining guests and the visitor parking area could become insufficient to accommodate all of the parking requirements. Should that occur, it is most likely that guests would park on the adjacent streets. This is no different than if other residents of the area were to host guests at their homes. It can create a problem only in winter months when it is necessary for the municipality to provide snow clearing, most often during the night. Grand Valley already has a winter parking by-law in effect that prohibits parking on Town roads from 2AM to 6 AM and provides for towing of vehicles that contravene the By-law.

It is noted that Doulas Street and Leeson Street have paved surfaces and shoulders that are generally 9.0 m wide. This width provides for parking on one side of the road while enabling two-way traffic. The Town may consider posting one side of the roads as no parking to ensure that there continues to be a 6.0 m traveled surface at all times on those streets. This issue is not directly related to the current site plan application but is worthy of consideration in the interest of public safety.

## **Use of Visitor Parking by Owners**

The visitor parking area will be signed as such and use by unit owners will be prohibited. Following approval of the site plan the Owner will initiate the Condominium approval process. Once the development is a condominium, the condominium corporation will pass by-laws regarding the use of the common elements, including the parking area. Such By-laws can, and should limit the amount of time a vehicle can be parked in the visitor parking and provide for fines to the owners of vehicles and the ability to tow vehicles that are not in compliance with the by-law of the Corporation. This matter can be addressed in the condominium approval process.

Often property owners use their interior parking spaces for storage, thereby prohibiting those spaces from being used for parking. Purchasers of the units should be advised that they are required to maintain two parking spaces for each unit. A warning clause on Offers of Purchase and Sale and Rental Agreements can be required through the Site Plan process and Condominium process advising future residents of this requirement.

## Additional On-Site Parking

As noted, the site plan already provides 13 more parking spaces than what is required by the Zoning By-law. The Town cannot request more parking through the site plan approval process than the minimum required by the Zoning By-law.

There is a small are adjacent to unit 18 that could potentially be used for parking. However, this area will be required for short-term snow storage in the winter and will be used as a to amenity area in the remainder of the year.

## Fire Department Comments

The Fire Department has reviewed the site plan and is satisfied with the provisions for access and fire protection. The fire routes within the site should be posted as such and parking in those areas should be clearly prohibited. The Landscape Plan for the site has been revised to illustrate those signs. The Town may wish to consult the Fire Department regarding parking regulations off site.

I trust that this brief report address all of the issues that have been raised with respect to parking on site and on the adjacent streets. Should you have any further questions or comments please do not hesitate to contact the undersigned.

Yours truly,

**MHBC**



Jim Dymant, BES, MCIP, RPP  
Partner