

PARKING JUSTIFICATION STUDY

**9415 & 9425 CLARKWAY DRIVE
PROPOSED DAYCARE AND COMMERCIAL
DEVELOPMENT
CITY OF BRAMPTON, REGIONAL MUNICIPALITY
OF PEEL**

**PREPARED FOR:
LULLABOO NURSERY & CHILDCARE CENTER INC.**

**PREPARED BY:
C.F. CROZIER & ASSOCIATES INC.
211 YONGE STREET, SUITE 600
TORONTO, ONTARIO
M5B 1M4**

**FIRST SUBMISSION: APRIL 2024
SECOND SUBMISSION: OCTOBER 2024**

CFCA FILE NO. 1588-6895

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



CROZIER

Revision Number	Date	Comments
Rev. 0	March 2024	Internal Review
Rev. 1	April 2024	First Submission
Rev. 2	October 2024	Second Submission

Executive Summary

C.F. Crozier & Associates Inc. (Crozier) was retained by Lullaboo Nursery and Childcare Center Inc. to undertake a Parking Justification Study in support of a Minor Variance and Site Plan Application (SPA) for a proposed mixed-use commercial plaza at 9415 & 9425 Clarkway Drive, City of Brampton, Regional Municipality of Peel.

The mixed-use plaza is proposed to contain a daycare centre with 38 staff and 262 children, as well as a 276 m² drive-thru restaurant, 220 m² of medical office space and 548 m² of retail.

The purpose of the study is to forecast the peak parking demand for the proposed development and to determine the adequacy of the proposed parking supply to meet the demand of the mixed-use commercial plaza.

The City of Brampton General Provisions for Commercial Zones Zoning By-Law (ZBL) Section 20 requires the proposed development to provide a parking supply of 130 parking spaces. The development proposes a parking supply of 79 spaces. Therefore, the development proposes a parking supply deficit, as compared to the City of Brampton ZBL requirement, of 51 spaces.

To evaluate the adequacy of the proposed parking supply for the Subject Property, the peak parking demand associated with the proposed daycare was forecasted using a surrogate site survey of an existing Lullaboo Nursery and Childcare Center at 760 Wanless Drive, located in the City of Brampton.

Similarly, the peak parking demand associated with the proposed commercial uses was forecasted using a surrogate site survey of an existing mixed-use commercial plaza located at 9960, 9980, 9990 McVean Drive, City of Brampton.

Based on the surrogate site surveys, a peak parking demand of 73 spaces is forecasted for the overall mixed-use plaza. As the development proposes 79 parking spaces, the proposed parking supply is adequate and is supportable from a Parking Justification perspective.

Per the City of Brampton Accessible Parking Manual, 4 barrier free parking spaces are required. As the Site Plan proposes 4 barrier free parking spaces, the proposed development conforms to the City's accessible requirements.

Per the City of Brampton ZBL, 2 loading spaces are required. As the Site Plan proposed 2 loading spaces, the proposed development conforms to the City's minimum loading requirements.

Analysis of vehicle turning maneuvers indicates that the proposed site layout is supportable from a vehicle circulation perspective.

The following TDM measures are also recommended to support the parking reduction:

- TDM Information Package for On-site Employees and Daycare Parents
- Secure Bicycle Parking
- Bicycle Repair Station
- Pre-loaded Presto Cards
- Priority Carpool Parking Spaces
- Real-Time Transit Information

The analysis contained within this report was prepared using the information received from the proponent, as well as the most recent Site Plan prepared by Turner Fleischer. Any minor revisions to

the Site Plan are not expected to affect the conclusions contained with this report.

In conclusion, the mixed-use daycare and commercial development at 9415 & 9425 Clarkway Drive can be supported from a parking justification perspective.

TABLE OF CONTENTS

Executive Summary	ii
1.0 Introduction	1
1.1 Background	1
1.2 Development Proposal	1
1.3 Purpose and Scope	2
2.0 Existing Conditions	2
2.1 Development Lands	2
2.2 Study Area	2
2.3 Existing Pedestrian and Cycling Movements	3
2.4 Transit Operations	3
3.0 Parking Requirements	5
3.1 City of Brampton Zoning By-Law	5
3.2 Accessible Parking Requirements	6
3.3 Bicycle Parking Spaces Requirements	7
4.0 Suitability of Parking Supply	7
4.1 Daycare Surrogate Site Parking Survey – 760 Wanless Drive	7
4.2 Commercial Plaza Surrogate Site Parking Survey – 9960, 9980, 9990 McVean Drive	7
4.3 Forecasted Parking Demands	8
4.4 Transportation Demand Management (TDM) Strategies	10
5.0 Loading Requirements	10
5.1 Loading Requirements	10
5.2 Vehicle Turning Assessment	10
6.0 Transportation Demand Management (TDM) Strategies	11
6.1 Existing TDM Measures	11
6.2 Future TDM Measures	12
6.3 Site Specific TDM Opportunities and Recommendations	12
7.0 Conclusions	14

LIST OF APPENDICES

Appendix A: Correspondence

Appendix B: Transit Information

Appendix C: Zoning By-Law Excerpts

Appendix D: Parking Surrogate Survey Data

Appendix E: Vehicle Turning Diagrams

Appendix F: Future TDM Excerpts

LIST OF FIGURES

Figure 1: Site Plan

Figure 2: Site Location Plan

1.0 Introduction

1.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by Lullaboo Nursery and Childcare Center Inc. to undertake a Parking Justification Study in support of a Minor Variance and Site Plan Application (SPA) for a proposed childcare center and commercial-retail facility located at 9415 & 9425 Clarkway Drive, in the City of Brampton, Regional Municipality of Peel. The Terms of Reference for the study can be found in correspondence included in **Appendix A**.

1.2 Development Proposal

The Site Plan prepared by Turner Fleischer proposes the construction of a three-storey daycare centre, as well as two medical offices, five retail units and a drive-thru restaurant.

Table 1 outlines the breakdown of the development proposal.

Table 1
Proposed Development Breakdown

Building	Land Use	Site Stats				
		GFA (m²)	Number of Students	Number of Employees	Number of Parking Spaces	Number of Loading Spaces
A	Daycare¹	1,384	262	38	79 spaces	1 space
	Medical Office 1	110	N/A			
	Medical Office 2	110				
	Retail Units	548				
B	Restaurant	276				1 space

Note 1: 473 m² of outdoor playground area is also proposed for the daycare centre.

To facilitate the development, a right-in right-out site access to Highway 50 and a full moves access to Clarkway Drive, as well as 79 at-grade parking spaces are proposed.

The most recent Site Plan is attached as **Figure 1**. The site location plan is included as **Figure 2**.

1.3 Purpose and Scope

The purpose of the study is to forecast the peak parking demand for the proposed development and to determine the adequacy of the proposed parking supply to meet the demand of the site.

The study reviews the following main aspects of the proposed development from a transportation engineering perspective:

- City of Brampton's Zoning By-Law minimum parking and loading requirements.
- Forecasted peak parking demand based on surrogate site surveys.
- Transportation demand management measures.

The study has been completed in accordance with the agreed-upon Terms of Reference with City of Brampton staff. The Terms of Reference for the study can be found in **Appendix A**.

2.0 Existing Conditions

2.1 Development Lands

The subject lands cover an area of approximately 0.74 ha and currently consist of a commercial truck parking lot. The property, located in a commercial residential neighbourhood, is bound by undeveloped lands to the north, Clarkway Drive to the west, an existing residential property to the south, and Highway 50 (Regional Road 50) to the east.

2.2 Study Area

The study area is described in **Table 2**.

Table 2
Study Area

Feature	Roadway		
	Clarkway Drive (off Highway 50)	Clarkway Drive	Highway 50
Direction	Two-Way (North-South)	Two-Way (North-South)	Two-Way (North-South)
Classification	Local	Collector	Major Arterial
Jurisdiction	City of Brampton	City of Brampton	Region of Peel
Speed Limit	50 km/h (Assumed)	70 km/h (Posted)	70 km/h (Posted)
Span	Highway 50 to Clarkway Way Drive Cul-de-Sac (Dead End)	Mayfield Road to Cottrelle Boulevard	Region of Peel Limit to Steeles Avenue West
Number of lanes total	Two travel lanes	Four travel lanes	Six travel lanes
Median type	None	Concrete Centre Median	Two-Way Left Turn Centre Median
Pedestrian Facilities	Multi-Use Path (West Side) Sidewalk (East Side)	None	Multi-Use Path (West Side) Sidewalk (East Side)
Cycling Facilities	Multi-Use Path (West Side)	None	Multi-Use Path (West Side)
On-Street Parking	Yes	No	No

2.3 Existing Pedestrian and Cycling Movements

The Subject Property is located in the eastern limits of the City of Brampton, surrounded by mixed-use residential, recreational, and commercial properties. As shown in **Section 2.2**, a multi-use path is provided for pedestrians and cyclists along Highway 50, fronting the Subject Property. In addition, a multi-use path is provided along the west side of Clarkway Drive, west of the Subject Property.

2.4 Transit Operations

Brampton Transit operates local transit services within the study area. GO-Transit (Metrolinx) operates regional train and bus services throughout the Greater Toronto Hamilton Area (GTHA). **Table 3** outlines the existing transit routes, direction, days of operation, peak hour headways, and the location of bus stops in the study area.

Table 3
Existing Transit Services

Route	Direction	Span	Days of Operation	Peak Hour Headways (min)	Bus Stops in Study Area
Brampton Transit					
23 Sandalwood	Two-Way (East-West)	Mount Pleasant Village to Queen Street and Highway 50	Monday-Sunday	15	Clarkway Drive and Cottrelle Boulevard (~10 min walk, 3 min cycle)
35 Clarkway	Two-Way (North-South)	Highway 50 and South of Ebenezer Road to Tobram – Züm Bovaird Station Stop Eastbound	Monday-Sunday	30-35	Clarkway Drive and Bellchase Trail (~3 min walk)
50 Gore Road	Two-Way (North-South)	Humber College Terminal to Gore Meadows Community Centre	Monday-Sunday	15	Clarkway Drive and Castle Oaks Cross (15 min walk, 3 min cycle)
214 Cardinal Ambrozic AM	One-Way (East)	Castlemore Road East of Airport Road to The Gore Road South of Castlemore Road	Monday – Friday	N/A ¹	Clarkway Drive and Bellchase Trail (~3 min walk)
214 Cardinal Ambrozic PM	One-Way (West)	Castle Oaks Cross at Cardinal Ambrozic Secondary School to Castlemore Road East of Airport Road	Monday – Friday		

Route	Direction	Span	Days of Operation	Peak Hour Headways (min)	Bus Stops in Study Area
GO Transit					
38 Malton (GO)	One-Way (South)	Queen Street North at Columbia Way to Malton GO	Monday-Friday	60 ²	Highway 50 at Bellchase Trail (~3 min walk)
38 Bolton (GO)	One-Way (North)	Malton GO to Highway 50 at Columbia Way		150 ²	Highway 50 at Trade Valley Drive (~3 min walk)

Note 1: Route 214 – Cardinal Ambrozic AM operates once a day with a single departure time of 7:49 a.m. Cardinal Ambrozic PM runs once a day with a single departure time of 3:00 p.m.

Note 2: Route 38 (Malton) operated on weekdays between 5:05 a.m. and 6:05 a.m. Route 38 (Bolton) operates on weekdays between 4:12 p.m. and 6:42 p.m.

Aside from the regular scheduled daytime Brampton Transit services, Peel Region also offers paratransit services called “TransHelp”, a specialized transit services for those who require assistance and cannot comfortably access conventional buses. Using a regular transit fare, those with a disability can access door-to-door low-floor fully accessible buses, or taxi in partnership with the Region, with full assistance from drivers to escort the passenger on and off the vehicle.

The existing transit services provide employees and visitors of the Subject Property with quick, easily accessible, and direct transit services throughout the City. As such, transit is a convenient mode of transport for both staff and visitors of the proposed development. **Appendix B** contains relevant transit information.

3.0 Parking Requirements

The City of Brampton Zoning By-Law (ZBL) minimum parking requirements were assessed in order to determine if the proposed mixed-use development has adequate parking supply.

3.1 City of Brampton Zoning By-Law

The City of Brampton General Provisions for Commercial Zones ZBL Section 20 was reviewed to determine the minimum vehicle parking requirements for the site. The minimum parking requirements are outlined in **Table 4**.

Table 4
City of Brampton General Commercial ZBL Minimum Parking Requirements

Land Use	Units	Parking Rate	Number of Parking Required
Daycare Centre Day Nursery	38 Employees 262 Children	1.0 space/employee + 1 space/10 children	65 spaces
Medical Office Office (Physician, Dentist or Drugless Practitioner's Office)	220 m ²	1 space/12 m ²	19 spaces
Retail Retail Establishment not specifically mentioned	548 m ²	1 space/19 m ²	29 spaces
Restaurant Restaurant (Take-Out Restaurant)	276 m ²	1 space/16.7 m ²	17 spaces
Parking Required			130 spaces
Parking Supplied			79 spaces
Surplus/Deficiency			-51 spaces

As outlined, the City of Brampton ZBL requires the proposed mixed-use development to provide a total parking supply of 130 parking spaces. As the Site Plan proposes 79 parking spaces to be shared between land uses, the development proposes a parking supply deficit, compared to the Brampton ZBL requirements, of 51 spaces.

Although the proposed parking rates are lower than the requirements set out in the applicable ZBL, as shown in **Section 4.0**, based on parking surrogate surveys of an existing daycare and mixed-use commercial plaza with similar land uses, it is evident that the Brampton ZBL overstates the proposed developments parking requirements.

It is noted that the parking justification herein has been reviewed for weekday parking only. The daycare facility will be closed on weekends and, as shown in **Table 4**, the proposed parking supply meets the minimum parking requirements for the commercial land uses of 65 spaces. As such, sufficient parking is available for the commercial uses on the weekend and no parking issues are expected on weekends.

Appendix C contains ZBL excerpts.

3.2 Accessible Parking Requirements

Per the City of Brampton Accessible Parking Manual, the minimum accessible parking requirements are as follows:

- For developments with 13 to 100 parking spaces provided, 4% of the total provided parking spaces must be accessible.

Accordingly, as 79 parking spaces are proposed, four (4) accessible parking spaces are required for the development. Per the Site Plan, four (4) accessible spaces have been provided, consisting of two

(2) Type A spaces and two (2) Type B spaces. As such, the minimum accessible parking requirements have been met.

Appendix C contains City of Brampton Accessible Parking Manual excerpts.

3.3 Bicycle Parking Spaces Requirements

There are no minimum bicycle parking requirements outlined in the City of Brampton General Provisions for Commercial ZBL. As such, no bicycle parking spaces are required for the proposed development. Nevertheless, bicycle parking spaces are proposed to be provided.

4.0 Suitability of Parking Supply

To evaluate the proposed parking supply for the Subject Property, the peak parking demand associated with the proposed mixed-use development was forecasted using a surrogate site survey of an existing daycare centre operated by the proponent located at 760 Wanless Drive, City of Brampton, and a surrogate site survey of a mixed-use commercial plaza at 9960, 9980, 9990 McVean Drive, City of Brampton.

4.1 Daycare Surrogate Site Parking Survey – 760 Wanless Drive

The daycare surrogate site is located at 760 Wanless Drive, City of Brampton, and is comparable to the proposed daycare facility as both facilities are owned and operated by the proponent in a similar manner and both facilities are located within Brampton.

A parking surrogate site survey was conducted on Wednesday, November 22nd, 2023, between 6:30 a.m. to 6:30 p.m. at 30 minutes intervals in order to observe the operations of the facility within its business hours of 7:00 a.m. to 6:30 p.m. and to establish the peak parking demand for facility staff and parents.

Per discussion with the proponent and observed from the site survey, it is understood and confirmed that a majority of the parents will perform pick-up and drop-off activities in less than 15 minutes, while the majority of the employees who drive, will be parked for a full day with the exception of breaks, lunch periods and special circumstances (i.e., meetings). In addition, it is understood that the facility operates at a full capacity of 52 employees each day with absent employees replaced immediately by other on-call employees as required. At the time of the survey, the daycare center was operating with 52 staff and 365 children, and 57 parking spaces supplied on-site.

The forecasted parking demand for the proposed daycare at 9415 & 9425 Clarkway Drive based on the 760 Wanless Drive surrogate site survey is summarized by time of day in **Section 4.3**. The raw parking survey data is included in **Appendix D**.

4.2 Commercial Plaza Surrogate Site Parking Survey – 9960, 9980, 9990 McVean Drive

The commercial plaza surrogate site, located at 9960, 9980, 9990 McVean Drive, City of Brampton is comparable to the proposed mixed-use commercial plaza as both plazas contain similar uses and are located within Brampton. The proposed plaza contains medical offices, retail uses and a restaurant with drive thru. The surrogate site at McVean Drive contains a dental care office, several retail and restaurant uses, as well as a Tim Horton's with a drive-thru and a RBC bank with a drive-thru.

A parking surrogate site survey was conducted on Tuesday, December 12th, 2023, between 6:30 a.m. to 6:30 p.m. at 30 minutes intervals to establish the weekday peak parking demand for the mixed-use commercial plaza.

At the time of the survey, all units were confirmed by the surveyor to be occupied and operating. A total of 123 parking spaces are supplied on-site. It is noted that the GFA of the commercial plaza was estimated based on google map aerial imagery. The total GFA of the plaza was measured to be approximately 1,740 m².

The forecasted parking demand for the proposed mixed-use commercial plaza (excluding daycare) at 9415 & 9425 Clarkway Drive based on the McVean surrogate site survey is summarized by time of day in **Section 4.3**. The raw parking survey data is included in **Appendix D**.

4.3 Forecasted Parking Demands

As observed in the individual surrogate parking surveys included in **Appendix D**, the peak parking demand periods differ between the daycare and commercial-retail land uses. As such, the forecasted parking demand was reviewed for each time period between 6:30 a.m. to 6:30 p.m., at 30 minutes intervals, to ensure the proposed parking supply is sufficient for the entire proposed commercial plaza, including both daycare and commercial uses. **Table 5** outlines the forecasted parking demands for both the proposed daycare and commercial uses based on the surrogate site surveys for each time period.

Table 5
Forecasted Parking Demand

Time Period			Daycare Forecast ¹		Commercial Forecast ²		Overall Forecast	
			Rate (spaces/student)	Spaces	Rate (spaces/100 m ²)	Spaces	Total	Surplus
06:30	to	07:00	0.02	5	0.80	8	13	66
07:00	to	07:30	0.02	6	0.86	9	15	64
07:30	to	08:00	0.05	14	0.98	10	24	55
08:00	to	08:30	0.10	27	0.92	10	37	42
08:30	to	09:00	0.11	28	1.55	16	44	35
09:00	to	09:30	0.09	24	2.24	23	47	32
09:30	to	10:00	0.10	26	2.64	28	54	25
10:00	to	10:30	0.09	24	2.76	29	53	26
10:30	to	11:00	0.09	24	2.82	29	53	26
11:00	to	11:30	0.08	22	2.53	26	48	31
11:30	to	12:00	0.07	19	2.59	27	46	33
12:00	to	12:30	0.07	19	2.82	29	48	31
12:30	to	13:00	0.07	19	2.82	29	48	31
13:00	to	13:30	0.07	19	3.05	32	51	28
13:30	to	14:00	0.08	22	3.22	34	56	23
14:00	to	14:30	0.08	21	2.76	29	50	29
14:30	to	15:00	0.09	24	2.13	22	46	33
15:00	to	15:30	0.10	27	2.47	26	53	26
15:30	to	16:00	0.10	25	2.99	31	56	23
16:00	to	16:30	0.11	29	3.51	37	66	13
16:30	to	17:00	0.12	32	3.97	41	73	6
17:00	to	17:30	0.14	37	3.33	35	72	7
17:30	to	18:00	0.11	29	2.87	30	59	20
18:00	to	18:30	0.04	10	2.24	23	33	46
18:30	to	19:00	0.01	1	1.78	19	20	59
Total Peak Parking Demand							73 spaces	
Total Parking Supply							79 spaces	
Surplus/Deficit							+6 spaces	

Note 1: The daycare forecast is based on the proposed daycare capacity of 262 students.

Note 2: The commercial forecast is based on the total commercial-retail GFA of 1,044 m². This area was calculated based on the restaurant GFA of 276 m², two medical offices of 110 m² each, and 548 m² of retail.

As shown, by applying the surrogate peak parking demand forecasts to the Subject Property, a total peak parking demand of 73 spaces is forecasted. As such, the proposed parking supply of 79 spaces is adequate to support the overall development and a surplus of 6 spaces is proposed.

4.4 Transportation Demand Management (TDM) Strategies

Additionally, the Subject Development's peak parking demand is also expected to be reduced due to the following recommended site-specific TDM strategies:

- TDM Information Package for Employees & Daycare Parents
- Secure Bicycle Parking
- Bicycle Repair Station
- Pre-loaded Presto Cards
- Priority Carpool Parking Spaces
- Real-Time Transit Information

The recommended TDM strategies are further detailed in **Section 6.0**.

5.0 Loading Requirements

5.1 Loading Requirements

The City of Brampton General Provisions for Commercial Zones ZBL Section 20 was reviewed to assess the minimum loading requirements and determine if the proposed mixed-use commercial plaza has an adequate loading supply. The loading requirements are outlined in **Table 6**.

Table 6
City of Brampton General Commercial ZBL Minimum Loading Requirements

Building	Land Use	GFA (m ²)	Loading Requirements	Number of Loading Required
Building A	Daycare	1,384	N/A ¹	N/A
	Medical Office 1	110	No loading required for 2350 m ² or less	-
	Medical Office 2	110		-
	Retail	548	1 space for 2350 m ² or less	1 space
Building B	Restaurant	276	1 space for 2350 m ² or less	1 space
Loading Required				2 spaces
Loading Supplied				2 spaces

Note 1: It is assumed that the daycare centre is not considered a retail commercial or office land use.

Per City of Brampton's ZBL, two loading spaces are required for the proposed development. As the development proposes one loading space for each building, the ZBL requirements are satisfied.

5.2 Vehicle Turning Assessment

Vehicle Turning Diagrams were prepared using a standard fire truck, a private waste collection vehicle (Molok), a medium single unit (MSU) delivery truck, and passenger vehicles. Vehicle Turning Diagrams are included in **Appendix E**.

It is noted that a private company (Molok) will be providing waste collection services, as is typical for the proponent's other daycare facilities. The private waste collection truck collects waste using a

mobilized arm (small crane).

Analysis of truck turning movements indicate that there is sufficient space for the private waste collection truck and a MSU truck to manoeuvre in and out of the loading spaces and proposed site accesses at Highway 50 and Clarkway Drive. The Vehicle Turning Diagrams also demonstrate that a passenger car can manoeuvre around the site and to/from the parking spaces.

Fire trucks can conveniently access the Subject Property as required via Highway 50 or Clarkway Drive.

Accordingly, based on the Vehicle Turning Diagrams for the key design vehicles, the Site Plan is supportable from a vehicle circulation perspective.

6.0 Transportation Demand Management (TDM) Strategies

There are several existing, future, and site-specific Transportation Demand Management (TDM) opportunities in the City of Brampton and Region of Peel to encourage the use of non-auto transportation, reduce single-occupancy vehicle (SOV) trips and parking demand for the proposed development, and to improve community health.

6.1 Existing TDM Measures

Pedestrian and Cycling

The Region of Peel, in collaboration with the City of Brampton, operates the Walk and Roll initiative. The Walk and Roll program is in support of the Region's Sustainable Transportation Strategy and aims to encourage walking and cycling. The program raises awareness of the health benefits associated with active transportation and educates the community on the available trails and paths in the City and Region. The Walk and Roll website includes an intersection map for finding existing active transportation trails throughout the Region, provides tips on walking and cycling safety and updates the community on initiatives and events in the area. This initiative promotes active transportation and the reduction of automobile use.

Transit

As outlined in **Section 2.4**, there are transit stops near the Subject Property. City of Brampton bus lines can be accessed within walking distance of the Subject Property, making transit a convenient mode of transportation for employees and visitors to commute to and from the site.

For transfers between local busses, Brampton Transit, MiWay, GO Transit and several other agencies offer unlimited travel between the transit systems within a two-hour period. Brampton Transit also offers contactless payment via PRESTO and recently introduced payment via credit and debit cards. Brampton Transit is also a participant of the Region of Peel's Affordable Transit Program, which provides subsidized transit passes for low-income residents.

Finally, as previously mentioned, Peel Region offers paratransit services called "TransHelp", a specialized transit service for those who require assistance and cannot comfortably access conventional buses. Using a regular transit fare, those with a disability can access door-to-door low-floor fully accessible buses (or taxi in partnership with the Region) with full assistance from drivers to escort the passenger on and off the bus. All of these initiatives promote transit use and incentivize commuters to explore alternate methods of transportation.

6.2 Future TDM Measures

Pedestrian and Cycling

The City of Brampton's Active Transportation Master Plan "Let's Connect" (July 2019) proposes improvements to the active transportation network within the study area. The proposed improvements are outlined in **Table 7**.

Table 7
Proposed Active Transportation Network Improvements

Roadway	Span	Improvement	Timeline
Cottrelle Boulevard	Clarkway Drive to Highway 50	Multi-Use Path	Short Term
Bellchase Trail	Clarkway Drive to Highway 50	Bike Lane	Medium Term

As shown, a multi-use path is proposed along Cottrelle Boulevard between Clarkway Drive and Highway 50 to connect to the existing multi-use path along Cottrelle Boulevard to the west. The implementation of the proposed active transportation network improvements will increase the development's pedestrian and cycling accessibility and further encourage employees and visitors to commute via walking or cycling. Excerpts from the City's Active Transportation Master Plan are included in **Appendix F**.

Transit

The Subject Property is located near the proposed Queen Street-Highway 7 Bus Rapid Transit (BRT) project led by Metrolinx. The BRT is proposed to span 24 kilometres from Mississauga Road along Queen Street in Brampton to Wigwoss Drive at Helen Street in Vaughan before continuing along Highway 7 onto the existing VIVA Rapid Way to Vaughan Metropolitan Centre. The BRT is expected to create an east-west connection through the City and provide more access to transit hubs such as the Downtown Brampton Transit Hub.

While construction timelines and exact stop locations are still to be determined, the BRT is proposed to be implemented along Queen Street south of the Subject Property within an approximately 15-minute bus ride. The BRT will operate in addition to the existing transit routes, and will materially improve transit reliability, increase transit capacity, provide additional transit options within the neighbourhood and the City, provide faster travel times, increased coverage, and more convenient transit service for those travelling within the City and beyond. Excerpts illustrating the proposed Queen Street-Highway 7 BRT are included in **Appendix F**.

6.3 Site Specific TDM Opportunities and Recommendations

There are several opportunities for the development to promote TDM measures in support of reduced automobile use. The following measures, outlined in **Table 8**, are recommended for the proponent to undertake, and are expected to contribute to a reduced automobile use and increased sustainable mode share.

Table 8
Site Specific TDM Recommendations

Recommended/Provided TDM Measure	Implementation Summary
TDM Information Package for On-Site Employees and Daycare Parents	<p>TDM information packages can be provided directly to employees upon employment (and updated periodically), and can comprise of active transportation network maps, transit maps, and transit schedules. This increased awareness and education of convenient transit options has been historically shown to increase transit mode share in similar developments and would be expected to provide similar benefits to the proposed development.</p> <p>Prior to employment, future employees can be informed of the active transportation and TDM opportunities of the proposed development. Periodic updates can be provided via marketing materials posted in the common area, sent via the employer's internal employee web portal or by monthly email.</p> <p>TDM Information Packages can also be made available in the lobby or common areas for the daycare parents to browse. Updated TDM packages can be sent to the parents via email newsletter.</p>
Secure Bicycle Parking	<p>Although the City's ZBL requires no minimum bicycle parking spaces for the development, safe and secure bicycle parking is proposed to be provided. Access to safe and secure bicycle parking will increase confidence and reliability for prospective cyclists to cycle as their primary mode of transportation.</p>
Bicycle Repair Station	<p>A bicycle repair station with a toolkit and pump are also recommended. These stations can be provided near the bicycle parking provided to promote cycling use. These stations also increase confidence and reliability for prospective cyclists to cycle as their primary mode of transportation.</p>
Pre-loaded Presto Cards	<p>One-time pre-loaded or discounted Presto cards should be provided by employers for first time on-site employees (associates) to encourage transit use as the primary mode to and from the site.</p>
Priority Carpool Parking Spaces	<p>Priority carpool parking spaces are also recommended to be provided near the building entrances. This allows for employees to have convenient carpool parking spaces to make carpooling an attractive option to further reduce single occupant vehicle trips. Carpool coordination and sign ups can be further facilitated via the employer's internal employee web portal.</p>
Real-Time Transit Information	<p>The provision of real-time transit information screens is recommended and can be displayed in the lobby or employee lounge or common area via wall mounted screens. This provides employees with information on transit schedules and real time service delays, increasing reliability for employees to use transit as their primary mode of transportation.</p> <p>Employees should also be encouraged to use Next Ride, a City of Brampton service which provides users with real-time transit information to assist with trip planning. Next Ride is available online or via text, email,</p>

Recommended/Provided TDM Measure	Implementation Summary
	or phone. Users enter the four-digit bus stop number to view the next bus arrival times for their stop.

In summary, there are several existing, future, and site-specific TDM opportunities that are expected to encourage the use of non-auto transportation, reduce single-occupancy vehicle (SOV) trips, and reduce parking demand for the proposed development.

7.0 Conclusions

Lullaboo Nursery and Childcare Centre Inc. proposes a mixed-use commercial plaza containing a daycare centre with 38 staff and 262 children, as well as a 276 m² drive-thru restaurant, 220 m² of medical office space and 548 m² of retail at 9415 & 9425 Clarkway Drive, City of Brampton, Regional Municipality of Peel. The analysis contained within this report has resulted in the following key findings:

- The City of Brampton ZBL requires the proposed daycare and commercial plaza to provide a total of 130 parking spaces. The development proposes a parking supply of 79 spaces. Therefore, the development proposes a parking supply deficit, as compared to the City of Brampton ZBL requirement, of 51 spaces.
- To evaluate the adequacy of the proposed parking supply for the Subject Property, the peak parking demand associated with the proposed daycare was forecasted using a surrogate site survey of an existing Lullaboo Nursery and Childcare Center at 760 Wanless Drive, located in the City of Brampton.
- Similarly, the peak parking demand associated with the proposed commercial uses was forecasted using a surrogate site survey of an existing mixed-use commercial plaza located at 9960, 9980, 9990 McVean Drive, City of Brampton.
- Based on the surrogate site surveys, a peak parking demand of 73 spaces is forecasted for the overall proposed mixed-use plaza. As the development proposes 79 parking spaces, the proposed parking supply is adequate and is supportable from a Parking Justification perspective.
- Per the City of Brampton Accessible Parking Manual, 4 barrier free parking spaces are required. As the Site Plan proposes 4 barrier free parking spaces, the proposed development conforms to the City's accessible requirements.
- Per the City of Brampton ZBL, 2 loading spaces are required. As the Site Plan proposed 2 loading spaces, the proposed development conforms to the City's minimum loading requirements.
- Analysis of vehicle turning maneuvers indicates that the proposed site layout is supportable from a vehicle circulation perspective.
- The following TDM measures are recommended to support the parking reduction:
 - TDM Information Package for On-Site Employees and Daycare Parents
 - Secure Bicycle Parking

- Bicycle Repair Station
- Pre-loaded Presto Cards
- Priority Carpool Parking Spaces
- Real-Time Transit Information

The analysis contained within this report was prepared using the information received from the proponent, as well as the most recent Site Plan prepared by Turner Fleischer. Any minor revisions to the Site Plan are not expected to affect the conclusions contained within this report.


In conclusion, the mixed-use daycare and commercial development can be supported from a parking justification perspective.

Respectfully submitted,

C.F. CROZIER & ASSOCIATES INC.


Kierra Harper, EIT.
Engineering Intern, Transportation

C.F. CROZIER & ASSOCIATES INC.


Martin Chan, P.Eng.
Project Manager, Transportation

/KH

J:\1500\1588-Lullaboo\6895 - 9415 & 9425 Clarkway Dr\Reports\Transportation\Second Submission\2024.10.24 9415 & 9425 Clarkway Dr PJS.docx

Appendix A: Correspondence

Kierra Harper

From: Davidson, Adam <Adam.Davidson@brampton.ca>
Sent: Monday, October 23, 2023 1:35 PM
To: Kierra Harper
Subject: RE: [EXTERNAL]RE: 9415 & 9425 Clarkway Drive - Parking Justification Study TOR

Hi Kierra,

Please proceed with your study. The terms of reference is acceptable.

Thanks,

Adam Davidson
Transportation Planning Technologist
Public Works
City of Brampton

C: 437-217-6007
T: 905-874-2277
adam.davidson@brampton.ca



From: Kierra Harper <kharper@cfcrozier.ca>
Sent: 2023/10/23 9:40 AM
To: Davidson, Adam <Adam.Davidson@brampton.ca>
Cc: Martin Chan <mchan@cfcrozier.ca>
Subject: [EXTERNAL]RE: 9415 & 9425 Clarkway Drive - Parking Justification Study TOR

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good morning Adam,

I hope you had a great weekend! I am just following up on our Terms of Reference below for the 9415 & 9425 Clarkway Drive Parking Justification Study.

Thank you,
Kierra

Kierra Harper, EIT
Engineering Intern, Transportation
Office: 416.477.3392
Collingwood | Milton | Toronto | Bradford | Guelph

Learn all about our latest awards & recognition [here](#).

[LINKEDIN](#) | [INSTAGRAM](#) | [FACEBOOK](#) | [TWITTER](#)



From: Kierra Harper
Sent: Tuesday, October 17, 2023 10:10 AM
To: Adam Davidson <adam.davidson@brampton.ca>
Cc: Martin Chan <mchan@cfcrozier.ca>
Subject: 9415 & 9425 Clarkway Drive - Parking Justification Study TOR

Hi Adam,

I hope you are doing well. We have been retained by Lullaboo Nursery and Childcare Centre to conduct a Parking Justification Study for a proposed mixed-use daycare and retail development located at 9415 & 9425 Clarkway Drive in the City of Brampton. The proposed development will consist of a commercial plaza with a day care, two medical offices, four retail units and a restaurant with drive-thru. Below is an outline of our proposed scope and workplan. Please let us know if the Terms of Reference outlined below will be acceptable.

Parking Justification Study (PJS)

With the above in mind, we propose the following:

- Review the minimum vehicle parking requirements for the proposed development per the City of Brampton’s Zoning By-law and compare with the proposed supply.

- Parking utilization surveys will be conducted at an existing mixed-use site with daycare, medical, and commercial uses (including fast food with drive-thru) to determine the peak parking demand rate of the mixed-use site. **One (1) weekday** parking utilization survey will be commissioned between the hours of 6 a.m. to 7 p.m. at 30-minute intervals to capture the daycare centre's operational hours. **One (1) weekend** parking utilization survey will be commissioned between the hours of 9 a.m. to 7 p.m. at 30-minute intervals. While the proposed commercial plaza tenants have not been finalized, the daycare centre is not expected to operate during the weekend.
- Based on the blended peak parking demand rate observed, forecast the expected peak parking demand of the development, and confirm the proposed parking supply is supportable.
- Identify Transportation Demand Management (TDM) opportunities available to the site and assess potential site-specific measures that may be used to further support a reduced parking supply.
- Based on the findings, confirm the adequacy or shortfall of the proposed parking supply, and provide recommendations.
- Confirm the proposed loading supply meets the requirements outlined in the City of Brampton ZBL.
- Document all analysis and recommendations in a Parking Justification Study for the City's review.

Should you have any questions or concerns, please feel free to contact me.

Thank you,
Kierra

Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Appendix B: Transit Information



Sandalwood

[View In Website Mode](#)

The 23 bus line (Sandalwood) has 2 routes. For regular weekdays, their operation hours are:

(1) 23 Sandalwood East: 12:00 AM - 11:30 PM (2) 23 Sandalwood West: 4:40 AM - 11:33 PM

Use the Moovit App to find the closest 23 bus station near you and find out when is the next 23 bus arriving.

Direction: 23 Sandalwood East

90 stops

[VIEW LINE SCHEDULE](#)

Mount Pleasant Village

Bleasdale Ave S/Of Clenston Rd

Bleasdale Ave S/Of Haverty Tr

Creditview Rd Btwn Bleasdale Ave & Veterans Dr

Creditview Rd N/Of Veterans Dr

Veterans Dr S/Of Aylesbury Dr

Veterans Dr Opp Tysonville Cir

Veterans Dr N/Of Battalion Rd

Sandalwood Pkwy E/Of Robert Parkinson Dr

Sandalwood Pkwy E/Of Creditview Rd

Sandalwood Pkwy W/Of Sunnyview Rd

Sandalwood Pkwy W/Of Brisdale Dr

Sandalwood Pky W at Fidelity Ave

Sandalwood Pky W at Virtues Ave

Sandalwood Pky W at Chinguacousy Rd

Sandalwood Pky W at Edenbrook Hill Dr

Sandalwood Pky W Btwn Sheepberry Tr & Queen Mary

Sandalwood Pky W at Queen Mary Dr

Sandalwood Pky W at McLaughlin Rd N

Sandalwood Pky W at Van Kirk Dr

Sandalwood Pkwy Opp 130 Sandalwood Pkwy

23 bus Time Schedule

23 Sandalwood East Route Timetable:

Sunday	7:10 AM - 9:44 PM
Monday	7:10 AM - 9:44 PM
Tuesday	12:00 AM - 11:30 PM
Wednesday	12:00 AM - 11:30 PM
Thursday	12:00 AM - 11:30 PM
Friday	12:00 AM - 11:30 PM
Saturday	12:00 AM - 9:50 PM

23 bus Info

Direction: 23 Sandalwood East

Stops: 90

Trip Duration: 89 min

Line Summary:

Sandalwood Pky W at Hurontario St

Sandalwood Pkwy E/Of Main St

Sandalwood Pky E Btwn Hurontario St And
Sunforest

Sandalwood Pky E at Sunforest Dr

Sandalwood Pky E at 95 Sandalwood
(Firestation)

Conestoga Dr Opp Loafers Lake Lane

Heart Lake Terminal

Conestoga Dr Opp Mondragon Circle

Sandalwood Pky E at Richvale Dr (Eb)

Sandalwood Pky E Opp Royal Palm Dr (W)

Sandalwood Pky E at Glover Gate

Sandalwood Pky E at Heart Lake Rd

Heart Lake Rd N/Of Birchcliffe Dr

Heart Lake Rd at Copperfield Rd

Heart Lake Rd S/Of Kayak Heights

Heart Lake Rd S/Of Sprucewood Rd

Heart Lake Rd S/Of New Pines Trail

Trinity Common Terminal

Great Lakes Dr Btwn Nautical Dr & Guru Nanak
St

Great Lakes Dr at Beachsurf Rd

Great Lakes Dr S/Of Masjid Dr

Great Lakes Dr at Harold M. Brathwaite S.S.

Great Lakes Dr at Sandalwood Pky E

Sandalwood Pkwy at Save Max Sports Centre

Sandalwood Pky E at Dixie Rd

Sandalwood Pky E E/Of Springtown Trail

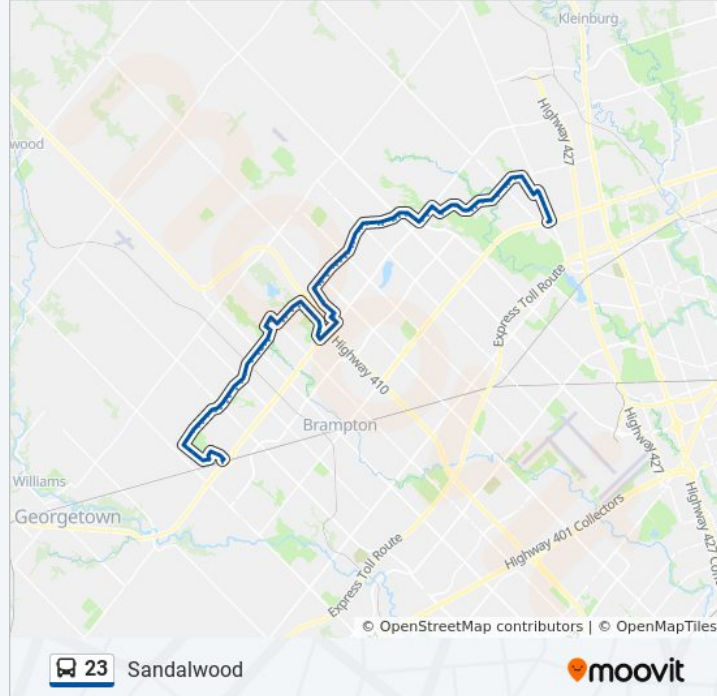
Sandalwood Pky E at Fernforest Dr

Sandalwood Pky E Btwn Fernforest Dr And
Pinecone W

Sandalwood Pky E at Pinecone Way

Sandalwood Pky E at Bramalea Rd

Sandalwood Pkwy Btwn Bramalea Rd And Sunny



Meadow

Sandalwood Pky E E/Of Sunny Meadow Blvd

Sandalwood Pky E Opp Black Cherry Lane

Sandalwood Pky E at Cobblestone Crt

Sandalwood Pky E at Lakespring Gate

Sandalwood Pky E at Torbram Rd

Sandalwood Pky E at Cedarcliff Trail

Sandalwood Pky E E/Of Pine Landing Trail

Sandalwood Pky E at Mountainash Rd

Sandalwood Pky at Soaring Rock Crt

Sandalwood Pky E at Ice Fields Rd

Sandalwood Pky E at Airport Rd

Humberwest Pkwy E/Of Airport Rd

Humberwest Pkwy S/Of Fairlawn Blvd

Humberwest Pkwy S/Of Crystal Hill Dr

Castlemore Rd W/Of Horizon St

Castlemore Rd E/Of Bayridge Dr

Castlemore Rd at Goreway Dr

Goreway Dr S/Of Castlemore Rd

Cottrelle Blvd E/Of Goreway Dr

Cottrelle Blvd at Valleycreek Dr

Cottrelle Blvd E/Of Redwillow Rd

Cottrelle Blvd S/Of Prince Edward Blvd

Cottrelle Blvd W/Of Huntspoint Dr

Cottrelle Blvd W/Of Maple Valley St

Cottrelle Blvd at Mcvean Dr

Cottrelle Blvd W/Of Midsummer Dr

Cottrelle Blvd W/Of Westbrook Ave

Cottrelle Blvd E/Of Westbrook Ave

Cottrelle Blvd E/Of the Gore Rd

Cottrelle Blvd at Thorndale Rd

Cottrelle Blvd Btwn Thorndale Rd & Via Romano Way

Cottrelle Blvd at Via Romano Way

Clarkway Dr Btwn Goreridge Cres & Brunetta Way

Via Romano Way Btwn Brunetta Way & Modesto Cr

Hwy 50 S/Of Ebenezer Rd

Highway 50 at 8950 Highway 50

Highway 50 S/Of Fogal Rd

Queen St & Highway 50 - Wb

Direction: 23 Sandalwood West

98 stops

[VIEW LINE SCHEDULE](#)

Queen St & Highway 50 - Wb

The Gore Rd N/Of Queen St

The Gore Rd S/Of Fogal Rd

The Gore Rd S/Of Ebenezer Rd

Ebenezer Rd E/Of the Gore Rd

Ebenezer Rd W/Of Nexus Ave

Via Romano Way Btwn Alfredo And Big Moe Cres

Via Romano Way at Zia Dodda Cres

Via Romano Way Btwn Zia Dodda & Youngestar

Cottrelle Blvd W/Of Clarkway Dr

Cottrelle Blvd Btwn Thorndale Rd & Via Romano Way

Cottrelle Blvd / Thorndale Rd

Cottrelle Blvd at the Gore Rd

Cottrelle Blvd W/Of Skyvalley Dr

Cottrelle Blvd W/Of Skyvalley Dr

Cottrelle Blvd at Midsummer Dr

Cottrelle Blvd E/Of Mcvean Dr

Cottrelle Blvd at Maple Valley St (W/Of Mcvean Dr)

Cottrelle Blvd at Calderstone Rd

Cottrelle Blvd at Prince Edward Blvd

23 bus Time Schedule

23 Sandalwood West Route Timetable:

Sunday	7:20 AM - 9:54 PM
Monday	7:20 AM - 9:54 PM
Tuesday	4:40 AM - 11:33 PM
Wednesday	4:40 AM - 11:33 PM
Thursday	4:40 AM - 11:33 PM
Friday	4:40 AM - 11:33 PM
Saturday	5:17 AM - 9:47 PM

23 bus Info

Direction: 23 Sandalwood West

Stops: 98

Trip Duration: 89 min

Line Summary:

Cottrelle Blvd W/Of Redwillow Rd

Cottrelle Blvd W/Of Valleycreek Dr

Cottrelle Blvd at Goreway Dr

Goreway Dr N/Of Cottrelle Blvd

Goreway Dr at Castlemore Rd

Castlemore Rd W/Of Goreway Dr

Castlemore Rd E/Of Crystall Hill Dr

Humberwest Pkwy N/Of Castlemore Rd

Humberwest Pkwy N/Of Crystal Hill Dr

Humberwest Pkwy W/Of Fairlawn Blvd

Humberwest Pkwy E/Of Airport Rd

Sandalwood Pky E at Revelstoke (W/Of Airport Rd)

Sandalwood Pky E at Hidden Peak Dr

Sandalwood Pky E at Mountainash Rd

Sandalwood Pky E at Pine Landing Trail

Sandalwood Pky E at Cedarcliff Trail

Sandalwood Pky E at Torbram Rd

Sandalwood Pky E W/Of Torbram Rd

Sandalwood Pky E at Sugarcane Ave

Sandalwood Pky E at Chapparal Dr

Sandalwood Pky E at Blackcherry Lane

Sandalwood Pky E at Sunny Meadow Blvd

Sandalwood Pkwy Btwn Bramalea Rd And Sunny Meadow

Sandalwood Pkwy W/Of Bramalea Rd

Sandalwood Pky E at Rattlesnake Rd

Sandalwood Pky E Btwn Rattlesnake And Fernforest

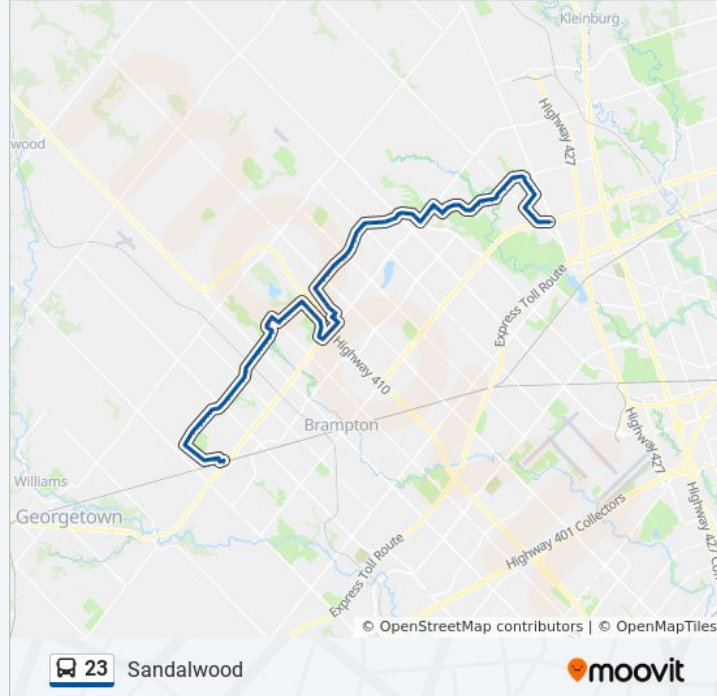
Sandalwood Pky E at Fernforest Dr

Sandalwood Pky E Btwn Fernforest Dr & Dixie Rd

Sandalwood Pky E Opp Springtown Trail

Sandalwood Pky E W/Of Dixie Rd

Great Lakes Dr at Sandalwood Pky E



Great Lakes Dr at Harold M. Braithwaite S.S

Great Lakes Dr S/Of Masjid Dr (St. Isac E.S.)

Great Lakes Dr S/Of Serenity Ln

Great Lakes Dr S/Of Guru Nanak St

Trinity Common Terminal

Heart Lake Rd N/Of Bovaird Dr

Heart Lake Rd at 10111 Heart Lake Rd (Lowe'S)

Heart Lake Rd N/Of Brussels Ave

Heart Lake Rd at Copperfield Rd

Heart Lake Rd S/Of Brussels Ave

Sandalwood Pky E W/Of Heart Lake Rd

Sandalwood Pky E at Royal Palm Dr (E)

Sandalwood Pky E at Royal Palm Dr (W)

Sandalwood Pky E at Richvale Dr (Wb)

Sandalwood Pky E at Kennedy Rd N

Kennedy Rd N N/Of Sandalwood Pky E

Conestoga Dr at Mondragon Circle

Heart Lake Terminal

Conestoga Dr at Loafers Lake Lane

Sandalwood Pky E W/Of Conestoga Dr

Sandalwood Pky E Opp 95 Sandalwood Pky E
(Firestat

Sandalwood Pky E at Braidwood Lake Rd

Sandalwood Pky E W/Of Braidwood Lake Rd

Sandalwood Pky E at Hurontario St

Sandalwood Pky W W/Of Hurontario St

Sandalwood Pkwy at 130 Sandalwood Pkwy

Sandalwood Pky W at Van Kirk Dr

Sandalwood Pky W W/Of McLaughlin Rd N

Sandalwood Pky W at Queen Mary Dr

Sandalwood Pky W Btwn Queen Mary Dr &
Edenbrook H

Sandalwood Pky W at Edenbrook Hill Dr

Sandalwood Pky W W/Of Chinguacousy Rd

Sandalwood Pky Opp Fidelity Ave

Sandalwood Pky W at St. Edmund Campion

Sandalwood Pkwy W/Of Brisdale Dr

Sandalwood Pkwy E/Of Crown Victoria Dr

Sandalwood Pkwy E/Of Creditview Rd

Sandalwood Pkwy W/Of Creditview Rd

Sandalwood Pkwy W/Of Robert Parkinson Dr

Veterans Dr S/Of Sandalwood Pkwy

Veterans Dr S/Of Dufay Rd

Veterans Dr S/Of Tysonville Cir

Veterans Dr N/Of Dublin Rd

Ganton Heights W/Of Butterworth Rd

Ganton Heights Opp Bevington Rd

Ganton Heights W/Of Commuter Dr

Mount Pleasant Village

23 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the [Moovit App](#) to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Toronto.

[About Moovit](#) • [MaaS Solutions](#) • [Supported Countries](#) • [Mooviter Community](#)

© 2023 Moovit - All Rights Reserved

Check Live Arrival Times





Clarkway

[View In Website Mode](#)

The 35 bus line (Clarkway) has 3 routes. For regular weekdays, their operation hours are:

(1) 35 Clarkway North: 5:25 AM - 10:15 PM (2) 35 Clarkway South: 5:20 AM - 10:16 PM (3) 35 Clarkway South - Gmcc: 9:21 AM - 11:01 PM

Use the Moovit App to find the closest 35 bus station near you and find out when is the next 35 bus arriving.

Direction: 35 Clarkway North

48 stops

[VIEW LINE SCHEDULE](#)

Hwy 50 S/Of Ebenezer Rd
 Highway 50 at 8950 Highway 50
 Highway 50 S/Of Fogal Rd
 Queen St & Highway 50 - Wb
 The Gore Rd N/Of Queen St
 The Gore Rd S/Of Fogal Rd
 The Gore Rd S/Of Ebenezer Rd
 Ebenezer Rd E/Of the Gore Rd
 Ebenezer Rd W/Of Nexus Ave
 Via Romano Way Btwn Alfredo And Big Moe Cres
 Via Romano Way at Zia Dodda Cres
 Via Romano Way Btwn Zia Dodda & Youngestar
 Via Romano Way S/Of Rednor Dr
 Clarkway Dr N/Of Cottrelle Blvd
 Clarkway Dr N/Of Passfield Tr
 Clarkway Dr S/Of Ugrasen St
 Clarkway Dr S/Of Bellchase Tr
 Clarkway Dr S/Of Bluffmeadow St
 Clarkway Dr S/Of Singletree Rd
 Clarkway Dr S/Of Castle Oaks Crossing
 Clarkway Dr S/Of Altura Way

35 bus Time Schedule

35 Clarkway North Route Timetable:

Sunday	7:55 AM - 7:15 PM
Monday	7:55 AM - 7:15 PM
Tuesday	5:25 AM - 10:15 PM
Wednesday	5:25 AM - 10:15 PM
Thursday	5:25 AM - 10:15 PM
Friday	5:25 AM - 10:15 PM
Saturday	8:10 AM - 6:50 PM

35 bus Info

Direction: 35 Clarkway North

Stops: 48

Trip Duration: 42 min

Line Summary:

Clarkway Dr / Caliper Rd

Castlemore Rd W/Of Clarkway Dr

Castlemore Rd Opp Drummondville Dr

Castlemore Rd Opp Gardenbrooke Trail

Castlemore Rd Opp Bloom Dr

Castlemore Rd E/Of the Gore Rd

Gore Meadows Community Centre

The Gore Rd N/Of Castlemore Rd

Castlemore Rd E/Of Mcvean Dr

Castlemore Rd W/Of Evergreen Ave

Castlemore Rd Opp Valleycreek Dr

Castlemore Rd E/Of Goreway Dr

Castlemore Rd W/Of Goreway Dr

Castlemore Rd E/Of Crystall Hill Dr

Castlemore Rd E/Of Humberwest Pkwy

Castlemore Rd E/Of Airport Rd

Airport Road - Zum Bovaird Station Stop Wb

Bovaird Dr E Btwn Airport Rd & Mountainash Rd

Bovaird Dr E W/Of Mountainash Rd

Torbram - Zum Bovaird Station Stop Wb

Bovaird Dr Btwn Torbram Rd And Sunny Meadow Blvd

Bovaird Dr E At Sunny Meadow Blvd

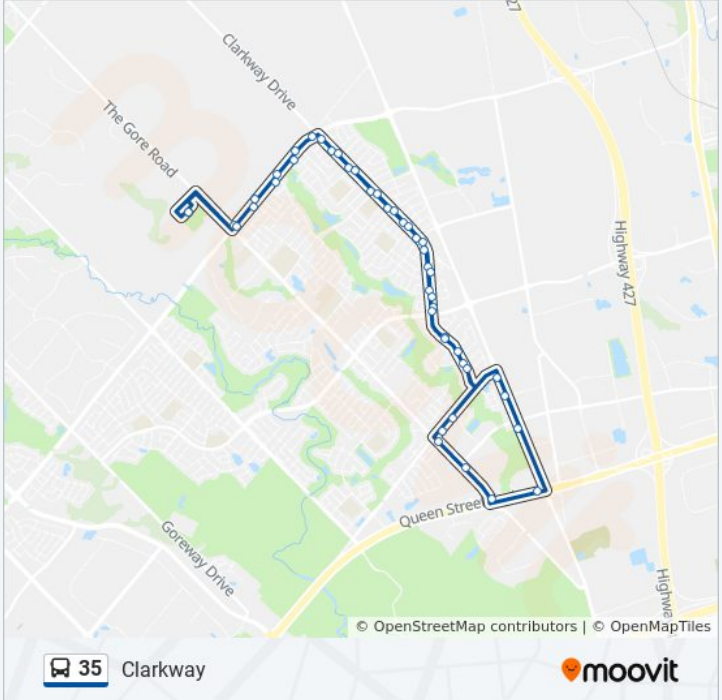
Chinguacousy Wellness Centre

Brampton Civic Hospital 12/15a Sb

Bovaird Dr W/Of Professor's Lake Pkwy

Bovaird Dr Btwn Professor's Lake Pkwy & Torbram Rd

Torbram - Zum Bovaird Station Stop Eb



Direction: 35 Clarkway South

33 stops

[VIEW LINE SCHEDULE](#)

Torbram - Zum Bovaird Station Stop Eb

35 bus Time Schedule

35 Clarkway South Route Timetable:

Sunday	8:40 AM - 8:00 PM
Monday	8:40 AM - 8:00 PM

Bovaird Dr W/Of Sunnyvale Gate

Bovaird Dr E Btwn Sunnyvale Gate & Airport Rd

Airport Road - Zum Bovaird Station Stop Eb

Castlemore Rd E/Of Airport Rd

Castlemore Rd W/Of Horizon St

Castlemore Rd E/Of Bayridge Dr

Castlemore Rd E/Of Goreway Dr

Castlemore Rd E/Of Valleycreek Dr

Castlemore Rd E/Of Redwillow Rd

Castlemore Rd W/Of Mcvean Dr

Castlemore Rd E/Of Honeyview Trail

Castlemore Rd W/Of Julian Dr

Castlemore Rd W/Of the Gore Rd

Gore Meadows Community Centre

Castlemore Rd E/Of the Gore Rd

Castlemore Rd W/Of Bloom Dr

Castlemore Rd W/Of Gardenbrooke Tr

Castlemore Rd W/Of Drummondville Dr

Clarkway Dr S/Of Castlemore Rd

Clarkway Dr N/Of Almond St

Clarkway Dr N/Of Riseborough Dr

Clarkway Dr N/Of Castle Oaks Crossing

Clarkway Dr N/Of Daden Oaks Dr

Clarkway Dr N/Of Valerian St

Clarkway Dr N/Of Bellchase Trail

Clarkway Dr S/Of Bellchase Tr

Clarkway Dr N/Of Oklahoma Dr

Clarkway Dr N/Of Clearfield Dr

Clarkway Dr N/Of Cottrelle Blvd

Clarkway Dr Btwn Goreridge Cres & Brunetta Way

Via Romano Way Btwn Brunetta Way & Modesto Cr

Hwy 50 S/Of Ebenezer Rd

Tuesday	5:20 AM - 10:16 PM
Wednesday	5:20 AM - 10:16 PM
Thursday	5:20 AM - 10:16 PM
Friday	5:20 AM - 10:16 PM
Saturday	8:54 AM - 7:34 PM

35 bus Info

Direction: 35 Clarkway South

Stops: 33

Trip Duration: 32 min

Line Summary:

 [35 bus Line Map](#)

Direction: 35 Clarkway South - Gmcc

15 stops

[VIEW LINE SCHEDULE](#)

Torbram - Zum Bovaird Station Stop Eb

Bovaird Dr W/Of Sunnyvale Gate

Bovaird Dr E Btwn Sunnyvale Gate & Airport Rd

Airport Road - Zum Bovaird Station Stop Eb

Castlemore Rd E/Of Airport Rd

Castlemore Rd W/Of Horizon St

Castlemore Rd E/Of Bayridge Dr

Castlemore Rd E/Of Goreway Dr

Castlemore Rd E/Of Valleycreek Dr

Castlemore Rd E/Of Redwillow Rd

Castlemore Rd W/Of Mcvean Dr

Castlemore Rd E/Of Honeyview Trail

Castlemore Rd W/Of Julian Dr

Castlemore Rd W/Of the Gore Rd

Gore Meadows Community Centre

35 bus Time Schedule

35 Clarkway South - Gmcc Route Timetable:

Sunday	Not Operational
Monday	Not Operational
Tuesday	9:21 AM - 11:01 PM
Wednesday	9:21 AM - 11:01 PM
Thursday	9:21 AM - 11:01 PM
Friday	9:21 AM - 11:01 PM
Saturday	Not Operational

35 bus Info

Direction: 35 Clarkway South - Gmcc

Stops: 15

Trip Duration: 17 min

Line Summary:

 [35 bus Line Map](#)

35 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the [Moovit App](#) to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Toronto.

[About Moovit](#) • [MaaS Solutions](#) • [Supported Countries](#) • [Mooviter Community](#)

© 2023 Moovit - All Rights Reserved

Check Live Arrival Times





38 - Bolton

[View In Website Mode](#)

The 38 bus line (38 - Bolton) has 2 routes. For regular weekdays, their operation hours are:

(1) 38 - Bolton: 4:12 PM - 6:42 PM (2) 38 - Malton Go: 5:04 AM - 6:04 AM

Use the Moovit App to find the closest 38 bus station near you and find out when is the next 38 bus arriving.

Direction: 38 - Bolton

19 stops

[VIEW LINE SCHEDULE](#)

Malton Go

Finch Ave. W. @ Longo Circle

Finch Ave. @ Kenview Blvd. (Wild Water Kingdom)

Albion Rd. @ Steeles Ave. W.

Hwy. 50 @ Queen St. E.

Hwy. 50 @ Ebenezer Rd.

Hwy. 50 @ Langstaff Rd.

Hwy. 50 @ Trade Valley Dr.

Regional Rd. 50 @ Rutherford Rd.

Regional Rd. 50 @ Nashville Rd.

Mayfield Rd. @ Hwy. 50 Park & Ride

Regional Rd. 50 @ George Bolton Pkwy.

Hwy. 50 @ Mcewan Dr.

Regional Rd. 50 @ Queensgate Blvd.

Queen St. S. @ Allan Dr.

Queen St. S. @ Downey Dr.

Queen St. @ Mill St.

Regional Rd. 50 @ Bolton Heights Dr.

Hwy. 50 @ Columbia Way

38 bus Time Schedule

38 - Bolton Route Timetable:

Sunday	Not Operational
Monday	4:12 PM - 6:42 PM
Tuesday	4:12 PM - 6:42 PM
Wednesday	4:12 PM - 6:42 PM
Thursday	4:12 PM - 6:42 PM
Friday	4:12 PM - 6:42 PM
Saturday	Not Operational

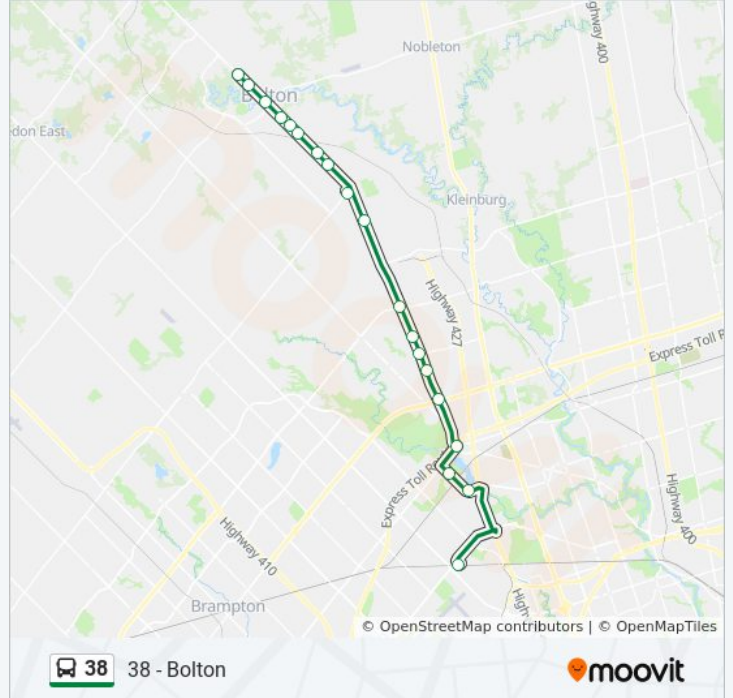
38 bus Info

Direction: 38 - Bolton

Stops: 19

Trip Duration: 55 min

Line Summary:



Direction: 38 - Malton Go

19 stops

[VIEW LINE SCHEDULE](#)

Queen St. N. @ Columbia Way

Regional Rd. 50 @ Cross Country Blvd.

Queen St. @ Hickman St.

Queen St. S. @ Shore St.

Queen St. S. @ Wilton Dr.

Regional Rd. 50 @ Queensgate Blvd.

Hwy. 50 @ Mcewan Dr.

Regional Rd. 50 @ George Bolton Pkwy.

Mayfield Rd. @ Hwy. 50 Park & Ride

Regional Rd. 50 @ Countryside Dr.

Hwy. 50 @ Castlemore Rd.

Hwy 50 @ Bellchase Trail

Hwy. 50 @ Cottrelle Blvd.

Hwy. 50 @ Ebenezer Rd.

Hwy. 50 @ Queen St. E.

Albion Rd. @ Steeles Ave. W.

Finch Ave. @ Kenview Blvd.

Finch Ave. W. @ Darcel Ave.

38 bus Time Schedule

38 - Malton Go Route Timetable:

Sunday	Not Operational
Monday	5:04 AM - 6:04 AM
Tuesday	5:04 AM - 6:04 AM
Wednesday	5:04 AM - 6:04 AM
Thursday	5:04 AM - 6:04 AM
Friday	5:04 AM - 6:04 AM
Saturday	Not Operational

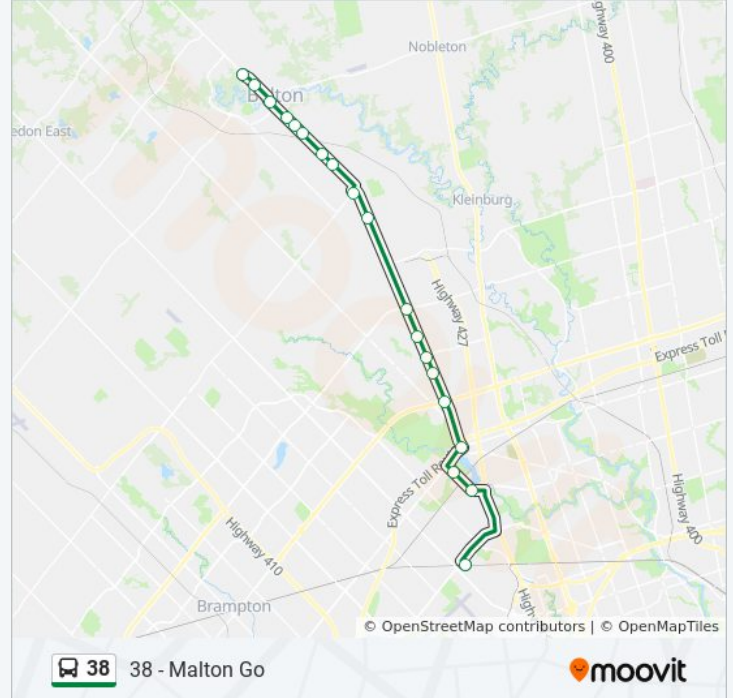
38 bus Info

Direction: 38 - Malton Go

Stops: 19

Trip Duration: 40 min

Line Summary:



38 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the [Moovit App](#) to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Toronto.

[About Moovit](#) • [MaaS Solutions](#) • [Supported Countries](#) • [Mooviter Community](#)

© 2023 Moovit - All Rights Reserved

Check Live Arrival Times





Gore Road

[View In Website Mode](#)

The 50 bus line (Gore Road) has 6 routes. For regular weekdays, their operation hours are:

(1) 50 Gore Road North: 12:21 AM - 11:41 PM (2) 50 Gore Road South: 12:18 AM - 11:38 PM (3) 50a Gore Road North: 5:38 AM - 7:55 PM (4) 50a Gore Road South: 5:42 AM - 8:05 PM (5) Drop Off Only - Not In Service: 12:05 AM - 11:45 PM (6) Sorry...Not In Service: 6:32 PM - 8:57 PM

Use the Moovit App to find the closest 50 bus station near you and find out when is the next 50 bus arriving.

Direction: 50 Gore Road North

41 stops

[VIEW LINE SCHEDULE](#)

Humber College Terminal - Route 50 / 50a Stop

Humber College Blvd at Westmore Dr East Side
(William Osler)

Humber College Blvd At Lynmont Rd

Humber College Blvd At John Garland Blvd

John Garland Blvd At Finch Ave West

Finch Ave West At Damascus Dr

Finch Ave West at Highway 27 West Side

Finch Ave West at Woodbine Downs Blvd

Woodbine Downs Blvd N/Of Finch Ave

Woodbine Downs Blvd S/Of Carrier Dr at
Mcdonalds

Humber College Blvd S/Of Carrier Dr

325 Humber College Blvd

Finch Ave W/Of Humber College Blvd

Finch Ave At Humberline Dr

Humberline Dr Opp Claireville Dr (S)

Humberline Dr at 307 Humberline Dr

Humberline Dr Opp Huddersfield Rd

Humberline Dr Opp Claireville Dr (N)

Albion Rd W/Of Humberline Dr

50 bus Time Schedule

50 Gore Road North Route Timetable:

Sunday	12:05 AM - 11:10 PM
Monday	7:32 AM - 11:10 PM
Tuesday	12:21 AM - 11:41 PM
Wednesday	12:21 AM - 11:41 PM
Thursday	12:21 AM - 11:41 PM
Friday	12:21 AM - 11:41 PM
Saturday	12:21 AM - 11:25 PM

50 bus Info

Direction: 50 Gore Road North

Stops: 41

Trip Duration: 33 min

Line Summary:

Albion Rd at Steinway Blvd

Albion Rd E/Of Codlin Cres

Albion Rd S/Of Steeles Ave

Highway 50 S/Of Gibraltar Rd

The Gore Rd N/Of Highway 50

The Gore Rd Opp Manswood Cres (S)

The Gore Rd Opp Manswood Cres (N)

The Gore Rd Opp Kelways Circle

The Gore Rd N/Of Queen St

The Gore Rd S/Of Fogal Rd

The Gore Rd S/Of Ebenezer Rd

The Gore Rd N/Of Ebenezer Rd

The Gore Rd S/Of Tyler Ave

The Gore Rd S/Of Eastbrook Way

The Gore Rd S/Of Cottrelle Blvd

The Gore Rd S/Of Gardenbrooke Trail

The Gore Rd Opp Strathdale Rd

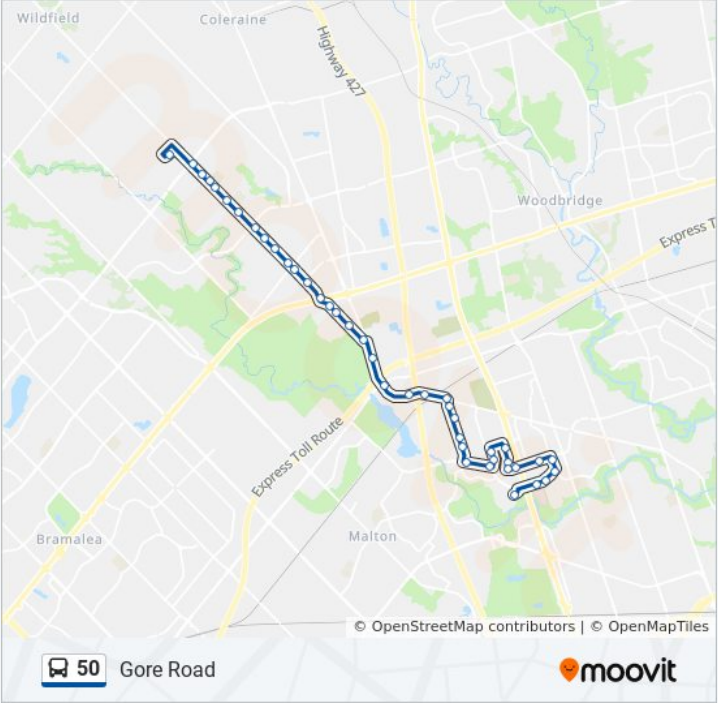
The Gore Rd N/Of Castle Oaks Crossing

The Gore Rd Opp Fitzpatrick Dr

The Gore Rd Opp Castlemore School

The Gore Rd S/Of Castlemore Rd

Gore Meadows Community Centre



Direction: 50 Gore Road South

45 stops
[VIEW LINE SCHEDULE](#)

Gore Meadows Community Centre

Castlemore Rd E/Of the Gore Rd

Castlemore Rd W/Of Bloom Dr

Castlemore Rd W/Of Gardenbrooke Tr

Castlemore Rd W/Of Drummondville Dr

Clarkway Dr S/Of Castlemore Rd

Clarkway Dr N/Of Almond St

50 bus Time Schedule

50 Gore Road South Route Timetable:

Sunday	6:55 AM - 10:30 PM
Monday	6:55 AM - 10:30 PM
Tuesday	12:18 AM - 11:38 PM
Wednesday	12:18 AM - 11:38 PM
Thursday	12:18 AM - 11:38 PM
Friday	12:18 AM - 11:38 PM
Saturday	12:18 AM - 11:25 PM

Clarkway Dr N/Of Riseborough Dr

Clarkway Dr N/Of Castle Oaks Crossing

Castle Oaks Crossing E/Of Long Branch Trail

Castle Oaks Crossing Opp Bellchase Trail

Castle Oaks Crossing E/Of Gardenbrook Trail

Castle Oaks W/Of Literacy Dr

Castle Oaks Cross at Cardinal Ambrozic S.S.

The Gore Rd S/Of Strathdale Rd

The Gore Rd S/Of Panahill Dr

The Gore Rd N/Of Cottrelle Blvd

The Gore Rd S/Of Cottrelle Blvd

The Gore Rd N/Of Eastview Gate

The Gore Rd N/Of Don Minaker Dr

The Gore Rd N/Of Ebenezer Rd

The Gore Rd N/Of Royton St

The Gore Rd Opp Fogal Rd

The Gore Rd N/Of Queen St

The Gore Rd N/Of Kelways Circle

The Gore Rd N/Of Manswood Cres (N)

The Gore Rd N/Of Manswood Cres (S)

The Gore Rd N/Of Hwy 50

Albion Rd S/Of Steeles Ave

Albion Rd W/Of Claireport Cres (W)

Hwy 50 At Claireport Cres (E)

Albion Rd At Steinway Blvd

Humberline Dr S/Of Albion Rd

Humberline Dr At Hudersfield Rd

18 Huddersfield Dr

Clairville Dr S/Of Huddersfield Rd

Claireville Dr at 61 Claireville Dr

Claireville Dr at South Of 61 Claireville Dr

35 Clairville Dr

Claireville Dr at 25 Claireville Dr

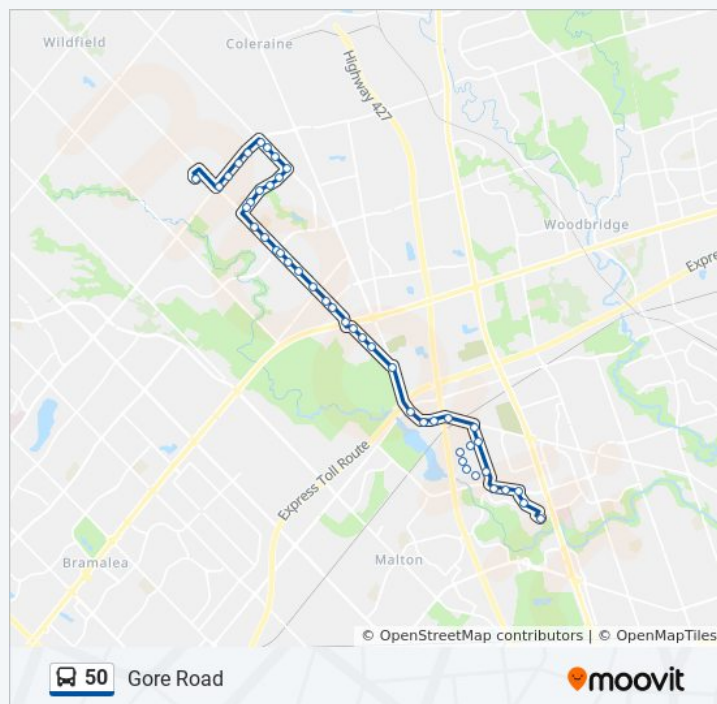
50 bus Info

Direction: 50 Gore Road South

Stops: 45

Trip Duration: 35 min

Line Summary:



Finch Ave E/Of Humberline Dr

Finch Ave Btwn Humberline Dr And Humber College Bl

Finch Ave At Humber College Blvd

Humber College Blvd S/Of Humberline Dr

Humber College Terminal - Route 50 / 50a Stop

Direction: 50a Gore Road North

37 stops
[VIEW LINE SCHEDULE](#)

Humber College Terminal - Route 50 / 50a Stop

Finch Ave W/Of Humber College Blvd

Finch Ave At Humberline Dr

Humberline Dr Opp Claireville Dr (S)

Humberline Dr at 307 Humberline Dr

Humberline Dr Opp Huddersfield Rd

Humberline Dr Opp Claireville Dr (N)

Albion Rd W/Of Humberline Dr

Albion Rd at Steinway Blvd

Albion Rd E/Of Codlin Cres

Albion Rd S/Of Steeles Ave

Highway 50 S/Of Gibraltar Rd

The Gore Rd N/Of Highway 50

The Gore Rd Opp Manswood Cres (S)

The Gore Rd Opp Manswood Cres (N)

The Gore Rd Opp Kelways Circle

The Gore Rd N/Of Queen St

The Gore Rd S/Of Fogal Rd

The Gore Rd S/Of Ebenezer Rd

The Gore Rd N/Of Ebenezer Rd

The Gore Rd S/Of Tyler Ave

The Gore Rd S/Of Eastbrook Way

The Gore Rd S/Of Cottrelle Blvd

The Gore Rd S/Of Gardenbrooke Trail

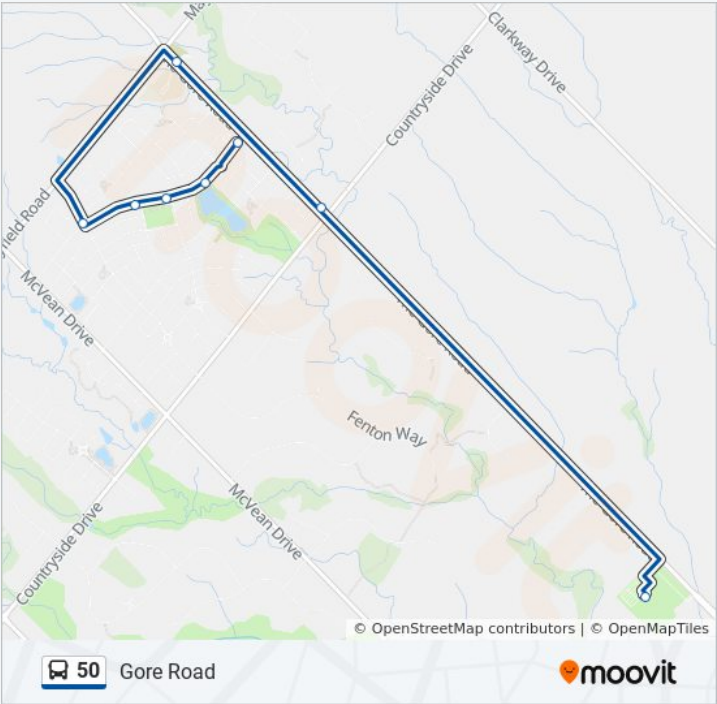
50 bus Time Schedule

50a Gore Road North Route Timetable:

Sunday	Not Operational
Monday	Not Operational
Tuesday	5:38 AM - 7:55 PM
Wednesday	5:38 AM - 7:55 PM
Thursday	5:38 AM - 7:55 PM
Friday	5:38 AM - 7:55 PM
Saturday	Not Operational

50 bus Info

Direction: 50a Gore Road North
Stops: 37
Trip Duration: 51 min
Line Summary:



The Gore Rd Opp Strathdale Rd

The Gore Rd N/Of Castle Oaks Crossing

The Gore Rd Opp Fitzpatrick Dr

The Gore Rd Opp Castlemore School

The Gore Rd S/Of Castlemore Rd

Gore Meadows Community Centre

The Gore Rd N/Of Countryside Dr

The Gore Rd S/Of Mayfield Rd

John Carroll Dr N/Of Squire Ellis Dr

Squire Ellis Dr W/Of Landview Rd

Squire Ellis Dr W/Of Martin Byrne Dr

Squire Ellis Dr Btwn Quintette Cl & Belladonna Cir

Squire Ellis Dr W/Of the Gore Rd

Direction: 50a Gore Road South

34 stops

[VIEW LINE SCHEDULE](#)

Squire Ellis Dr W/Of the Gore Rd

The Gore Rd N/Of Alovera St

The Gore Rd N/Of Countryside Dr

The Gore Rd N/Of Grafton Cres

The Gore Rd N/Of Edgeforest Dr

Gore Meadows Community Centre

The Gore Rd at Castlemore School

The Gore Rd S/Of Strathdale Rd

The Gore Rd S/Of Panahill Dr

The Gore Rd N/Of Cottrelle Blvd

The Gore Rd S/Of Cottrelle Blvd

The Gore Rd N/Of Eastview Gate

The Gore Rd N/Of Don Minaker Dr

The Gore Rd N/Of Ebenezer Rd

The Gore Rd N/Of Royton St

50 bus Time Schedule

50a Gore Road South Route Timetable:

Sunday	Not Operational
Monday	Not Operational
Tuesday	5:42 AM - 8:05 PM
Wednesday	5:42 AM - 8:05 PM
Thursday	5:42 AM - 8:05 PM
Friday	5:42 AM - 8:05 PM
Saturday	Not Operational

50 bus Info

Direction: 50a Gore Road South

Stops: 34

Trip Duration: 33 min

Line Summary:

The Gore Rd Opp Fogal Rd

The Gore Rd N/Of Queen St

The Gore Rd N/Of Kelways Circle

The Gore Rd N/Of Manswood Cres (N)

The Gore Rd N/Of Manswood Cres (S)

The Gore Rd N/Of Hwy 50

Albion Rd S/Of Steeles Ave

Albion Rd W/Of Claireport Cres (W)

Hwy 50 At Claireport Cres (E)

Albion Rd At Steinway Blvd

Humberline Dr S/Of Albion Rd

Humberline Dr At Hudersfield Rd

Humberline Dr at 310 Humberline Dr

Humberline Dr N/Of Claireville Dr (S)

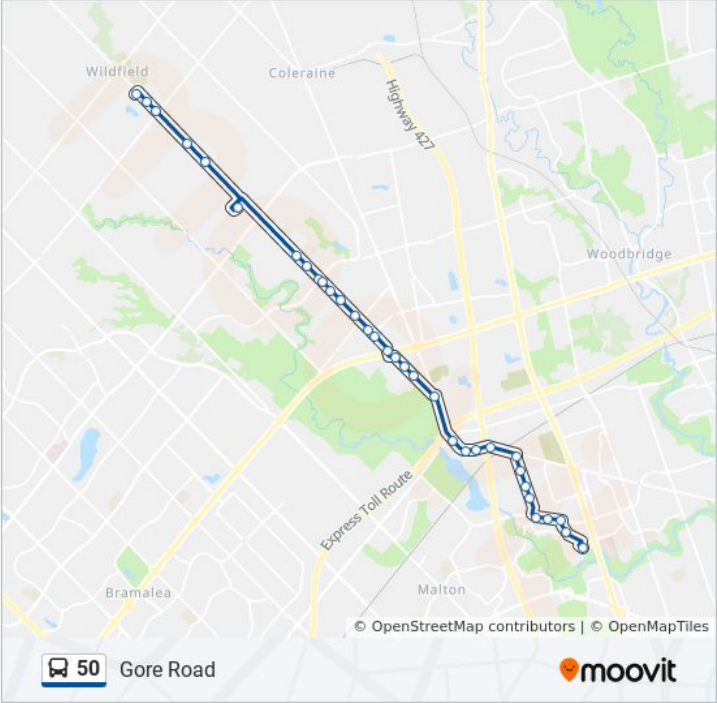
Finch Ave E/Of Humberline Dr

Finch Ave Btwn Humberline Dr And Humber College Bl

Finch Ave At Humber College Blvd

Humber College Blvd S/Of Humberline Dr

Humber College Terminal - Route 50 / 50a Stop



Direction: Drop Off Only - Not In Service

17 stops

[VIEW LINE SCHEDULE](#)

Gore Meadows Community Centre

Castlemore Rd E/Of the Gore Rd

Castlemore Rd W/Of Bloom Dr

Castlemore Rd W/Of Gardenbrooke Tr

Castlemore Rd W/Of Drummondville Dr

Clarkway Dr S/Of Castlemore Rd

Clarkway Dr N/Of Almond St

Clarkway Dr N/Of Riseborough Dr

Clarkway Dr N/Of Castle Oaks Crossing

Castle Oaks Crossing E/Of Long Branch Trail

50 bus Time Schedule

Drop Off Only - Not In Service Route Timetable:

Sunday	12:05 AM - 11:45 PM
Monday	6:45 PM - 11:45 PM
Tuesday	Not Operational
Wednesday	Not Operational
Thursday	Not Operational
Friday	Not Operational
Saturday	7:49 PM

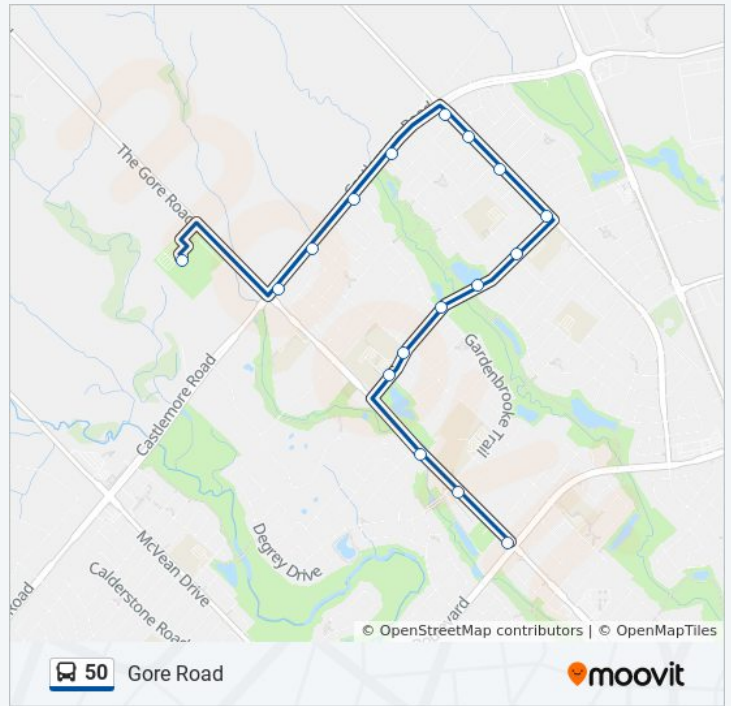
50 bus Info

Direction: Drop Off Only - Not In Service

Stops: 17

Trip Duration: 11 min

Line Summary:



Direction: Sorry...Not In Service

17 stops

[VIEW LINE SCHEDULE](#)

Gore Meadows Community Centre
Castlemore Rd E/Of the Gore Rd
Castlemore Rd W/Of Bloom Dr
Castlemore Rd W/Of Gardenbrooke Tr
Castlemore Rd W/Of Drummondville Dr
Clarkway Dr S/Of Castlemore Rd
Clarkway Dr N/Of Almond St
Clarkway Dr N/Of Riseborough Dr
Clarkway Dr N/Of Castle Oaks Crossing
Castle Oaks Crossing E/Of Long Branch Trail
Castle Oaks Crossing Opp Bellchase Trail
Castle Oaks Crossing E/Of Gardenbrook Trail
Castle Oaks W/Of Literacy Dr
Castle Oaks Cross at Cardinal Ambrozic S.S.
The Gore Rd S/Of Strathdale Rd
The Gore Rd S/Of Panahill Dr

50 bus Time Schedule

Sorry...Not In Service Route Timetable:

Sunday	Not Operational
Monday	Not Operational
Tuesday	6:32 PM - 8:57 PM
Wednesday	6:32 PM - 8:57 PM
Thursday	6:32 PM - 8:57 PM
Friday	6:32 PM - 8:57 PM
Saturday	Not Operational

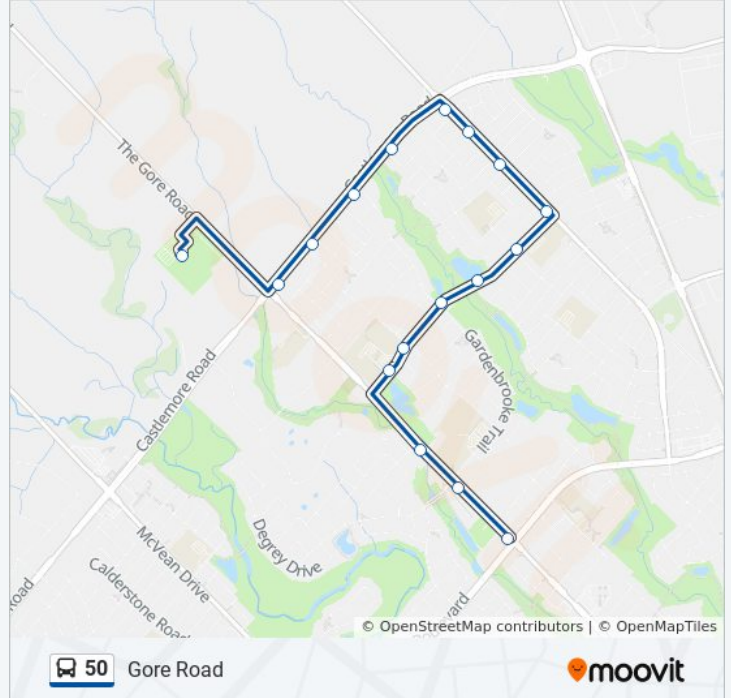
50 bus Info

Direction: Sorry...Not In Service

Stops: 17

Trip Duration: 13 min

Line Summary:



50 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the [Moovit App](#) to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Toronto.

[About Moovit](#) • [MaaS Solutions](#) • [Supported Countries](#) • [Mooviter Community](#)

© 2023 Moovit - All Rights Reserved

Check Live Arrival Times





Cardinal Ambrozic 214

[View In Website Mode](#)

The 214 bus line (Cardinal Ambrozic 214) has 2 routes. For regular weekdays, their operation hours are:

(1) 214 Cardinal Ambrozic AM: 7:49 AM (2) 214 Cardinal Ambrozic PM: 3:00 PM

Use the Moovit App to find the closest 214 bus station near you and find out when is the next 214 bus arriving.

Direction: 214 Cardinal Ambrozic AM

40 stops

[VIEW LINE SCHEDULE](#)

Castlemore Rd E/Of Airport Rd

Castlemore Rd W/Of Horizon St

Castlemore Rd E/Of Bayridge Dr

Castlemore Rd at Goreway Dr

Goreway Dr S/Of Castlemore Rd

Cottrelle Blvd E/Of Goreway Dr

Cottrelle Blvd at Valleycreek Dr

Lexington Dr at Long Meadow Rd - 214

Lexington Rd Btwn Long Meadow & Calderstone
- 214

Cottrelle Blvd E/Of Huntspoint Dr - 214 Only

Cottrelle Blvd W/Of Maple Valley St

Cottrelle Blvd at Mcvean Dr

Cottrelle Blvd W/Of Midsummer Dr

Cottrelle Blvd W/Of Westbrook Ave

Cottrelle Blvd E/Of Westbrook Ave

Cottrelle Blvd E/Of the Gore Rd

Cottrelle Blvd at Thorndale Rd

Cottrelle Blvd Btwn Thorndale Rd & Via Romano
Way

Cottrelle Blvd at Via Romano Way

Clarkway Dr N/Of Cottrelle Blvd

214 bus Time Schedule

214 Cardinal Ambrozic AM Route Timetable:

Sunday	Not Operational
Monday	7:49 AM
Tuesday	7:49 AM
Wednesday	7:49 AM
Thursday	7:49 AM
Friday	7:49 AM
Saturday	Not Operational

214 bus Info

Direction: 214 Cardinal Ambrozic AM

Stops: 40

Trip Duration: 36 min

Line Summary:

[214 bus Line Map](#)

Clarkway Dr N/Of Passfield Tr

Clarkway Dr S/Of Ugrasen St

Clarkway Dr S/Of Bellchase Tr

Clarkway Dr S/Of Bluffmeadow St

Clarkway Dr S/Of Singletree Rd

Clarkway Dr S/Of Castle Oaks Crossing

Clarkway Dr S/Of Altura Way

Clarkway Dr / Caliper Rd

Castlemore Rd W/Of Clarkway Dr

Castlemore Rd Opp Drummondville Dr

Gardenbrooke Tr S/Of Snowpass St

Gardenbrooke Tr S/Of Academy Dr

Gardenbrooke Tr N/Of Bliss St

Gardenbrooke Tr N/Of Castle Oaks Cross

Castle Oaks W/Of Literacy Dr

Castle Oaks Cross at Cardinal Ambrozic S.S.

The Gore Rd N/Of Castle Oaks Crossing

The Gore Rd Opp Fitzpatrick Dr

The Gore Rd Opp Castlemore School

The Gore Rd S/Of Castlemore Rd

Direction: 214 Cardinal Ambrozic PM

39 stops

[VIEW LINE SCHEDULE](#)

Castle Oaks Cross at Cardinal Ambrozic S.S.

The Gore Rd N/Of Castle Oaks Crossing

The Gore Rd Opp Fitzpatrick Dr

The Gore Rd Opp Castlemore School

The Gore Rd S/Of Castlemore Rd

Castlemore Rd W/Of Bloom Dr

Castlemore Rd W/Of Gardenbrooke Tr

Castlemore Rd W/Of Drummondville Dr

Clarkway Dr S/Of Castlemore Rd

214 bus Time Schedule

214 Cardinal Ambrozic PM Route Timetable:

Sunday	Not Operational
Monday	3:00 PM
Tuesday	3:00 PM
Wednesday	3:00 PM
Thursday	3:00 PM
Friday	3:00 PM
Saturday	Not Operational

214 bus Info

Direction: 214 Cardinal Ambrozic PM

Stops: 39

Trip Duration: 33 min
Line Summary:

 [214 bus Line Map](#)

Clarkway Dr N/Of Almond St

Clarkway Dr N/Of Riseborough Dr

Clarkway Dr N/Of Castle Oaks Crossing

Clarkway Dr N/Of Daden Oaks Dr

Clarkway Dr N/Of Valerian St

Clarkway Dr N/Of Bellchase Trail

Clarkway Dr S/Of Bellchase Tr

Clarkway Dr N/Of Oklahoma Dr

Clarkway Dr N/Of Clearfield Dr

Clarkway Dr N/Of Cottrelle Blvd

Cottrelle Blvd W/Of Clarkway Dr

Cottrelle Blvd Btwn Thorndale Rd & Via Romano Way

Cottrelle Blvd / Thorndale Rd

Cottrelle Blvd at the Gore Rd

Cottrelle Blvd W/Of Skyvalley Dr

Cottrelle Blvd W/Of Skyvalley Dr

Cottrelle Blvd at Midsummer Dr

Cottrelle Blvd E/Of Mcvean Dr

Cottrelle Blvd at Maple Valley St (W/Of Mcvean Dr)

Cottrelle Blvd at Calderstone Rd

Lexington Ave E/Of Calderstone Dr

Cottrelle Blvd W/Of Redwillow Rd

Cottrelle Blvd W/Of Valleycreek Dr

Cottrelle Blvd at Goreway Dr

Goreway Dr N/Of Cottrelle Blvd

Goreway Dr at Castlemore Rd

Castlemore Rd W/Of Goreway Dr

Castlemore Rd E/Of Crystall Hill Dr

Castlemore Rd E/Of Humberwest Pkwy

Castlemore Rd E/Of Airport Rd


214 bus time schedules and route maps are available in an online PDF at


moovitapp.com. Use the [Moovit App](#) to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in Toronto.


[About Moovit](#) • [MaaS Solutions](#) • [Supported Countries](#) • [Mooviter Community](#)

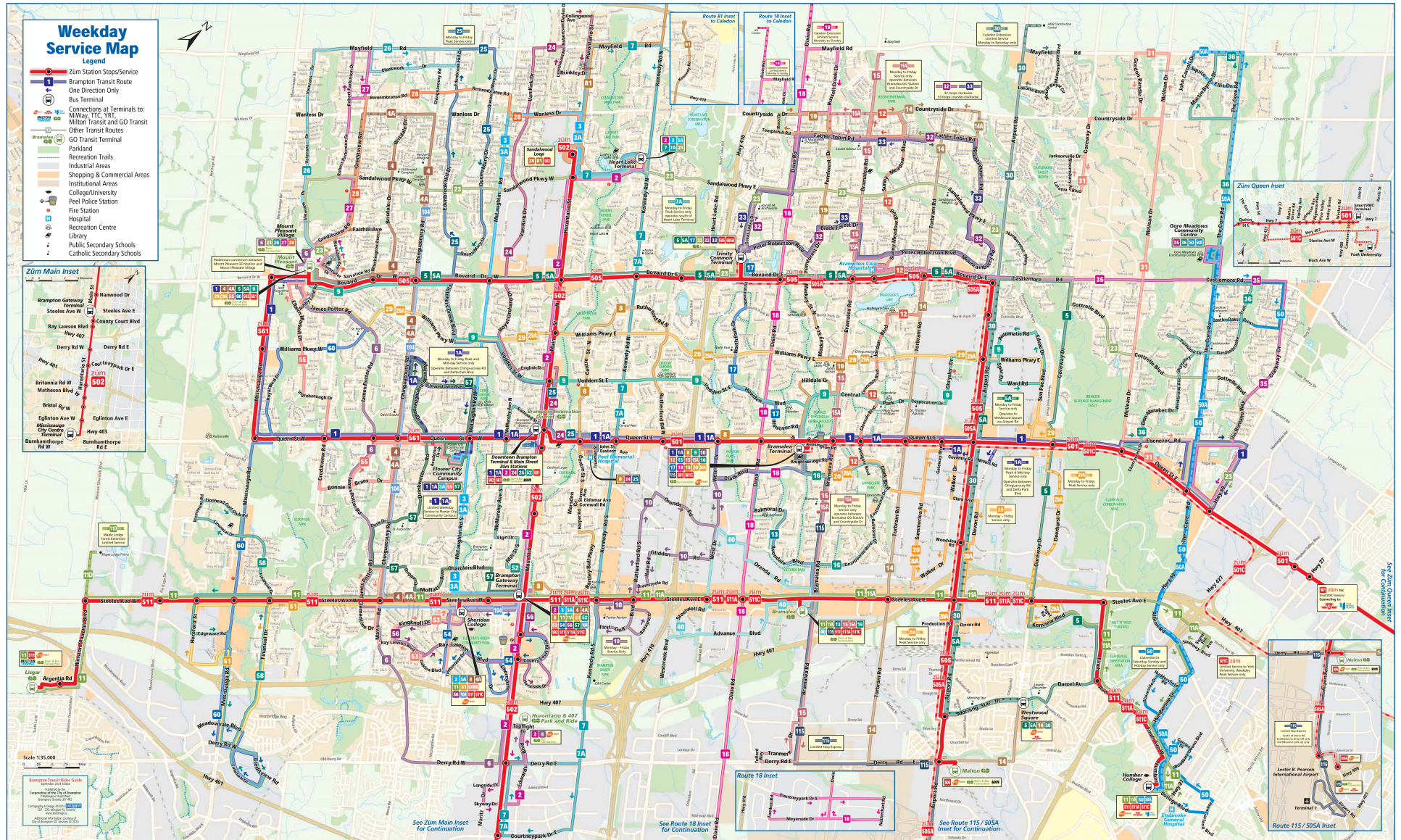
© 2023 Moovit - All Rights Reserved










Check Live Arrival Times

 [Open
the Web
App](#)

 [Download
on the App
Store](#)

 [Get it on
Google
Play](#)



Route Frequency Guide									
MINIMUM Service frequency in minutes					Effective: Tuesday September 5, 2023 until further notice				
					Additional unscheduled trips may operate during peak times				
Route Name & Number		Monday-Friday			Saturday		Sunday		Notes
		AM/PM Peak	Midday	Evening After 7 pm	Day	Evening	Day	Evening	
501	 Queen (To Vaughan Metropolitan Centre via Highway 7)	10/12	12	15/20	15	30	30	30	
501C	 Queen - York University (Bramalea Terminal To York University via Highway 407)	9	15	—	—	—	—	—	Weekday Service Only AM Peak - 9 minute frequency eastbound, 27 minute frequency westbound PM Peak - 9 minute frequency westbound, 27 minute frequency eastbound
502	 Main	7/8	10/12	12/15/20	15/10	15/20	15/12	15/20	
505	 Bovaird	15	20	20	16	—	16	—	
505A	 Bovaird (Trinity Common to Pearson Airport (Viscount Station))	45	90	—	—	—	—	—	
511/511A	 Steeles (East of Gateway Terminal)	7.5	10	15/20	15/12	20	20	20	
511C	 Steeles (To Sheridan College)	15	20	—	—	—	—	—	
511	 Steeles (West)	15	20	—	—	—	—	—	
561	 Queen West	20	—	—	—	—	—	—	
1/1A	Queen ¹	10	15	25/30	20/18	30	30	30	
2	Main	20	20	30	30	30	33	33	
3/3A	McLaughlin ¹	12/14	35	30	30	30	35	35	
4/4A	Chinguacousy ¹	10/8.5	12/10	15/20	25/15	20/25	20/15	20/25	
5/5A	Bovaird ¹	15	20	30	30	30	30	30	
6	James Potter	35	45	—	45	—	45	—	
7/7A	Kennedy ¹	7.5	15	20/30	12	25/30	15	30	
8	Centre	50/55	50	50	50	50	45	45	
9	Vodden	40/45	60	—	—	—	—	—	
10	South Industrial	25	50	—	—	—	—	—	
11/11A	Steeles ¹ (East)	10/8	20	30	30	30	30	30	
11	Steeles ¹ (West)	—	—	60	60	60	60	60	
12	Grenoble	60	60	60	60	—	60	—	
13	Avondale	45	45	—	60	—	—	—	
14/14A	Torbram ¹	8/11	20	30	35	35	35	35	
15/15A	Bramalea ¹	10	30	30	30	30	30	30	
16	Southgate	60	60	60	60	—	60	—	
17	Howden	45	45	—	45	—	45	—	
18	Dixie	7/9	15	20/27	20	30/35	33	33	
19	Fernforest	40	60	—	60	—	60	—	
20/20A	East Industrial ¹	25	50	—	—	—	—	—	
23	Sandalwood	15	30	30	28	30	30/28	28	
24	Van Kirk	30	40	65	45	—	45	—	
25	Edenbrook	30	—	65	—	—	—	—	
26	Mount Pleasant	30	30	30	50	—	—	—	
27	Robert Parkinson	35	35	—	35	—	—	—	
28	Remembrance	45	—	—	—	—	—	—	
29/29A	Williams ¹	15	25	30	35	—	30	—	
30	Airport Road ²	8/10	18	15/30	30	30	30	30	
31	McVean	35	35	65	65	—	65	—	
32	Father Tobin	34	45	—	45	—	45	—	
33	Peter Robertson	34	45	—	—	—	—	—	
35	Clarkway ¹	30/35	45	45	45	—	45	—	
36	Gardenbrooke	65	65	—	—	—	—	—	
40	Central Industrial	40	—	—	—	—	—	—	
50/50A	Gore Road	15	20	30/40	30	40	30	40	
51	Hereford	30	60	60	60	—	—	—	
52	McMurchy	50	50	—	50	—	50	—	
53	Ray Lawson	25	30	30	60	—	60	—	
54	County Court	20	40	40	30	—	30	—	
55	Elbern Markell	55	55	—	—	—	—	—	
56	Kingknoll	40	40	40	40	—	40	—	
57	Charolais	25	30	30	60	—	60	—	
58	Financial Drive	40	—	—	—	—	—	—	
60	Mississauga Road	35	70	—	65	—	65	—	
81	Mayfield West ³	45	—	—	—	—	—	—	
104	Chinguacousy Express	20	—	20	—	—	—	—	
115	Pearson Airport Express	25/30	30	30	30	30	30	30	

NOTE:

- Split Route or Route Extension/Short Turn. Service Frequencies shown are frequencies for the combined route.
- Route 30 Limited Service trips extended to Caledon – see schedule for details.
- Route 81 operates under contract to Town of Caledon.

All service frequencies are subject to change.

Appendix C: Zoning By-Law Excerpts



Brampton

Zoning By-Law Office Consolidation

SECTION 20.0 GENERAL PROVISIONS FOR COMMERCIAL ZONES

20.1 The following provisions shall apply to all commercial zones as shown on Schedule A of this by-law, in addition to the General Provisions for All Zones contained in this by-law.

20.2 Accessory Building

Accessory buildings or structures are permitted in any commercial zone subject to the requirements and restrictions of this by-law for the particular zone in which said building or structure is located but shall:

- (a) be used only for the purposes of parking motor vehicles, or the storage or disposal of garbage;
- (b) be permitted only in an interior side yard or rear yard;
- (c) be set back from any lot line abutting a residential, institutional or Open Space zone, a distance equal to the height of the accessory building, but not less than 1.5 metres.

20.3 Parking Spaces

20.3.1 Minimum parking spaces are required in accordance with the following requirements:

Use	Minimum Parking Spaces Required
Animal Hospital	1 parking space for each 28 square metres of gross commercial floor area or portion thereof

Art Gallery or Museum	1 parking space for each 28 square metres of gross commercial floor area or portion thereof
Arena	1 parking space for each 3 fixed seats or 1.5 metres of open bench space or portion thereof
Bank, Trust Company or Finance Company	1 parking space for each 15 square metres of gross commercial floor area or portion thereof
Building Supplies Sales Establishment	1 parking space for each 91 square metres of gross commercial floor area or portion thereof devoted to warehousing, plus 1 parking space for each 31 square metres of gross commercial floor area or portion thereof devoted to retail use or accessory office use
Cinema, Theatre, Stadium, or Auditorium	1 parking space for each 6 seats or 3 metres of open bench space or portion thereof
Day Nursery	1 parking space for each employee plus 1 parking space for each 10 children capacity
Funeral Parlour	1 parking space for each 13 square metres of gross commercial floor area or portion thereof accessible to the public, plus 1 parking space for each funeral parlour vehicle
Furniture Store and Appliance Store	1 parking space for each 62 square metres of gross commercial floor area or portion thereof
Health Centre or Fitness Centre	1 parking space for each 22 square metres of gross commercial floor area or portion thereof
Hotel or Motel	Hotel: 1 parking space for each 2 bedrooms plus 1 parking space for each 10 square metres of gross commercial floor area or portion thereof devoted to public use including meeting rooms, conference rooms, recreational facilities, dining, lounge and tavern areas but excluding bedrooms, washrooms, lobbies, hallways, elevators, and stairways Motel: 1 parking space for each 1 bedroom plus the parking requirement for a restaurant
Laundromat or Dry Cleaning Establishment	1 parking space for each 19 square metres of gross commercial floor area or portion thereof
Motor Vehicle Repair Shop or Motor Vehicle Body Shop	1 parking space for each 18 square metres of gross floor area or portion thereof but 50 percent of the required parking spaces may be tandem parking spaces

Motor Vehicle Service Station or Gas Bar	1 parking space for each 23 square metres of gross commercial floor area or portion thereof
Motor Vehicle Washing Establishment	5 parking spaces plus 10 car stacking spaces
Personal Service Shop	1 parking space for each 19 square metres of gross commercial floor area or portion thereof
Office	Physician, dentist, or drugless practitioner's office: 1 parking space for each 12 square metres of gross commercial floor area or portion thereof Real estate office: 1 parking space for each 15 square metres of gross commercial floor area or portion thereof Other office: 1 parking space for each 25 square metres of gross commercial floor area or portion thereof
Place of Assembly, Community Club, Dance Hall, Banquet Hall, or Roller Skating Rink	1 parking space for each 8 square metres of gross commercial floor area or portion thereof
Radio or Television Broadcasting Establishment	1 parking space for each 31 square metres of gross commercial floor area or portion thereof
Recreational Uses:	Billiard parlour or Pool hall: 1 parking space for each 20 square metres of gross commercial floor area or portion thereof plus requirement for recreational accessory uses Bowling alley: 4 spaces for each lane plus requirement for recreational accessory uses Curling rink: 8 spaces for each sheet plus requirement for recreational accessory uses Golf driving range: 1 parking space for each tee plus requirement for recreational accessory uses Golf course: 50 spaces for each 9 holes plus requirement for recreational accessory uses Tennis, Squash, or Handball court: 4 spaces for each court plus requirement for recreational accessory uses Swimming pool: 1 parking space for each 20 square metres gross floor area plus requirement for recreational accessory uses

	Recreational accessory uses: For every building or place containing a bowling alley, tennis, squash or handball court, ice rink or swimming pool, additional parking spaces for any accessory uses shall be provided in accordance with the requirements set out in this by-law
Religious Institution	1 parking space for every 4 seats or where no seat is provided, 8.4 square metres of worship area or portion thereof
Restaurant	Dining Room or Convenience Restaurant: 1 parking space for each 6.25 square metres of gross commercial floor area or portion thereof Take-Out Restaurant: 1 parking space for each 16.7 square metres of gross commercial floor area or portion thereof
School	Elementary School (up to grade 8): 1 parking space for each 100 square metres' gross floor area (excluding portables) plus 1 parking space for each portable classroom Secondary School (grade 9 and above): 1.5 spaces for each 100 square metres gross floor area (excluding portables) plus 1 parking space for each portable classroom Commercial, Technical, or Recreational School: 4 spaces for each classroom or 1 parking space for each 20 square metres of gross commercial floor area or portion thereof; whichever is greater
Retail Establishment not specifically mentioned	1 parking space for each 19 square metres of gross commercial floor area or portion thereof
Shopping Centre having a gross leasable commercial floor area of less than 2000 square metres	1 parking space for each 23 square metres of gross commercial floor area or portion thereof for the entire shopping centre if uses of restaurants, taverns, and medical offices occupy less than 10% of total of gross commercial floor area; otherwise, 1 parking space for each 23 square metres of gross commercial floor area or portion thereof for areas other than restaurants, taverns, and medical offices plus the parking spaces required for restaurants, taverns, and medical offices

Shopping Centre having a gross leasable commercial floor area of 2000 square metres or more	1 parking space for each 19 square metres of gross commercial floor area or portion thereof
Supermarket	1 parking space for each 17 square metres of gross commercial floor area or portion thereof
Tavern	1 parking space for each 2.5 person licensed capacity
All Other Commercial Uses not specifically mentioned	1 parking space for each 23 square metres of gross commercial floor area or portion thereof

(266-06)

20.3.2 Central Area Parking Requirements:

20.3.2.1 Parking spaces in Commercial Zones within the Central Area, as defined on Schedule B-1, B-2, B-3, B-4 and B-5 to this by-law, shall be provided in accordance with the requirements of section 20.3.1 and the following:

- (a) For commercial and retail development (excluding offices), the first 150.0 square metres of gross commercial floor area shall be exempt from the requirements of 20.3.1. Parking for the remaining gross commercial floor area shall be provided at a ratio of 1 parking space for each 20 square metres of gross floor area or portion thereof.
- (b) For service commercial development, the first 150.0 square metres of gross commercial floor area shall be exempt from the requirements of Section 20.3.1. Parking for the remaining gross floor area shall be provided at a ratio of 1 parking space for each 16 square metres of gross floor area or portion thereof.

- (c) For mixed use developments, parking requirements shall be calculated using the following schedule:

PERCENT OF PEAK PERIOD

LAND USE	MORNING	NOON	AFTERNOON	EVENING
Office	100	N/A	95	15
Retail / Commercial	80	N/A	100	50
Restaurant	20	N/A	60	100
Residential	80	N/A	80	100
Library	30	N/A	30	100
Theatre / Cinema	0	N/A	0	100

The initial step in determining parking for a mixed use development is to calculate the parking requirements for each use contained within the development as if each use was contained in a freestanding building. The parking requirements for each use is then multiplied by the percent contained in the above schedule. Each column is totalled to determine the number of parking spaces required in each time period. Of the four time periods, the number of parking spaces that is the largest shall be the parking requirements for the mixed use development.

- (d) For office uses, parking requirements shall be provided in accordance with the following:

(i) Physician, dentist or drugless practitioner's office:

1 parking space for each 12 square metres of gross commercial floor area or portion thereof.

(ii) Real Estate Office: 1 parking space for each 20 square metres of gross commercial floor area or portion thereof.

- (iii) Other Offices: 1 parking space for each 44 square metres of gross commercial floor area or portion thereof.
- (e) For restaurant uses, the first 200 square metres of gross floor area shall be exempt from the parking requirements of Section 20.3.1. Parking for the remaining gross floor area shall be provided at a ratio of 1 parking space for each 9 square metres of gross floor area or portion thereof.
- (f) For library use, parking requirements shall be provided at a ratio of 1 parking space for each 44 square metres of gross floor area or portion thereof.
- (g) For theatre use, parking requirements shall be provided at a ratio of 1 parking space for every 2 seats.
- (h) For a residential apartment, parking requirements shall be provided at 1 parking space per dwelling unit.

(266-06)

20.3.2.2 Parking requirements within the Central Area, as defined on Schedule B-1, B-2, B-3, B-4 and B-5 to this by-law, shall be satisfied through the provisions of onsite parking, or payment to the City in lieu of all or part of the requirements contained in section 20.3.2.1 in any proportion deemed appropriate by Council, with the remainder to be provided onsite.

(368-2004) (18-2006)(266-06)(28-2007)(398-2007)(308-2008)(368-2009)

20.3.3 The lands shown outlined and identified as "Parking Exemption Area" on Schedule B-5 to this by-law shall be exempt from the requirements set out in section 20.3.2 for a commercial use only, and for a temporary period expiring December 31, 2010.

20.4 Drive Through Facilities:

20.4.1 The drive through facility must be physically separated from the parking area.

20.4.2 Minimum 10 stacking spaces for a facility associated with a restaurant or a convenience store; minimum 8 stacking spaces for a facility associated with a bank, trust company or finance company; and minimum 3 stacking spaces for a facility associated with any other land use shall be provided.

20.5 Restaurant Uses in Commercial Zones

Refuse storage for restaurant uses permitted in any commercial zone of this by-law shall be contained in a climate controlled area within a building.

20.6 Loading Spaces

No persons shall erect, alter or use any building, structure or land in any commercial zone for any purpose involving the movement of goods unless loading spaces are provided and maintained in accordance with the following requirements and restrictions:

(a) retail commercial uses	
Gross leasable commercial floor area of in square metres	Number of loading spaces
2,350 or less	1 loading space
Over 2,350 up to 7,450	2 loading spaces
Over 7,450 up to 14,000	3 loading spaces
Over 14,000	3 loading spaces plus one additional loading space for each 9,300 square metres or portion thereof in excess of 14,000 square metres
(b) office uses	
Gross leasable commercial floor area of in square metres	Number of loading spaces
2350 or less	no loading space required
Over 2,350 up to 11,6000	1 loading space

Over 11,600	1 loading space plus one additional loading space for each 9,300 square metres or portion thereof in excess of 11,600 square metres
(c)	no loading space shall be within the front yard or within the exterior side yard of a lot;
(d)	each loading space shall have an unobstructed aisle of not less than 6 metres in width for ingress and egress to and from a street or lane.

20.7 Provisions for a Group Home Type 2 or Supportive Housing Facility

A Group Home Type 2 or a Supportive Housing Facility shall be subject to the following requirements and restrictions:

- (a) a group home type 2 shall be located in a single detached dwelling and a dwelling unit within a mixed use development;
- (b) the group home type 2 shall occupy the whole of the single detached dwelling;
- (c) a minimum separation distance of 120 metres shall be maintained between a group home type 2 and any other group home type 2, a supportive lodging house, or a group home type 1;
- (d) a minimum separation distance of 610 metres shall be maintained between a supportive housing facility and a group home type 1, or a group home type 2, or a supportive lodging house, or another supportive housing facility; and
- (e) a group home type 2 shall be subject to compliance with the Group Home Registration By-law.

20.8 Provisions for Lodging Houses

Lodging Houses shall be subject to the following requirements and restrictions:

- (a) a lodging house shall be located in a single detached dwelling;
- (b) the lodging house shall occupy the whole or part of the single detached dwelling;
- (c) a minimum separation distance of 305 metres shall be maintained between a lodging house and another lodging house; and
- (d) a lodging house and a supportive lodging house shall comply with the requirements of the Lodging House Licensing By-law.

(January 1, 2014)

Accessible Parking in the City of Brampton

The City of Brampton is committed to ensuring that people of all ages and abilities enjoy the same opportunities as they live, work, play and visit in our City. This commitment includes ensuring access to appropriately marked, signed and maintained accessible parking spaces. Access to accessible parking is very important for people with disabilities to be able to enjoy services and facilities just as others are able to do. As our population ages and the number of people with disabilities increases, the need for accessible parking spaces will be even greater.

Requirements for accessible parking spaces in the City of Brampton are regulated by the following:

- Highway Traffic Act, *Ontario Regulation 581*
 - Specific sign requirements
- Integrated Accessibility Standards Regulation, Design of Public Spaces *Ontario Regulation 413-12*
 - Type of parking spaces
 - Number of accessible spaces to be provided
- City of Brampton, Traffic By-law 93-93
 - Owners/operators obligations
 - Surface, size and configuration of parking spaces and access aisles
 - Curb cuts
 - Specific sign requirements
- City of Brampton, Zoning By-law 270-2004, as amended
 - Number of total parking spaces required (including accessible and regular spaces)
- Approved site plans
 - Specific requirements regarding number and location of accessible parking spaces and access

The following pages provide an overview of the requirements of accessible parking spaces in Brampton and some helpful hints to assist you with compliance with these requirements.

Accessible Parking Spaces

Owners and Operators Obligations:

The following outlines the obligations for parking lot owners and operators with respect to public parking areas and provides information regarding requirements for accessible parking spaces as identified in the Traffic By-law 93-93, Section 48.

As an owner/operator you are obligated to:

- Provide accessible parking spaces for the exclusive use of vehicles that are displaying an accessible parking permit
- Comply with any approved Site Plan requirements with respect to the number and location of accessible parking spaces
- Provide a **minimum** number of parking accessible parking spaces based on the total number of parking spaces provided. The following is an approximation of the number of accessible parking spaces to be provided:

# of Parking Spaces Provided	# of Accessible Parking Spaces	# of Type A Van Accessible	# of Type B
0-12	1	1	0
Requirement for 13 to 100 parking spaces – 4% of total			
13 – 25	1	1	0
26 – 50	2	1	1
51 – 75	3	1	2
76 – 100	4	2	2
Requirement for 101 to 200 parking spaces is 1 plus 3% of total			
101 – 140	5	2	3
141 – 170	6	3	3
171 – 200	7	3	4
Requirement 201 to 1000 parking spaces is 2 plus 2% of total			
201 – 250	7	3	4
251 – 300	8	4	4
301 – 350	9	4	5
351 – 400	10	5	5
401 – 450	11	5	6
451 – 500	12	6	6
501 – 550	13	6	7
551 – 600	14	7	7
601 – 650	15	7	8

651 – 700	16	8	8
701 – 750	17	8	9
751 – 800	18	9	9
801 – 850	19	9	10
851 – 900	20	10	10
901 – 950	21	10	11
951 – 1000	22	11	11
Requirement for more than 1000 parking spaces provided is 11 plus 1% of total			
1001 – 1100	22	11	11
1101 – 1200	23	11	12
1201 – 1300	24	12	12
1301 – 1400	25	12	13
1401 – 1500	26	13	13
1501 – 1600	27	13	14
1601 – 1700	28	14	14
1701 – 1800	29	14	15
1801 – 1900	30	15	15
1901 – 2000	31	15	16
For each 100 parking spaces provided, add 1 additional parking space to the running total.			

- Ensure the accessible parking spaces are kept free of any obstructions, snow, ice and slush and are maintained to the same standards as the other parking spaces provided in that public parking area.
- Maintained in good repair so pavement markings are easily identified by the public.

Each accessible parking space must comply with the following:

Surface:

- Be located on a hard, level surface
- Be located in an area where people with disabilities can easily access a building or facility via curb ramps, depressed curbs or other means

Physical Dimensions:

- Type A – Van Accessible
 - Be a minimum of 3.4 metres wide and as long as the other parking spaces in the same public parking area
 - Have an access aisle that is a minimum of 1.5 metres wide, as long as the parking space and be marked with high tonal contrast diagonal lines to indicate that parking is prohibited in this space

- Type B
 - Be a minimum of 2.4 metres wide and as long as the other parking spaces in the same public parking area
 - Have an access aisle that is a minimum of 1.5 metres wide, as long as the parking space and be marked with high tonal contrast diagonal lines to indicate that parking is prohibited in this space
- Where two accessible parking spaces (Type A and/or Type B) are provided in the same location, a shared access aisle of 1.5 metres may be used
- Incorporate a pavement marking with the International Symbol of Access (wheelchair)
 - White symbol and border, blue background under the symbol
 - Blue paint to be similar in colour to that used on Highway Traffic Act (HTA) Permit Only sign
- Width measurements are calculated based on mid-point to mid-point from the painted lines of the parking space and access aisle
- Painted lines may be white or yellow in colour
 - If yellow is used it shall match the yellow traffic paint chip of the Ministry of Transportation, Ontario or US. Federal 595B, Yellow 33538
- Recommended line width for markings is 10 cm
- All pavement markings to be slip resistant paint

Curb Cuts:

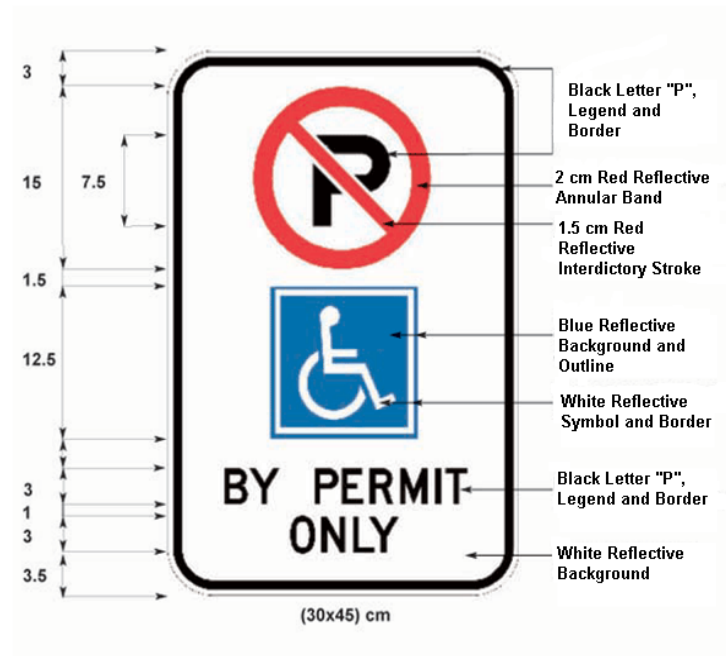
- Must be provided where there is a change in grade and the access aisle abuts a raised surface or where a raised surface is in close proximity to the access aisle

Signage:

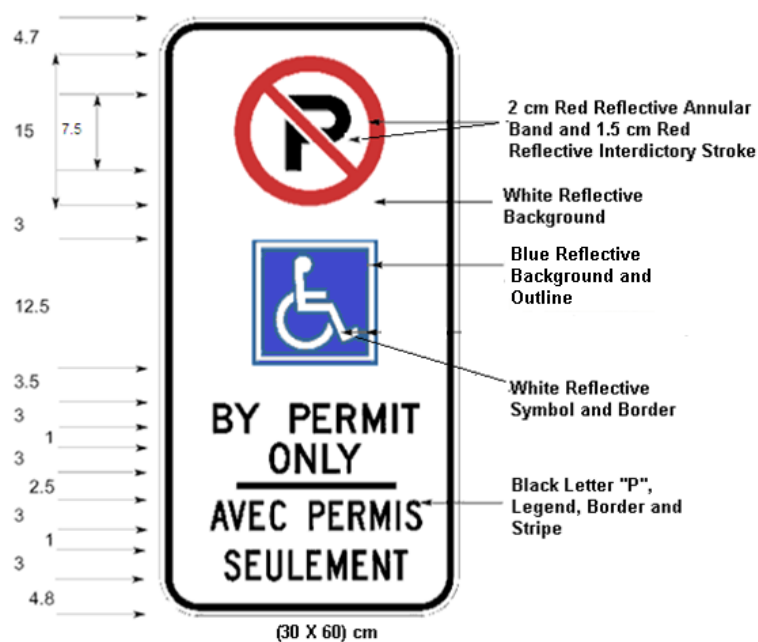
- Erect signage for each accessible parking space and maintain it in good repair and ensure that it:
 - Is visible to the public
 - Is located on a permanent post, building or structure
 - Has the bottom edge of the sign 1 metre to 1.5 metres above the surface
 - Is located mid-point at the end of the parking space so that it does not block access to the parking space or interfere with the access to the depressed curb or curb cut
 - Is reflective
 - Is in accordance with the requirements of the Highway Traffic Act, *Ontario Regulation 581, Section 11*
 - Includes the wording “Maximum Fine \$5000” and “For Enforcement call 905-458-3424” on the same sign or on another sign in close proximity to the accessible parking sign
- For Type A parking spaces, in addition to the above, include the wording “Van Accessible” on the same sign or on a sign located below the Permit Only sign

Highway Traffic Act, Ontario Regulation 581, Section 11

11. A parking space designated on Crown land or under a municipal by-law for the use of persons with a disability shall be distinctly indicated by erecting a disabled person parking permit sign which shall,
- (a) Be not less than forty-five centimetres in height and not less than thirty centimetres in width and bear the markings and have the dimensions as described and illustrated in the following Figure:

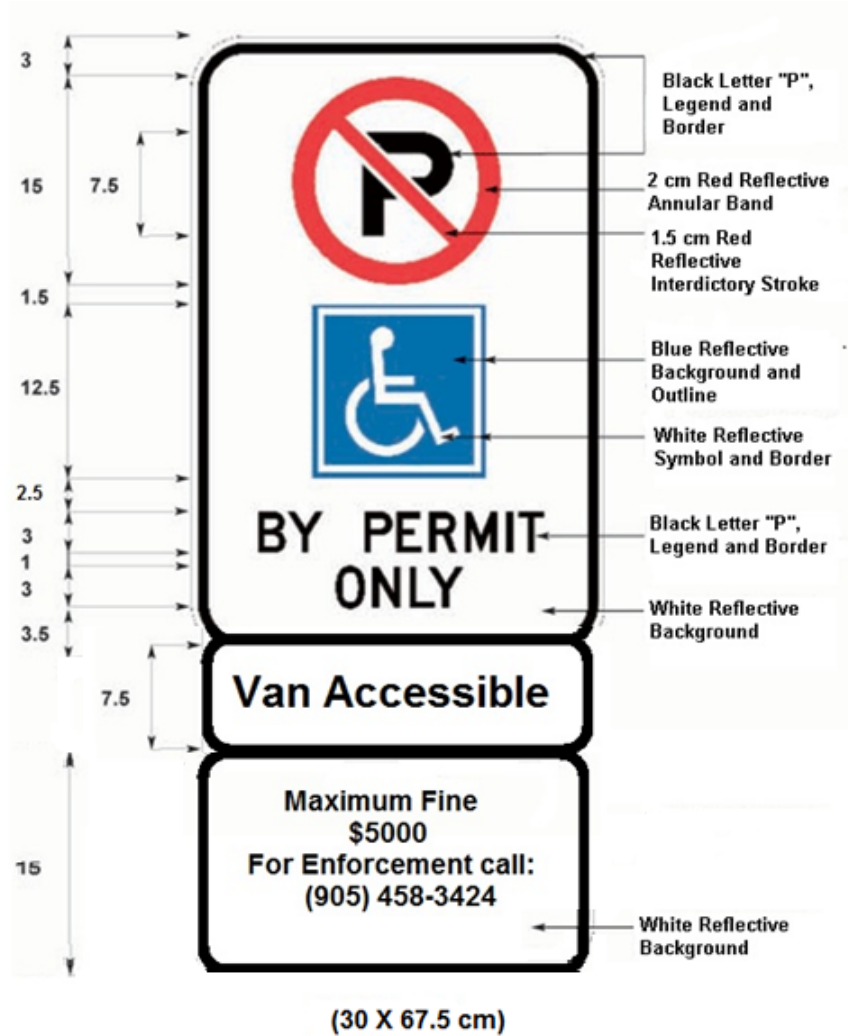


- (b) Be not less than sixty centimetres in height and not less than thirty centimetres in width and bear the markings and have the dimensions as described and illustrated in the following Figure:

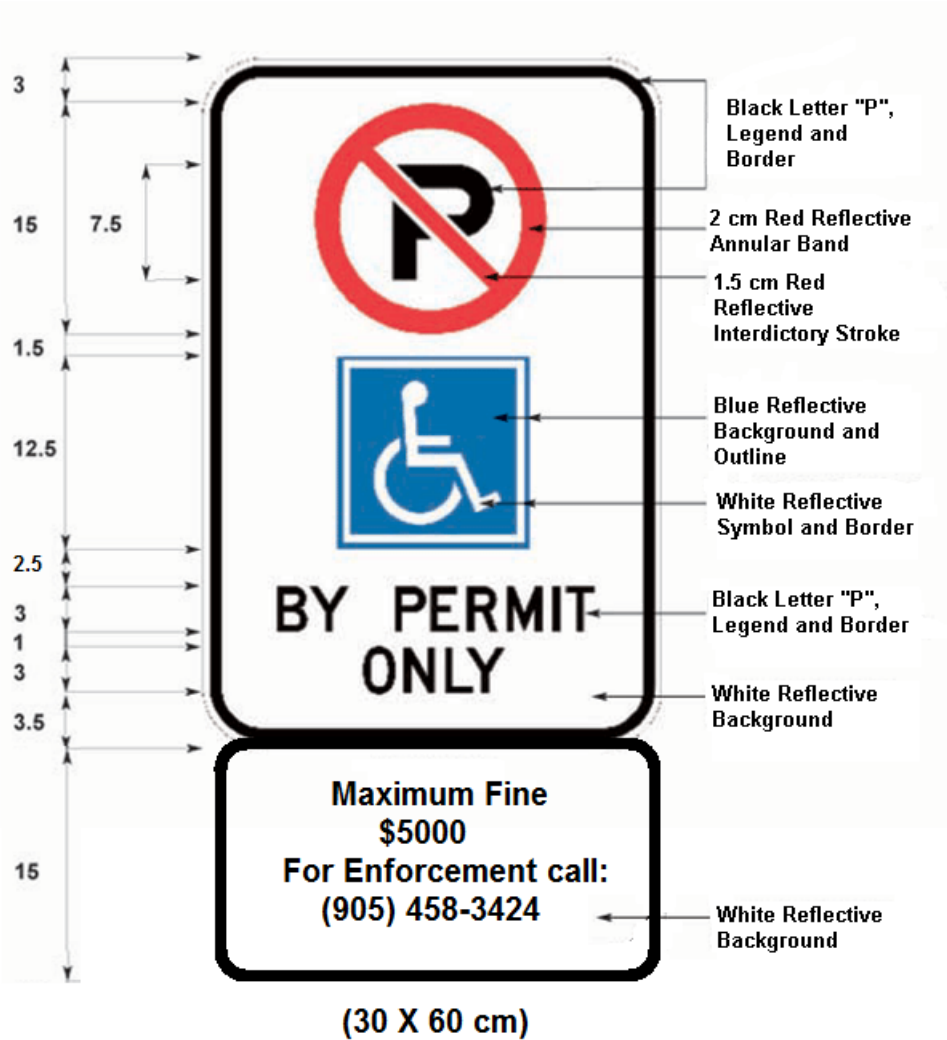


City of Brampton Traffic By-law 93-93 Accessible Parking Sign

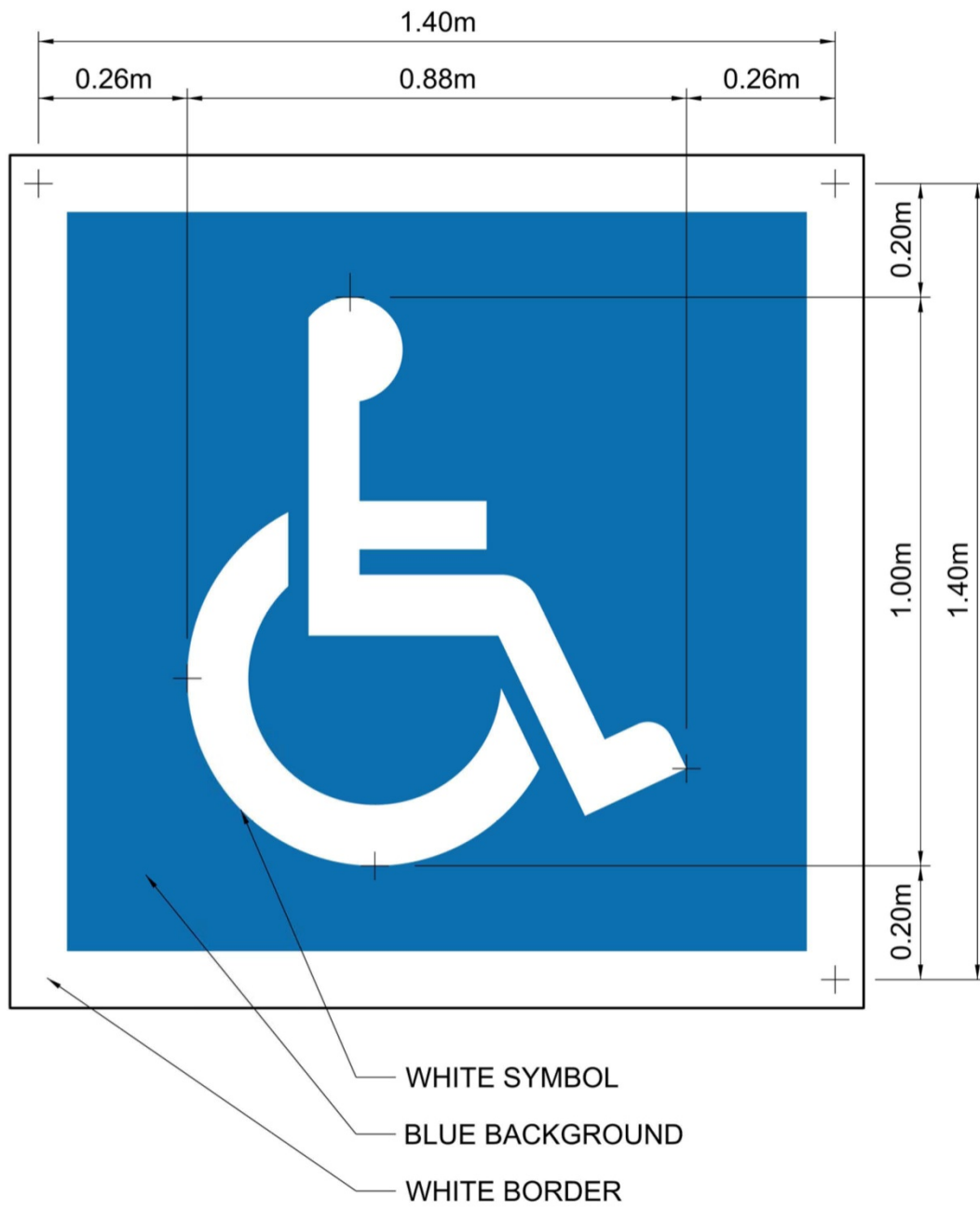
Type A – Van Accessible



City of Brampton Traffic By-law 93-93 Accessible Parking Sign - Type B

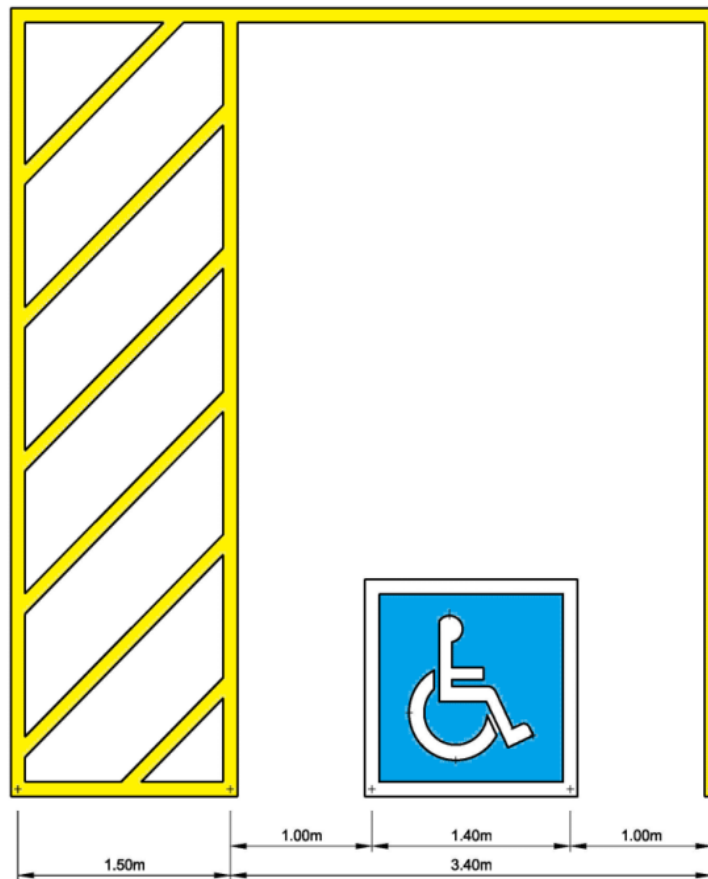


City of Brampton Pavement Marking

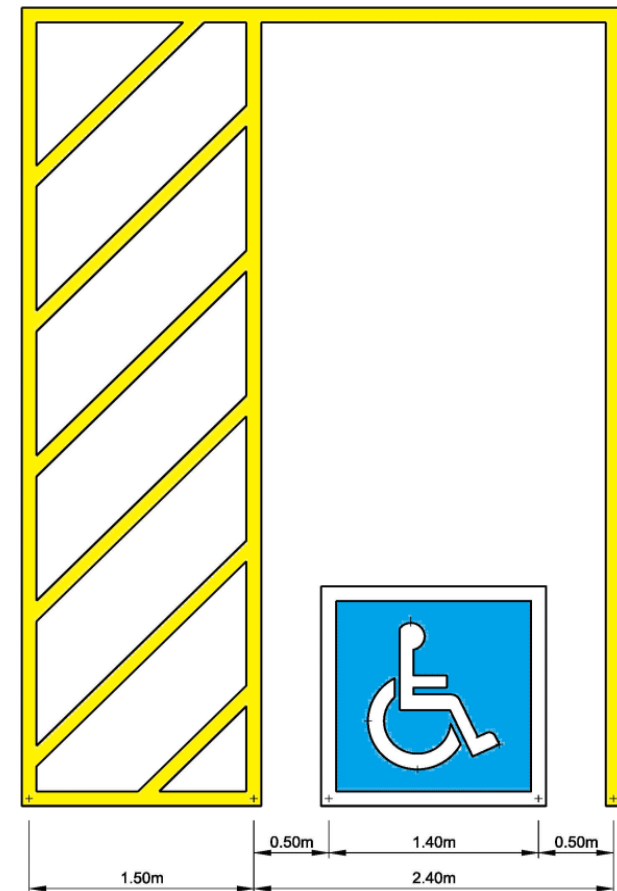


Pavement Marking Placement

Type A

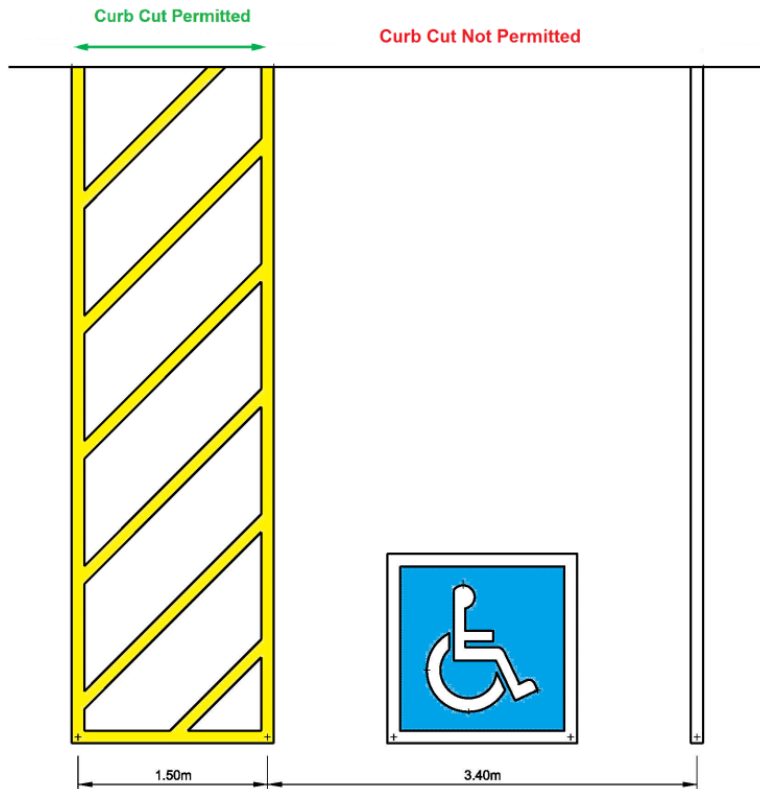


Type B

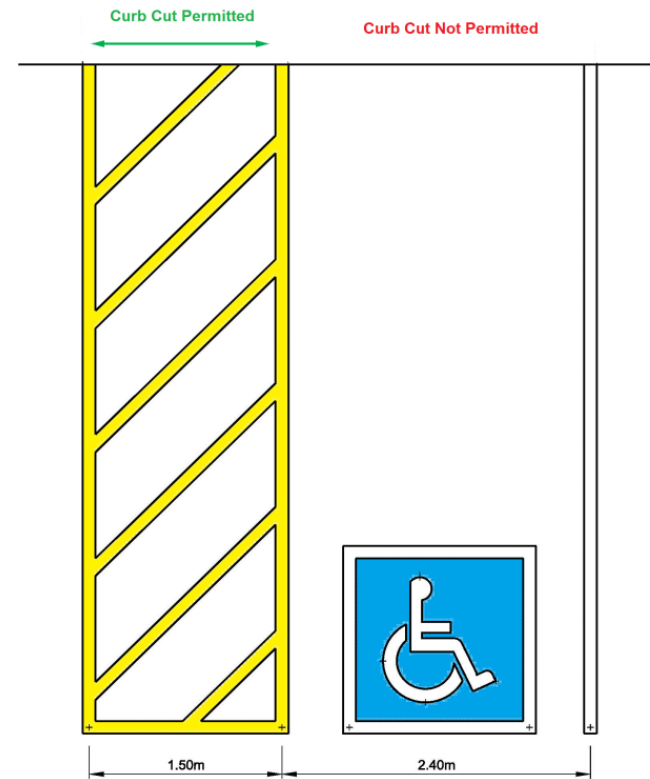


Curb Cut Placement

Type A – Single Space

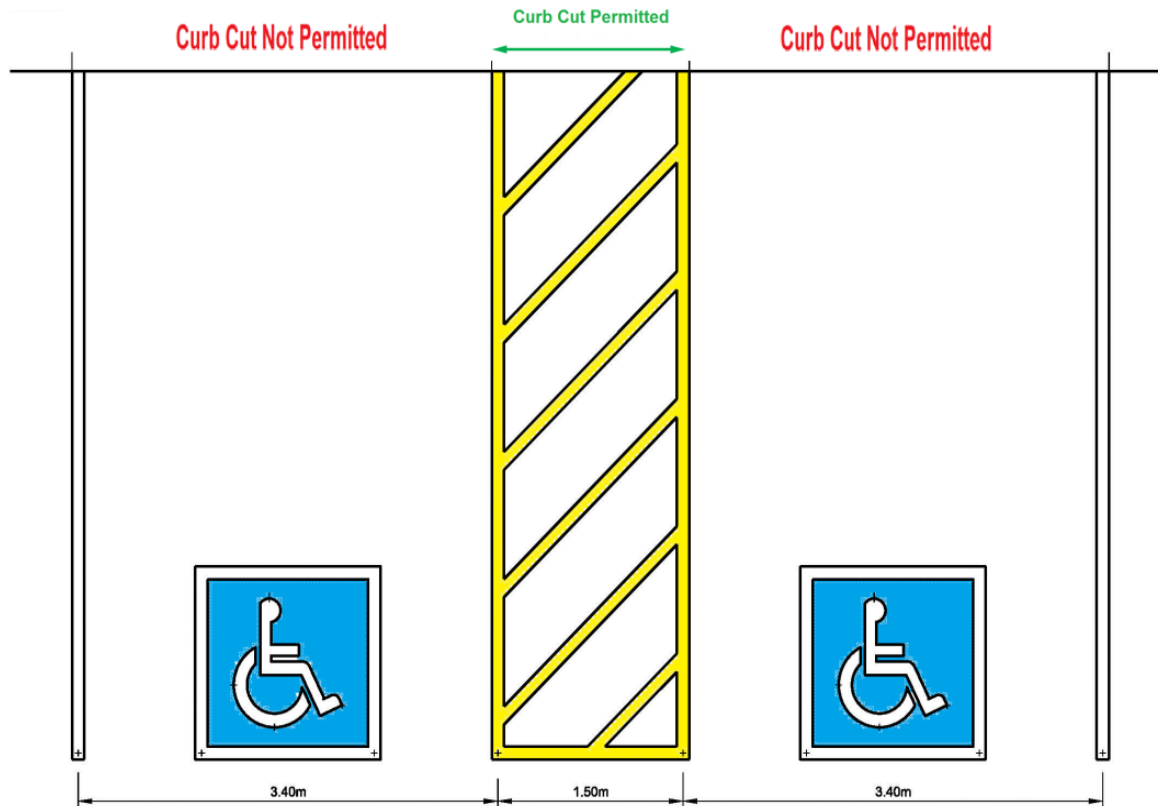


Type B – Single Space

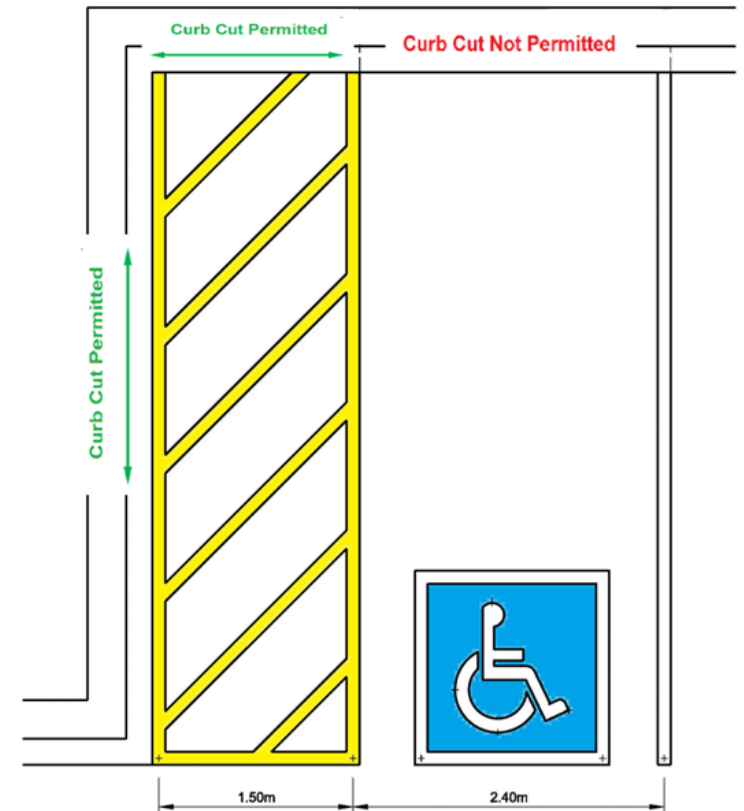


Curb Cut Placement (cont'd)

Shared Access Aisle

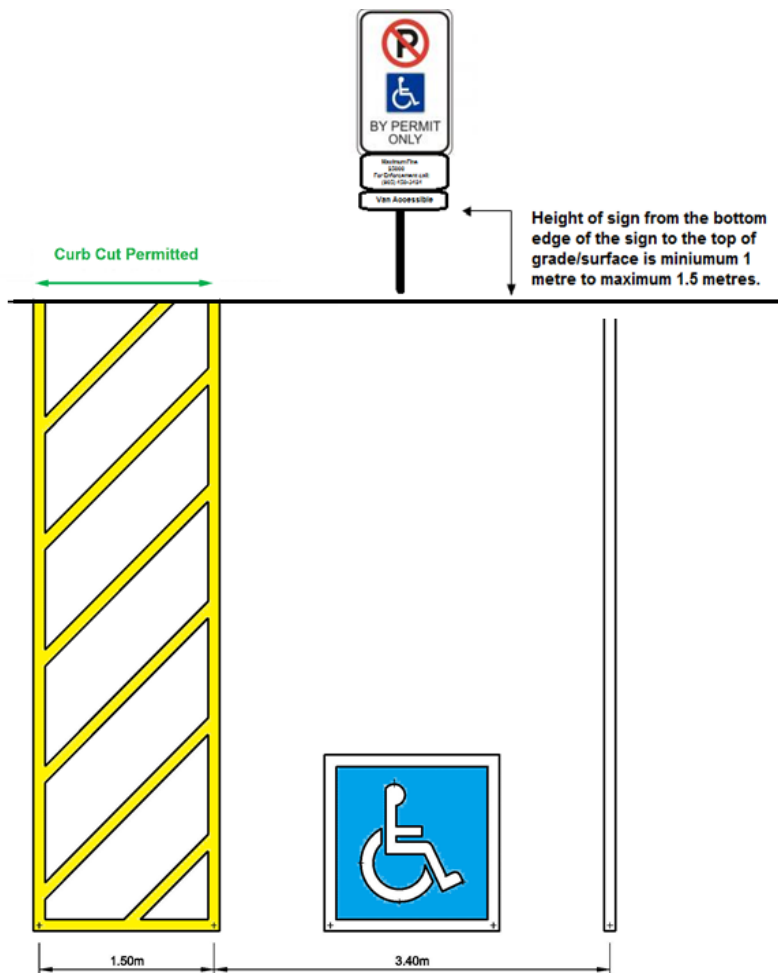


Side Curb

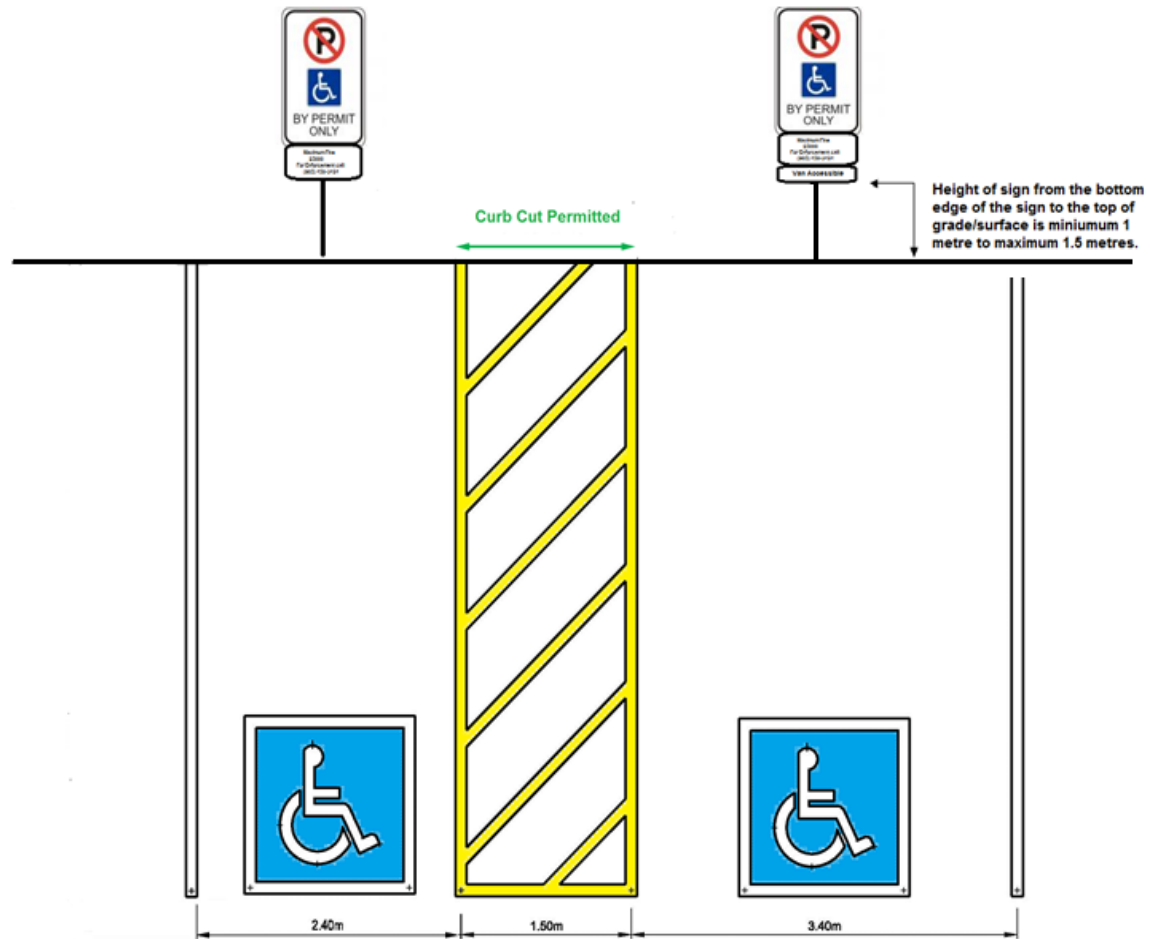


Sign Placement

Sign Placement – Single Space



Sign Placement – Shared Access Aisle



Appendix D: Parking Surrogate Survey Data

Parking Utilization Survey

Location: 9980-9990 McVean Drive
Parking Supply 119 (Regular), 4 (Handicaps)
Any Unit Closed/ All occupied
Date: Tuesday, December 12, 2023

Time			Regular	Handicap	Illegal
06:30	to	07:00	14	0	0
07:00	to	07:30	15	0	0
07:30	to	08:00	17	0	0
08:00	to	08:30	16	0	0
08:30	to	09:00	27	0	0
09:00	to	09:30	39	0	0
09:30	to	10:00	42	1	3
10:00	to	10:30	46	1	1
10:30	to	11:00	47	1	1
11:00	to	11:30	42	1	1
11:30	to	12:00	45	0	0
12:00	to	12:30	48	1	0
12:30	to	13:00	49	0	0
13:00	to	13:30	52	0	1
13:30	to	14:00	56	0	0
14:00	to	14:30	48	0	0
14:30	to	15:00	37	0	0
15:00	to	15:30	42	1	0
15:30	to	16:00	51	1	0
16:00	to	16:30	60	1	0
16:30	to	17:00	67	1	1
17:00	to	17:30	57	1	0
17:30	to	18:00	48	1	1
18:00	to	18:30	39	0	0
18:30	to	19:00	31	0	0



*Conceptual Plan, may not represent actual site stats and site conditions

Parking Utilization Survey

Location: 756 Wanless Dr (Lullaboo Nursery & Child Centre), Brampton

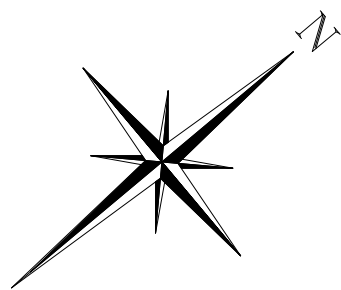
Parking Supply 57 spaces (3 handicaps)

Date: Wednesday November 22nd, 2023

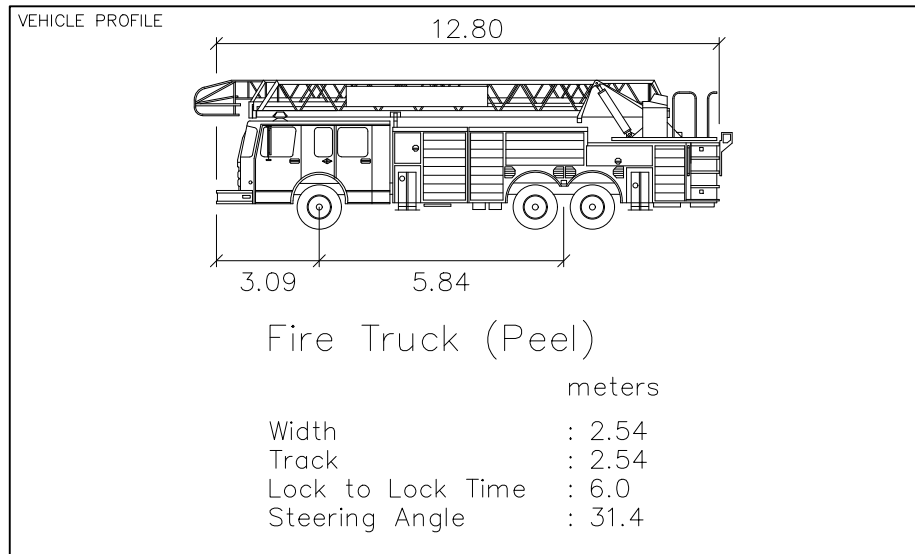
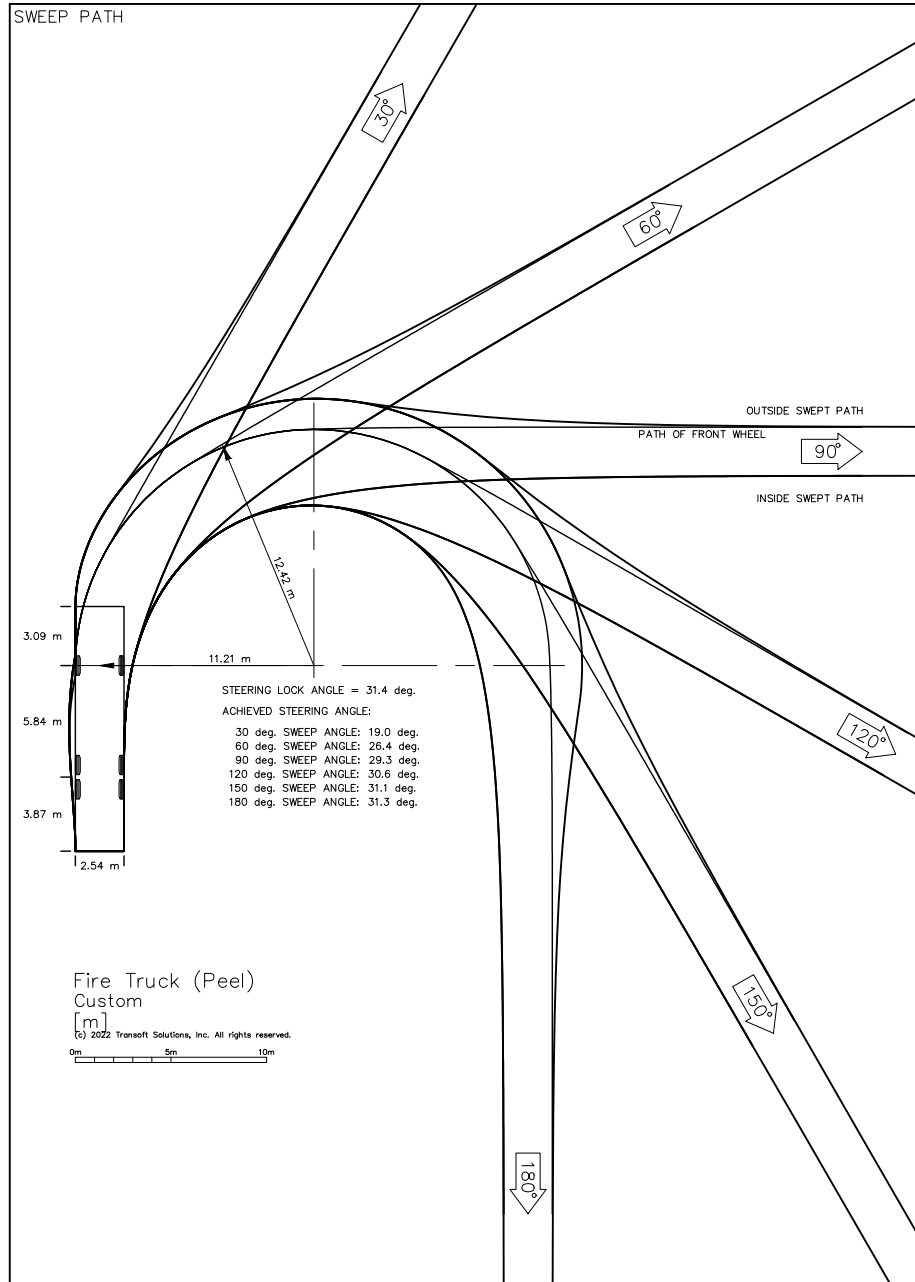
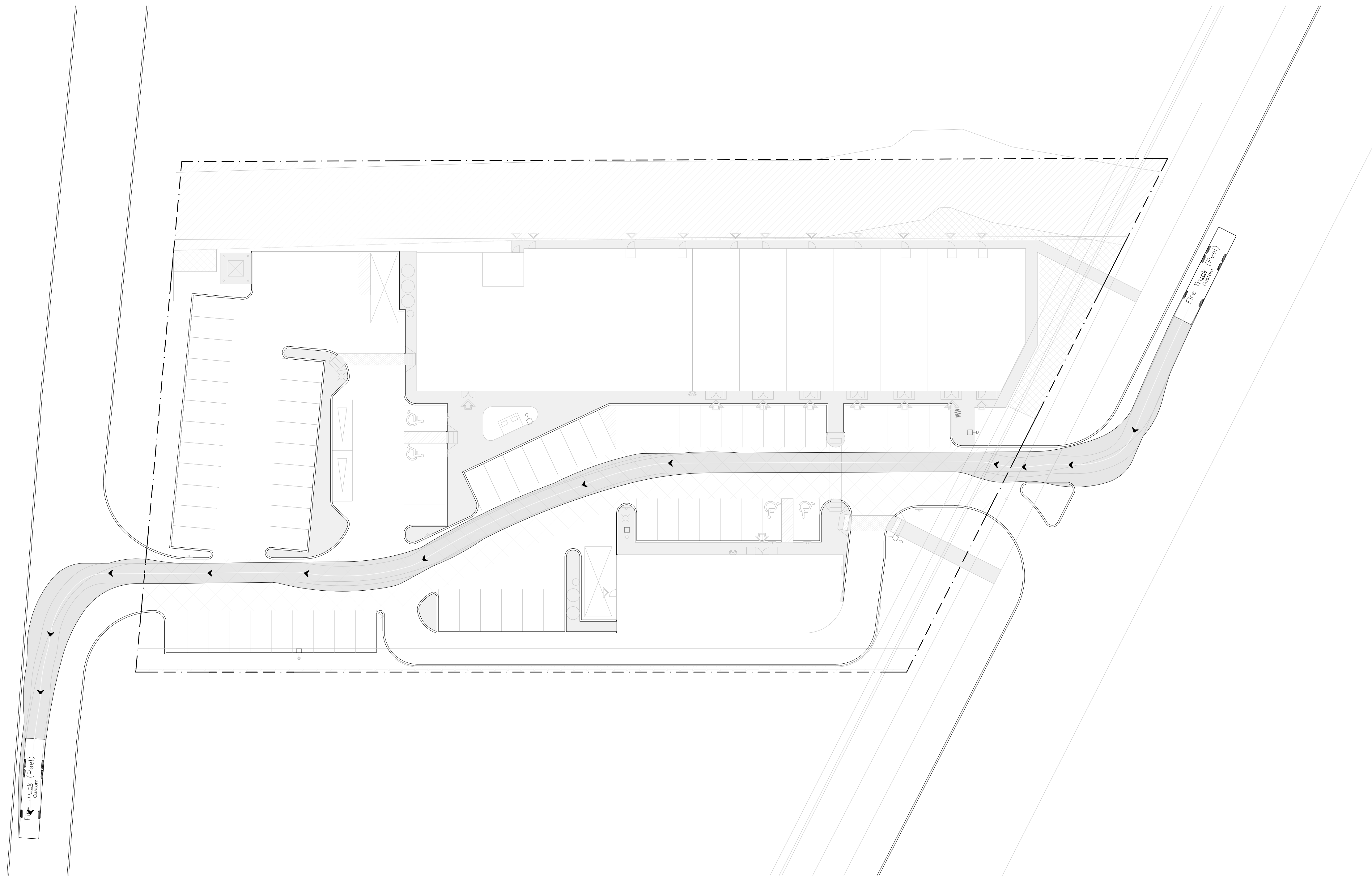
Long-term Parking: Vehicle parked over 30 minutes or more.

Time			Long-Term Parking	Short-Term Parking	Total
06:30	to	07:00	4	3	7
07:00	to	07:30	7	2	9
07:30	to	08:00	8	12	20
08:00	to	08:30	11	26	37
08:30	to	09:00	15	24	39
09:00	to	09:30	16	17	33
09:30	to	10:00	25	11	36
10:00	to	10:30	25	8	33
10:30	to	11:00	25	8	33
11:00	to	11:30	25	5	30
11:30	to	12:00	25	1	26
12:00	to	12:30	25	1	26
12:30	to	13:00	25	1	26
13:00	to	13:30	26	1	27
13:30	to	14:00	28	2	30
14:00	to	14:30	27	2	29
14:30	to	15:00	27	6	33
15:00	to	15:30	27	11	38
15:30	to	16:00	26	9	35
16:00	to	16:30	26	14	40
16:30	to	17:00	26	18	44
17:00	to	17:30	26	26	52
17:30	to	18:00	24	17	41
18:00	to	18:30	8	6	14
18:30	to	19:00	2	0	2

Appendix E: Vehicle Turning Diagrams



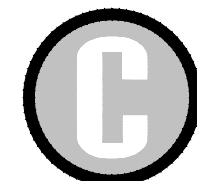
FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION



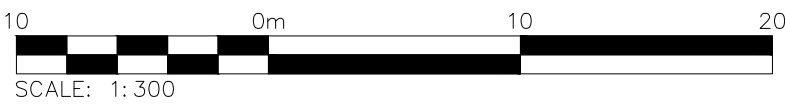
No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

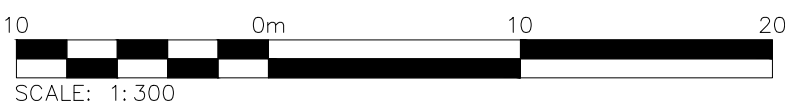
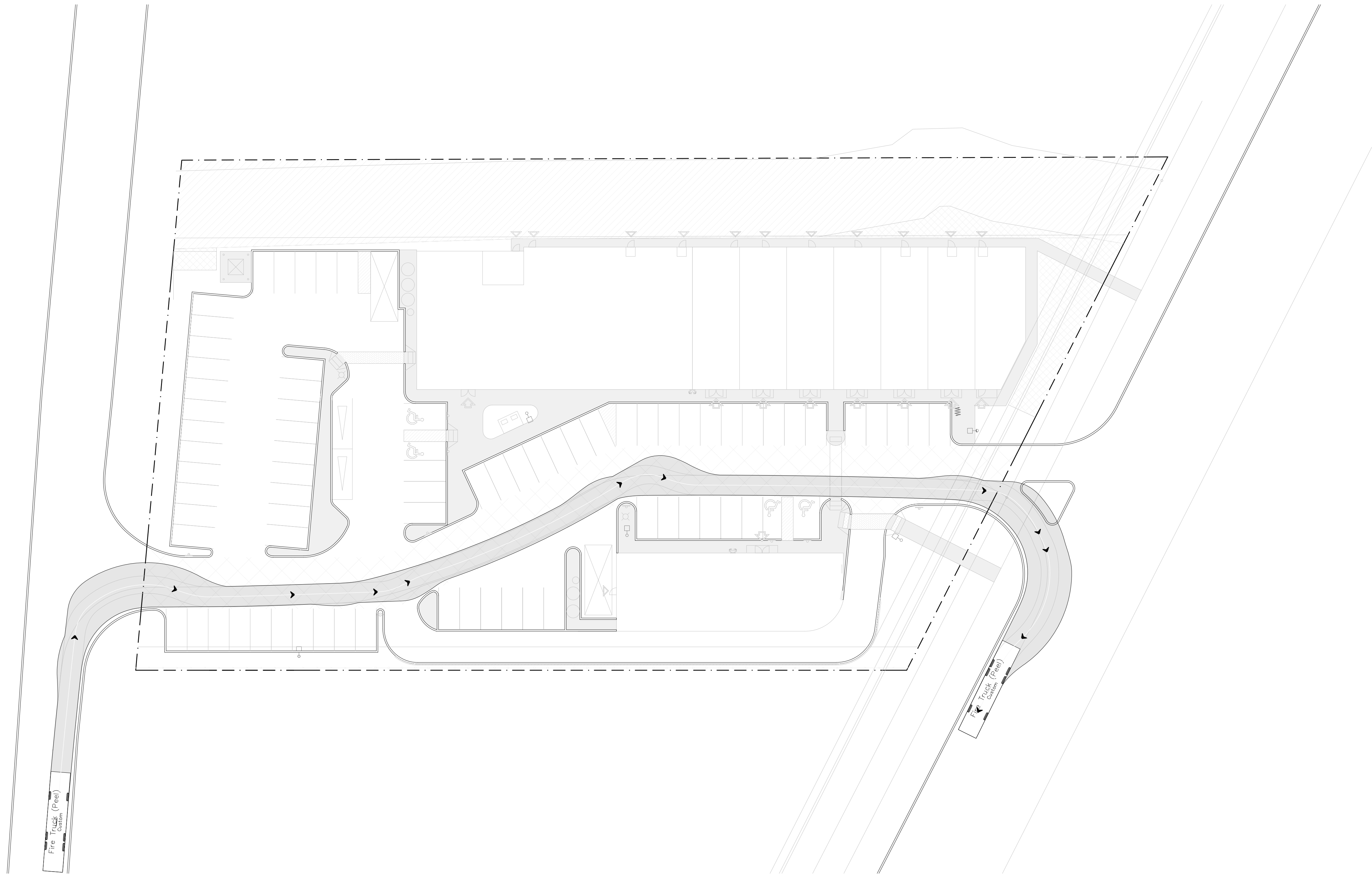
Project
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

Drawing
FIRE TRUCK
VEHICLE MANEUVERING ANALYSIS

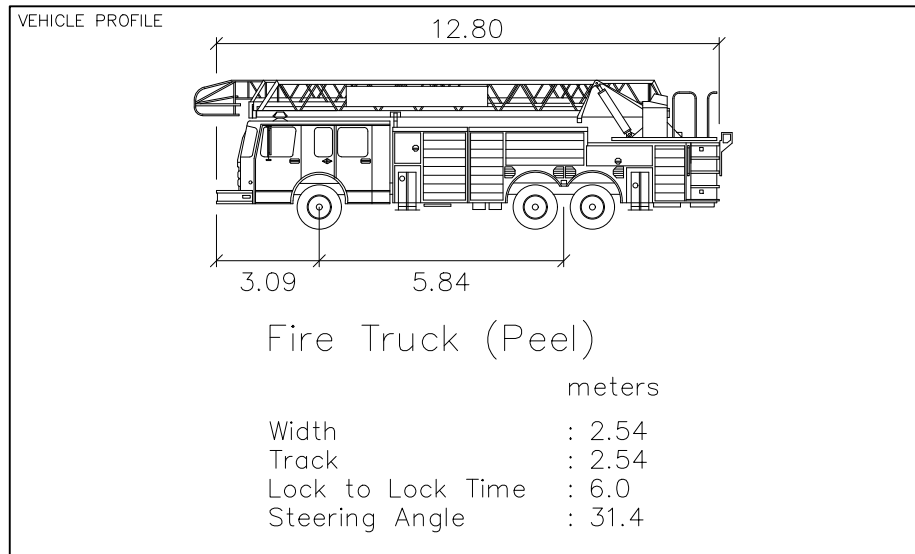
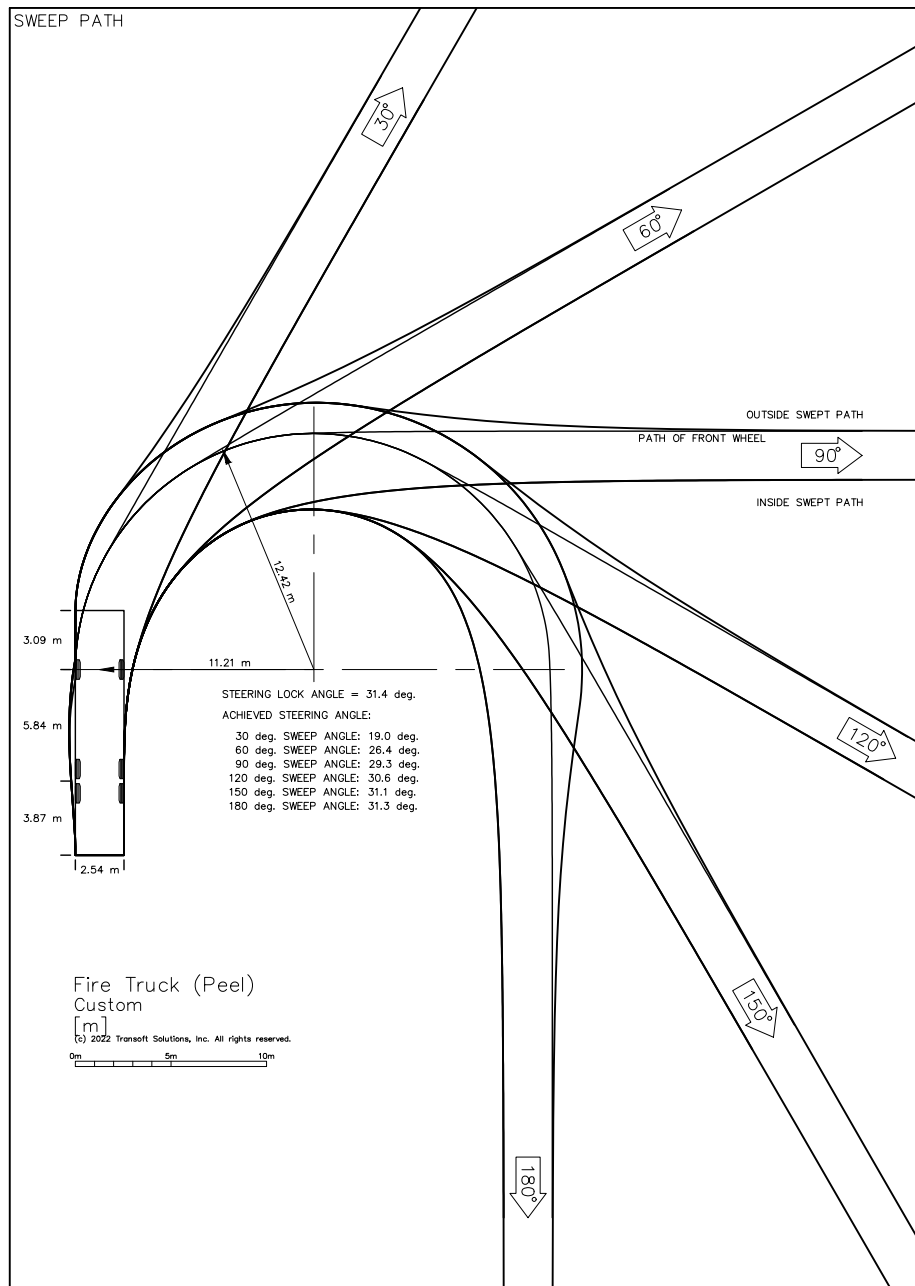
 **CROZIER**
CONSULTING ENGINEERS
211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CROZIER.CA
INFO@CROZIER.CA

Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
		K.H.	Drawing	T300





FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION



No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

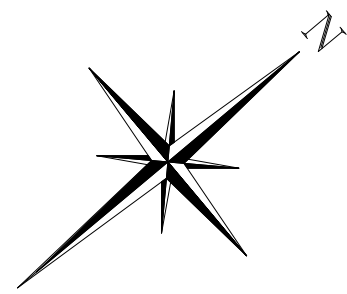
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

FIRE TRUCK
VEHICLE MANEUVERING ANALYSIS



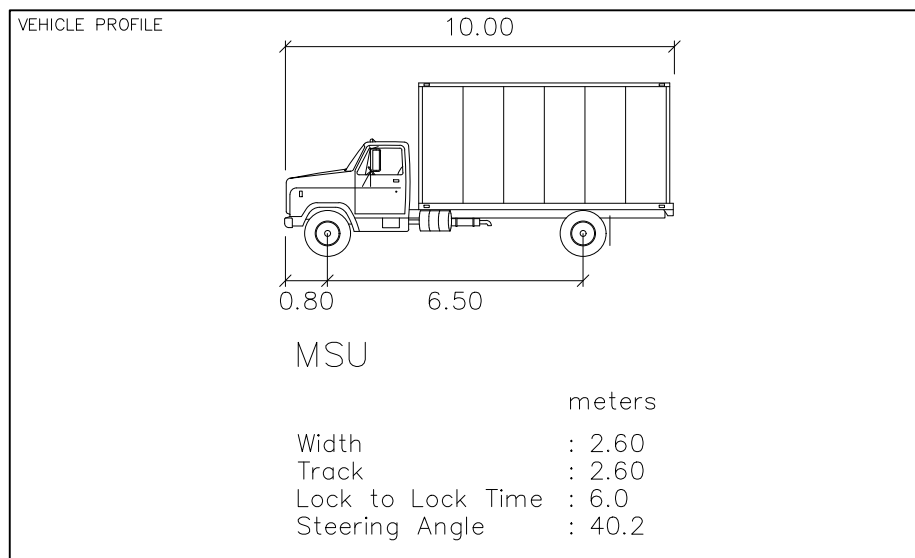
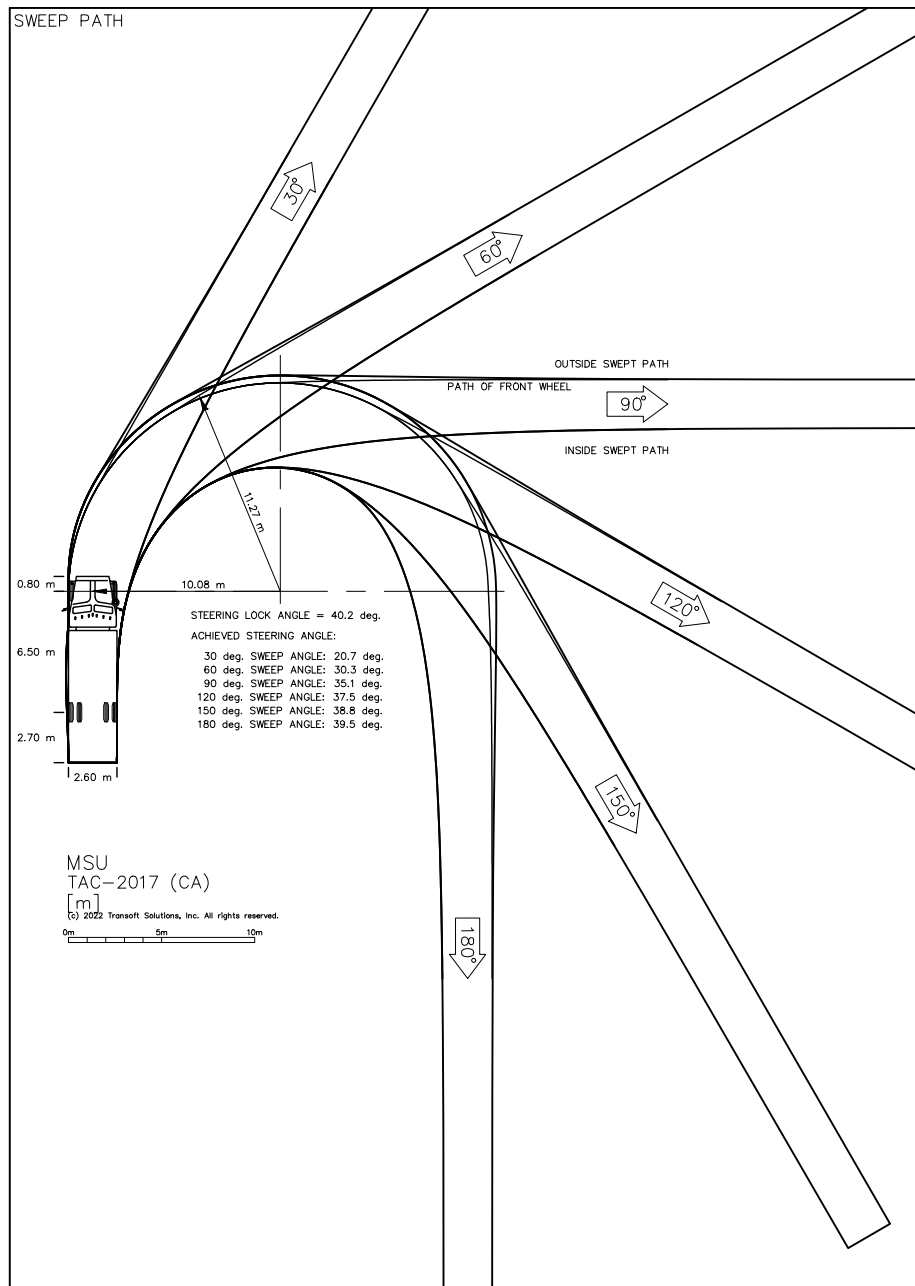
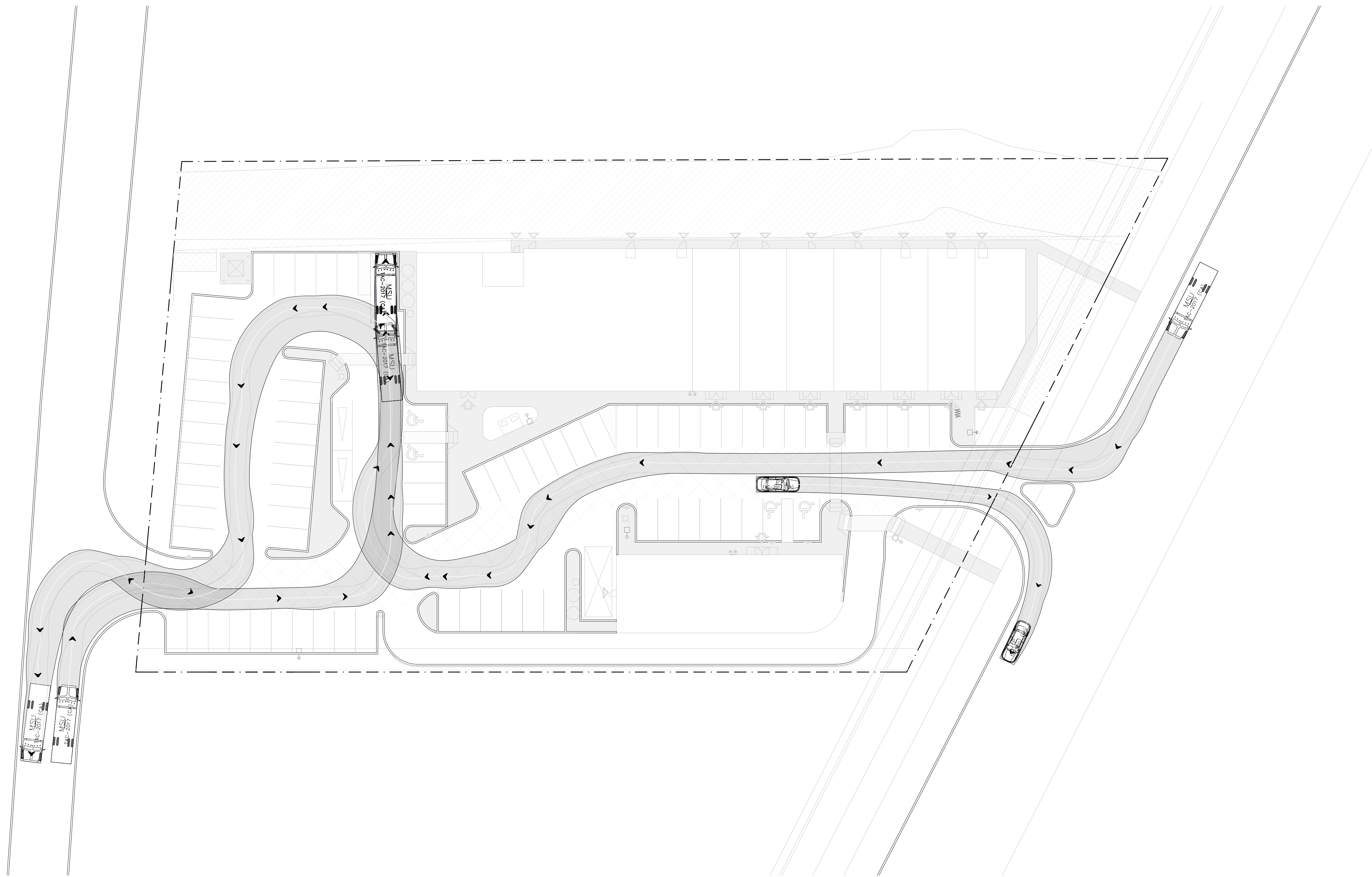
211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
			Drawing	T301



FOR REVIEW

NOT TO BE USED FOR CONSTRUCTION



No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

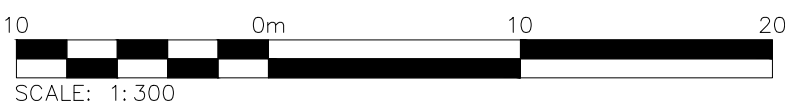
Project
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

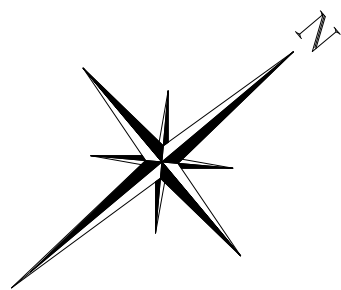
Drawing
MEDIUM SINGLE UNIT (MSU)
VEHICLE MANEUVERING ANALYSIS



211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

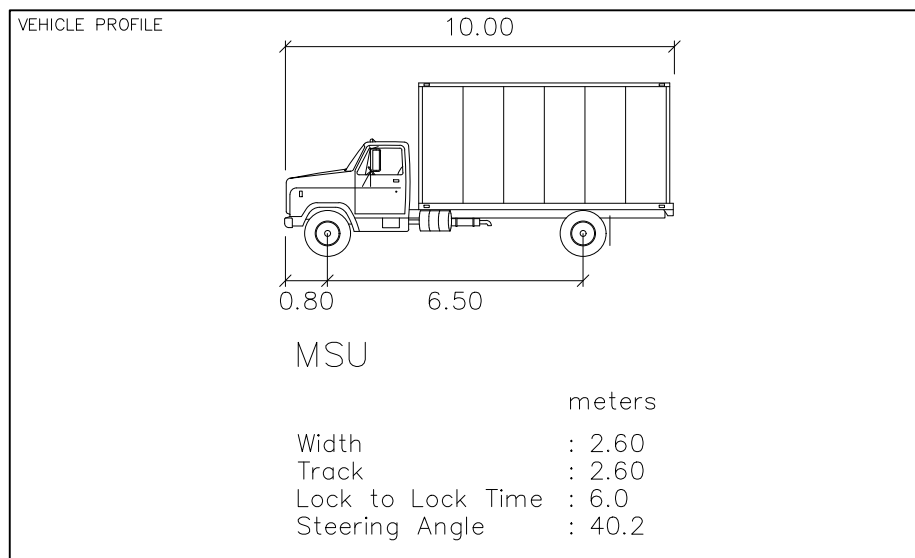
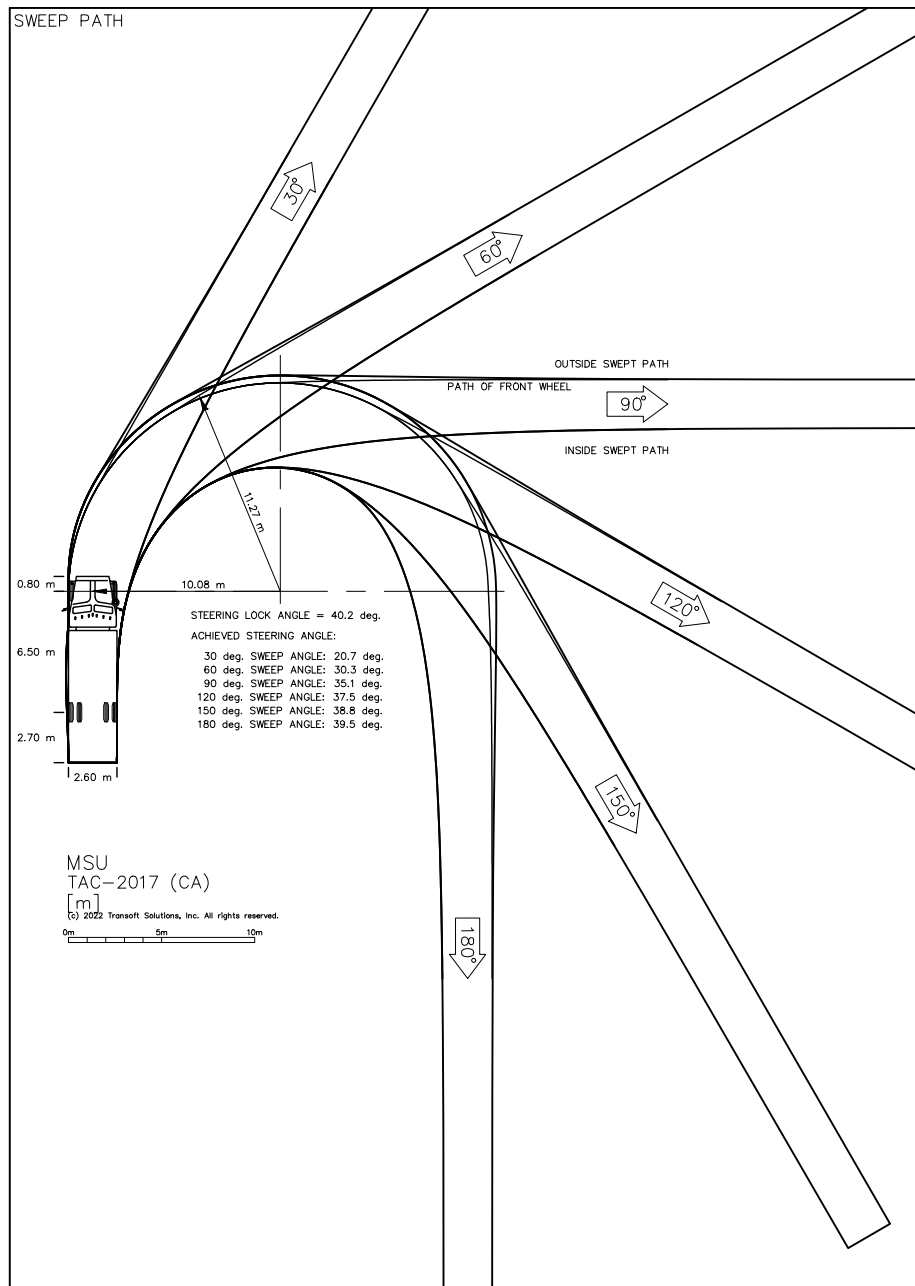
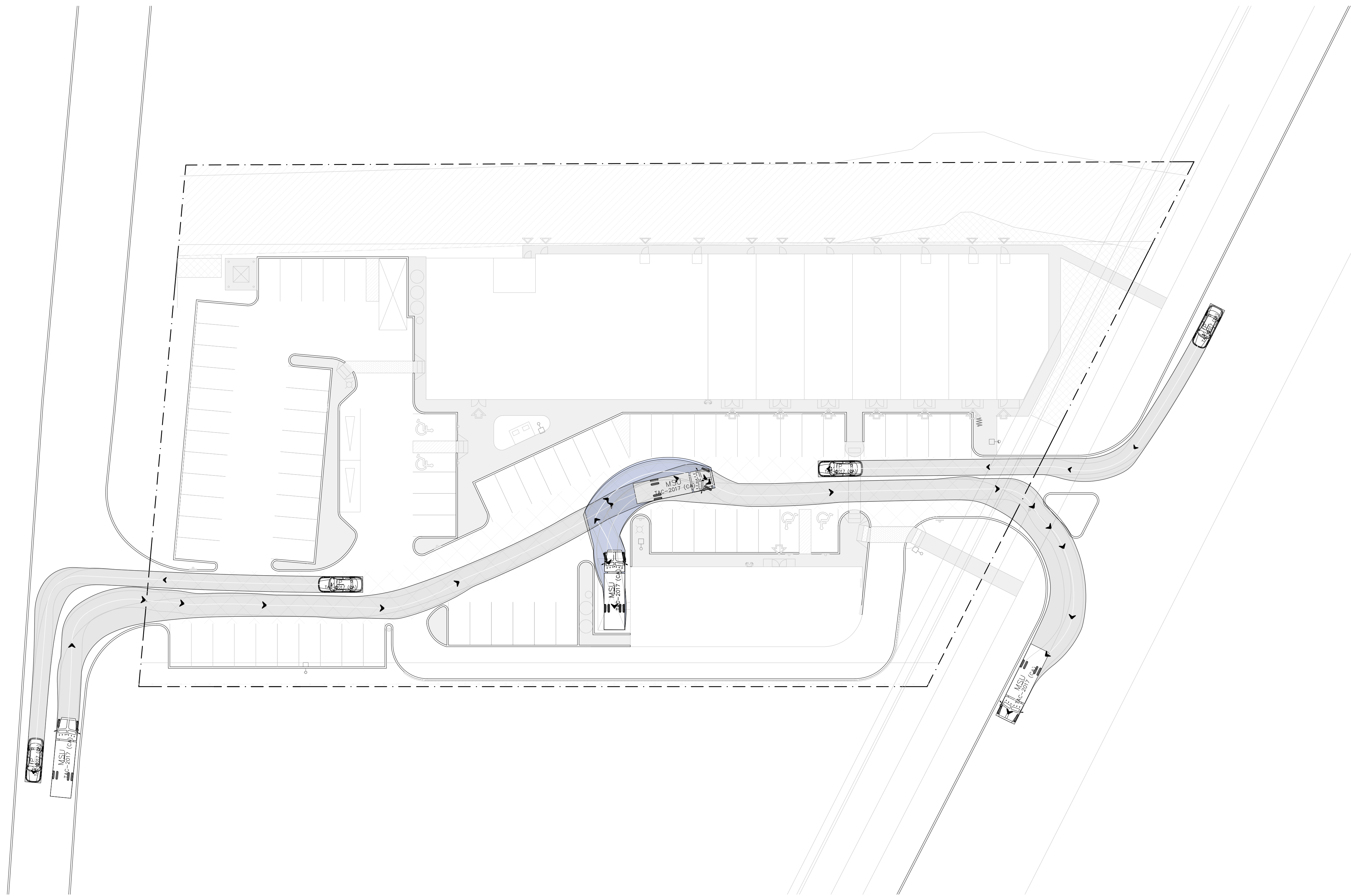
Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
		K.H.	Drawing	T302





FOR REVIEW

NOT TO BE USED FOR CONSTRUCTION



No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

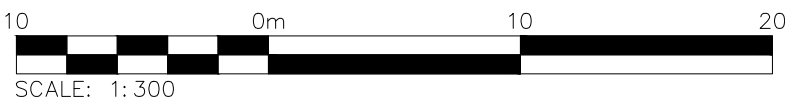
Project
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

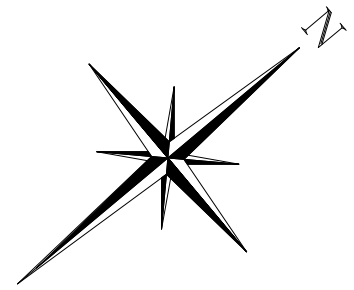
Drawing
MEDIUM SINGLE UNIT (MSU)
VEHICLE MANEUVERING ANALYSIS



211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

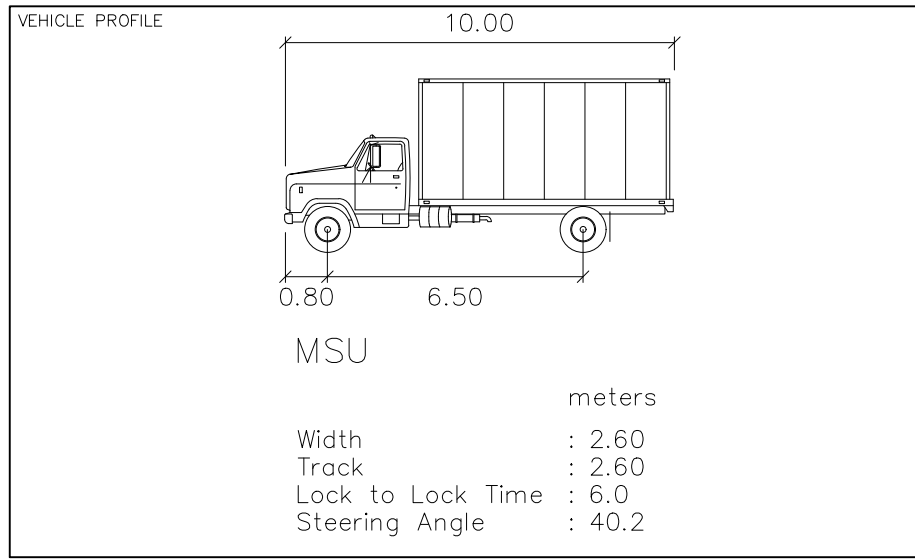
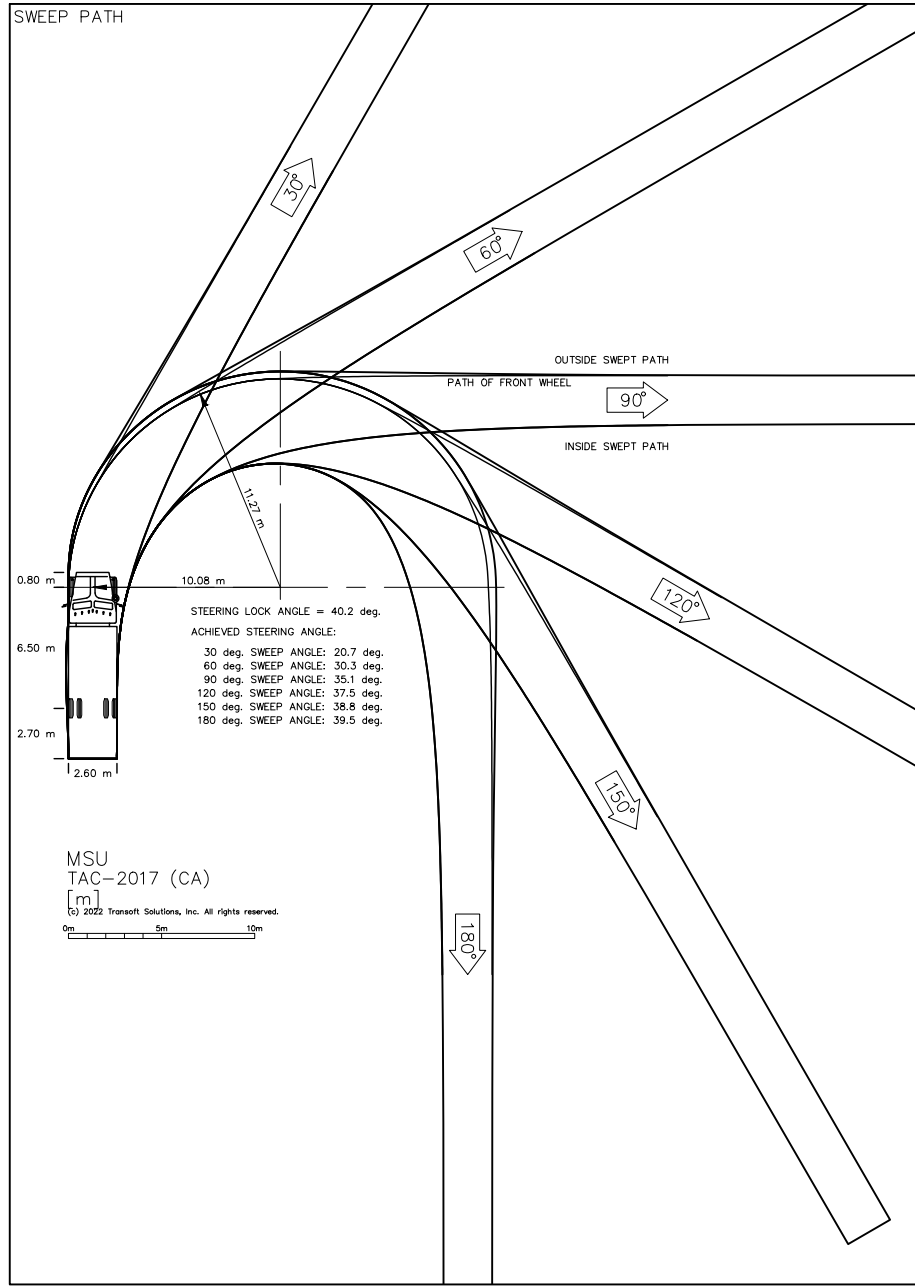
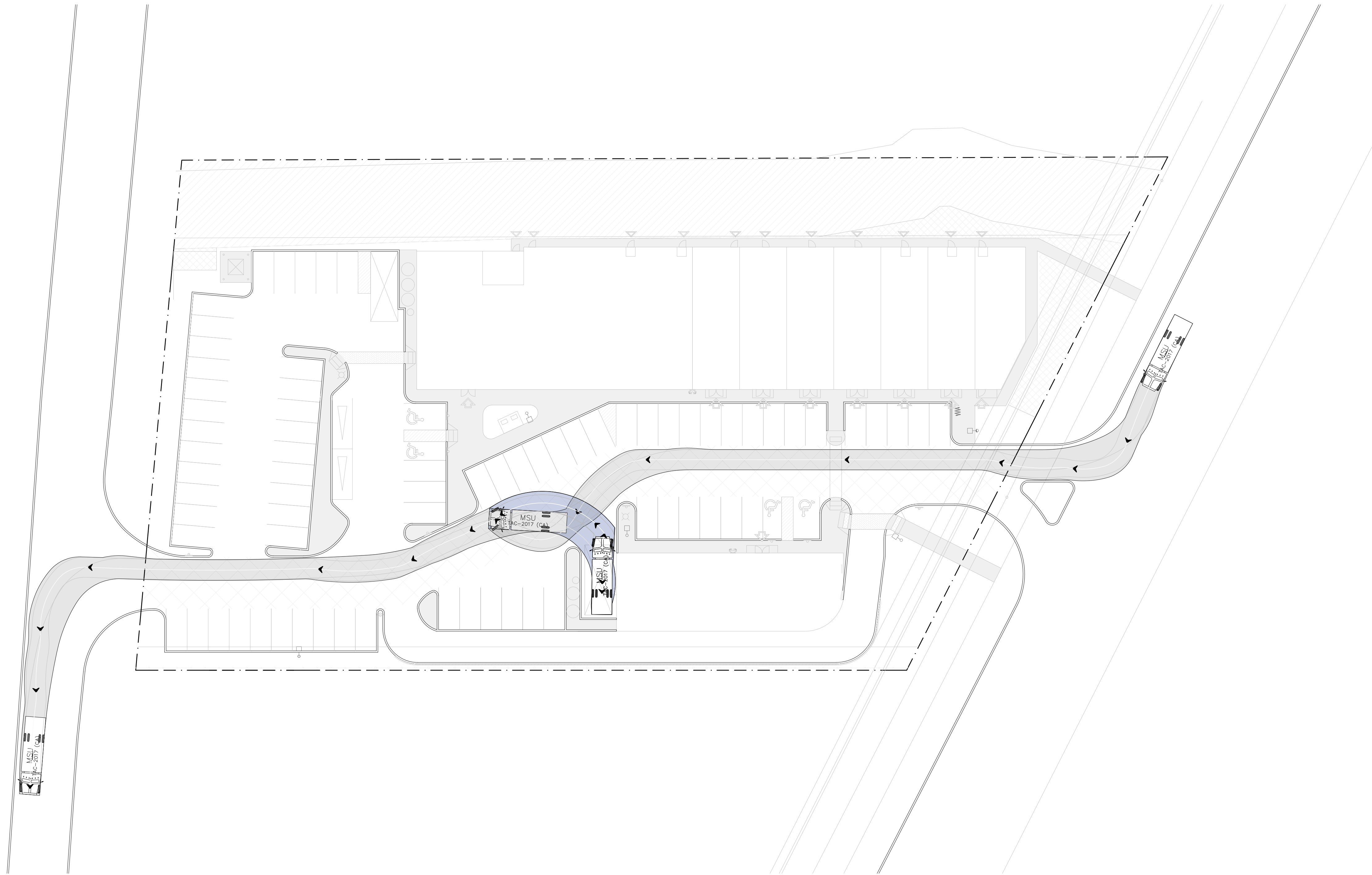
Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
			Drawing	T303





FOR REVIEW

NOT TO BE USED FOR CONSTRUCTION



No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

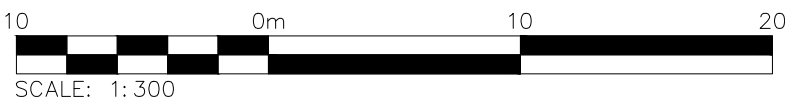
Project
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

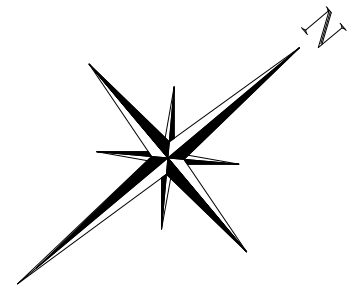
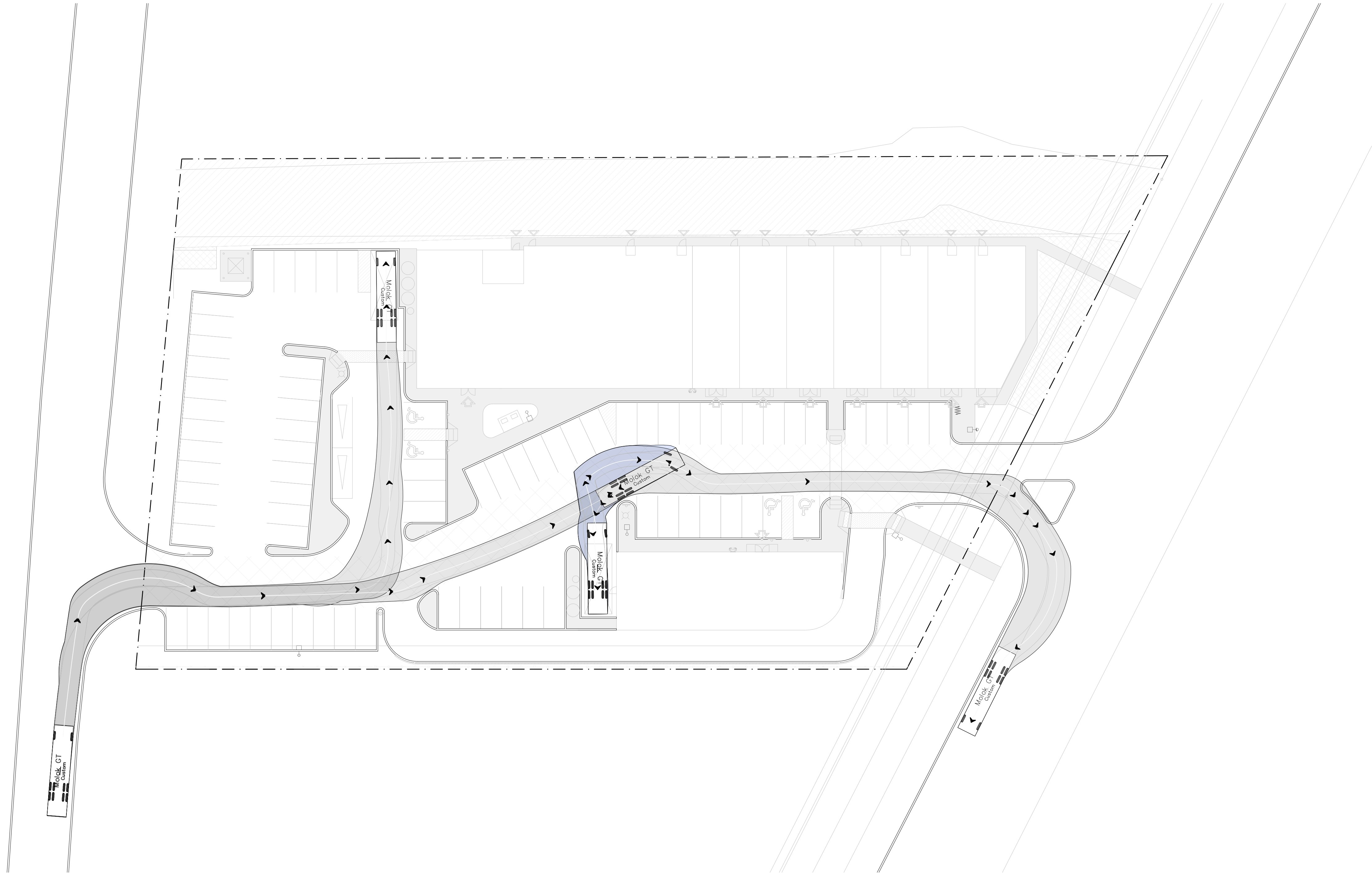
Drawing
MEDIUM SINGLE UNIT (MSU)
VEHICLE MANEUVERING ANALYSIS



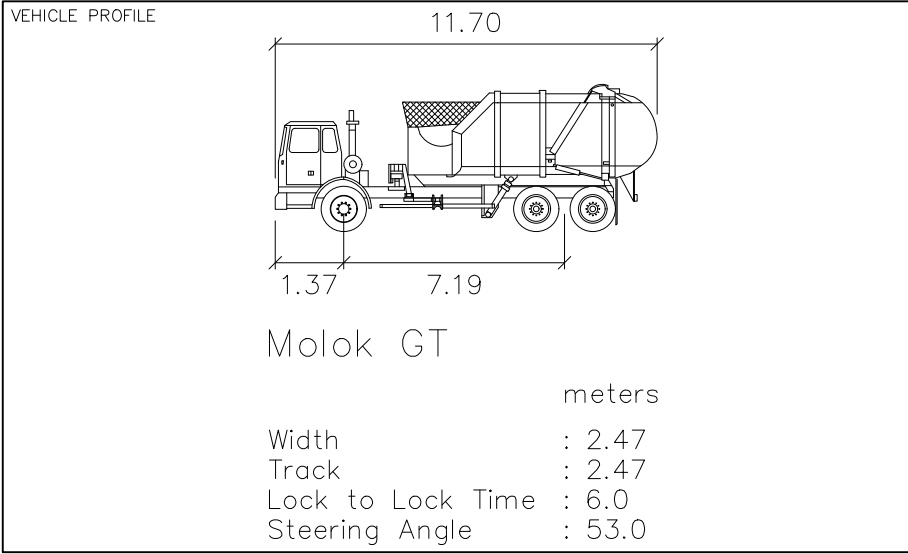
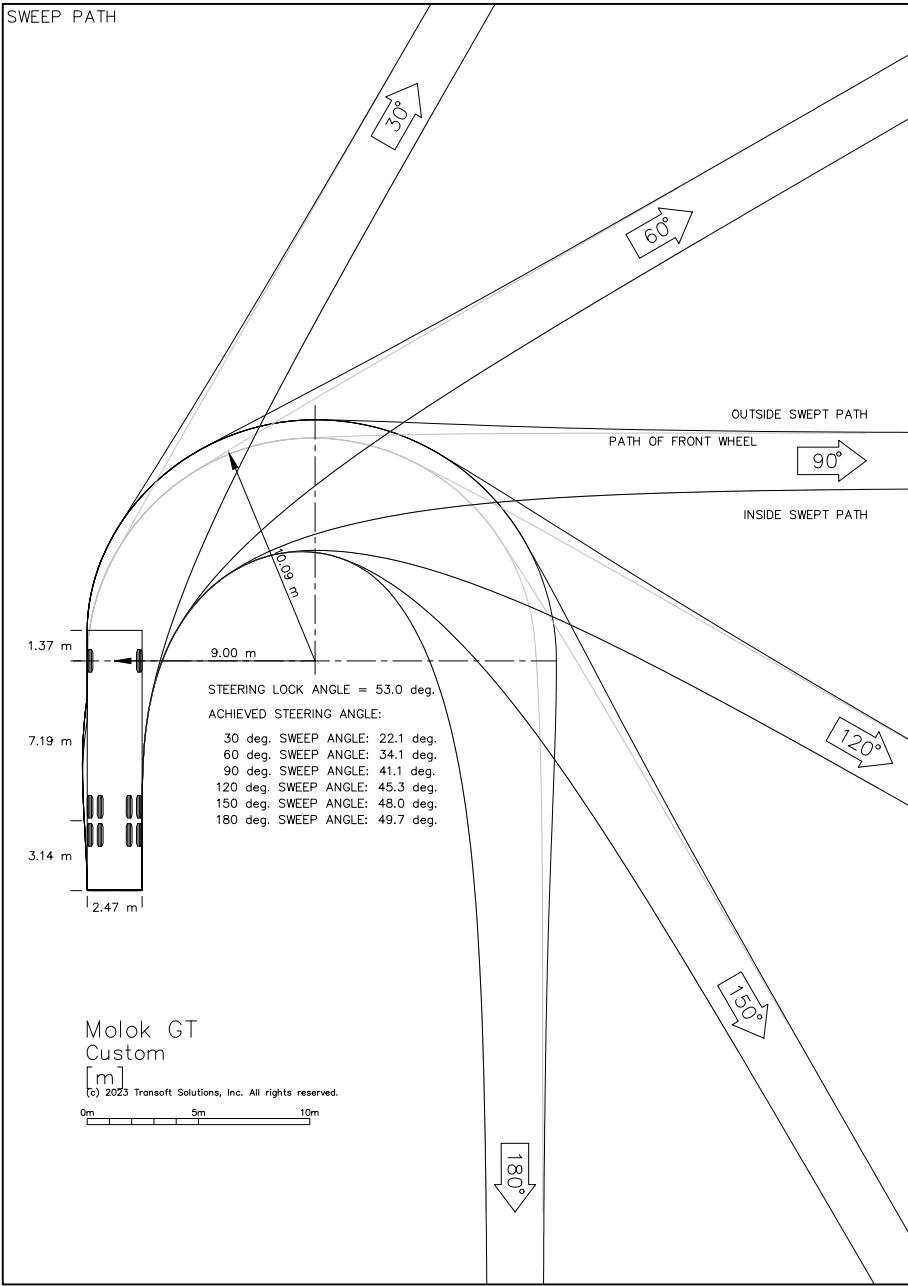
211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CROZIER.CA
INFO@CROZIER.CA

Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
			Drawing	T304






FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION



No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

Project
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

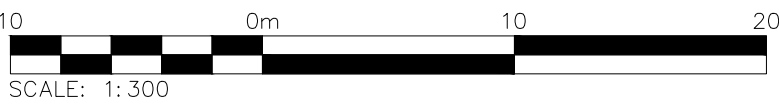
Drawing
WASTE COLLECTION
VEHICLE MANEUVERING ANALYSIS

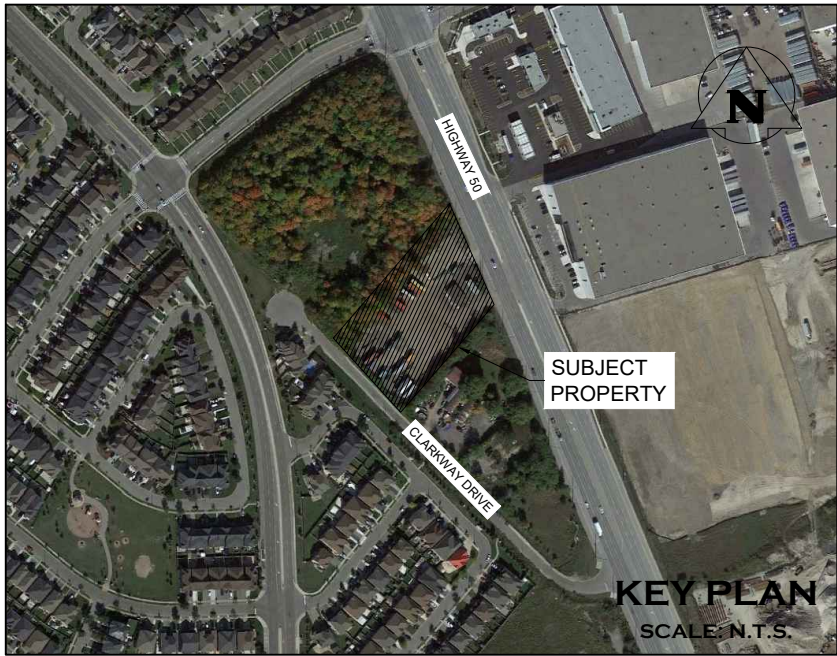
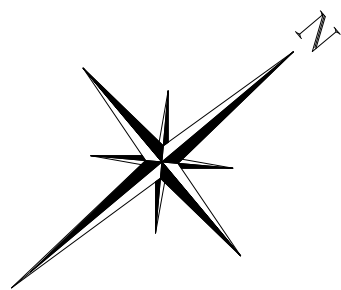


CROZIER
CONSULTING ENGINEERS

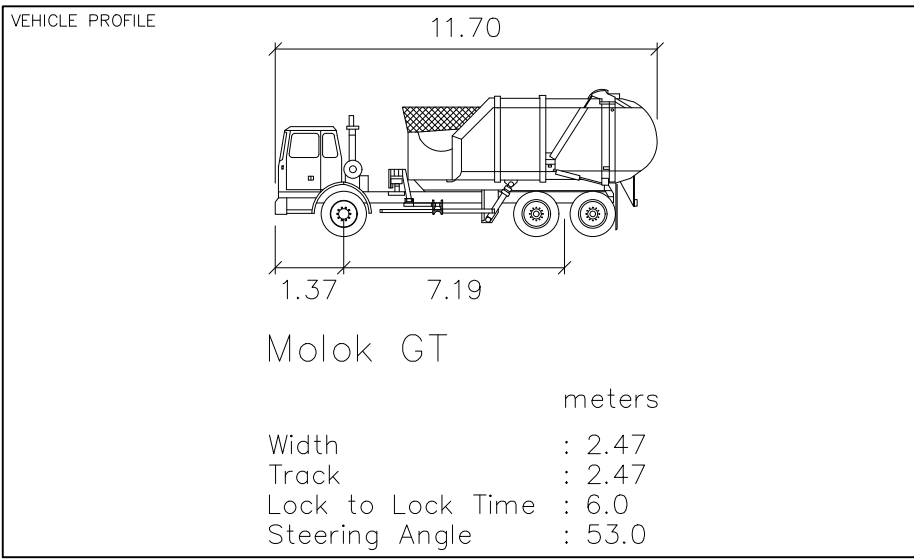
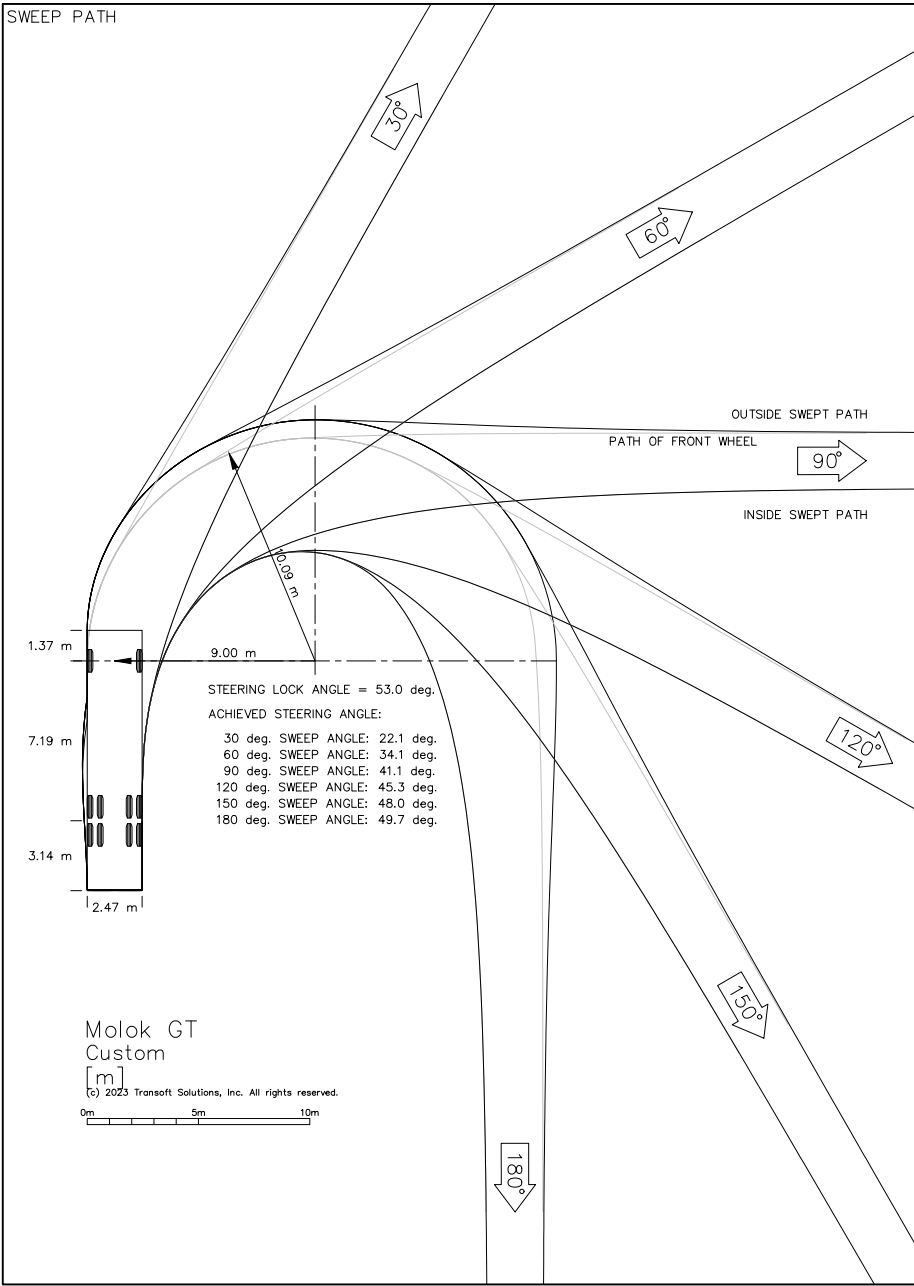
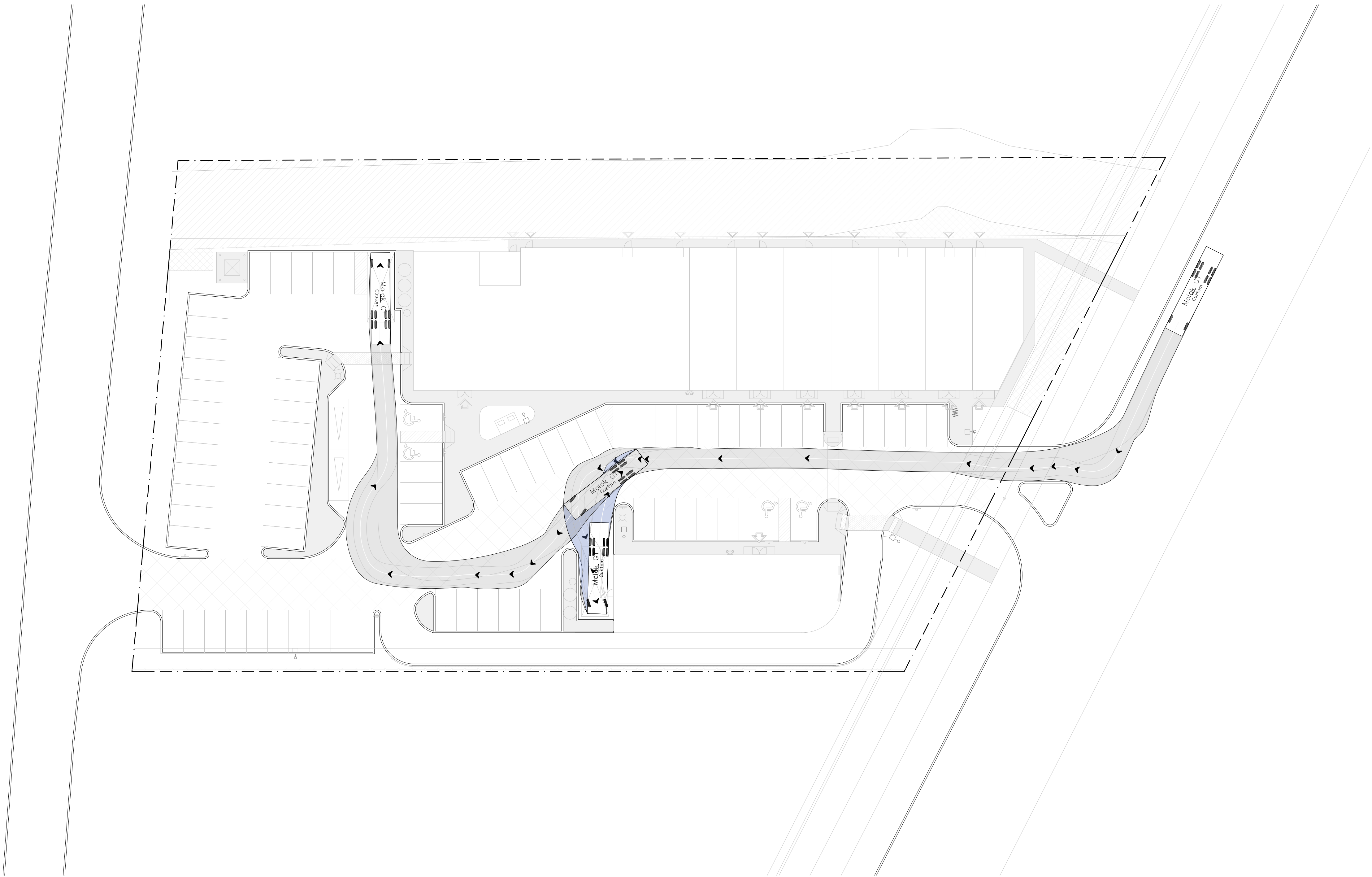
211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
			Drawing	T305





FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION



No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

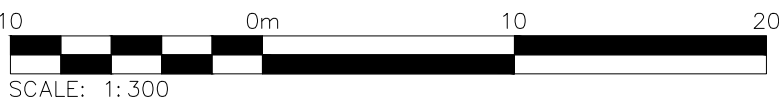
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

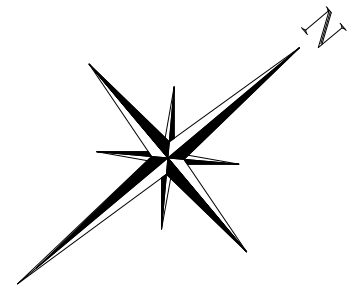
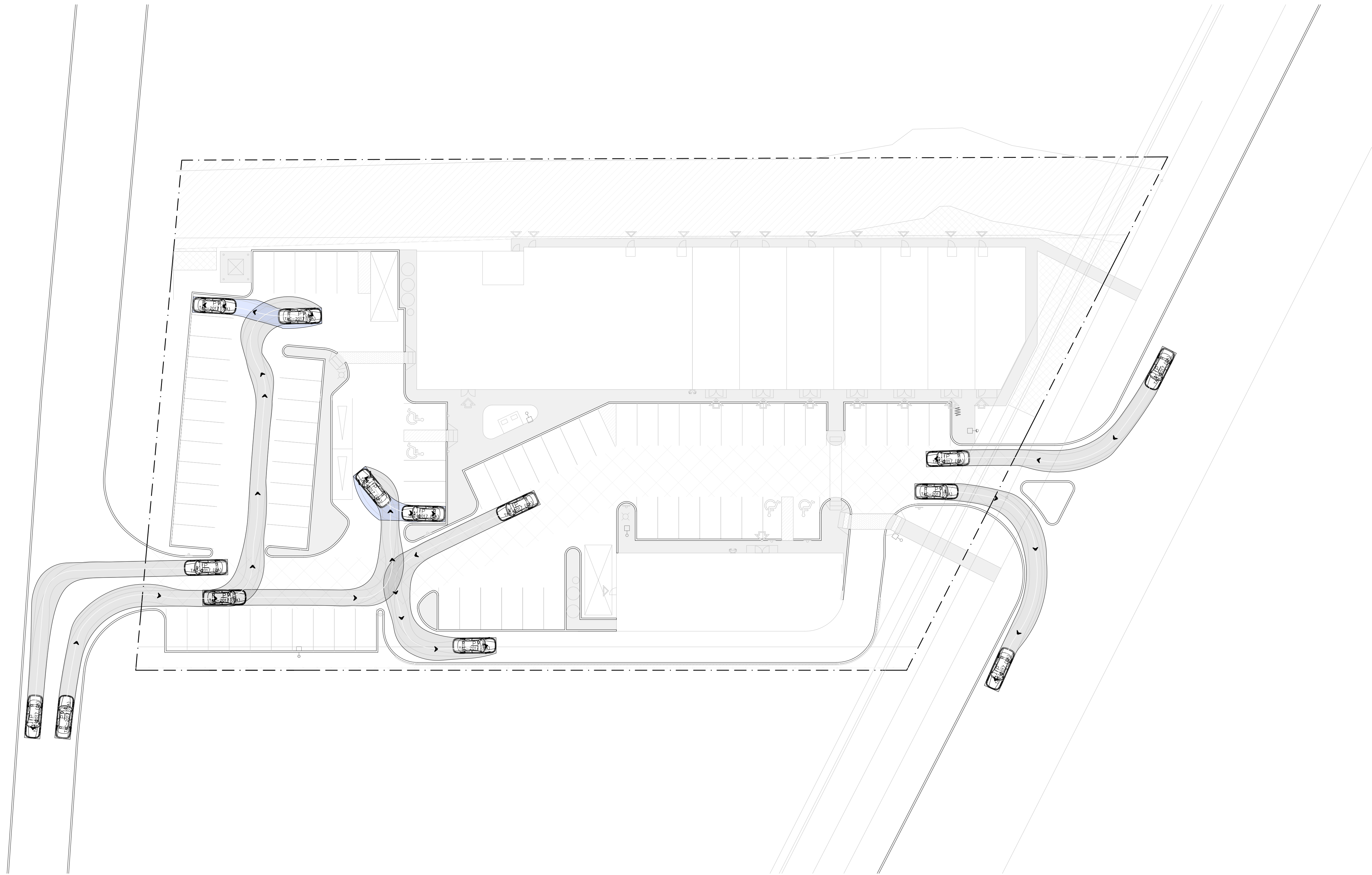
WASTE COLLECTION
VEHICLE MANEUVERING ANALYSIS



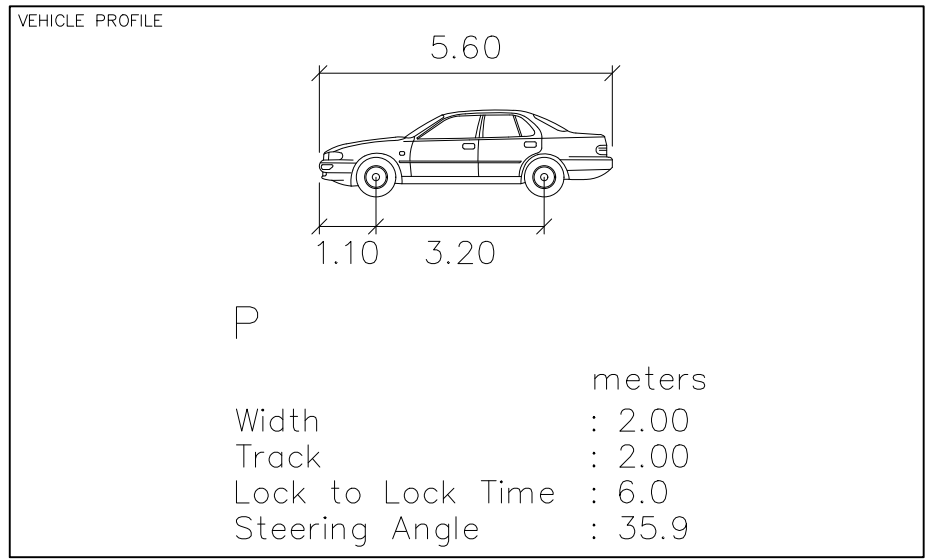
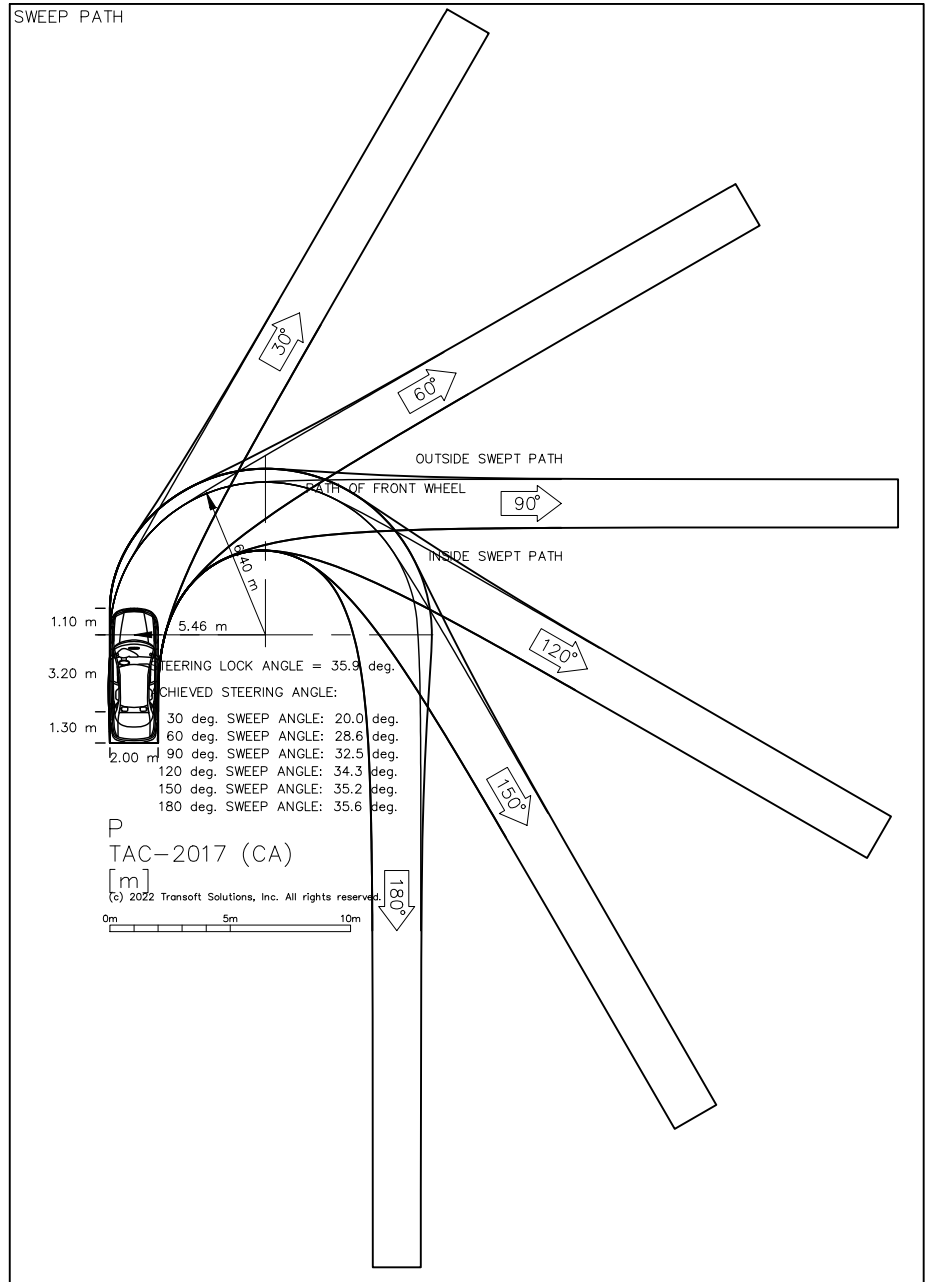
211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
		K.H.	Drawing	T306





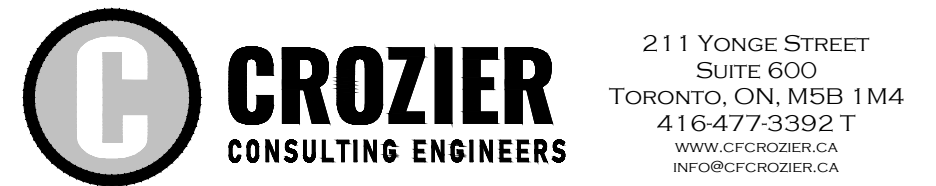
FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION



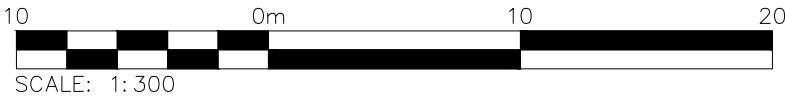
No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

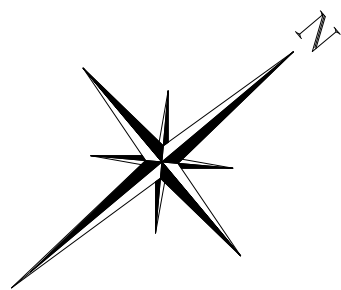
Project
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

Drawing
PASSENGER CAR
VEHICLE MANEUVERING ANALYSIS

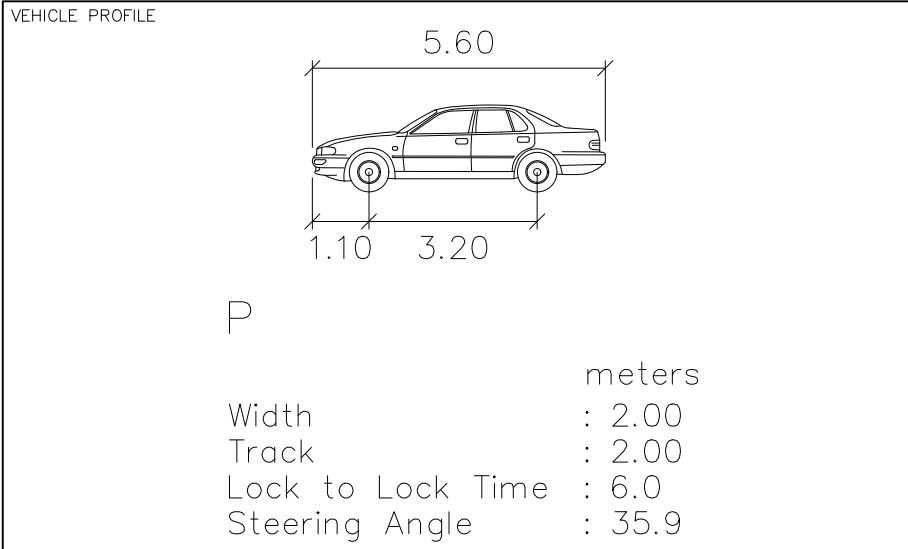
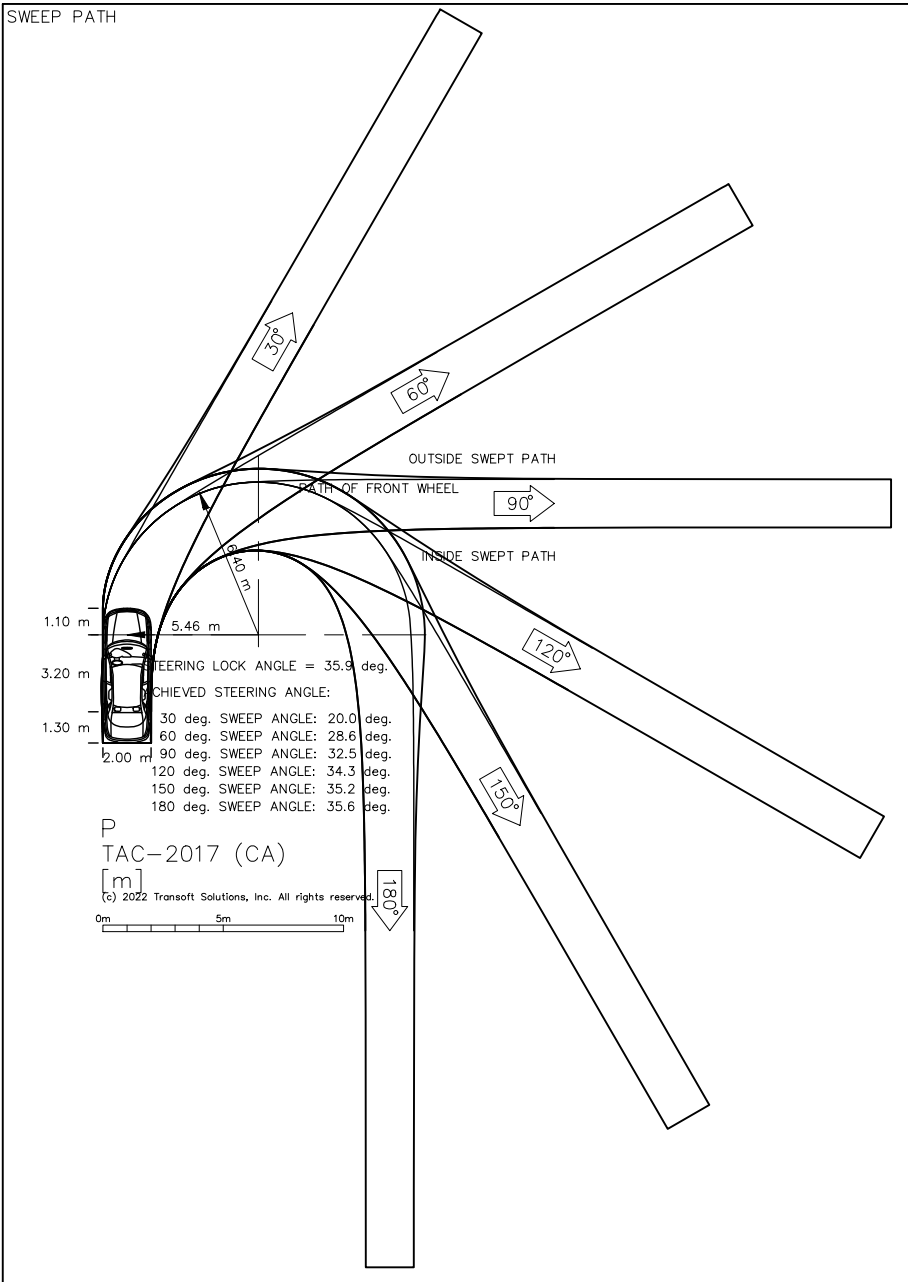
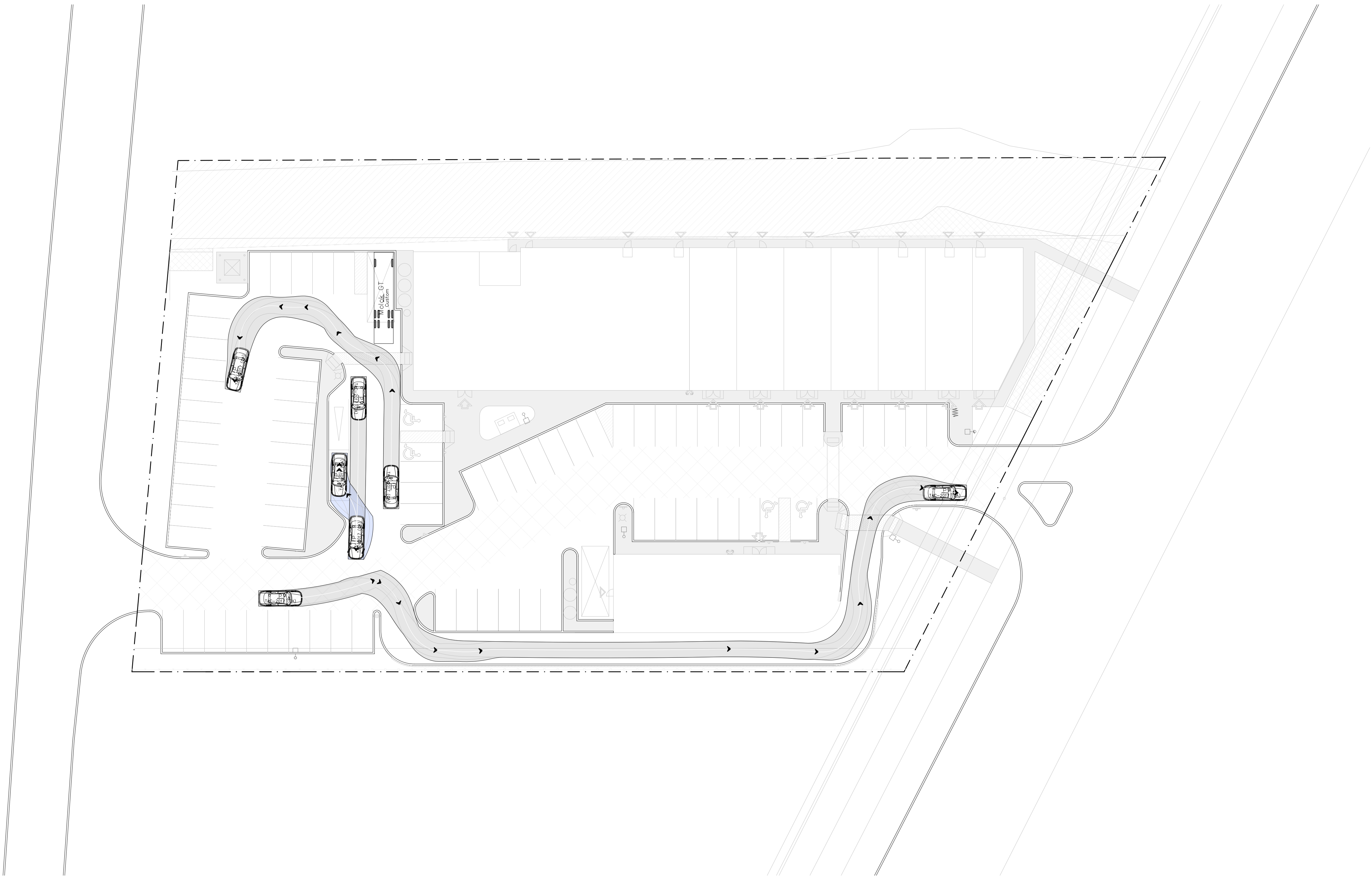


Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
			Drawing	T307






FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION



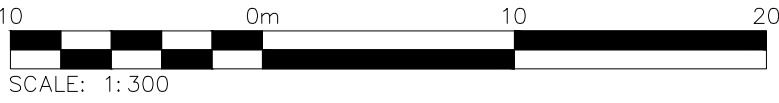
No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR 1st SUBMISSION	04/12/2024
2	ISSUED FOR 2nd SUBMISSION	10/24/2024

Project
9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

Drawing
PASSENGER CAR
VEHICLE MANEUVERING ANALYSIS

 **CROZIER**
CONSULTING ENGINEERS
211 YONGE STREET
SUITE 600
TORONTO, ON, M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA
INFO@CFCROZIER.CA

Drawn By	R.L.	Design By	Project	1588-6895
Check By	M.C.	Check By	Scale	1:300
			Drawing	T308



Appendix F: Future TDM Excerpts



City of Brampton

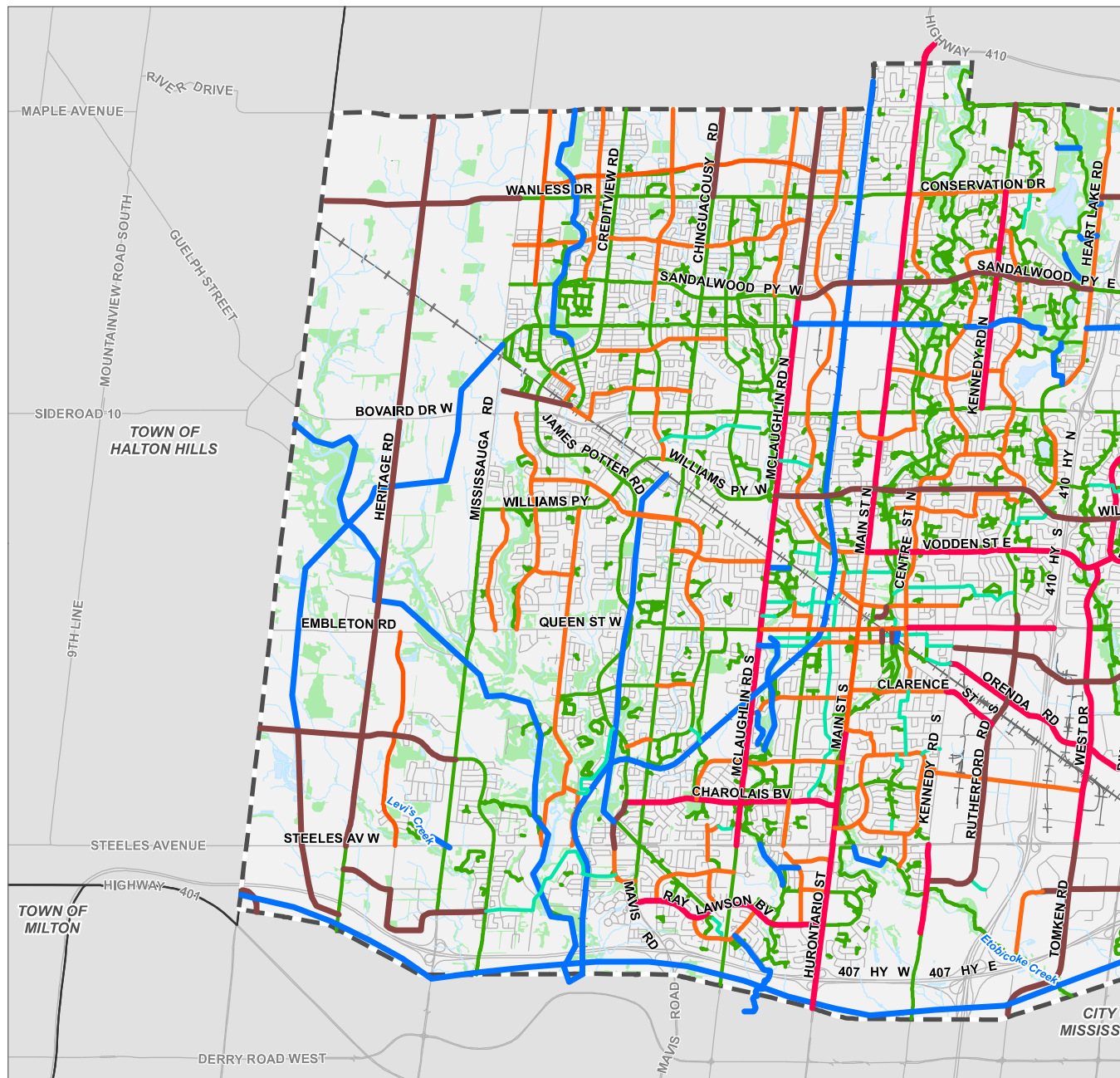
FINAL REPORT

July 2019

Prepared by IBI Group



Exhibit 4.16: Proposed Network & Facility Type



Notes
1. Coordinate System: NAD 1983 UTM Zone 17N

Facility Type

- | | |
|--|-------------|
| Multi-Use Path / Boulevard Path | Watercourse |
| Protected Bike Lane or Cycle Track (Separated) | Road |
| Bike Lane or Buffered Bike Lane (Designated) | Rail Line |
| Shared Roadway | Waterbody |
| Recreational Trail | Wooded Area |
| Regional Capital Plan Project | |
| Existing Network Link | |
| Desired GO Station Connection | |

4.3.5 Cycling Network Phasing

Building upon the cycling capital and infill programs, preliminary phasing for the cycling and trails network is shown in Exhibit 4.17.

For links identified as part of the Capital Program, the cycling facilities are programmed for the corresponding timeline of the road capital project. As noted in Section 4.3.2, the timing of the links may change as capital program priorities change, however this is more likely for projects identified in the medium and long term projects.

For links identified as part of the Infill Program, the analysis scores were used to identify which projects would provide the most benefit to cyclists, with a maximum possible score of 100 points. Projects with the highest scores are considered to be short-term priorities. It is desirable that infill projects identified as short-term priorities be initiated within a 5-year horizon. Infill projects that were not identified as short-term priorities may still be pursued by the City, but have been programmed within a longer term horizon of 5+ years. Another consideration for phasing the infill program is the need to provide sufficient time to complete public consultation. Often, in order to install cycling facilities, the road may have to be reconfigured through removal of parking or travel lanes. Since removing existing parking or travel lanes typically necessitates public consultation, the public and councillors must be engaged far enough in advance of planned construction to ensure that comments are received for consideration as part of the cycling facility design process.

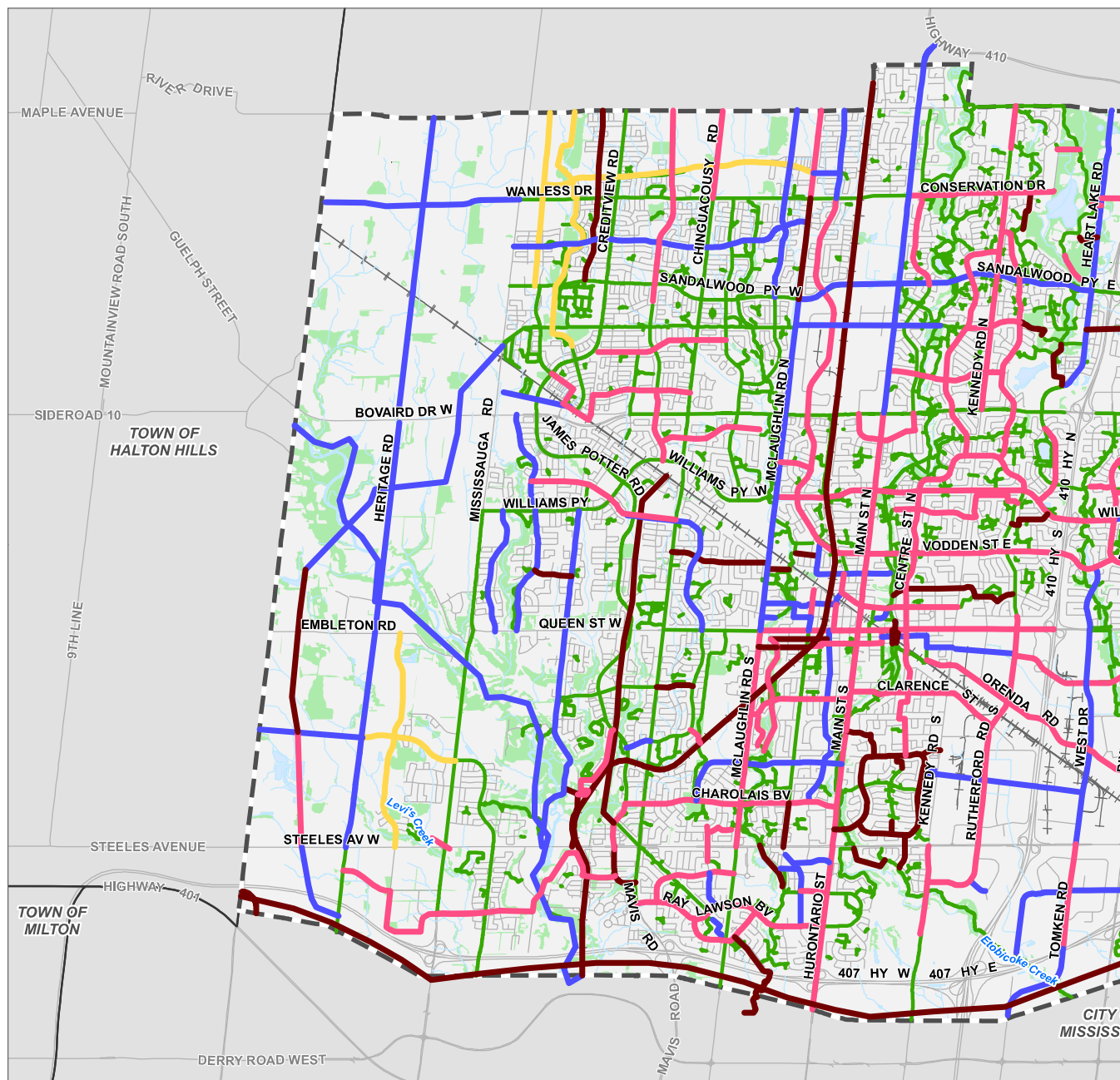
Some highly desirable projects require extensive planning and have been identified as longer term projects despite their potential value (i.e. the Orangeville Brampton Railway Corridor Trail), and various hydro corridor trails.

Recommendation:

Allocate an annual budget towards implementing the short-term priorities identified in the ATMP “Infill” Program.

This page is intentionally left blank.

Exhibit 4.17: Cycling Network Phasing Map



Network Horizon

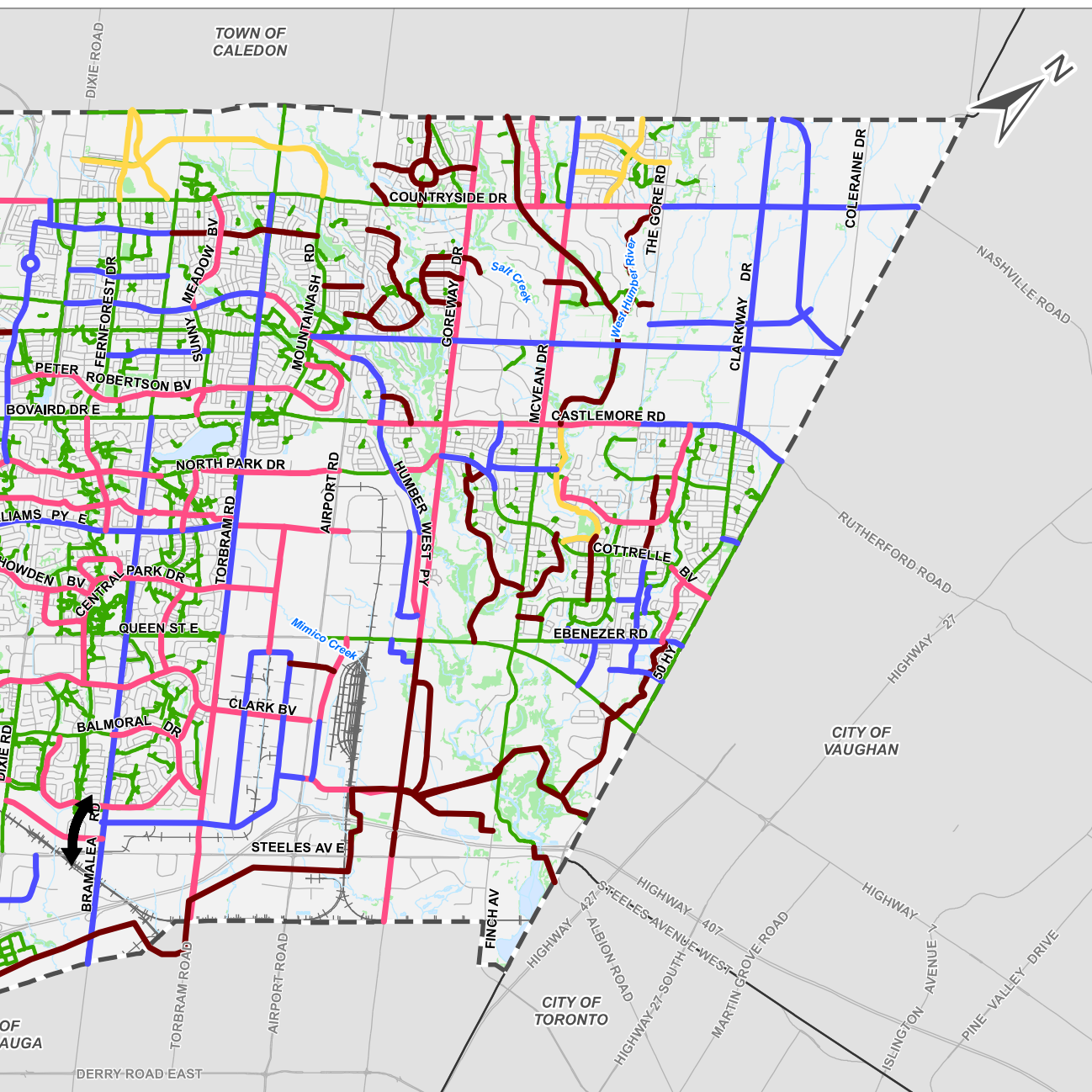
- Short Term
- Medium Term
- Long Term
- Development Project
- Existing Network Link
- Desired GO Station Connection

- Watercourse
- Road
- Rail Line
- Waterbody
- Wooded Area

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

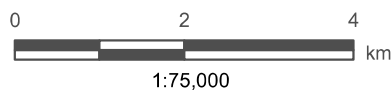
Path: J:\102159_Brampton\ATMP\5.0 Design (Work) Phase\z-GIS\MXD\ATMP\Analysis_Mapping\REVISIONS_2019-03-18\TMM_102159-Fig-05-network-phasing_2019-04-29.mxd



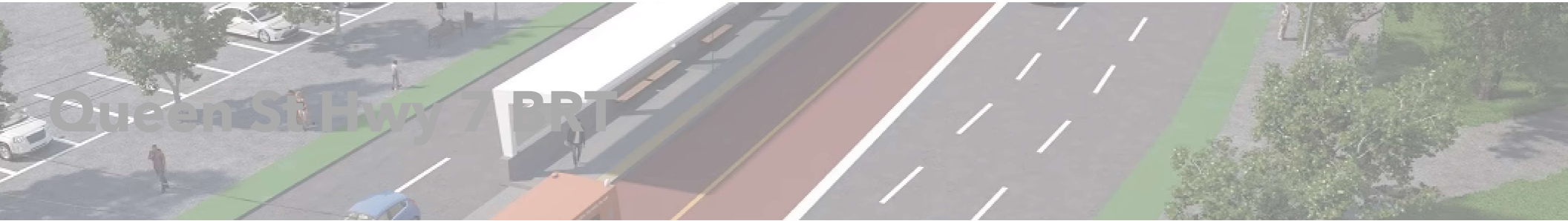
102159

Network Phasing

Brampton ATMP
City of Brampton



Date: August, 2019



Project overview

Project map

Queen Street - Highway 7 BRT Study Area

In the news

Projects & Programs > Queen Street – Highway 7 Bus Transit

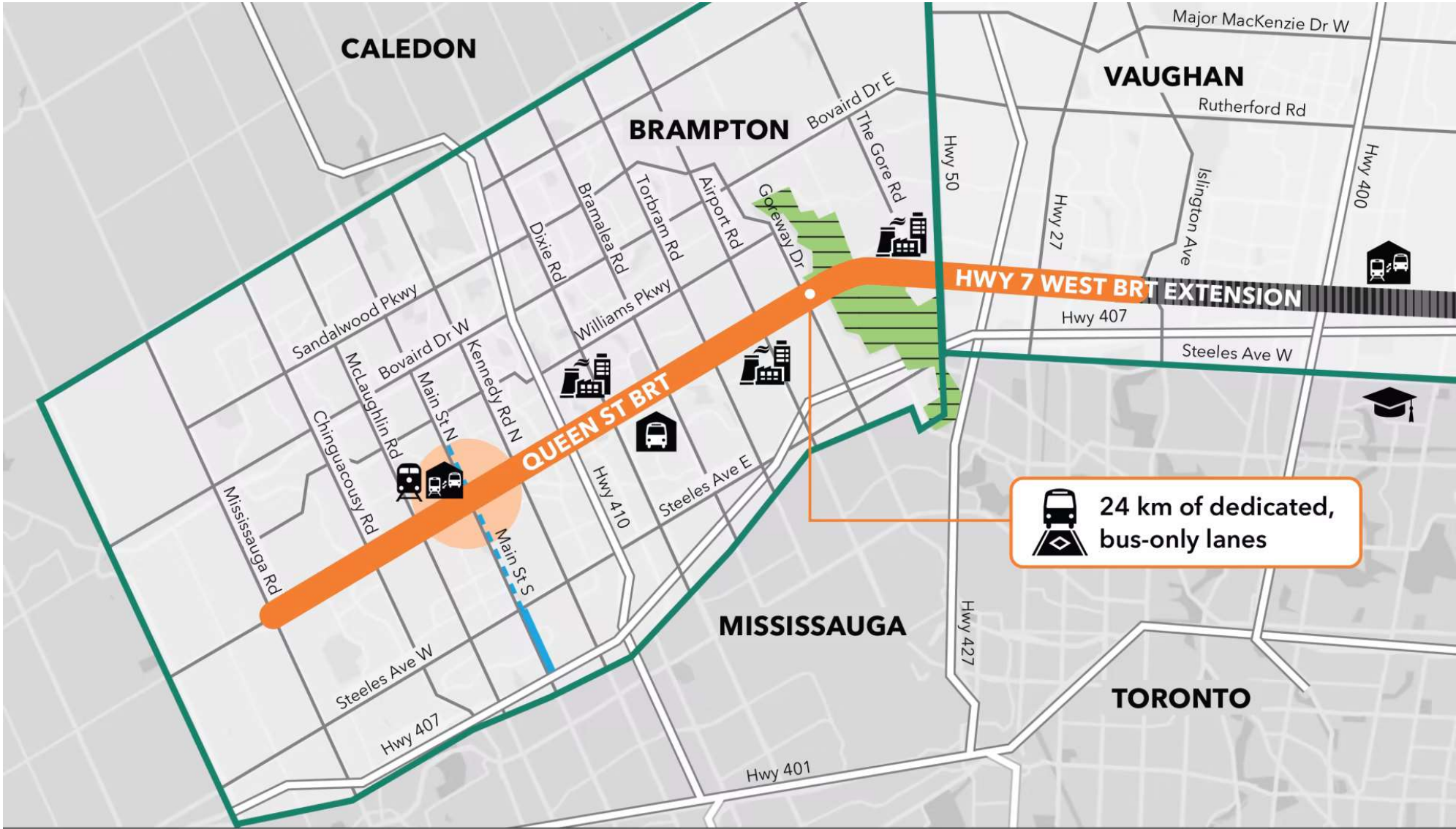
Project overview

The Queen Street-Highway 7 Bus Rapid Transit (BRT) project is a proposed rapid transit line in the cities of Brampton and Vaughan. The project's study area covers a 24-kilometre corridor along Queen Street and Highway 7, which would create a crucial east-to-west transit spine connecting the northwest and northcentral sections of the Greater Toronto and Hamilton Area (GTHA).

The BRT system would include key connections to transit hubs such as the Downtown Brampton Transit Hub and Vaughan Metropolitan Centre, offering access to other regional networks such as GO Transit and TTC Line 1. It would also connect riders to the future Toronto-York Spadina Subway Extension (TYSSE).

Project map

Queen Street - Highway 7 BRT Study Area



Queen Street-Highway 7 BRT

- City Boundaries

Downtown Brampton

Queen Street BRT

Brampton GO
- Hazel McCallion Line

Commercial/Industrial Area

Claireville Conservation Area

Bramalea City Centre and Bus Terminal

Transit Hub
- York University

Western end of the Viva Rapidway on Hwy 7

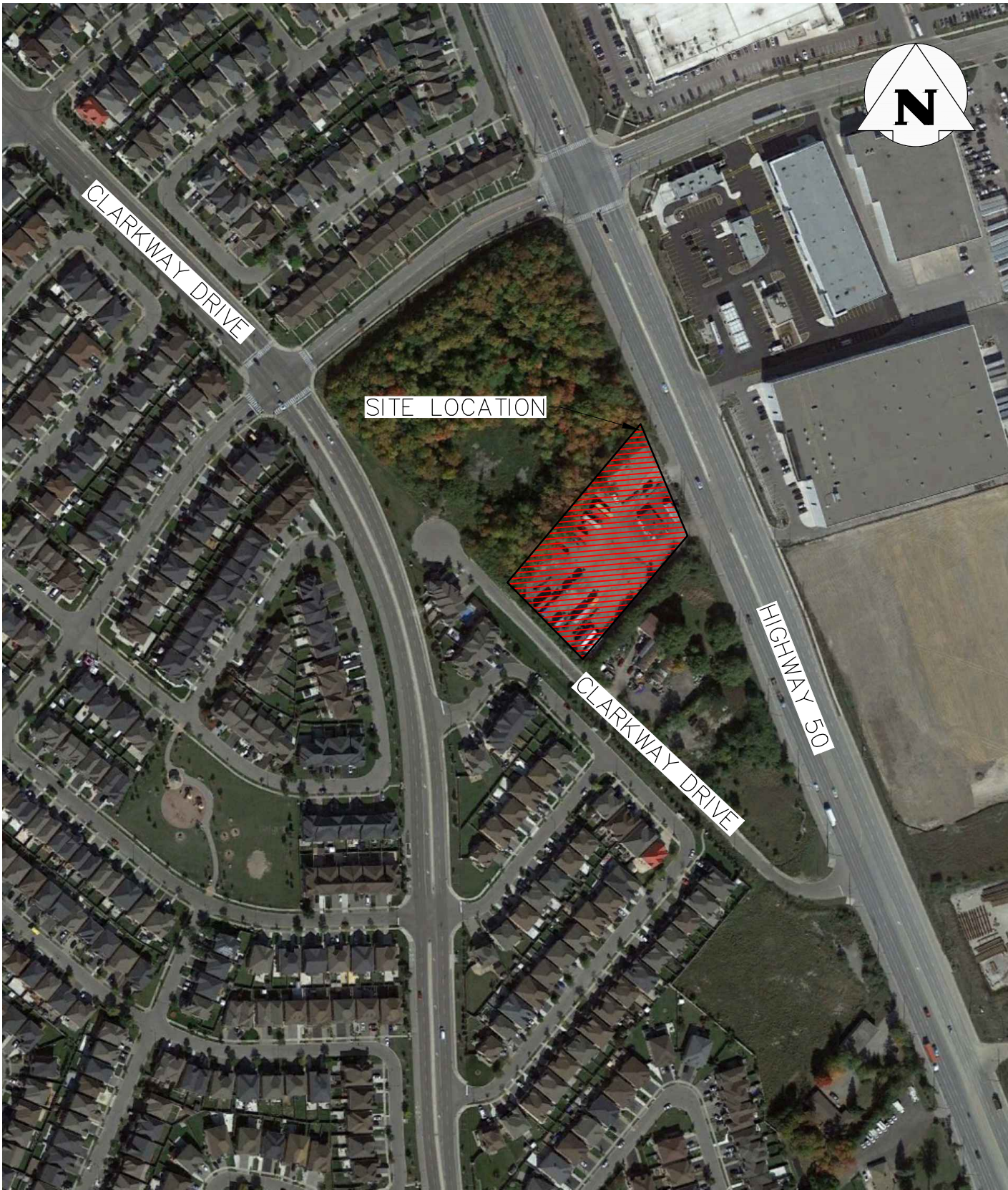
Potential Rapid Transit Extension*

* Unfunded

FIGURES



☐ PROPOSED LANDSCAPING



9415 & 9425 CLARKWAY DRIVE
CITY OF BRAMPTON

SITE LOCATION



CROZIER
CONSULTING ENGINEERS

211 YONGE STREET
SUITE 600
TORONTO, ON M5B 1M4
416-477-3392 T
WWW.CFCROZIER.CA

Drawn	Design	Project No.	1588-6895
R.L.			
Date	Check	Scale	Dwg.
2024/03/11	K.H.	N.T.S.	FIG. 2