

ORIGINAL

Bj-4u 79-88

AMENDMENT NUMBER 142

to the Official Plan of the
City of Brampton Planning Area

and

AMENDMENT NUMBER 142 A

to the Consolidated Official Plan
of the City of Brampton Planning Area

21-0P

0031-142-1

Amendment No. 142
to the
Official Plan for the
City of Brampton
Planning Area

Amendment No. 142 to the Official Plan for the
Brampton Planning Area, which has been adopted by
the Council of the Corporation of the City of
Brampton, is hereby approved under Sections 17 and
21 of the Planning Act, 1983, as Amendment No. 142
to the Official Plan for the City of Brampton
Planning Area.

Date *June 9, 1988...*



L. J. FINCHAM
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 79-88

To adopt Amendment Number 142
and Amendment Number 142 A to
the Official Plan of the City of
Brampton Planning Area

The council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 142 and Amendment Number 142 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 142 and Amendment Number 142 A to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL,

this 21st day of March, 1988.

Handwritten initials

Handwritten signature of Kenneth G. Whillans

KENNETH G. WHILLANS - MAYOR

Handwritten signature of R. D. Tufts

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
R. D. TUFTS - ACTING CLERK

CERTIFIED A TRUE COPY

Handwritten signature of City Clerk
City Clerk
City of Brampton

~~MAR 28 1988~~ 19

AMENDMENT NUMBER 142

AND

AMENDMENT NUMBER 142 A

TO THE OFFICIAL PLAN OF
THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to amend the development guidelines for the Bramalea City Centre to permit the establishment of a bus terminal with access onto Clark Boulevard.

2. LOCATION

The lands subject to this amendment are described as part of Lot 5, Concession 4, E.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton. The lands are located on the north side of Clark Boulevard, approximately 82 metres east of Briar Path entrance to Bramalea City Centre shopping plaza.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

3.1 Amendment Number 142:

The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding, to the list of amendments pertaining to Secondary Plan Area Number 20 and set out in the first paragraph of section 7.2.7.20, Amendment Number 142 A;

3.2 Amendment Number 142 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Avondale Secondary Plan is hereby further amended:

- (1) by changing on Plate 14 thereof, the land use designation of the land outlined on Schedule A to this amendment from MUNICIPAL and PUBLIC - 50 feet MINIMUM BUFFER AREA and COMMERCIAL CORE AREA to BUS TERMINAL;
- (2) by adding, to the Legend on Plate 14 thereof, the land use symbol and land use category "BUS TERMINAL";

(3) by amending Chapter C21 thereof as follows:

- (a) The third sentence of clause (iv), section 2.3.1 be deleted and the following substituted therefor:

"Except for provision of a bus terminal facility there will also be a 50 foot buffer strip on the north side of this road, and a setback of 150 feet from centre line, as noted subsequently."

- (b) The third sentence of clause (vi), section 2.3.4 be deleted and the following substituted therefor:

"No building, except a bus terminal facility, can be built closer to Clark Boulevard than the "defined 150' setback" as shown on Plate 14 and 30."

- (c) Paragraph III of clause (xiv), section 2.3.3 be deleted and the following substituted therefor:

"III PARK, AMENITY AND BUFFER STRIP and BUS TERMINAL

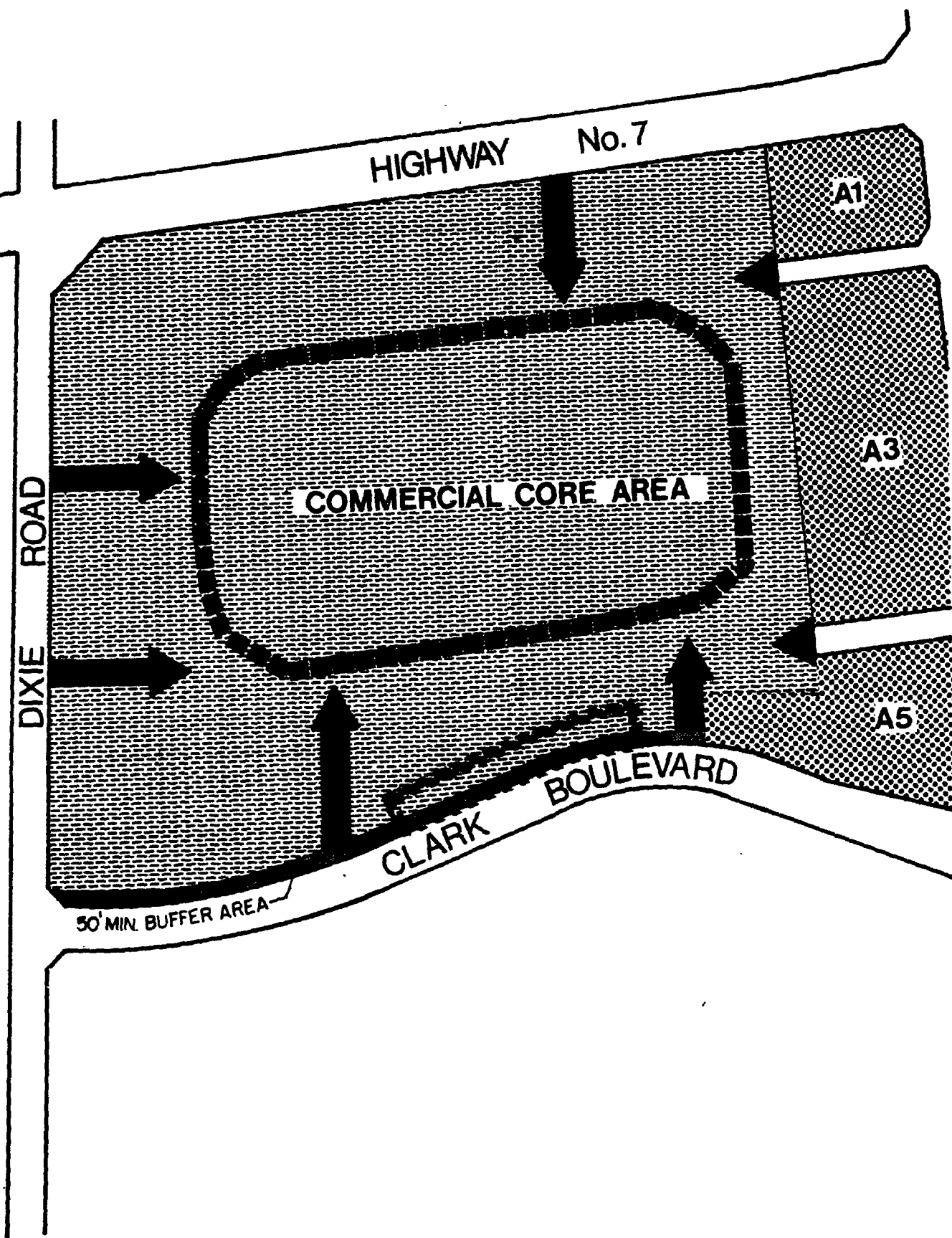
Lands adjacent to Clark Boulevard,
south of the main COMMERCIAL CORE
for buffer and park purposes and
bus terminal purposes plus lands
now not needed for relocated Clark
Boulevard

approx. 4.0 acres

- (d) The third item of the statistical summary of public lands to be dedicated at the end of clause (xiv), section 2.3.3 be deleted and the following substituted therefor:

"Park, amenity and buffer strip related
to Clark Boulevard and bus terminal

4.0 acres



////// LAND TO BE REDESIGNATED

OFFICIAL PLAN AMENDMENT No. 142
 OFFICIAL PLAN AMENDMENT No. 142A



CITY OF BRAMPTON
 Planning and Development

Date: 88 03 16 Drawn by: C.R.E.
 File no. C4E5-19 Map no. 63-27D

SCHEDULE A

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 142
AND
AMENDMENT NUMBER 142 A

Attached is a copy of a planning report, dated December 1, 1987, a copy of a report forwarding the notes of a Public Meeting held on January 6, 1988, after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands and a copy of all written submissions received.

Peel Board of Education

January 7, 1988
January 21, 1988
February 2, 1988
February 11, 1988

Paula DeKort

January 29, 1988

7/8/88

C4

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

December 1, 1987

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Lot 5, Concession 4, E.H.S.
Ward Number 8
TRANSIT PASSENGER TERMINAL - CLARK BOULEVARD
CORPORATION OF THE CITY OF BRAMPTON
Our File Number: C4E5.19

1.0 Background

Planning Committee at its meeting held on Monday, September 15, 1986 deferred a planning staff report dated September 11, 1986 dealing with the relocation of the transit passenger terminal to Clark Boulevard. City Council at its meeting held on September 14, 1987 approved the following Community Services Committee item number C5099-87:

"THAT the reports of the Director of Transit dated September 1, 1987 and the Commissioner of Planning and Development dated September 3, 1987 be received, and;

- a) Planning staff proceed with the Official Plan and zoning applications as previously submitted;

- b) A Public Meeting be held in accordance with approved Council procedures and extended to the "B" and "C" sections, north of Balmoral Drive;
- c) Subject to the results of the Public Meetings and Committee's subsequent resolution, Council proceed as recommended by the Commissioner of Community Services in the report dated September 1, 1987, and;
- d) Subject to Bramalea Limited financing an overhead enclosure."

The report presented to the Community Services Committee dealt principally with the preliminary design and financial matters of the proposed relocated bus passenger transit facility. However, the issue of the Official Plan and zoning by-law amendments were not addressed and an updated background report has been prepared for public meeting purposes. The original Planning and Development Department and the 1987 Community Services Department reports are attached as appendices.

2.0 Property Characteristics

The property is located approximately 82 metres (270 feet) east of the Briar Path entrance to Bramalea City Centre shopping plaza, between Clark Boulevard and the Ring Road. The subject property has an area of approximately 0.65 hectares (1.6 acres), with a frontage of about 176 metres (580 feet) and a depth of about 36.6 metres (120 feet). The depth dimension includes the north boulevard area of Clark Boulevard.

The property is presently landscaped as a combined boulevard/buffer area with a pedestrian walk traversing the site.

3.0 Official Plan and Zoning By-law Status

The property is currently designated in the Official Plan as "Regional Commercial" and is within the "Central Commercial Corridor". The secondary plan for the area, which in the case of the subject lands consists of Chapter C21 and Plate Number 14 of the document known as the Consolidated Official Plan, designates the site "Commercial Core Area" and a "Buffer Area" having a minimum width of 50 feet along the north side of Clark Boulevard.

By-law 861 zones the subject lands Commercial Class 1 (C1), Commercial Class 1 Holding (C1(H)) and Agricultural (A).

4.0 Proposal

The proposal requires the removal of part of the landscaped buffer facility between Clark Boulevard and Bramalea City Centre shopping centre and the relocation of an existing sidewalk to approximately 4.6 metres (15 feet) from Clark Boulevard.

A two-way access to Clark Boulevard for buses only is proposed. This access facility will require the establishment of a left turn lane on Clark Boulevard and a minor pavement widening of Clark Boulevard to permit the continuation of a 4 lane cross-section. A second access to Clark Boulevard, for emergency access purposes only, is also proposed at the east limit of the terminal.

Two driveways will be established to the ring road, with the westerly driveway for exiting buses only and the easterly driveway having a two-way function.

The proposed passenger terminal will have 14 bus bays, with each bus bay served by a covered shelter facility. A service building of approximately 74.32 square metres (800 square feet), to accommodate

drivers' facilities, ticket sales, public washrooms, concessions, public telephones and waiting area will be provided.

The existing bus terminal facility beneath the parking deck will be removed and additional parking spaces provided. The taxi cab stand will remain. A pedestrian facility, with a cross walk of the Ring Road, will link the transit terminal and the shopping mall in the vicinity of the mall entrance adjacent to the Fabric store.

Though the basic concept remains unchanged, the current proposal by the Community Services Department has introduced the following changes:

- i) a bus layover facility adjacent to the Ring Road;
- ii) an increase in the length of the taxi cab waiting area;
- iii) speed bumps at the pedestrian crosswalk location;
- iv) wheel chair ramp at the pedestrian crossing;
- v) redesign of the parking entrance/exit facility, west of the transit walkway, to a one-way, right turn exit only, and
- vi) a larger building of 74.32 square metres (800 square feet) compared to the earlier proposal of 33.44 square metres (360 square feet).

4.0 Discussion

To permit the proposed transit terminal will require an amendment to the Avondale Secondary Plan, Area Number 20, specifically Chapter C21 and Plate Number 14, Section 2.3.1(iv) of Chapter C21, requires that a 15.24 metre (50 foot) wide buffer strip would be provided on the north side of Clark Boulevard and a setback distance of 45.72 metres (150 feet) from the centre line of Clark Boulevard would be instituted for development. Plate Number 14, shows the location of the buffer strip and the setback line in relation to the right-of-way of Clark Boulevard. The purpose of the buffer strip and setback distance is to protect the residential development to

the south of Clark Boulevard by placing landscaping and space between Bramalea City Centre commercial development and the residential community.

In the immediate area of the proposed transit terminal, on the south side of Clark Bouevard, is an elementary public school, Clark Park and an open space/drainage corridor. The closest residential properties are situated about 85 metres (280 feet) to the south-west and approximately 200 metres (655 feet) to the south-east. Access to the school is from Clark Boulevard, which provides access to the school parking lot and school service facilities, and from a cul-de-sac service road. The cul-de-sac service road has a lower service function because of restricted accessibility caused by a one-way traffic flow control at the Clark Boulevard and Cloverdale Drive/Crawley Drive intersection.

The proposed terminal will remove approximately 180 metres (590 feet) of landscaped buffer strip and landscaped boulevard along the north limit of Clark Bouevard and constitute development within the 45.72 metre (150 foot) centre line setback distance, previously not contemplated by the Official Plan. Therefore, the Official Plan will have to be amended to permit the deletion of the buffer strip, landscaped boulevard of Clark Boulevard and the setback distance requirement.

In terms of the zoning by-law, the current zoning of the proposed transit terminal by By-law 861 Commercial class 1(C1), Commercial Class 1(H) C1(H)) and Agriculture (A), does not include a transit terminal as a specific permitted use. The general provisions of the zoning by-law, being section 9, state the following:

"9 Special Uses Permitted

Nothing in this by-law shall prevent the use of land or the use or erection of a building or structure for;

(f) any undertaking authorized or maintained by governmental authority or a public utilities corporation where the land is used and the building or structure is erected or used in conformity with the established character of the zone in which it is situated."

By-law 861, as amended, does permit within a Civic and Public Campus (CPC) zone a transportation centre and it is proposed that the transit terminal site would be zoned CPC with a special section to permit only the transit facility and related purposes.

The residential locality south of Clark Boulevard will not be directly affected by the loss of the landscaped open space removed by the transit terminal. The major impact will be upon the amenity of Clark Boulevard and motorists using Clark Boulevard - including transit users - and upon the pedestrians that use the walkway for walking and the associated facilities for passive purposes.

City Council upon receiving the report respecting the relocation of the bus passenger terminal of the Community Services Department, dated 1987 09 01 approved a recommendation that the public meeting procedures include the "B" and "C" sections north of Balmoral Drive. Further, Council also approved a recommendation that, subject to the results of the Public Meeting and Committee's subsequent resolution, that Council proceed as recommended by the Commissioner of Community Services report dated 1987 09 01.

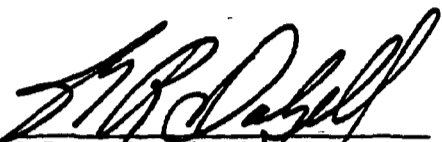
6.0 Conclusion

It is recommended that:


- A. Planning Committee hold a Public Meeting with the area of notification extended to include the "B" and "C" sections north of Balmoral Drive, and

- B. Subject to the results of the Public Meeting, an appropriate Official Plan and Zoning By-law amendments be presented for the consideration of City Council.

AGREED:



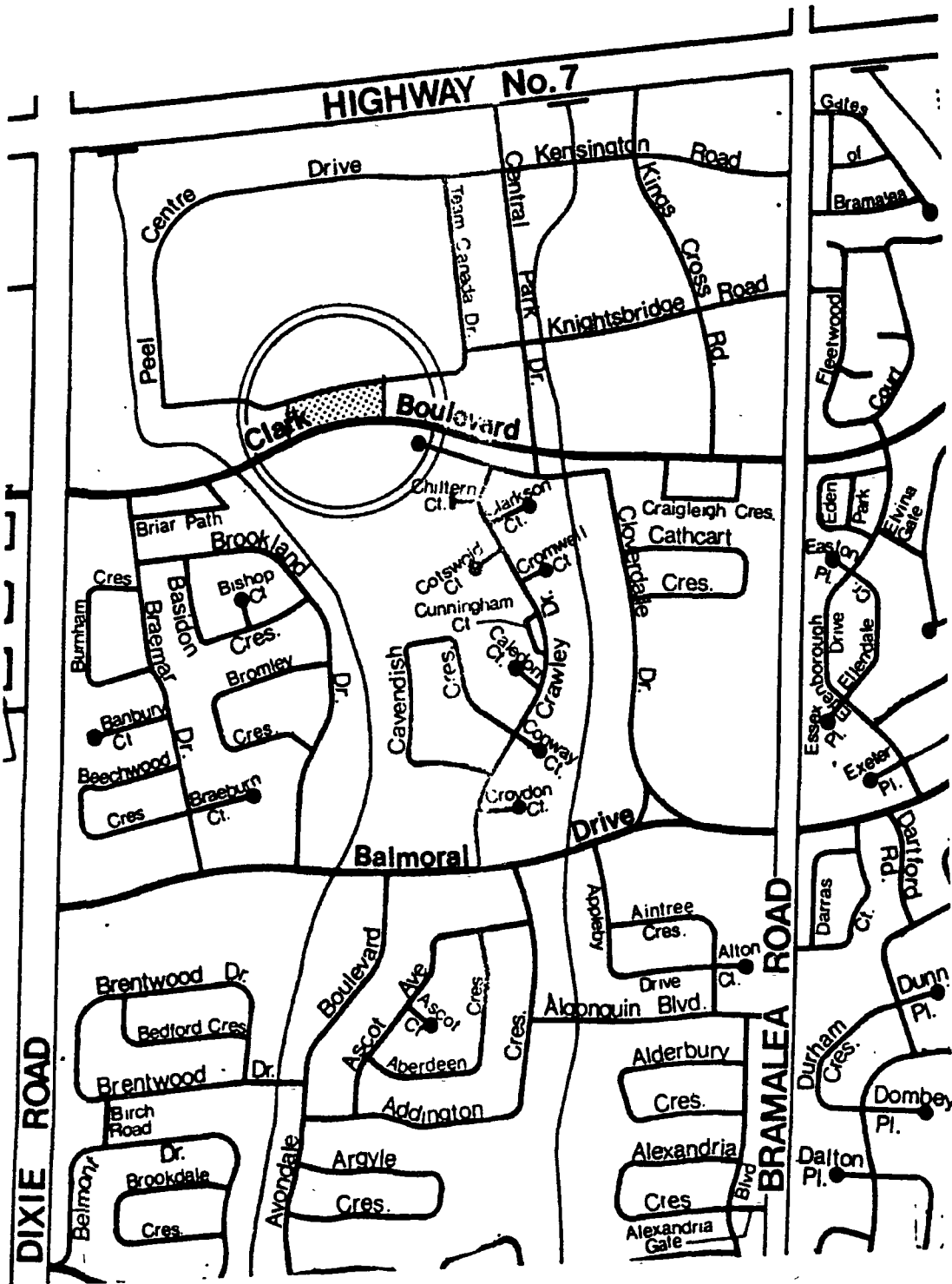
F.R. Dalzell, Commissioner
Planning and Development



L.W.H. Laine, Director,
Planning and Development
Services Division

LL/hg/21

C4-8



City of Brampton
 Bus Terminal
 Location Map



1:12000

CITY OF BRAMPTON
 Planning and Development

Date: 87 12 01 Drawn by: RB
 File no. C4 E5.19 Map no. 63-27a

INTER-OFFICE MEMORANDUM

C4-9
Sent to PC
Sept. 15

Office of the Commissioner of Planning & Development

Appendix 'A'

September 11, 1986

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Lot 5, Concession 4, E.H.S.
Ward Number 8
TRANSIT PASSENGER TERMINAL - CLARK BOULEVARD
CORPORATION OF THE CITY OF BRAMPTON
Our File Number C4E5.19

1.0 Background

The above noted referenced application has been filed for an amendment to the Official Plan and the zoning by-law to permit the relocation of the existing transit passenger terminal, located in the Bramalea City Centre commercial development, to an area abutting the north side of Clark Boulevard approximately midway between Dixie Road and Central Park Drive.

2.0 Property Characteristics

The property is located approximately 82 metres (270 feet) east of the Braemar Drive entrance to Bramalea City Centre shopping plaza, between Clark Boulevard and the Ring Road. The subject property has an area of approximately 0.65 hectares (1.6 acres), with a frontage of about 176 metres (580 feet) and a depth of about 36.6 metres (120 feet). The depth dimension includes the north boulevard area of Clark Boulevard.

The property is presently landscaped as a combined boulevard/buffer area with a pedestrian walk traversing the site.

3.0 Official Plan and Zoning By-law Status

The property is currently designated in the Official Plan as "Regional Commercial" and is within the "Central Commercial Corridor". The secondary plan for the area, which in the case of the subject lands consists of Chapter C21 and Plate No. 14 of the document known as the Consolidated Official Plan, designates the site "Commercial Core Area" and a "Buffer Area" having a minimum width of 50 feet along the north side of Clark Boulevard.

By-law 861 zones the subject lands Commercial Class 1 (C1), Commercial Class 1 (H) (C1(H)) and Agricultural (A).

4.0 Proposal

The proposal requires the removal of the landscaped buffer facility between Clark Boulevard and Bramalea City Centre shopping centre and the relocation of an existing sidewalk to approximately 4.6 metres (15 feet) from Clark Boulevard.

A two-way access to Clark Boulevard for buses only is proposed. This access facility will require the establishment of a left turn lane on Clark Boulevard and a minor pavement widening of Clark Boulevard to permit the continuation of a 4 lane cross-section. A second access to Clark Boulevard, for emergency access purposes only, is also proposed at the east limit of the terminal.

Two driveways will be established to the ring road, with the westerly driveway for exiting buses only and the easterly driveway having a two-way function.

The proposed passenger terminal will have 14 bus bays, with each bus bay served by a standard 1.2 metres by 3.66 metres (4 feet by 12

feet) bus shelter. A convenience building, 5.5 metres by 6.1 metres (18 feet by 20 feet), will be provided for transit staff.

The existing bus terminal facility beneath the parking deck will be removed and provide an additional 122 parking spaces. The taxi cab stand will remain. A pedestrian facility, with a crosswalk of the Ring Road, will link the transit terminal and the shopping mall in the vicinity of the mall access adjacent to the Beaver Lumber establishment.

5.0 Comments

The following comments have been reported.

The Community Design Section has enquired as to the height of the chain link to be erected between the boulevard sidewalk and the bus manoeuvring area and has noted that the distance between the sidewalk and the fence should be 1 metre and the distance between the fence and the bus manoeuvring area also should be 1 metre. The total distance proposed is 0.61 metres (2 feet) compared to the suggested distance of 2 metres (6.6 feet). The Community Design Section notes that more dense landscaping would be beneficial; questions the availability of 4 inch diameter trees, and asks if the new trees are to be relocated from the existing site. Finally, the Community Design Section suggests that the Public Works Division should comment on whether there are utilities in the boulevard area of Clark Boulevard.

The Public Works Division requests that the sidewalk be continued across the entrances to the terminal.

The Transit Director notes the following:

- 1) supports the application and proposed development and recommends that the application be approved;

- ii) no provision for automobile parking;
- iii) the proposal has the potential to encourage higher levels of transit usage and thereby reduce traffic volumes, particularly on Clark Boulevard;
- iv) the Developer is expected to produce an aesthetically pleasing modern facility that compliments the City as did the Transit Centre (garage).

The Transportation Policy Division, Planning Department, Region of Peel has provided the following comments:

"Lighting will have to be upgraded to satisfactorily illuminate the area of the transit passenger walkway located under the parking structure so that this area is brighter than the exterior daylight.

The access from the automobile parking area onto the Ring Road located immediately west of the transit passenger walkway should not be permitted; two-way traffic will be ample for pedestrians to contend with. In addition, a field investigation revealed that this proposed access does not exist and therefore cannot be considered essential. The existing westerly access should satisfactorily accommodate the parking and delivery vehicles into this area.

Signs should be installed at both ends of the walkway, for the section within the bus right-of-way, advising passengers/pedestrians to watch for buses. Preferably, buses should have to stop for pedestrians.

Signs should be erected to control the vehicles dropping off and picking up passengers so that they do not interfere with the through traffic on the Clark Avenue and on the Ring Road.

A transit passenger walkway should be provided between the new transit terminal and the mall access adjacent to the theater since these movie theaters are a major attraction for evening and weekend transit users.

In light of the increase walking distance between the terminal and the mall, provisions should be made so that the entire platform can eventually be enclosed. It is our strong belief that the number of shelters provided will not provide sufficient sheltered space to protect the transit passengers from inclement/unfavorable weather and may turn away a number of non-captive riders presently using the system."

No objections or comments were recorded by Regional Public Works Department; Community Services Department - Parks and Recreation; Community Services Department - Fire; Law Department, and Building Division - Zoning and By-law Enforcement.

6.0 Discussion

The several comments of the Community Design Section deal with detailed, but necessary items. The location of the chain link fence adjacent to the boulevard sidewalk should be far enough from the sidewalk and from the bus manoeuvring area to minimize damage by snowplows and to separate pedestrians a comfortable distance from noisy, odour causing buses. To achieve the objective of a safe, pleasant pedestrian environment may require shifting the location of the sidewalk closer towards Clark Boulevard - an undesirable direction - or modifying the bus terminal design. The existing landscaping that will be affected by the proposal includes approximately 18 to 20 boulevard trees, about 40 deciduous and

coniferous trees and shrubs. The majority of the trees, with some care and forethought could be relocated because of their relatively small size. In the case of a developer's submission, a tree inventory would be required to identify the trees that should be retained and those that should be replaced. All of the boulevard trees should be replaced except for those that might obstruct sight lines. Because of the drastic impact upon the landscaped open space, consideration should be given to placing several selected street trees within the concrete island of the terminal. These trees can be selected and maintained to provide shade during the hot summer days and to lessen the austerity of the concrete, asphalt and metal facility by providing a naturalistic relief.

Within the limits of the project, are several street luminaires, which may have to be relocated, and two fire hydrants, one of which will have to be relocated also. A curb side catch basin will have to be relocated to accommodate a minor widening of Clark Boulevard.

The Public Works Division has requested that the relocated sidewalk along the north limit of Clark Boulevard be continued across the bus terminal vehicular entrance driveways. This process should include depressing the curb to maximize accessibility for handicapped persons and for those with baby carriages.

The Transit Director has expressed satisfaction with the proposal noting that no automobile parking will be provided. The fact that no parking facilities are provided for the bus terminal does not mean that automobile parking facilities would not be used by transit patrons. If GO Transit buses use the terminal, parking facilities will be required for patrons who wish to change their mode of travel from private automobiles to buses. In this instance, the parking facilities of the plaza will be used, as is the current case.

The Transportation Policy Division of the Region of Peel identified several matters applicable to the operation of Bramalea City Centre and other matters pertaining to pedestrian facilities, traffic control features and to transit terminal facilities.

With respect to matters affecting the plaza are (i) the need to upgrade illumination under the parking structure for the pedestrian walkway, (ii) deletion of a parking area two-way access driveway immediately to the west of the proposed transit pedestrian walkway, and (iii) improvement to the receiving-service-area abutting the transit pedestrian walkway. The amount of additional lighting necessary to affect an acceptable transition between daylight and the area under the parking structure should be subject to the approval of the City. The rationale for the deletion of the proposed parking lot driveway for reason of pedestrian safety is reasonable. However, deletion of this access may affect accessibility to the receiving-service-area and a suitable second access may be required that recognizes pedestrian safety as well. The existing receiving-service-area can be partially screened by the erection of a visual screen for a distance of about 24.4 metres (80 feet). Complete visual screening is not possible because of the location of the service area adjacent to the walkway.

Traffic control facilities suggested by the Region to provide an added degree of pedestrian safety and to minimize disruption of through traffic movements on Clark Boulevard and the Ring Road are endorsed. Therefore, warning signals should be erected at each end of the transit terminal pedestrian crosswalk and consideration should be given by the Transit Division to give preference to pedestrians. The absence of a defined drop-off/pick-up facility, especially for commuters may be a source of a problem. Bramalea City Centre parking facility currently is used to accommodate this function and with the relocation of the transit facility to a more remote location will shift the drop-off/pick-off activity to the

abutting roadways. Therefore, to protect the traffic function of Clark Boulevard and the Ring Road, signs should be erected to prohibit dropping-off or picking-up on the adjacent roadways.

The Region Transportation Policy Division has suggested that a transit passenger walkway be provided between the new Transit Terminal and the movie theatres because of their attraction to transit users. A convenient pedestrian walkway connection to the theatres does not appear to be achievable because of the plaza parking facilities and because of a loading/unloading area situated between the two mall entrances. A second cross-walk within the transit terminal and a second Ring Road pedestrian crosswalk would not be desirable. If the theatres do prove to be a significant generator of transit patronage a "compromise" facility within the plaza may have to be provided to dissuade pedestrians from walking through the parking facilities and entering the transit terminal from the easterly bus entrance. The compromise facility would consist of a walkway along the north edge of the parking area crossing through the loading area situated between the mall entrances.

The need for sheltered space to protect transit users is a concern of the Peel Region Transportation Policy Division. The proposal includes seven double bus shelters with a combined length of 7.32 metres (24 feet) and a width of 1.22 metres (4 feet). While the total floor space would be 62.43 square metres (672 square feet), the more conservative approach would consider the capacity of one bus shelter measuring 3.66 metres (12 feet) by 1.22 metres (4 feet). It is estimated that one bus shelter could accommodate a minimum of 12 to 16 persons with perhaps a maximum of 24 persons. To ascertain whether more sheltered space is required should be assessed by the Transit Division.

Since the submission does not indicate property boundaries, which will be significant for zoning by-law purposes and traffic control regulations, a property survey plan will be required to aid in the drafting of a zoning schedule.

The relocation of the transit terminal will allow an increase of prime parking facilities of Bramalea City Centre by about 122 spaces. The proposed transit terminal will have a larger capacity, which could only have been achieved in its present location by the removal of more parking spaces. However, the proposed transit terminal will inconvenience some bus passengers.

The proposed transit terminal will require amendment to the Avondale Secondary Plan, Area 20, specifically Chapter C21 and Plate Number 14. Section 2.3.1(iv) of Chapter C21, requires that a 15.24 metre (50 foot) wide buffer strip would be provided on the north side of Clark Boulevard and a setback distance of 45.72 metres (150 feet) from the centre line of Clark Boulevard would be instituted for development. Plate Number 14, shows the location of the buffer strip and the setback line in relation to the right-of-way of Clark Boulevard. The purpose of the buffer strip and setback distance is to protect the residential development to the south of Clark Boulevard by placing landscaping and space between Bramalea City Centre commercial development and the residential community. In the immediate area of the proposed transit terminal, on the south side of Clark Boulevard, is an elementary public school, Clark Park and an open space/drainage corridor. The closest residential properties are situated about 85 metres (280 feet) to the south-west and approximately 200 metres (655 feet) to the south-east. Access to the school is from Clark Boulevard, which provides access to the school parking lot and school service facilities, and from a cul-de-sac service road. The cul-de-sac service road has a lower service function because of restricted accessibility caused by a one-way traffic flow control at the Clark Boulevard and Cloverdale Drive/Crawley Drive intersection.

The proposed terminal will remove approximately 180 metres (590 feet) of landscaped buffer strip and landscaped boulevard along the north limit of Clark Boulevard and permit development within the 45.72 metre (150 foot) centre line setback distance, previously not contemplated by the Official Plan. Therefore, if the transit terminal as a development proposal is to be permitted, the Official Plan will have to be amended to permit the deletion of the buffer strip, landscaped boulevard of Clark Boulevard and the setback distance requirement.

In terms of the zoning by-law, the current zoning of the proposed transit terminal by By-law 861 Commercial Class 1(C1), Commercial Class 1(H) (C1(H)) and Agriculture (A), does not include a transit terminal as a specific permitted use. The general provisions of the zoning by-law, being section 9, state the following:

"9. Special Uses Permitted

Nothing in this by-law shall prevent the use of land or the use or erection of a building or structure for;

- (f) any undertaking authorized or maintained by governmental authority or a public utilities corporation where the land is used and the building or structure is erected or used in conformity with the established character of the zone in which it is situated."

By-law 861, as amended, does permit within a Civic and Public Campus (CPC) zone a transportation centre and it is proposed that the transit terminal site would be zoned CPC with a special section to permit only the transit facility and no other use.

The residential locality south of Clark Boulevard will not be directly affected by the loss of the landscaped open space removed

by the transit terminal. The major impact will be upon the amenity of Clark Boulevard and motorists using Clark Boulevard - including transit users - and upon the pedestrians that use the walkway for walking and the associated facilities for passive purposes.

There is inadequate space to provide both the transit facility and an attractive landscaped strip without compromising one or the other facility.

7.0 Conclusion

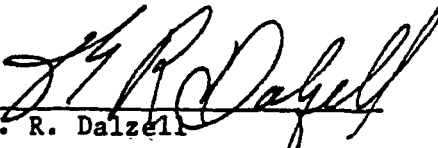
It is understood that alternative locations for the enlarged transit terminal have been investigated and from the perspective of transit requirements, the proposal represents the best solution.


It is recommended that if Planning Committee accepts the principle of locating a transit terminal at this location that:

- A) A Public Meeting be held in accordance with City Council's procedures, and
- B) Subject to the results of the Public Meeting, staff be directed to prepare the appropriate amendments to the Official Plan and zoning by-law and that approval of the proposed transit terminal be subject to the following conditions:
 - 1. The engineering plans be subject to the approval of the Commissioner of Public Works and Building.
 - 2. Lighting of the transit passenger walkway under the parking structure shall be acceptable to the Commissioners of Public Works and Building and Community Services.

3. The access from the Ring Road to Parking Area D immediately west of the transit passenger walkway shall be relocated to the satisfaction of the Commissioner of Public Works and Building.
4. Signs shall be erected at both ends of the transit terminal crosswalk advising pedestrians to watch for buses.
5. Signs shall be erected to control dropping-off and picking-up of passengers so that this activity does not interfere with through traffic on Clark Boulevard and on the Ring Road.
6. Bramalea Limited shall be requested and encouraged to screen the service area adjacent to the transit passenger walkway.
7. The detailed design of the terminal shall ensure adequate sheltered space for transit users.

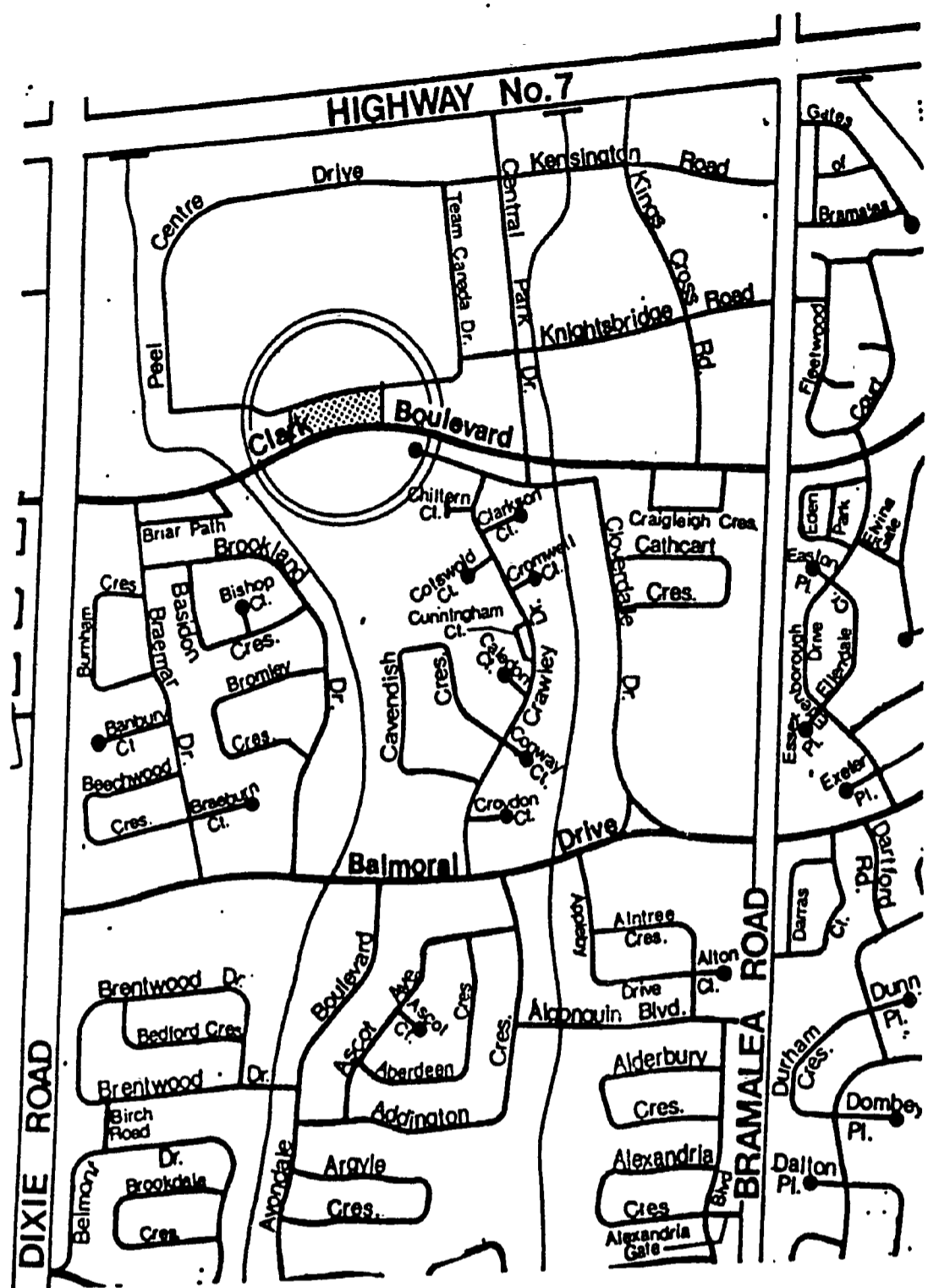
AGREED:


F. R. Dalzell
Commissioner of Planning
and Development

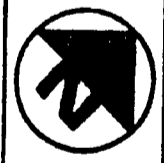

L. W. H. Laine
Director, Planning and
Development Services Div.

Attachments (2)

LWHL/thk/15



City of Brampton
 Bus Terminal
 Location Map

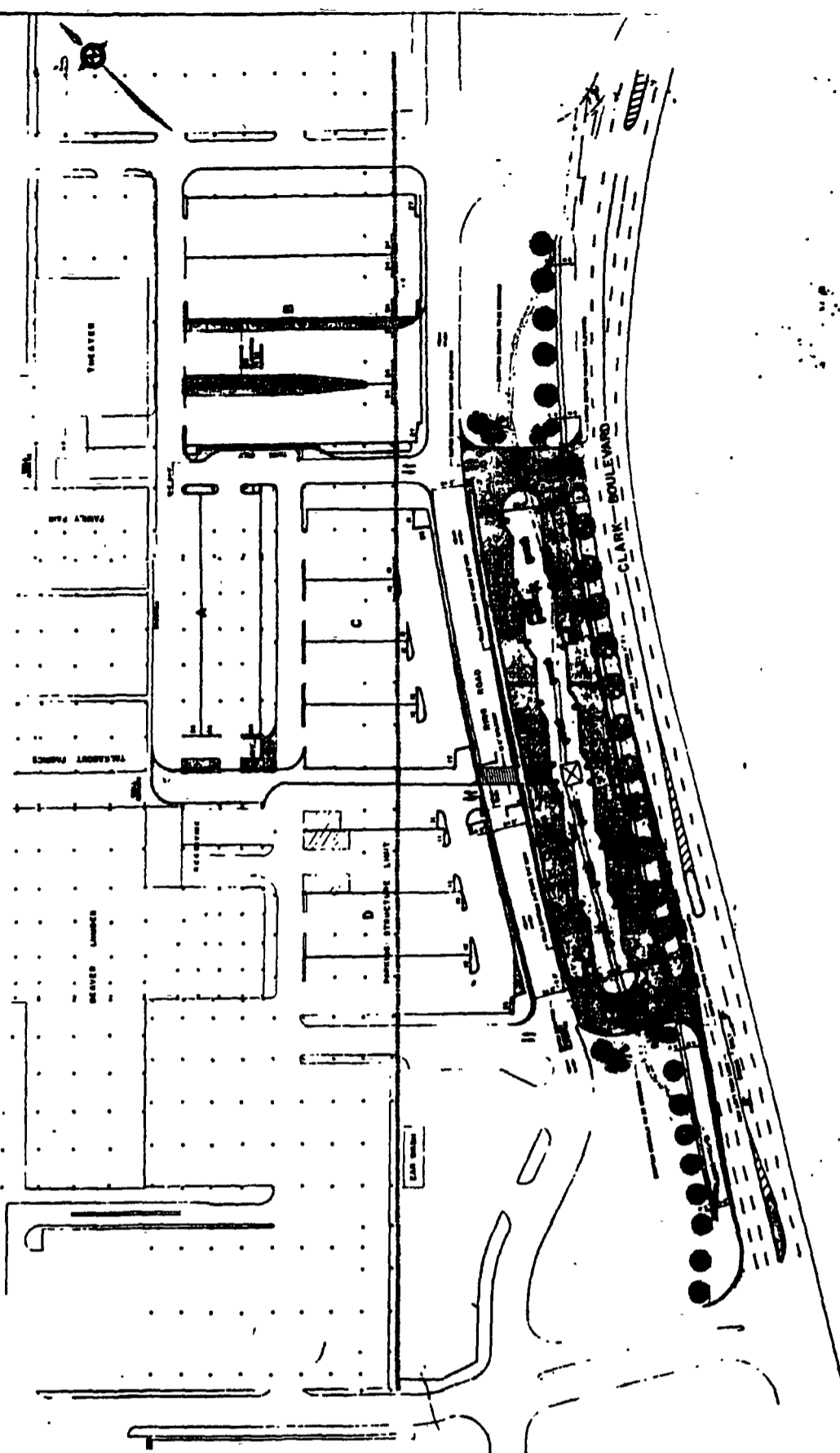


1:12000

CITY OF BRAMPTON
 Planning and Development

Date: 86 08 11 Drawn by: RB
 File no. C4E5.19 Map no. 63-27a

C4-22



City of Brampton
Bus Terminal

Site Plan



1:6200

CITY OF BRAMPTON
Planning and Development

Date: 86 08 11 Drawn by: RB
File no. C4E5.19 Map no. 63-27b

04-03

RECEIVED
CLERK'S DEPT.

SEP 02 1987

REG: 5798
FILE NOS 7-1-4
7-1-9

Appendix 'B'

Community Services Department
Report

NO. T29-87

DATE: September 1, 1987

TO: Chairman and Members, Community Services Committee

FROM: Mr. G.S. Marshall, Director of Transit

Mr. D.M. Gordon, Commissioner of Community Services

REPORT ON: Relocation of Bramalea City Centre Bus Terminal

Origin:

In the spring of 1986, Transit staff presented a proposal for a new Bramalea City Centre Terminal which would be located on City owned park land between the Ring Road and Clark Blvd.

Council rejected the proposal at that time and requested staff to investigate alternative sites on Bramalea City Centre lands.

General:

Many meetings have occurred in the past few years involving the Terminal Committee which is comprised of GO Transit, Brampton Transit Staff, Bramalea Ltd., B.A. Consulting Group and Brampton Works Department.

All parties with a vested interest in this terminal are now anxious to proceed with the proposed site as the present terminal is no longer capable of meeting the present demands on the part of both Brampton Transit and GO Transit.

Additionally, there is a pressing need for alternate ticket selling arrangements for both transit systems as Bramalea City Centre management is unable to assist in correcting the present deficiencies by providing a ticket selling booth in close proximity to the existing transit terminal.

Site Selection:

The committee fully endorses the proposed site on Clark Blvd. as being ideally located operationally and convenient to passengers.

The Clark Blvd. site is the second closest site to the Mall. It allows for excellent access to and from both Clark Blvd. and the Ring Road. It has very few operating restrictions. The majority of walking distance required of passengers, is covered by the existing parking tier.. The Clark Blvd. site will have no impact on transit operational costs.

When the Committee considered the various alternative sites, primary consideration was given to:

- 1) ease of bus access.
- 2) within easy walking distance of mall.
- 3) potential for future expansion
- 4) proximity to existing and future office development.
- 5) impact of Terminal upon shopping centre parking

Many of the alternative sites could not be utilized because of parking commitments made by Bramalea Ltd. for the large department stores.

Transit Staff met with members of Council representing the area constituents including Councillor Mitchell, Alderman Metzger and Alderman Chadwick.

At this meeting, greater detail regarding the site alternatives was provided.

Proposed Terminal Features:

The Clark Blvd. site includes the following:

- o a dedicated pedestrian walkway from the mall (entrance at Fabric store) to the Ring Road.
- o an appropriately signed and pavement marked pedestrian crosswalk.
- o the pedestrian crosswalk is controlled with stop signs and speed bumps.
- o an expanded taxi stand area at its present location.
- o a bus layover area (capacity - 3 buses) within the terminal site.
- o a fourteen bay, bus platform, two of which will accommodate articulate buses.
- o a platform area constructed of interlocking stone.
- o an 800 square foot building to accommodate drivers' lunchroom/washroom, public washrooms, ticket selling, small concessions, public telephones and a small waiting area.
- o appropriately located shelters or continuous canopy extending from both ends of the building.

- o extensive landscaping and a small berm between the terminal and Clark Blvd.

Features Not Included:

- o Passenger drops off (Kiss & Ride)
 - this portion of the Ring Road has the lowest volume of traffic. Committee members believe that drop offs on the Ring Rd. would be suitable and would be an eventuality even if a specific area were designated.
- o Enclosed Walkway (from mall to Ring Road)
 - Bramalea Ltd. believe that the present re-construction of the tiered parking will adequately address the problem of water leakage. In the event it does not, Bramalea Ltd. has agreed to re-open negotiations on this item.
- o Rumble Bumps
 - this feature has been found to be ineffectual during winter weather and does pose a problem for snow plowing. The speed bumps should have the desired effect.
- o Heat In Shelters
 - a glassed in area on both ends of the building should prove to be adequate for those in need. Staff are also investigating a fully enclosed canopy with removable panels during warmer months.

Terminal Costs:

The following pages provide a separate breakdown in costs for both Bramalea Ltd. and the Corporation.

The Bramalea Ltd. costs includes any work required or performed north of and including the new south curb of the Ring Road.

The Ring Road will be shifted north by three feet and for this reason, Bramalea Ltd. is unable to contribute more than the agreed cash contribution of \$200,000 for the actual construction of the terminal.

Approximately three feet of Bramalea land running the length of the terminal will be transferred to the Corporation at no cost.

BRAMALEA LTD. COSTS

Reconstruction of Existing Bus Terminal Area and Public Parking Area Located Under Parking Dock.

Item	Cost
1) Pavement Structure	\$ 45,580
2) Concrete Island	\$ 49,700
3) Concrete Curb & Gutter	\$ 33,600
4) Removal of Asphalt Pavement	\$ 4,042
5) Removal of Concrete	\$ 6,075
6) Removal of Curb & Gutter	\$ 6,712
7) Drainage Allowance	\$ 15,000
8) Line Painting	<u>\$ 10,000</u>
Sub Total	\$170,709
+10% Engineering Fee	17,070
+10% Contingency Sum	<u>17,070</u>
Total	\$204,849
Plus cash contribution for terminal construction =	<u>\$200,000</u>
Total Bramalea Cost	\$404,849

Note: In addition to the above Bramalea has engaged and paid for all consultant fees to date.

CORPORATION OF THE CITY OF BRAMPTON TERMINAL COSTS

Construction of Bus Terminal Area Between Bramalea City Centre
Ring Road and Clark Boulevard

Item	Cost
1) Earth Excavation	\$ 67,900
2) Pavement Structure	\$149,425
3) Interlocking Stone Platform	\$ 76,125
4) Concrete Curb and Gutter	\$ 21,800
5) Removal of Asphalt Pavement	\$ 980
6) Removal of Concrete	\$ 2,092
7) Removal of Curb and Gutter	\$ 1,575
8) Drainage Allowance	\$ 25,000
9) Bus Shelters/Canopy	\$ 75,000
10) Luminares	\$ 63,000
11) Railing Fence (Ring Road Side)	\$ 30,000
12) 2 Box Railing Fence (Clark Blvd. Side)	\$ 5,000
13) Sodding	\$ 4,347
14) Line Painting	\$ 5,000
15) Landscaping	\$ 38,500
16) Convenience Building (20' x 40", 800 Sq. Ft.)	<u>\$ 80,000</u>
Sub Total	\$645,744
+10% Engineering Fee	\$ 64,574
+10% Contingency Sum	<u>\$ 64,574</u>
Total	\$774,892
Less Bramalea Ltd. cash contribution =	<u>-200,000</u>
	\$574,892
Less M.T.C. subsidy at 75%	<u>-431,169</u>
Net Cost to City =	\$143,723

NOTE: Council has previously approved \$112,500 for this project from Capital Contributions. Upon receipt of tender bids, financial finalization will be requested of Council.

In addition to the terminal costs, the B-A Consulting Group has recommended that a "buses only left turn lane" from Clark Blvd. be constructed at a cost of \$52,310. The cost of this roadwork is not eligible for the normal terminal subsidy from the Ministry of Transportation and Communications. Staff will recommend that this construction be considered for other M.T.C. roadwork subsidies at some point in the future.

Revenues:

Brampton Transit Ticket Commission	\$ 13,163
GO Transit Ticket Commission	\$ 66,000
Concession Stand Revenues (Less Costs)	\$ 40,000
	<hr/>
Total Revenue	\$119,163 per annum

Recommendations:

- 1) that this report be received.:
- 2) that Council approve the recommended terminal site on City owned lands between Clark Blvd. and the Bramalea City Centre Ring Road.
- 3) that Council approve the preliminary terminal design as illustrated in this report.
- 4) that staff and the Consultant Selection Committee recommend a consultant to prepare the engineering design and specifications of the terminal and to tender and supervise construction.
- 5) that the Works Department consider the left turn lane from Clark Blvd. for other roadwork programmes subsidized by the M.T.C.

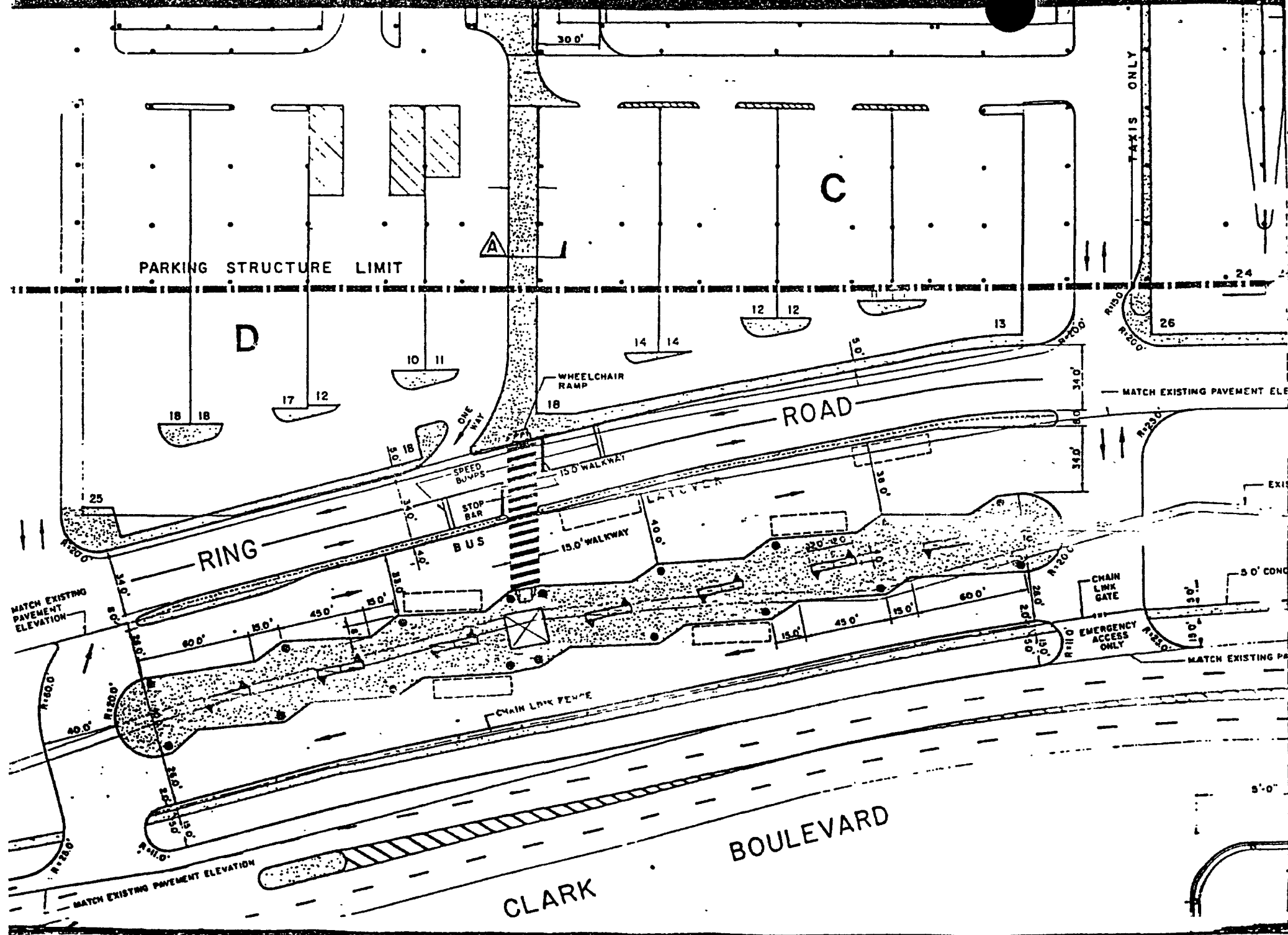
GSM/emb

Respectfully submitted,

G.S. Marshall
DIRECTOR OF TRANSIT

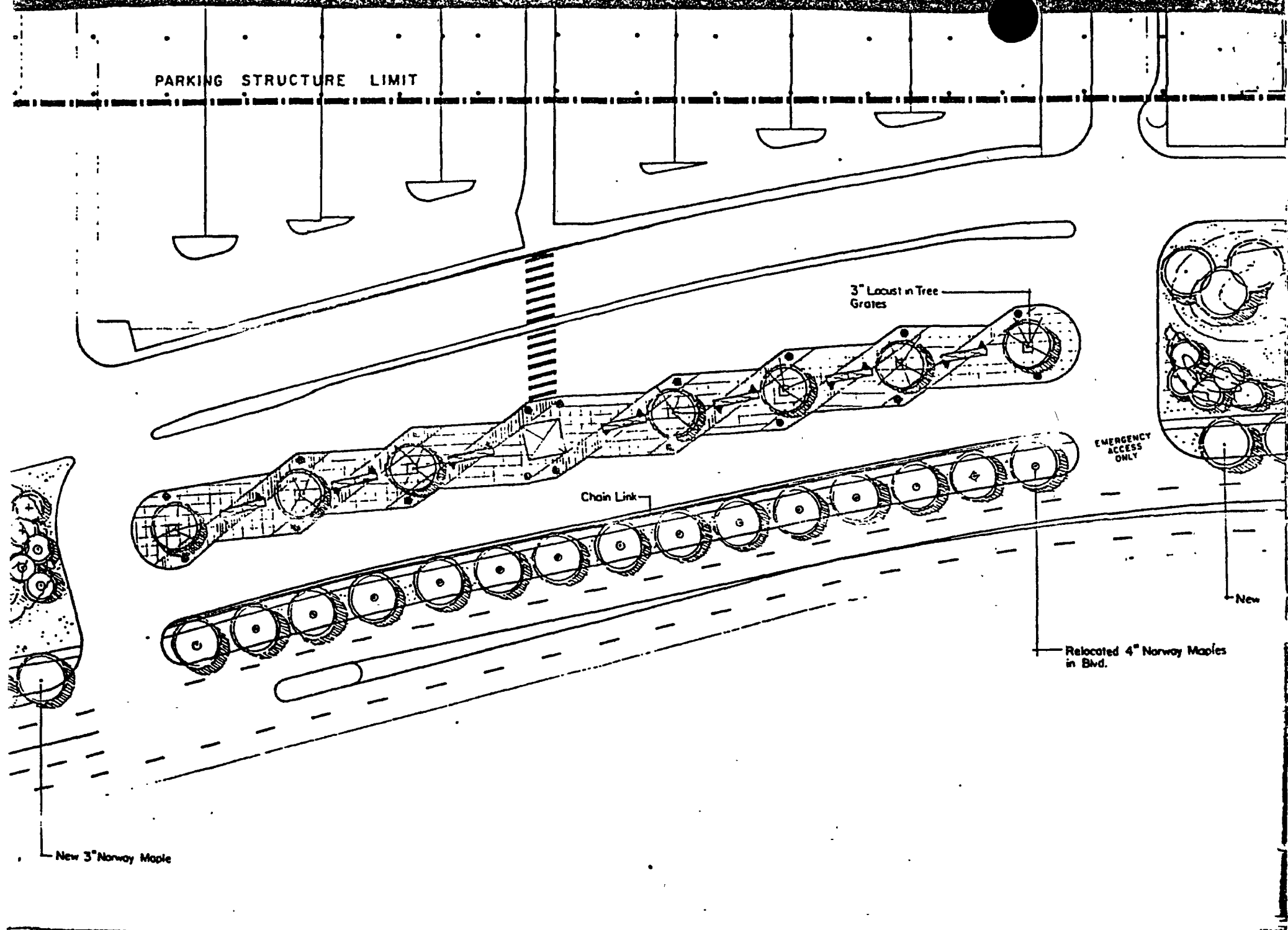
D.M. Gordon
COMMISSIONER OF
COMMUNITY SERVICES

*Please refer to the attached
Comments of the Commissioner
of Planning & Development*



14-07

PARKING STRUCTURE LIMIT



3" Locust in Tree Grates

Chain Link

EMERGENCY ACCESS ONLY

New

Relocated 4" Norway Maples in Blvd.

New 3" Norway Maple

3-21

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1987 09 03

TO: Chairman and Members of
Community Services Committee

FROM: Planning and Development Department

RE: Relocation of Bramalea City Centre
Bus Terminal

Further to Mr. Gordon's report on relocating the Bramalea Bus Terminal, Committee will recall that an Official Plan Amendment and zoning change were required.


Before proceeding with the recommendations as presented, it will be necessary to reactivate the applications.

THEREFORE, IT IS RECOMMENDED THAT:

- 1) Planning staff be instructed to proceed with the Official Plan and zoning changes applications previously submitted;

AND FURTHER THAT:

- 2) Subject to the results of the public meetings and committee's subsequent resolution, Council proceed as recommended by the Commissioner of Community Services in the report dated September 1, 1987.


F. R. Dalzell
Commissioner of Planning
and Development

FRD/cg

04-32
INTER-OFFICE MEMORANDUM

Administration and Finance Department
Treasury Services Division

TO: A. Solski

FROM: P. Caine

DATE: September 4, 1987

RE: Relocation of Bramalea
City Centre Bus Terminal

Financing for the above project was approved in the 1986 Capital Budget - Development Programme as follows:

Capital Contribution Reserve	112,500.00
M.T.C. Subsidy	337,500.00
Bramalea Limited	<u>250,000.00</u>
	700,000.00
	=====

Approval for M.T.C. subsidy has been received but no formal commitments has been received from Bramalea Limited for their contribution.

There have been no expenditures to date on this project.



P. Caine, Director of
Treasury Services

sh
cc: L. Mikulich ✓

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1988 01 13

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Application to Amend the Official Plan
and Zoning By-law
Part of Lot 5, Concession 4, E.H.S.
Ward 8
TRANSIT PASSENGER TERMINAL -
Clark Boulevard
CORPORATION OF THE CITY OF BRAMPTON
Our File: C4E5.19

Notes of the Public Meeting held on Wednesday, January 6, 1988 are attached for the information of Planning Committee.

Concerns were noted with respect to children safety due to proximity of an existing school, loitering, traffic congestion, excessive speed and pedestrian safety.

The concerns were responded to by City staff. With respect to school children activity, it was noted that a similar situation currently exists with the present Transit Terminal facility and it is unlikely that children would cross Clark Boulevard. Loitering will be reduced by the presence of Transit staff. Existing traffic congestion and excessive speeding are not the fault of transit requirements and relocation of the Terminal is not intended to resolve these existing conditions. Pedestrian safety will not be ignored with appropriate measures to be taken to provide for the safety of pedestrians using the Transit Terminal.

The concerns of the public have been considered and the proposal represents an acceptable solution to Transit Terminal requirements.

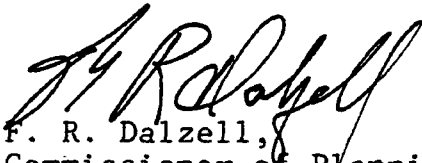
- cont'd. -


D4-2

IT IS RECOMMENDED THAT Planning Committee recommend to City Council that:

- A. Notes of the Public Meeting be received, and
- B. Staff be directed to prepare the appropriate amendments to the Official Plan and Zoning By-law for the consideration of City Council.

AGREED


F. R. Dalzell,
Commissioner of Planning
and Development


L.W.H. Laine,
Director, Planning and
Development Services

LWHL/ec
attachment

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, January 6, 1988, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:12 p.m. with respect to the TRANSIT PASSENGER TERMINAL - CLARK BOULEVARD - a proposal to amend both the Official Plan and the Zoning By-law to permit the construction of a bus passenger terminal containing 14 bus bays.

Members Present: Alderman S. DiMarco - Chairman
Alderman H. Chadwick
Alderman E. Carter
Alderman A. Gibson
Councillor N. Porteous
Alderman L. Bissell
Councillor F. Andrews

Staff Present: F. R. Dalzell, Commissioner of Planning and Development
J. A. Marshall, Director of Planning Policy and Research.
J. Corbett, Policy Planner
D. Ross, Development Planner
G. Speirs, Development Planner
J. Anderson, Development Planner
D. Gordon, Commissioner of Community Services
G. Marshall, Superintendent of Operations, Transit
E. Coulson, Secretary

Approximately 6 interested members of the public were present.

The Chairman inquired if notices to property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Dalzell replied in the affirmative.

Mr. Dalzell outlined the location of the proposal and explained the intent of the application.

- cont'd. -

Mr. G. Marshall, Superintendent of Operations, Transit, further outlined the proposal details.

Mr. M. Laidlaw, 74 Cavendish Crescent, inquired about other sites that may have been considered for the new Transit Terminal, and Mr. Marshall addressed the matter.

Mr. G. Heighington, Public School Trustee, Brampton East Area, addressed concerns relating to the Clark Boulevard Public School as follows:

- . Clark Boulevard School will be the only school in the Region of Peel in such close proximity to a Bus Terminal;
- . Safety of school children, due to close proximity and increased pedestrian and vehicular traffic;
- . Loss of the boulevard area, which separates and buffers the residential area from the commercial area, and
- . There is an existing concern relating to negative happenings at the present location of the Bus Terminal, which could be emulated at the proposed site.

Mr. D. Gordon, Commissioner of Community Services commented that the new location should improve the traffic situation.

Mr. Heighington informed of the concern expressed by the principal parents, school staff, etc., and noted that there may be indication from the School Board.

Mr. Marshall addressed the issue of children's safety and the unlikelihood of them crossing Clark Boulevard, and pointed out the similar entrance and traffic volume of the existing location. He illustrated the proposed Transit Terminal traffic pattern, and indicated improvement over the existing site and traffic flow. Also, he noted that the negative happenings at the existing site are a concern due to its present location. However, the proposed Terminal would be manned for the total time of operation and loiterers removed.

Mr. B. Whittaker, 47 Bromley Crescent, voiced concern relating to the existing heavy traffic on Clark Boulevard, busses backed up at the stop lights east of Braemar, speed in excess of the

- cont'd. -

40k limit and the danger to children crossing Clark Boulevard. Also, he noted that development is proceeding north and west in Brampton and the proposed terminal location should be centralized in an area such as Queen and West Drive (Plaza location), to serve the whole City instead of satisfying the needs of one plaza.

Mr. Marshall explained the matter of routes and terminals and indicated the transportation requirement to the City Centre.

Mr. Laidlaw requested clarification of the bus route flow and asked if there will be any change to the present routes; if GO Buses use the same ingress and egress, and about the kiss and ride provision. Also, he referred to the four park walkways that funnel to Clark Boulevard and the pedestrian crossing of Clark Boulevard.

Mr. Marshall illustrated the bus routes and advised that no change to the bus routes is proposed at this time; that GO Buses will use the same access and he explained the provision for kiss and ride passengers.

Mr. A. Jackson, 80 Brookland Drive spoke about the traffic congestion and backed up traffic from Dixie Road to the City Centre, which he feels will be aggravated by the exclusive left turn bus lane. Also, he indicated that the school drop-off component of traffic has not been recognized in the proposal.

Mr. Jackson referred to the recent traffic accident at the City Centre Terminal as a warning for passenger safety provisions.

Discussion ensued regarding pedestrian traffic access to the proposed Terminal location and the crossing of Clark Boulevard.

Mr. Marshall advised that there would be only one pedestrian entrance to the proposed Terminal, on the north side, and he explained the danger of the existing site and the benefits of the proposed site. Also, he advised that a fence cannot be built to stop people from entering from the south.

In response to a question re bus shelters, Mr. Marshall advised of the proposed buildings and services.

D-6

- 4 -

Mr. B. Whittaker asked if traffic lights were proposed to be installed at the Terminal entrance and if Clark Boulevard would be widened.

Mr. Marshall advised that traffic lights would not be used and the street would not be widened at this time.

There were no further questions or comments and the meeting adjourned at 8:35 p.m.



TRUSTEES
 Margaret McKee
 (Chairman)
 Gary Helginton
 (Vice-Chairman)
 Judee Beer
 George Carlson
 Karen Carstensen
 Beryl Ford
 Gail Green
 Dr. Ralph Greene
 L. Cliff Gyles
 William Kent
 Pierre Klein
 Robert Lagerquist
 Thomas McAuliffe
 Carolyn Parrish
 Ruth Thompson
 George Watr

Director of Education
 and Secretary
 J.A. Fraser, B.A., M.Ed.

Associate Director
 of Education
 R.N. Chalmers, B.A., M.Ed.

Associate Director of
 Education/Business
 and Treasurer
 M.D. Roy, C.A.

January 7, 1988

Mr. L.W.H. Laine
 Director, Planning and
 Development, Services Division
 City of Brampton
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9

Dear Mr. Laine:

Re: Transit Passenger Terminal
Clark Boulevard

The Board has received notice of a proposal to construct a bus passenger terminal containing 14 bus bays opposite Clark Boulevard Public School on Clark Boulevard.

In the opinion of the Principal the proposal represents a serious student safety concern in terms of increased traffic volume on Clark Boulevard. It is felt that there would be noise and noxious diesel fumes associated with the operation as well.

Should the concern referred to, especially safety, not be addressed adequately, the Board will have no option other than to object to the proposal.

Yours truly,

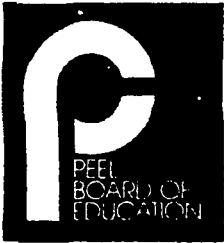
J.L. Greeniaus
 Chief Planning Officer
 Planning and Resources

JG:eb

c: N. Gollert
 Pam Curry
 W. Poole

City of Brampton
 PLANNING DEPT.
 Date JAN 11 1988 Rec'd.
 File No. CUES-19

Handwritten note:
 noted Laine 88.01.19



H2

CLERK'S DEPT.

JAN 21 1988

REG. 509
FILE NO. CHES.19

January 21, 1988



- TRUSTEES**
 Margaret McKee
 (Chairman)
 L. Cliff Gyles
 (Vice-Chairman)
 Judee Beer
 George Carlson
 Karen Carstensen
 Beryl Ford
 Gail Green
 Dr. Ralph Greene
 Gary Heighington
 William Kent
 Pierre Klein
 Robert Lagerquist
 Thomas McAuliffe
 Carolyn Parrish
 Ruth Thompson
 George Wiatr

Mr. Leonard Mikulich, Clerk
 City of Brampton
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9

Dear Mr. Mikulich:

**Re: Transit Passenger Terminal
 Clark Boulevard**

- Director of Education
 and Secretary
 J.A. Fraser, B.A., MEd.
 Associate Director
 of Education
 R.N. Chalmers, B.A., MEd.
 Associate Director of
 Education/Business
 and Treasurer
 M.D. Roy, C.A.

It is hoped that a decision on the terminal will be postponed until February 8, 1988, to permit the Board's Planning and Building Committee to discuss the subject on February 1, 1988.

However, this is to request permission to speak should this matter be dealt with on Monday, January 25, 1988.

Yours truly,

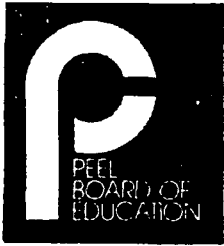
John Greeniaus
 Chief Planning Officer
 Planning and Resources Department

JG/sr
 ID/2097

- c. B. Ford
 G. Heighington
 J. Berges

H.L.A. Brown Education Centre
 5650 Hurontario Street
 Mississauga, Ontario L5R 1C6
 (416) 890-1099

An Equal Opportunity Employer



TRUSTEES
 Margaret McKee
 (Chairman)
 L. Cliff Gyles
 (Vice-Chairman)
 Judee Beer
 George Carlson
 Karen Carstensen
 Beryl Ford
 Gail Green
 Dr. Ralph Greene
 Gary Heighington
 William Kent
 Pierre Klein
 Robert Lagerquist
 Thomas McAuliffe
 Carolyn Parrish
 Ruth Thompson
 George Watr

Director of Education
 and Secretary
 J.A. Fraser, B.A., M.Ed.

Associate Director
 of Education
 R.N. Chalmers, B.A., M.Ed.

Associate Director of
 Education/Business
 and Treasurer
 M.D. Roy, C.A.

February 2, 1988

RECEIVED
 CLERK'S DEPT.

FEB 03 1988

803
 7-1-9-1

Mr. L.J. Mikulich
 City Clerk/Director of Administration
 City of Brampton
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9



Dear Mr. Mikulich:

Re: Transit Passenger Terminal - Clark Boulevard

Please be advised that on February 1, 1988, the Physical Planning Committee made the following recommendations to the February 9, 1988, Board meeting.

It is recommended that the City of Brampton be requested to include a Board representative on the staff committee chosen to finalize the design with respect to the landscaped buffer facing the school.

It is recommended that The Peel Board of Education request the City of Brampton to locate the Bramalea Bus Terminal at an alternative site.

Trustees Beryl Ford and Gary Heighington have asked me to respectfully request that this matter be early on the agenda so that they may address Council.

Yours truly,

John Greehiaus
 Chief Planning Officer
 Planning and Resources Department

JG/sr
 ID/2179

H.J.A. Brown Education Centre
 5650 Hurontario Street
 Mississauga, Ontario L5R 1C6
 (416) 890-1099

An Equal Opportunity Employer

cc: F.R. DALZIELL

1988 02 27



February 11, 1988

TRUSTEES

Margaret McKee
(Chairman)
L. Cliff Gyles
(Vice-Chairman)
Judee Beer
George Carlson
Karen Carstensen
Beryl Ford
Gail Green
Dr. Ralph Greene
Gary Heighington
William Kent
Pierre Klein
Robert Lagerquist
Thomas McAuliffe
Carolyn Parrish
Ruth Thompson
George Watt

Director of Education
and Secretary
J.A. Fraser, B.A., M.Ed.

Associate Director
of Education
R.N. Chalmers, B.A., M.Ed.

Associate Director of
Education/Business
and Treasurer
M.D. Roy, C.A.

Mr. D. Gordon
Commissioner of Community Services
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Gordon:

Re: Transit Passenger Terminal - Clark Boulevard

Please be advised that on February 9, 1988, The Peel Board of Education received the following recommendations of the Physical Planning Committee.

- a) That the City of Brampton be requested to include a Board representative on the staff committee chosen to finalize the design with respect to the landscaped buffer facing the school.
- b) That The Peel Board of Education request the City of Brampton to locate the Bramalea Bus Terminal at an alternative location.

The recommendations were received as opposed to approved because Council had dealt with the matter on February 8, 1988.

I look forward to hearing from you concerning the appointment of a Board representative on the Staff Committee.

Yours truly,

John Greeniaus
Chief Planning Officer

JG/sr
ID/2265

c. L. Mikulich
J. Berges

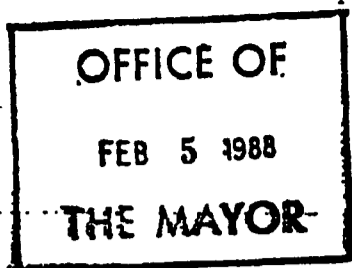
RECEIVED
CLERK'S DEPT.

FEB 19 1988

REG# 1275
FILE NO# 7-1-9-1

H.J.A. Brown Education Centre
5650 Hurontario Street
Mississauga, Ontario L5R 1C6
(416) 890-1099

An Equal Opportunity Employer



L6T 2T4

58 Bloundale Dr.
Brampton, Ont.
Jan 29/88

To: Mayor Ken Whillans

I have never become involved or written a letter such as this before but I am truly upset and concerned.

I am a parent of a child attending Clark Boulevard School and am totally surprised the City of Brampton would even contemplate a bus terminal directly across the street from a school.

My major concern is the noise and air pollution that a terminal in this location will provide. I feel that it will be very distracting and unhealthy for our children and the staff.

Further concern would be for the loitering that seems to occur at bus terminals. This location it seems to me would provide a perfect vantage point for undesirables to observe activities around the school without being noticed. We have already had a couple of incidents of this nature at the school and I don't think we need to provide a safe haven for this type of activity.

I thank you for your attention and most sincerely hope you will reject this site for a bus terminal and find a more appropriate area.

Yours truly
Paula DeKort