



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

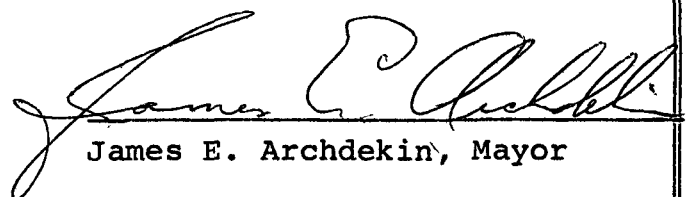
Number 47-77

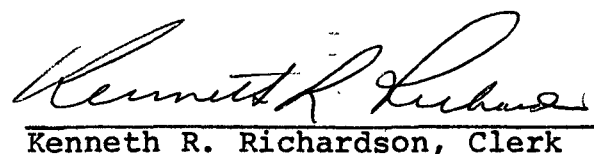
A By-law to amend the Official Plan
of the City of Brampton Planning Area.
(Amendment No. 9)

The Council of The Corporation of the City of Brampton,
in accordance with the provisions of the Planning Act
(R.S.O. 1970 as amended) and the Regional Municipality of
Peel Act, 1973, hereby ENACTS as follows:

1. Official Plan Amendment Number 9 to the Official
Plan of the City of Brampton Planning Area
explanatory text is hereby adopted.
2. The Clerk is hereby authorized and directed to
make application to the Minister of Housing for
approval of Amendment Number 9 to the Official
Plan of the City of Brampton Planning Area.
3. This By-law shall come into force and take effect
on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open
Council this 28th day of February, 1977.


James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk



BY-LAW

No. 47-77

A By-law to amend the Official Plan
of the City of Brampton Planning Area.
(Amendment No. 9)

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DUPLICATE ORIGINAL

OPC 0006-9

AMENDMENT NUMBER 9
TO THE CONSOLIDATED OFFICIAL PLAN
OF THE CITY
OF BRAMPTON OFFICIAL PLAN

- 5

MISC. PLAN NO. 543
LOGGED IN THE REGISTRY OFFICE
FOR THE COUNTY OF PEEL

Katherine Bayly D.L.R.
1979 May 29 P.M. 3:29
REGISTRAR OF DEEDS, COUNTY OF PEEL

1979 MAY 29 PM 3 29

R 772397

Amendment Number 9 to the Consolidated Official Plan for the
City of Brampton Planning Area - Your File: OPC-0006-9

This Amendment Number 9 to the Official Plan for the City
of Brampton Planning Area referred to this Board by the
Honourable John R. Rhodes, Minister of Housing, is hereby
approved as modified by the modifications as follows:

"Section 1

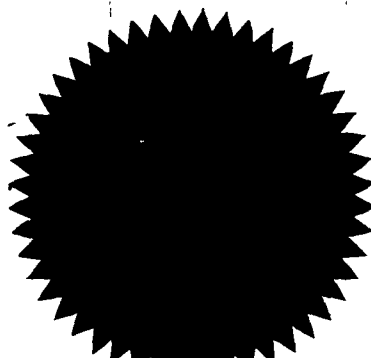
Section 2.1.4(c) of Chapter C25 of The Consolidated
Official Plan of the City of Brampton Planning Area
is hereby repealed and the following substituted
therefor:

(c) Braemar Drive

Studies have confirmed that the aforementioned
restrictions on the flow of traffic on Cloverdale
and Crawley Drives could increase traffic on
Braemar Drive unless protective regulations or
procedures are adopted. It is the policy of the
Corporation of the City of Brampton to take such
steps as seem appropriate, by way of traffic
regulation or otherwise, to reduce or prevent
such increase."

This is a true copy of an amendment approved
by the Ontario Municipal Board pursuant to section
44 of The Planning Act (R.S.O. 1970, c. 349)


Dated this 14th day of May 1979



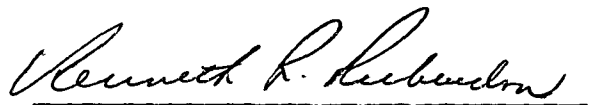
K. C. [Signature]
Secretary

CONSOLIDATED OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA
AMENDMENT NUMBER 9

The attached explanatory text, constituting Amendment Number 9 to the Consolidated Official Plan of the City of Brampton Planning Area, was prepared and adopted by the Council of the City of Brampton by By-law No. 47-77, in accordance with Section 54(4) of the Regional Municipality of Peel Act, 1973, and Sections 13, 14 and 17 of the Planning Act, (R.S.O.) 1970, Chapter 349 as amended on the 28th day of February, 1977.



Mayor



Clerk

~~This amendment to the Consolidated Official Plan of the City of Brampton Planning Area, which has been prepared and adopted by the Council of the City of Brampton, is hereby approved in accordance with Section 17 of The Planning Act, as Amendment Number 9 to the Consolidated Official Plan of the City of Brampton Planning Area.~~

Date



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

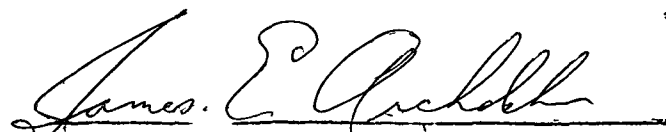
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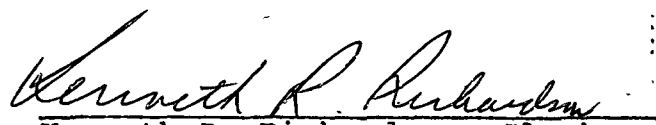
A By-law to amend the Official Plan
of the City of Brampton Planning Area.
(Amendment No. 9)

The Council of The Corporation of the City of Brampton,
in accordance with the provisions of the Planning Act
(R.S.O. 1970 as amended) and the Regional Municipality of
Peel Act, 1973, hereby ENACTS as follows:

1. Official Plan Amendment Number 9 to the Official Plan of the City of Brampton Planning Area explanatory text is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 9 to the Official Plan of the City of Brampton Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this 28th day of February, 1977.


James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk

AMENDMENT NUMBER 9
TO THE CONSOLIDATED
OFFICIAL PLAN OF THE
CITY OF BRAMPTON
PLANNING AREA

PART A - PREAMBLE

1.0 Title

The title of this Amendment is Amendment Number 9 to the Consolidated Official Plan of the City of Brampton Planning Area, hereinafter referred to as Amendment Number 9.

2.0 Relative Parts

Part B only of this Amendment constitutes Amendment Number 9 Part A and Part C are included only to provide background for Part B, and should not themselves be construed as a statement of policy.

3.0 Purpose

The purpose of the Amendment is to amend Official Plan Amendment 38 of the former Township of Chinguacousy Planning Area, now being Chapter C25 of the Consolidated Official Plan of the City of Brampton Planning Area, to allow two-way traffic on Braemar Drive by the removal of the traffic island thereon. The options permitted by Official Plan Amendment Number 38 of the former Township of Chinguacousy Planning Area have proved to be too restrictive. This Amendment will expand the options available to Council; which options may be implemented by Traffic Control By-laws. Included as option (i) is the situation which existed at the date of enactment of Official Plan Amendment Number 38.

4.0 Background

On August 3rd, 1971, the former Township of Chinguacousy adopted Amendment No. 38 to the Official Plan of the Township of Chinguacousy Planning Area. The Amendment, which was subsequently approved by the Minister of

Municipal Affairs in January, 1972, was designed to establish land use and related transportation policies within a defined area to the south of the Bramalea City Centre.

Following enactment of the Amendment, Township Council recommended that traffic By-laws be prepared in order that the existing two-way traffic pattern could be altered to one-way northbound traffic. A public meeting was held with residents affected by the proposed changes. In October, 1972, the Ministry of Transportation and Communications approved the traffic By-law. This approval followed several meetings with interested citizens affected by the By-law. In the latter part of 1972 further citizen groups appeared before Council objecting to the traffic pattern changes on Braemar Drive, which caused Council to hold a further public meeting. Following much debate in 1973 Council decided that Braemar Drive should remain as a one-way street.

In early 1975 as a result of citizen requests the City Engineer reported to Council on traffic speeds, vehicular volumes, the need for 3-way stops and accident occurrences on Braemar Drive. This resulted in no change being made to the traffic regulations. In September, 1975, a petition was received by Council which, once again, requested Council to implement more traffic controls on Braemar Drive. At this time Council directed that certain 3-way stops be located on Braemar Drive. In addition staff were directed to initiate a study on the entire traffic patterns of Braemar Drive. At this time Council were in receipt of several petitions from residents for and against the one-way street and traffic regulations on Braemar Drive. In directing that the study be undertaken By-laws were authorized to be presented to Council

which had the effect of allowing, over a limited period of time, the studies with and without traffic controls, as well as one-way traffic, as opposed to two-way traffic. The residents were kept informed by way of direct notice to each residence of the time period when the studies were to be undertaken.

In September, 1976 the City Engineer's Department reported the findings of his studies to City Council which, in turn, directed that a public meeting be held in order to apprise the public of his findings. This meeting was held on September 16, 1976, following notice to each resident affected. Following the public meeting City Council directed the City Clerk to undertake a confidential survey of each household within the Braemar Drive Survey Area 1, as defined in Official Plan Amendment No. 38, to endeavour to objectively obtain the wishes of the people as to the one-way street pattern. The confidential survey was undertaken during December/January 1977, and the results reported to City Council on January 24, 1977. The confidential survey recorded an indication from all eligible residents with 65.8% desirous of removal of the one-way traffic pattern, 26.5% in favour of retention, and .8% with a reply of "No Comment", and 6.9% with no reply.

Upon receipt of this data from the survey and the Engineer's report of September, 1976 Council directed that an Amendment to the Official Plan be prepared in order to allow two-way traffic throughout on Braemar Drive. Council also directed that at the time of presentation of the document the residents within the survey area be advised of the meeting by direct notice as well as the usual newspaper advertisement of the meeting.

5.0 Effect

The effect of this Amendment will be to permit traffic movement on Braemar Drive in a manner not permitted as an option by Official Plan Amendment Number 38 of the former Township of Chinguacousy Planning Area while maintaining the intent and purpose of Official Plan Amendment No. 38, namely, to ensure the health, safety, convenience and welfare of the inhabitants of the area.

PART B - THE AMENDMENT

The whole of the part of the document entitled Part B - The Amendment, which consists of the following text, constitutes Amendment Number 9 to the Consolidated Official Plan of the City of Brampton Planning Area.

Section 1

Section 2.1.4(c) of Chapter C25 of the Consolidated Official Plan of the City of Brampton Planning Area is hereby repealed and the following substituted therefor:

(c) Braemar Drive

Studies have confirmed that restrictions on the flow of traffic on Cloverdale and Crawley could affect the extent of traffic on Braemar. To provide for this eventuality it would be proposed to treat traffic on Braemar in any one of the following ways:

- (i) By Traffic Control By-laws permit two-way traffic northbound and southbound on Braemar;
- (ii) Reduce traffic on Braemar by Traffic Control By-laws, making Braemar one-way northbound from

point "B" to point "C" on
Plate 30;

- (iii) A further restriction on Braemar would be Traffic Control By-laws restricting vehicular traffic northbound and southbound between points "B" and "C" on Plate 30, retaining pedestrian and emergency vehicular access. This solution would retain and protect all existing accesses but would separate the traffic generation from the multiple family use to the arterial Clark Boulevard and the lower density residential uses south of point "B" to the use of Braemar as an interior subdivision road with access to Balmoral Drive.

Section 2

Implementation

This Amendment shall be implemented in accordance with Section 3.0 of Chapter C25 of The Consolidated Official Plan of the City of Brampton Planning Area.

PART C - APPENDICES

- Appendix A - One-way Traffic By-law
- Appendix B - Petition dated September 4th, 1975 to the Citizens' Advisory Committee and City resolution.
- Appendix C - City Engineer's Department report dated September, 1976, outlining findings of his study.

Appendix D - City Engineer's Department
report dated October 15, 1976,
of the Public Meeting.

Appendix E - City Clerk's correspondence
and questionnaire to residents.

Being a By-law to amend Traffic By-law 108-70 and to provide for designating one-way streets.

R. Dunlop
Registrar of Motor Vehicles

10
pursuant to the provisions of
The Highway Traffic Act.
GORDON CARTON

The Council of the Corporation of the Township of Chinguacousy HEREBY ENACTS as follows:

1. That By-law No. 108-70 being a By-law to consolidate Traffic By-laws be amended by inserting after Section 15 "Storing of Vehicles", the following:

PART V - A

DESIGNATED ONE-WAY STREETS

15(a) The Highways set out in Column 1 of Schedule "A" to this By-law between the limits set out in Column 2 of the said Schedule are hereby designated for one-way traffic only in the direction set out in Column 3 of the said Schedule.

15(b) Each designation made by Section 15(a) shall be effective upon the erection of official signs.

2. Schedule "A" attached hereto is hereby declared to form part of this By-law.

3. The provisions of this By-law shall not become effective until approved by the Ministry of Transportation and Communication.

ENACTED AND PASSED this 21st day of August 1972.

Robert C. Williams
ROBERT C. WILLIAMS, Reeve

Kenneth R. Richardson
KENNETH R. RICHARDSON, Clerk

TOWNSHIP OF CHINGUACOUSY									
CLERK									
TREASURER									
ENGINEER									
PLANNER									
SOLICITOR									
PARKS & RECREATION									
FIRE									
POLICE									
COMMITTEE									
MANAGER									

CERTIFIED A TRUE COPY
CLERK *Kenneth R. Richardson*
CORPORATION OF THE
TOWNSHIP OF CHINGUACOUSY

SCHEDULE "A"

COLUMN 1.

COLUMN 2

COLUMN 3

Highway

Between

Direction of Traffic

Braemar Drive

A point 255 feet south of the southerly limit of Clark Boulevard and a point 305 feet south of the southerly limit of Clark Boulevard

Northbound

Intersection of Central Park Drive and Clark Boulevard

The southerly limit of the median constructed within Clark Boulevard and the northerly limit of said median

Northbound

THE CORPORATION OF THE TOWNSHIP OF CHINGUACOUSY

CITIZEN'S ADVISORY COMMITTEE

Moved by: BRIAN HOOD

WARD 8

APPENDIX "B"

Seconded by: [Signature]

Date SEPT 4 19 75

That THIS CAC COMMITTEE ACCEPT AND RECOMMEND TO COUNCIL, THAT STOP SIGNS BE INSTALLED ON BRAETAR DRIVE (AS PER THE ATTACHED PETITION) WITHOUT DELAY, AT THE LOCATIONS INDICATED ON THE PETITION.

THE URGENCY OF THIS REQUEST IS OF PRIME CONCERN TO ALL RESIDENTS OF THE STREET.

CHAIRMAN: [Signature]

RECORDED VOTE

YEA 4

NAY 2 abstain

AUGUST 14, 1975.

M B Collins 67 Braemar Dr -

J B Reynolds 61 Braemar Dr.

MR. L. EDWARDS,
CHAIRMAN,
WARD 8 CITIZENS ADVISORY COMMITTEE,
BRAMALEA, ONTARIO

~~NO OPINION 13 BRAEMAR DR~~

J. Q. Collins

37 BRAEMAR DR

DEAR MR. EDWARDS:

THE UNDESIGNED RESIDENTS OF BRAEMAR DRIVE, HEREBY REQUEST THE WARD 8
CITIZENS ADVISORY COMMITTEE, TO RECOMMEND THE ADOPTION OF A SPEED CONTROL
MECHANISM ON BRAEMAR DRIVE, IN THE FORM OF THREE WAY STOP SIGNS. THESE
SIGNS WILL BE APPROPRIATELY LOCATED AT THE NORTH INTERSECTION OF BRAEMAR
DRIVE AND BEECHWOOD CRES. AND THE INTERSECTION AT THE SOUTH END OF BURNHAM
CRES. AND BRAEMAR DRIVE. IT IS FELT THAT THE ADOPTION OF THESE STOP SIGNS
WILL ALLEVIATE THE PROBLEM OF EXCESSIVE SPEEDING ON THE STREET AND HOLD THE
TRAFFIC DOWN TO THE 30 MPH LIMIT AS POSTED.

M. Connors 26 BRAEMAR DRIVE

<u>NAME</u>	<u>ADDRESS</u>	
M. J. McRae	63 Braemar Drive	
S. Turcotte	59 Braemar Dr	Stan Curish
J. B. CRAIG	58 " "	J. B. Craig
Mrs. C. Holmes	53 " "	J. Holmes
Mrs. J. M. G. Brown	51 Braemar Dr.	
H. Collett	49 Braemar Dr	W. Collett
A. J. Graham	41 Braemar Dr.	A. J. GRAHAM
K. I. Spencer	35 Braemar Dr.	
	21 Braemar Dr.	
	15 Braemar Drive	
Grace Walsh	12 Braemar Dr.	in part of Curish 43 Braemar Dr.
G. I. Brown	16, Braemar Dr.	
C. K. Truffer	17 Braemar Dr.	
	23 Braemar Dr.	

125 BRAEMAR DR

Roy Tuttle
29 Braemar Dr

Ellen Wood
50 Braemar Dr

~~28~~ X NO. OPINION

W. Piemen
70 Braemar Dr.

33 BRAEMAR DR G.M. Skimin W.E. Guelle
27 BRAEMAR DR

Mr. William Jurett
45 Braemar Dr

Karen Syder
52 Braemar Dr.
Bramalea, Ont.

Margaret Gassels
57 Braemar Dr
Bramalea
Ont.
L6K 2L5

Ed Doshin
47 BRAEMAR

Gordon Anderson
60 Braemar Dr.
Bramalea

Chapman
47 Braemar

Karen Smith
54 Braemar Dr.
Bramalea

Bruce Bradley
38 Braemar Dr.

Norma Mackay
39 Braemar Dr
Bramalea Ont

Nina Papst
20 BRAEMAR DR

Gordon T. Weller
56 Braemar Dr.
Bramalea Ont

John Mack
19 Braemar Dr.

Jack Braig 58 Braemar

ERIC COLLETT 49 BRAEMAR DR.

STAN DURISH 59 BRAEMAR DR.

GORDON ANDERSON 60 BRAEMAR DR.

BARRY REYNOLDS 61 BRAEMAR DR.

ALEX GRAHAM 41 BRAEMAR DR.

with McCue

steer

J. Curran

September 23rd, 1975

R. D. Tufts

Three Way Stops - File PW4.

The following recommendation contained in General Committee Report No. 13-73, Item No. 459, respecting Three Way Stop Signs on Braemar Drive, was approved by City Council at its meeting held on September 22nd, 1975.

- "(a) That two Three Way Stop Signs be erected on Braemar Drive at locations as indicated in the petition of residents dated August 27th, 1975 and the appropriate amending by-law be presented to Council.
- (b) That staff initiate a study and prepare a comprehensive report for Council on traffic patterns and control and present any alternatives to improving the existing condition in the general area of Dixie Road, Clark Blvd., Salmoral Drive and Bramalea Road and more specifically the location of Braemar Drive and Clark Blvd."

With respect to Clause (a), I would appreciate receiving the necessary material in order that the amending by-law may be presented to Council.

R. D. Tufts,
Clerk's Assistant

c.c. D. Minaker

RDT:eac

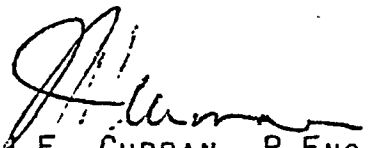
THE CORPORATION OF THE CITY OF BRAMPTON
INTER OFFICE MEMORANDUM

H
PW 4.10-75

To MR. K.R. RICHARDSON
From MR. J.F. CURRAN

Date SEPTEMBER 3RD, 1976
Subject BRAEMAR DRIVE - TRAFFIC STUDY
OUR FILE: T-13

PLEASE FIND HERewith COPY OF REPORT BY MR. D.B. MINAKER,
TRAFFIC Co-ORDINATOR, FOR YOUR INFORMATION.


J.F. CURRAN, P.ENG.
CITY ENGINEER

DBM:LM
c.c. MR. J. GALWAY

ATTACHED

H5-1

THE CORPORATION OF THE CITY OF BRAMPTON
ENGINEERING DEPARTMENT
REPORT TO COUNCIL
ON
BRAEMAR DRIVE - TRAFFIC STUDY

ORIGIN :

ON NOVEMBER 24TH, 1975, COUNCIL ENDORSED AN ENGINEERING STUDY PROCEDURE RELATING TO TRAFFIC CONDITIONS ON BRAEMAR DRIVE AND BROOKLAND DRIVE.

THIS STUDY WAS DESIGNED TO ASSESS THE IMPACT UPON TRAFFIC VOLUME, THROUGH MOVEMENT, SPEED, AND DIRECTIONAL FLOW, RESULTING FROM THE IMPOSITION AND/OR REMOVAL OF CERTAIN TRAFFIC CONTROLS ON BRAEMAR DRIVE. SPECIFICALLY THIS ENTAILED (1) THE INSTALLATION AND SUBSEQUENT REMOVAL OF TWO "THREE WAY STOPS" - AT BRAEMAR DRIVE AND BEECHWOOD CRESCENT (NORTH LEG) AND AT BRAEMAR DRIVE AND BURNHAM CRESCENT (SOUTH LEG) (2) THE REMOVAL AND SUBSEQUENT REPLACEMENT IN A TEMPORARY CONDITION OF THE "ONE WAY NORTHBOUND" TRAFFIC ISLAND SITUATED ON BRAEMAR DR. IMMEDIATELY NORTH OF BROOKLAND DRIVE.

THE FOLLOWING SCHEDULE WILL SERVE TO OUTLINE THE STUDY PROCEDURE AND TIMING. DURING EACH SUCCESSIVE PHASE I TO IV, TRAFFIC DATA HAS BEEN COLLECTED BY MEANS OF MECHANICAL TRAFFIC COUNTER, MANUAL OBSERVATION, AND RADAR SPEED TIMER.

PHASE I - COLLECTION OF TRAFFIC DATA AS PER "BEFORE" CONDITIONS. ("ONE WAY NORTHBOUND" ISLAND IN PLACE) MECHANICAL COUNTS TAKEN IN SEPTEMBER 1975, MANUAL OBSERVATIONS CONDUCTED IN JANUARY 1976.

PHASE II - INSTALLATION OF THREE WAY STOP CONTROLS AT BRAEMAR DR. AND BEECHWOOD DRIVE (NORTH LEG), AND AT BRAEMAR DRIVE AND BURNHAM CRESCENT (SOUTH LEG) "ONE WAY" ISLAND RETAINED. THREE WAY "STOPS" INSTALLED JANUARY 19TH, 1976. MECHANICAL COUNTS TAKEN IN MARCH 1976. MANUAL OBSERVATIONS MADE IN MAY, 1976.

PHASE III - REMOVAL OF "ONE WAY" ISLAND; RETENTION OF THREE WAY "STOPS" - DATE OF REMOVAL MAY 17TH, 1976. MANUAL AND MECHANICAL COUNTS TAKEN IN JUNE 1976.

PHASE IV - REMOVAL OF THREE WAY "STOP" INSTALLATION AT BEECHWOOD CRESCENT AND AT BURNHAM CRESCENT. DATE OF REMOVAL JUNE 29TH, 1976. MECHANICAL COUNTS AND MANUAL OBSERVATIONS CARRIED OUT IN JULY 1976. FOLLOWING THIS PHASE THE "ONE WAY" ISLAND WAS REPLACED PENDING FINAL REPORT AND RESOLUTION.

IN ADDITION TO THE ABOVE PROCEDURE, COUNCIL HAD DIRECTED THAT, PRIOR TO FINALIZATION, A PUBLIC MEETING BE ARRANGED TO ALLOW INTERESTED RESIDENTS THE OPPORTUNITY TO REVIEW THE STUDY FINDINGS. THIS MEETING HAS BEEN SCHEDULED FOR SEPTEMBER 16TH, 1976, 8:00 P.M., AT THE LESTER B. PEARSON THEATRE.

DISCUSSION :

MECHANICAL TRAFFIC COUNT DATA

MECHANICAL TRAFFIC COUNTS HAVE BEEN CARRIED OUT AT SIX LOCATIONS WITHIN THE STUDY AREA AS SHOWN ON THE ATTACHED PLAN. THESE COUNTERS HAVE BEEN PLACED FOR A PERIOD OF AT LEAST SEVEN DAYS DURING EACH PHASE OF THE STUDY.

THE RESULTANT COUNTER OUTPUT IN EACH INSTANCE HAS BEEN EXAMINED FOR ANY INDICATIONS OF MALFUNCTIONS, VANDALISM, ETC. AND HAS BEEN COMPUTED AND RECORDED IN TERMS OF ANNUAL AVERAGE DAILY TRAFFIC (A.A.D.T.). TRAFFIC COUNTS, WHEN FACTORED TO A.A.D.T. VALUES, ALLOW FOR MORE MEANINGFUL COMPARISONS OF MONTH TO MONTH COUNTS, SINCE NORMAL MONTHLY TRAFFIC VARIATIONS CAN BE ACCOUNTED FOR AND BROUGHT TO A COMMON BASE.

CHART NUMBER I PROVIDES A SUMMARY OF EACH COUNT TAKEN DURING EACH PHASE OF THE STUDY.

H5-3

MANUAL OBSERVATIONS WERE CARRIED OUT IN ORDER TO ASSESS THE DEGREE OF "THROUGH" AS OPPOSED TO "LOCAL" TRAFFIC MOVEMENTS, INTERSECTIONAL TURNING MOVEMENTS, ETC.. THIS WAS ACCOMPLISHED BY MEANS OF A PERIMETER LICENCE PLATE CHECK OF ALL VEHICLES ENTERING AND LEAVING BOTH BRAEMAR DRIVE AND BROOKLAND DRIVE, AT BALMORAL DRIVE, AND AT THE "ONE WAY" ISLAND SITE. IN ADDITION PERTINENT INFORMATION WAS RECORDED PERTAINING TO CLARK HOUSE APARTMENT, AND BRIAR PATH TOWNHOUSE, TRAFFIC, AND "ONE WAY" VIOLATIONS AT THE TRAFFIC ISLAND.

THE HOURS CHOSEN FOR THESE MANUAL OBSERVATIONS WERE 7:30- 8:30 A.M., 11:00 A.M. - 12 NOON, 4:30-5:30 P.M., AND EITHER 7:00-9:00 P.M. OR 7:00-8:00 P.M.. THESE HOURS WERE CONSIDERED REPRESENTATIVE OF NORMAL A.M. PEAK P.M. PEAK, OFF PEAK AND SHOPPING PEAK HOURS, RESPECTIVELY. PARTIAL RESULTS OF THIS EFFORT ARE DOCUMENTED ON CHARTS 2 TO 5 INCLUSIVE.

SPEED EVALUATIONS CONDUCTED WITH THE AID OF A HIDDEN RADAR SPEED TIMER HAVE BEEN CARRIED OUT DURING EACH SEGMENT OF THE STUDY.

ANALYSIS :

MECHANICAL COUNTS

IT CAN BE SEEN, IN EXAMINING THE MECHANICAL COUNT DATA, THAT ON BRAEMAR DRIVE AND BROOKLAND DRIVE LITTLE DIFFERENTIATION HAS BEEN RECORDED BETWEEN DAILY FLOWS DURING PHASES I AND II. PHASE II ALTERED TRAFFIC CONTROL BY THE INTRODUCTION OF THE TWO THREE WAY "STOPS" ON BRAEMAR DRIVE. UNDERSTANDABLY THESE "STOP" INSTALLATIONS HAD BEEN EXPECTED TO EFFECT A SHIFT OF A PORTION OF THE EXISTING "THROUGH" NORTHBOUND TRAFFIC FROM BRAEMAR DRIVE ONTO BROOKLAND DRIVE - WHICH MAY AT THIS POINT HAVE BEEN CONSIDERED THE PATH OF LEAST RESISTANCE BY MOTORISTS APPROACHING FROM THE EAST.

IN FACT THE MANUAL HOURLY STUDIES DID INDICATE A HIGHER "THROUGH" TRAFFIC PERCENTAGE ON BROOKLAND DRIVE DURING PHASE II AS COMPARED WITH PHASE I, AND CONVERSELY A LOWER PERCENTAGE FOR BRAEMAR DRIVE. IT IS APPARENT, HOWEVER, THAT THIS SHIFT WAS NOT OF SUFFICIENT MAGNITUDE TO SIGNIFICANTLY AFFECT THE DAILY TOTAL.

THE TWO COUNT STATIONS LOCATED ON BRAEMAR DRIVE AT THE "ONE WAY" ISLAND; AND IMMEDIATELY SOUTH OF CLARK BLVD., DIFFER DURING PHASES I AND II BY APPROXIMATELY 700 TO 800 VEHICLES PER DAY. THIS DIFFERENCE IS DIRECTLY ATTRIBUTABLE TO THE EXISTANCE IN THIS SECTION OF THE CLARK HOUSE APARTMENT ACCESS AND THE BRIAR PATH TOWNHOUSE EXIT.

IT IS NOTED THAT FOR BOTH PHASE I AND PHASE II OF THIS STUDY, THE DAILY TRAFFIC VOLUME ON BROOKLAND DRIVE HAS DECLINED IN VALUE AS THE COUNT STATIONS PROGRESS NORTHERLY. THIS, OF COURSE, IS PARTIALLY DUE TO THE LIMITED ONE WAY NORTHBOUND ASPECT OF THE TRAFFIC ISLAND ON BRAEMAR DRIVE, THUS FORCING MANY MORE VEHICLE TRIPS VIA BALMORAL DRIVE. ALSO, SINCE WORK TRIPS ARE BASICALLY ORIENTATED TO THE SOUTH AND EAST, (METRO TORONTO, MISSISSAUGA, SOUTHERN BRAMPTON, ETC.) A NORMALLY HIGHER COUNT WOULD BE EXPECTED NEARER THE SOUTHERLY END OF BROOKLAND DRIVE EVEN ASSUMING THE REMOVAL OF THE "ONE WAY" ISLAND, AND THEREFORE FREE ACCESS TO CLARK BOULEVARD. THIS, IN FACT, HAS BEEN DEMONSTRATED DURING PHASE III AND IV.

TRAFFIC VOLUMES REPRESENTING CONDITIONS INCURRED AFTER THE ISLAND REMOVAL ARE RECORDED ON CHART NUMBER 1, COLUMNS HEADED PHASE II AND PHASE IV.

THIS REMOVAL HAS EFFECTED A SUBSTANTIAL INCREASE IN TRAFFIC FLOWS ON BRAEMAR DRIVE BETWEEN BROOKLAND DRIVE AND CLARK BOULEVARD, AS IS EVIDENCED BY COUNT STATIONS No. 1 AND No. 2. DAILY VOLUMES HAVE INCREASED BY APPROXIMATELY 1,200 - 1,300 VEHICLES PER DAY AT BOTH STATIONS AS A RESULT OF THE NEWLY PERMITTED SOUTHBOUND MOVEMENT INTO THE RESIDENTIAL AREA.

H5-5

IT IS NOTEWORTHY TO MENTION HOWEVER THAT THE COUNT ON BRAEMAR DRIVE NORTH OF BALMORAL DRIVE HAS CHANGED VERY LITTLE AS A RESULT OF THE ISLAND REMOVAL. THE ISLAND REMOVAL HAS OBVIOUSLY ALLOWED "THROUGH" AND LOCAL SOUTHBOUND TRAFFIC TO ENTER VIA CLARK BOULEVARD. WHILE THE "THROUGH" MOVEMENT WOULD EFFECT AN INCREASE AT ALL COUNT STATIONS ON BRAEMAR DRIVE, THE LOCAL INTERNAL TRAFFIC WOULD SHOW A GREATER TENDENCY TOWARD BALANCE THROUGHOUT THE LENGTH OF THE STREET SINCE FREEDOM TO ENTER AND LEAVE WOULD NOW BE POSSIBLE VIA BOTH BALMORAL DRIVE AND CLARK BOULEVARD, WHEREAS PREVIOUSLY, THE SOUTHERN OUTLET OF BRAEMAR DRIVE, AS WAS THE CASE WITH BALMORAL DRIVE, WOULD HAVE ACCOMMODATED THE MAJORITY OF THE LOCAL TRIPS. IT WOULD APPEAR, THEREFORE, THAT THE NEW "THROUGH" SOUTHBOUND MOVEMENT HAS BEEN BALANCED BY THE READJUSTED LOCAL FLOW PATTERN TO YIELD AN UNCHANGED DAILY TOTAL FOR BRAEMAR DRIVE AT BALMORAL DRIVE (STATION No. 3).

THE THREE COUNT STATIONS ON BROOKLAND DRIVE HAVE, AS A RESULT OF THE ISLAND REMOVAL, BECOME CONSIDERABLY MORE BALANCED IN TERMS OF DAILY TRAFFIC TOTALS, WITH A TENDENCY STILL TOWARD HIGHER VOLUMES IN THE SOUTHERLY PORTION.

MANUAL OBSERVATIONS :

MANUAL STUDIES OF "THROUGH" VS "LOCAL" TRAFFIC, DIRECTIONAL TURNING MOVEMENTS ETC. HAVE PROMPTED THE FOLLOWING COMMENTS AND OBSERVATIONS. (DETAILED CALCULATIONS FOR EACH HOUR OF EACH STUDY PHASE ARE ATTACHED AND MARKED CHART 2 TO CHART 5 INCLUSIVE.)

"THROUGH" TRAFFIC PERCENTAGES ON BROOKLAND DRIVE AND BRAEMAR DRIVE THROUGHOUT THE FOUR STUDY PHASES ARE SUMMARIZED AS FOLLOWS :

...6/...

PERIOD	BRAEMAR DRIVE		BROOKLAND DRIVE	
	THROUGH NORTHBOUND TRAFFIC	THROUGH SOUTHBOUND TRAFFIC	THROUGH NORTHBOUND TRAFFIC	THROUGH SOUTHBOUND TRAFFIC
PHASE I	26%	-	7%	-
PHASE II	20%	-	13%	-
PHASE III	33%	31%	22%	14%
PHASE IV	30%	39%	12%	7%

DURING THE HOURS STUDIED, THESE FIGURES REPRESENT THE TOTAL NUMBER OF MOTORISTS OBSERVED PASSING COMPLETELY THROUGH THE STUDY AREA HAVING BOTH TRIP ORIGIN AND DESTINATION TOTALLY OUTSIDE OF THE AREA. FOR THIS SURVEY CLARK HOUSE AND BRIAR PATH TRAFFIC HAVE BEEN CONSIDERED "THROUGH". THIS "THROUGH" TOTAL HAS THEN BEEN EXPRESSED AS A PERCENTAGE OF THE TOTAL RECORDED TRAFFIC ENTERING AND LEAVING IN THE STATED DIRECTION. SOUTHBOUND "THROUGH" TRAFFIC WAS OF COURSE, NOT SURVEYED DURING PHASE I AND II.

THESE RESULTS HAVE INDICATED A NORTHBOUND "THROUGH" TRAFFIC PERCENTAGE VARYING FROM 20% TO 33% FOR BRAEMAR DRIVE AND FROM 7% TO 22% FOR BROOKLAND DRIVE. SOUTHBOUND "THROUGH" MOVEMENTS OBSERVED ONLY AFTER THE ISLAND REMOVAL, VARIED BETWEEN 31% AND 39% FOR BRAEMAR DRIVE, AND BETWEEN 7% AND 14% FOR BROOKLAND DRIVE.

IN COMBINING BOTH DIRECTIONS TO OBTAIN COMPOSITE PERCENTAGES FOR EACH PHASE, FOR EACH STREET, WE FIND :-

PERCENT "THROUGH" TRAFFIC

	BRAEMAR DRIVE	BROOKLAND DRIVE
PHASE I	19%	8%
PHASE II	14%	9%
PHASE III	32%	18%
PHASE IV	35%	10%

THE EFFECT OF CLARK HOUSE AND BRIAR PATH TRAFFIC UPON THE SECTION OF BRAEMAR DRIVE SOUTH OF THE ISLAND LOCATION, AND ON ALL OF BROOKLAND DRIVE, HAS BEEN TABULATED AND IS NOTED UPON THE APPROPRIATE ATTACHED CHART. ONLY SOUTHBOUND TRAFFIC EMANATING FROM BRIAR PATH WAS OBSERVED SINCE THEIR "ONE WAY" DRIVEWAY DESIGNATION PROVIDES ONLY FOR EGRESS ONTO BRAEMAR DRIVE. INGRESS IS VIA CLARK BOULEVARD AND WAS THEREFORE, BEYOND THE LIMIT OF OBSERVATION.

GENERALLY IT HAS BEEN DETERMINED THAT TRAFFIC EITHER ORIGINATING AT, OR DESTINED FOR CLARK HOUSE, IS RESPONSIBLE FOR APPROXIMATELY 15% OF THE "THROUGH" AND 4% OF THE TOTAL TRAFFIC ON BRAEMAR DRIVE. FOR BROOKLAND DRIVE THE RESPECTIVE PERCENTAGES ARE 7% AND 1%.

BRIAR PATH TRAFFIC, SURVEYED ONLY DURING PHASES III AND IV, AND ONLY IN A SOUTHBOUND DIRECTION, AS PREVIOUSLY MENTIONED, ACCOUNTED FOR ABOUT 7% OF "THROUGH" AND 3% OF TOTAL BRAEMAR DRIVE TRAFFIC. FOR BROOKLAND DRIVE THE RESPECTIVE PERCENTAGES ARE 3% AND LESS THAN 1%.

DURING THE COURSE OF THIS STUDY, TURNING MOVEMENTS WERE FROM TIME TO TIME RECORDED AT BRAEMAR DRIVE AND BALMORAL DRIVE, BRAEMAR DRIVE AND CLARK BOULEVARD, BRAEMAR DRIVE AND BROOKLAND DR., AND BROOKLAND DRIVE AND BALMORAL DRIVE.

A PARTIAL SUMMARY OF THESE OBSERVATIONS INDICATING THE DIRECTIONAL TRAVEL OF "THROUGH" MOTORISTS DURING PHASE I AND PHASE III IS INCLUDED ON CHARTS 2 AND 3. THESE INDICATE CLEARLY THAT THE MOST FREQUENTLY USED PATH OF TRAVEL IS WESTBOUND BALMORAL DRIVE TO NORTHBOUND BRAEMAR DRIVE OR BROOKLAND DRIVE TO EASTBOUND CLARK BLVD.. THE SECOND MOST UTILIZED PATH IS EASTBOUND BALMORAL DRIVE TO NORTHBOUND BRAEMAR DRIVE OR BROOKLAND DRIVE TO EASTBOUND CLARK BLVD..

WHILE "THROUGH" DIRECTIONAL MOVEMENTS WERE NOT FULLY TABULATED DURING PHASES III AND IV, INCLUDING THOSE GENERATED SOUTHBOUND BY THE REMOVAL OF THE ISLAND CONTROL, IT REMAINS CERTAIN THAT THE PREDOMINATE "THROUGH" FLOWS IN BOTH DIRECTIONS ARE AS PREVIOUSLY NOTED.

VIOLATIONS WERE IN EVIDENCE RELATING TO THE WRONG WAY USAGE OF THE "ONE WAY" NORTHBOUND SECTION. THESE VIOLATIONS AMOUNTED TO 13 DURING TEN HOURS OF OBSERVATION DURING PHASES I AND II.

SPEED EVALUATIONS AND THREE WAY "STOP" WARRANTS :

DURING THE COURSE OF THIS STUDY, SAMPLINGS OF VEHICULAR TRAVEL SPEEDS HAVE BEEN OBTAINED WITH THE AID OF A CONCEALED RADAR DEVICE.

RESULTS OF THESE SPOT SPEED STUDIES HAVE INDICATED THAT PREVAILING VEHICULAR SPEEDS ON BRAEMAR DRIVE AND BROOKLAND DRIVE ARE ABOUT AVERAGE FOR ROADWAYS OF SIMILAR PHYSICAL PROPERTIES AND FUNCTIONAL USE.

THIS IS NOT TO SAY THAT SPEEDS IN EXCESS OF THE STATUTORY LIMIT OF 30 M.P.H. WERE NOT RECORDED, NOR THAT THERE WOULD BE NO DESIRE FOR SELECTIVE POLICE ENFORCEMENT. INDICATIONS ARE, HOWEVER, THAT BY FAR THE MAJORITY OF MOTORISTS (APPROXIMATELY 85%) ARE OPERATING THEIR VEHICLES IN A SAFE AND REASONABLE MANNER HAVING REGARD FOR PREVAILING CONDITIONS.

THE EFFECT OF "STOP" SIGNS UPON VEHICULAR SPEEDS PRODUCES A MIXED RESULT. CERTAINLY TRAVEL SPEEDS MUST DECLINE IN THE IMMEDIATE AREA OF THE "STOP" CONTROLS, HOWEVER, IT HAS BEEN DETERMINED, THROUGH STUDY OF MANY SPEED CONTROL "STOP" INSTALLATIONS, THAT THE EFFECTIVE ZONE OF INFLUENCE IS ONLY APPROXIMATELY 100 FEET EITHER SIDE OF THE DEVICE. SPEED STUDIES CONDUCTED MIDWAY BETWEEN TWO "STOP" SIGNS SPACED 500 FEET APART HAVE YIELDED SPEED DISTRIBUTION RESULTS IDENTICAL TO THOSE PREVIOUSLY OBTAINED PRIOR TO THE "STOP" ERECTIONS.

TO OFFSET THE LIMITED "GOOD" EFFECT OF "STOP" SIGNS INSTALLED PRINCIPALLY FOR SPEED CONTROL PURPOSES, WE FIND DISADVANTAGES IN THE AREAS OF INCREASED NOISE, (RAPID BRAKING AND ACCELERATIONS) AIR POLLUTION AND FUEL USAGE. PERHAPS MOST IMPORTANT IS THE RESULTANT ANNOYANCE AND FRUSTRATION ON THE PART OF MOTORISTS WHEN CONFRONTED WITH AN OBVIOUSLY UNWARRANTED "STOP" SIGN. THIS OFTEN RESULTS IN INCREASED SPEED ON THE REMAINING PORTION OF THE STREET, AND MOST CERTAINLY BREEDS DISRESPECT FOR "STOP" SIGNS AND TRAFFIC CONTROL DEVICES IN GENERAL.

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ENGINEERING WARRANTS FOR ALL WAY "STOP" CONTROLS ARE ESTABLISHED, AND ARE PRIMARILY DEPENDENT UPON CRITERIA RELATING TO APPROACH VOLUMES, INTERSECTIONAL DELAY AND ACCIDENT EXPERIENCE. PREVAILING SPEED IS TAKEN INTO ACCOUNT ONLY AS IT AFFECTS PERCEPTION-REACTION TIME FOR MOTORISTS ENTERING THE "THROUGH" ROADWAY FROM THE MINOR STREET.

THE INTERSECTIONS OF BRAEMAR DRIVE AND BEECHWOOD CRESCENT, (NORTHERLY INTERSECTION) AND BRAEMAR DRIVE AND BURNHAM CRESCENT, (SOUTHERLY INTERSECTION) THE SITES OF THE THREE WAY "STOPS" FOR PHASES II AND III OF THIS STUDY, HAVE NOT MET THE ENGINEERING WARRANTS FOR ALL WAY "STOP" CONTROL. FURTHER, IT HAS BEEN DETERMINED THAT NONE OF THE REMAINING INTERSECTIONS ON EITHER BRAEMAR DRIVE OR BROOKLAND DRIVE ARE PRESENTLY CANDIDATES FOR SUCH TREATMENT.

CONCLUSIONS AND ALTERNATIVES :

CONCLUSIONS MAY BE DRAWN BY RELATING THE ACCUMULATED TRAFFIC DATA FOR BRAEMAR DRIVE AND BROOKLAND DRIVE TO THE FUNCTIONAL USAGE AND PHYSICAL NATURE OF EACH ROADWAY.

IN THE CASE OF BRAEMAR DRIVE WHICH SERVES AS A DIRECT CONNECTING LINK BETWEEN TWO MAJOR COLLECTOR FACILITIES (BALMORAL DRIVE AND CLARK BOULEVARD) IT CAN BE CONCLUDED THAT TRAFFIC FLOWS OF 1,500 TO 3,000 VEHICLES PER DAY ARE WELL WITHIN THE OPERATIONAL CAPABILITIES OF THE ROADWAY: A "THROUGH" TRAFFIC PERCENTAGE OF 30% - 35% IS NOT EXCESSIVE: AND PREVAILING SPEED DATA IS NOT ALARMING.

ACTUALLY, WITH THE TRAFFIC ISLAND REMOVED AND FREE FLOW POSSIBLE, AS DURING PHASES III AND IV, TRAFFIC FLOWS ONLY EXCEEDED 2,000 VEHICLES PER DAY IN THE SECTION BETWEEN BROOKLAND DRIVE AND CLARK BOULEVARD. FLOWS IN THIS PORTION, OF COURSE, ARE INFLATED DUE TO THE ADDITION OF BROOKLAND DRIVE, CLARK HOUSE, AND BRIAR PATH TRAFFIC. BETWEEN BROOKLAND DRIVE AND BALMORAL DRIVE, TRAFFIC VOLUMES APPEAR TO HAVE STABILIZED IN THE 1,500 TO 1,700 VEHICLES PER DAY RANGE.

...10/...

BROOKLAND DRIVE IS SEEN TO FUNCTION BASICALLY AS A LOCAL ROADWAY WITH PRIMARY USAGE CONFINED TO LAND ACCESS. THE RESULTANT TRAFFIC VOLUMES ARE AN INDICATION OF THIS USAGE, AND ARE OF ACCEPTABLE VALUES.

FOR COMPARISON PURPOSES, THE FOLLOWING IS A LISTING OF ROADWAYS AND THEIR RESPECTIVE DAILY TRAFFIC VOLUME, ALL WITHIN CITY JURISDICTIONS, RANGING FROM "ARTERIAL" TO "LOCAL" IN FUNCTIONAL CLASSIFICATIONS.

QUEEN STREET EAST	-	28,300	VEHICLES PER DAY
KENNEDY ROAD SOUTH	-	20,500	" " "
BRAMALEA ROAD AT ORENDA ROAD	-	15,500	" " "
BRAMALEA ROAD NORTH OF HIGHWAY 7	-	9,050	" " "
CLARENCE STREET	-	8,500	" " "
CLARK BOULEVARD EAST OF DIXIE ROAD	-	6,370	" " "
BALMORAL DRIVE EAST OF DIXIE ROAD	-	5,600	" " "
AVONDALE BLVD. SOUTH OF BALMORAL	-	3,900	" " "
HAROLD STREET	-	3,900	" " "
EASTBOURNE DRIVE	-	3,500	" " "
FOLKSTONE CRES. NORTH OF CLARK	-	2,800	" " "
BARTLEY BULL PARKWAY	-	2,450	" " "
MILL STREET	-	2,100	" " "
CORNWALL ROAD	-	1,900	" " "
CRAWLEY DRIVE NORTH OF BALMORAL	-	1,880	" " "
CLOVERDALE DR. NORTH OF BALMORAL	-	1,700	" " "
MEADOWLAND ROAD	-	1,600	" " "
DUNCAN BULL PARKWAY	-	1,050	" " "
ELLIOTT STREET	-	900	" " "
EDWIN DRIVE	-	500	" " "
ALEXANDRIA CRESCENT	-	270	" " "

MANY SUGGESTIONS HAVE BEEN ADVANCED AS ALTERNATIVES TO THE EXISTING TRAFFIC ISLAND PLACEMENT. THESE HAVE RANGED FROM TOTAL CLOSURE OF BRAEMAR DRIVE AT THE PRESENT ISLAND SITE, TO THE RESTRICTION OF WESTBOUND TO SOUTHBOUND LEFT TURNS AT CLARK BOULEVARD AND BRAEMAR DRIVE, TO VARIOUS COMBINATIONS OF "ONE WAY" TREATMENT AND THREE WAY "STOP" INSTALLATIONS AT SELECTED LOCATIONS ON BRAEMAR DRIVE AND BROOKLAND DRIVE.

H5-11

ALL ALTERNATIVES, ASIDE FROM THE COMPLETE OPENING OF BRAEMAR DRIVE, SERVE TO IMPEDE OR REDIRECT VEHICULAR TRAFFIC EITHER WITHIN, OR ON THE PERIMETER, OF THE STUDY AREA.

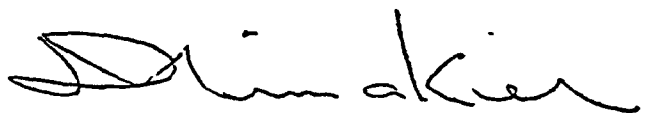
THE ENGINEERING DEPARTMENT CAN FIND NO TECHNICAL BASIS FOR RECOMMENDING CONTINUANCE OF THE PRESENT "ONE WAY" SITUATION, NOR CAN IT ENDORSE ANY ALTERNATIVE SCHEMES FOR REDIRECTION OR RESTRICTION OF TRAFFIC ON BRAEMAR DRIVE OR BROOKLAND DRIVE, AS THEY WOULD PERTAIN TO STANDARD ENGINEERING WARRANT CRITERIA. THIS WOULD INCLUDE "STOP" SIGN ERECTIONS, TURN PROHIBITIONS, "ONE WAY" DESIGNATIONS, ETC..

THE DEPARTMENT WOULD HOWEVER, INTEND TO CARRY OUT NORMAL SURVEILLANCE AND MONITORING OF TRAFFIC IN THIS AREA AS RESOURCES AND TIME IS AVAILABLE, IN ORDER TO KEEP ABREAST OF ANY CHANGES IN TRAFFIC FLOW CHARACTERISTICS. RECOMMENDATIONS FOR FUTURE REMEDIAL MEASURES, WOULD BE ADVANCED AS DETERMINED NECESSARY BY ENGINEERING STUDY.

RESPECTFULLY SUBMITTED,



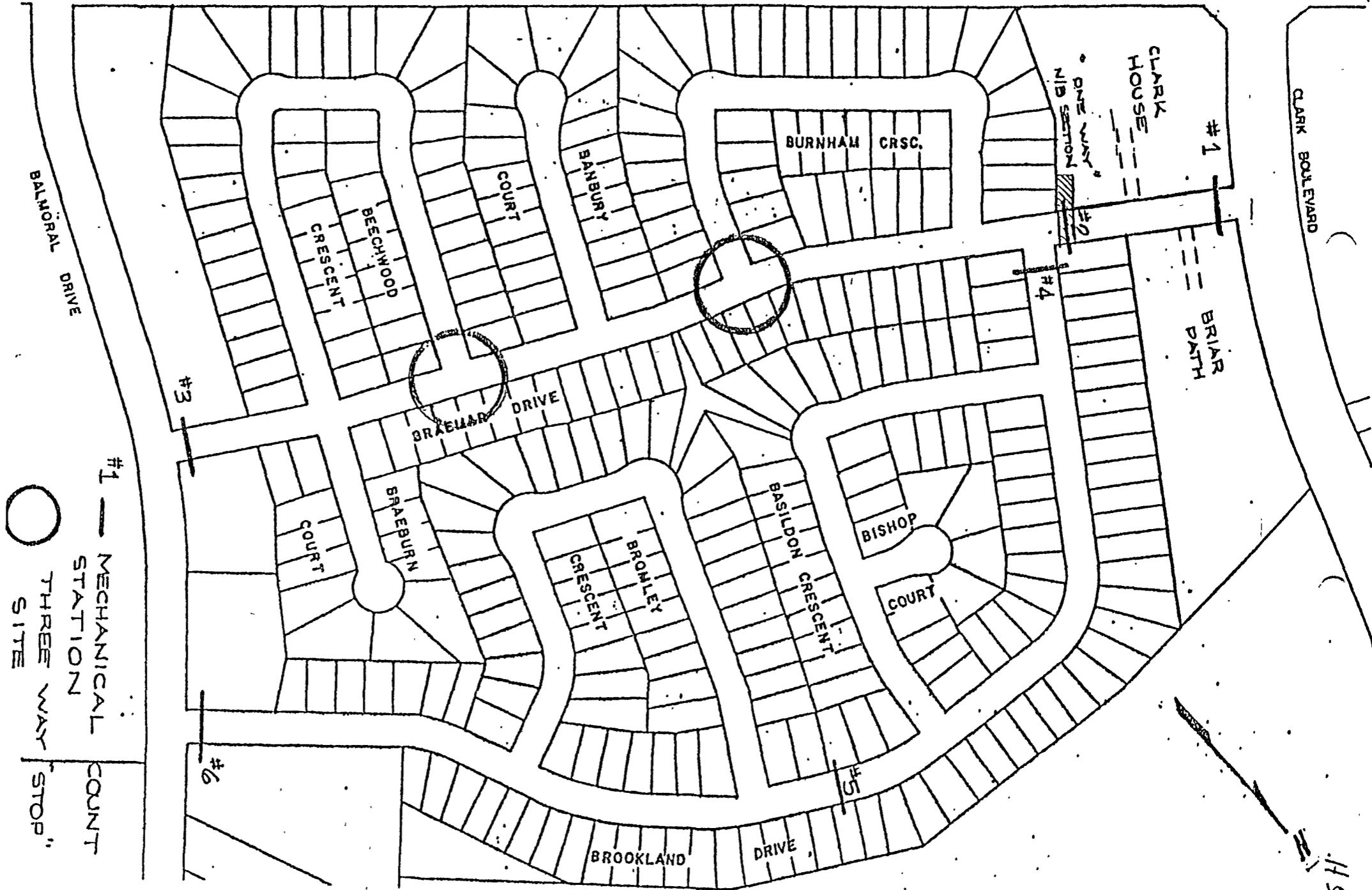
AGREED: J.F. CURRAN, P.ENG.
CITY ENGINEER



D.B. MINAKER,
TRAFFIC CO-ORDINATOR

*Noted
Curran
CAO*

DIXIE ROAD



#1 — MECHANICAL STATION
 ○ THREE WAY STOP

CLARK BOULEVARD

BRIAR PATH

CLARK HOUSE

BURNHAM CRSC.

BANBURY COURT

BECHWOOD CRESCENT

BRAEMAR DRIVE

COURT

SRAEBURN

BROMLEY CRESCENT

BASILDON CRESCENT

BISHOP COURT

BROOKLAND DRIVE

BALMORAL DRIVE

115

H5-13

BRAEMAR DRIVE STUDY
MECHANICAL COUNT SUMMARY

- TWO WAY TOTAL TRAFFIC FACTORED TO REPRESENT ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS.
- TRANSIT VEHICLES EXCLUDED.

COUNT STATION	PHASE I (V.P.D.)	PHASE II (V.P.D.)	PHASE III (V.P.D.)	PHASE IV (V.P.D.)
1 BRAEMAR DR. S. OF MARK BLVD.	1,720	1,770	3,000	2,690
2 BRAEMAR DRIVE AT ONE WAY	1,010	950	2,250	2,170
3 BRAEMAR DRIVE NORTH OF LMORAL DRIVE	1,680	1,440	1,570	1,500
4 OAKLAND DRIVE EAST OF BRAEMAR DRIVE	680	630	1,090	730
5 OAKLAND DRIVE SOUTH OF SILDON CRESCENT	710	-	1,140	800
6 OAKLAND DRIVE NORTH OF LMORAL DRIVE	1,380	1,290	1,240	980

PHASE I - "ONE WAY" ISLAND IN PLACE

PHASE II - "ONE WAY" ISLAND IN PLACE, THREE WAY "STOPS" IN PLACE

PHASE III - "ONE WAY" ISLAND REMOVED, THREE WAY "STOPS" IN PLACE

PHASE IV - "ONE WAY" ISLAND REMOVED, THREE WAY "STOPS" REMOVED

PHASE I
NORTHBOUND TRAFFIC

175-14

PERIOD	BRAEMAR DRIVE			BROOKLAND DRIVE		
	TOTAL TRAFFIC	LOCAL	THROUGH	TOTAL TRAFFIC	LOCAL	THROUGH
7:30-8:30 AM	58	44 (76%)	14 (24%)	46	44 (96%)	2 (4%)
8:30-12 NOON	27	17 (63%)	10 (37%)	25	19 (76%)	6 (24%)
12:30-5:30 PM	150	112 (75%)	38 (25%)	102	98 (96%)	4 (4%)
5:30-9:00 PM	190	142 (75%)	48 (25%)	154	143 (93%)	11 (7%)
TOTALS	425	315 (74%)	110 (26%)	327	304 (93%)	23 (7%)

CLARK HOUSE TRAFFIC

VIA BRAEMAR DRIVE = 16 OR 15% OF "THROUGH" AND 4% OF TOTAL TRAFFIC
 VIA BROOKLAND DR. = 2 OR 9% OF "THROUGH" AND 1% OF TOTAL TRAFFIC

BRAEMAR DRIVE NORTHBOUND "THROUGH"
 TRAFFIC MOVEMENTS (BALMORAL DR. TO BRAEMAR DR. TO CLARK BLVD.)

PERIOD	DIRECTION OF TRAVEL				CLARK HOUSE
	W/B-N/B-E/B	W/B-N/B-W/B	E/B-N/B-W/B	E/B-N/B-E/B	
7:30-8:30 AM	8	4	0	2	0
8:30-12 NOON	4	0	0	3	3
12:30-5:30 PM	17	3	1	9	8
5:30-9:00 PM	21	0	2	20	5
TOTALS	50	7	3	34	16

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H5-15

- 2 -

BROOKLAND DRIVE NORTHBOUND "THROUGH" TRAFFIC MOVEMENTS
(BALMORAL DR. TO BROOKLAND DR. TO BRAEMAR DR. TO CLARK BLVD.)

PERIOD	DIRECTION OF TRAVEL				CLARK HOUSE
	W/B-N/B-E/B	W/B-N/B-W/B	E/B-N/B-W/B	E/B-N/B-E/B	
8:30 AM	1	0	1	0	0
AM-12 NOON	4	0	0	1	1
1:30-5:30 PM	2	1	0	1	0
6:00-9:00 PM	7	1	0	2	1
TOTALS	14	2	1	4	2

H5-17

BROOKLAND DRIVE NORTHBOUND "THROUGH" TRAFFIC MOVEMENTS
 (BALMORAL DR. TO BROOKLAND DR. TO BRAEMAR DR. TO CLARK BLVD.)

PERIOD	DIRECTION OF TRAVEL				CLARK HOUSE
	W/B-N/B-E/B	W/B-N/B-W/B	E/B-N/B-W/B	E/B-N/B-E/B	
7:30-8:30 AM	2	2	1	0	0
8:30 AM-12 NOON	4	0	0	4	0
1:30-5:30 PM	8	4	0	4	0
6:00-9:00 PM	12	2	2	5	1
TOTALS	26	8	3	13	1

NORTHBOUND TRAFFIC

H5-1A

PERIOD	BRAEMAR DRIVE			BROOKLAND DRIVE		
	TOTAL TRAFFIC	LOCAL	THROUGH	TOTAL TRAFFIC	LOCAL	THROUGH
7:30-8:30 AM	40	32 (80%)	8 (20%)	38	33 (87%)	5 (13%)
8:30-12 NOON	46	35 (76%)	11 (24%)	52	44 (85%)	8 (15%)
12:30-5:30 PM	148	120 (81%)	28 (19%)	131	115 (88%)	16 (12%)
5:30-9:00 PM	208	166 (80%)	42 (20%)	180	158 (88%)	22 (12%)
TOTALS	442	353 (80%)	89 (20%)	401	350 (87%)	51 (13%)

CLARK HOUSE TRAFFIC

VIA BRAEMAR DRIVE = 15 OR 17% OF "THROUGH" AND 3% OF TOTAL TRAFFIC

VIA BROOKLAND DR. = 1 OR 2% OF "THROUGH" AND 0.3% OF TOTAL TRAFFIC

BRAEMAR DRIVE NORTHBOUND "THROUGH" TRAFFIC MOVEMENTS
(BALMORAL DR. TO BRAEMAR DR. TO CLARK BLVD.)

PERIOD	DIRECTION OF TRAVEL				CLARK HOUSE
	W/B-N/B-E/B	W/B-N/B-W/B	E/B-N/B-W/B	E/B-N/B-E/B	
7:30-8:30 AM	4	1	0	0	3
8:30-12 NOON	5	0	1	2	3
12:30-5:30 PM	10	2	1	10	5
5:30-9:00 PM	26	4	0	8	4
TOTALS	45	7	2	20	15

PHASE III
NORTHBOUND TRAFFIC

CHART NO. 4

HS-1

PERIOD	BRAEMAR DRIVE			BROOKLAND DRIVE		
	TOTAL TRAFFIC	LOCAL	THROUGH	TOTAL TRAFFIC	LOCAL	THROUGH
7:30-8:30 AM	31	28 (90%)	3 (10%)	41	36 (88%)	5 (12%)
8:30 AM-12 NOON	35	23 (60%)	12 (34%)	49	37 (76%)	12 (24%)
4:30-5:30 PM	127	74 (58%)	53 (42%)	126	97 (77%)	29 (23%)
7:00-8:00 PM	102	72 (71%)	30 (29%)	93	71 (76%)	22 (24%)
TOTALS	295	197 (67%)	98 (33%)	309	241 (78%)	68 (22%)

SOUTHBOUND TRAFFIC

PERIOD	BRAEMAR DRIVE			BROOKLAND DRIVE		
	TOTAL TRAFFIC	LOCAL	THROUGH	TOTAL TRAFFIC	LOCAL	THROUGH
7:30-8:30 AM	80	61 (76%)	19 (24%)	63	58 (92%)	5 (8%)
11 AM-12 NOON	56	36 (64%)	20 (36%)	45	39 (87%)	6 (13%)
4:30-5:30 PM	91	69 (76%)	22 (24%)	70	60 (86%)	10 (14%)
7:00-8:00 PM	95	56 (59%)	39 (41%)	58	47 (81%)	11 (19%)
TOTALS	322	222 (69%)	100 (31%)	236	204 (86%)	32 (14%)

CLARK HOUSE TRAFFIC

NORTHBOUND

VIA BRAEMAR DRIVE = 7 OR 7% OF "THROUGH" AND 2% OF TOTAL TRAFFIC
 VIA BROOKLAND DR. = 7 OR 10% OF "THROUGH" AND 2% OF TOTAL TRAFFIC

SOUTHBOUND

VIA BRAEMAR DRIVE = 19 OR 19% OF "THROUGH" AND 6% OF TOTAL TRAFFIC
 VIA BROOKLAND DR. = 3 OR 9% OF "THROUGH" AND 1% OF TOTAL TRAFFIC

BRIAR PATH TRAFFIC (SOUTHBOUND ONLY)

VIA BRAEMAR DRIVE = 6 OR 6% OF "THROUGH" AND 2% OF TOTAL TRAFFIC
 VIA BROOKLAND DR. = 2 OR 6% OF "THROUGH" AND 1% OF TOTAL TRAFFIC

145-19

NORTHBOUND TRAFFIC

PERIOD	BRAEMAR DRIVE			BROOKLAND DRIVE		
	TOTAL TRAFFIC	LOCAL	THROUGH	TOTAL TRAFFIC	LOCAL	THROUGH
7:30-8:30 AM	31	23 (74%)	8 (26%)	25	24 (96%)	1 (4%)
8:30 AM-12 NOON	44	23 (52%)	21 (48%)	36	27 (75%)	9 (25%)
12:30-5:30 PM	104	73 (70%)	31 (30%)	81	75 (93%)	6 (7%)
5:30-8:00 PM	90	70 (78%)	20 (22%)	77	66 (86%)	11 (14%)
TOTALS	269	189 (70%)	80 (30%)	219	192 (88%)	27 (12%)

SOUTHBOUND TRAFFIC

PERIOD	BRAEMAR DRIVE			BROOKLAND DRIVE		
	TOTAL TRAFFIC	LOCAL	THROUGH	TOTAL TRAFFIC	LOCAL	THROUGH
7:30-8:30 AM	72	48 (67%)	24 (33%)	46	46 (100%)	0 (0%)
8:30 AM-12 NOON	51	25 (49%)	26 (51%)	28	26 (93%)	2 (7%)
12:30-5:30 PM	87	54 (62%)	33 (38%)	49	44 (90%)	5 (10%)
5:30-8:00 PM	92	56 (61%)	36 (39%)	43	38 (88%)	5 (12%)
TOTALS	302	183 (61%)	119 (39%)	166	154 (93%)	12 (7%)

CLARK HOUSE TRAFFIC

NORTHBOUND

VIA BRAEMAR DRIVE = 13 OR 16% OF "THROUGH" AND 5% OF TOTAL TRAFFIC
 VIA BROOKLAND DR. = 3 OR 11% OF "THROUGH" AND 1% OF TOTAL TRAFFIC

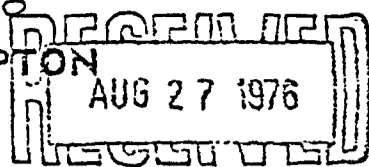
SOUTHBOUND

VIA BRAEMAR DRIVE = 13 OR 11% OF "THROUGH" AND 4% OF TOTAL TRAFFIC
 VIA BROOKLAND DR. = 0

CLARK HOUSE PATH TRAFFIC (SOUTHBOUND ONLY)

VIA BRAEMAR DRIVE = 9 OR 8% OF "THROUGH" AND 3% OF TOTAL TRAFFIC
 VIA BROOKLAND DR. = 0

(45-2)
THE CORPORATION OF THE CITY OF BRAMPTON



INTER OFFICE MEMORANDUM

To Mr. J. Galway ✓
From Mrs. J. E. Hendy

Date August 27, 1976
Subject Braemar Drive Traffic Problems

At its meeting on November 24th, 1975 the City Council approved a recommendation of the General Committee authorizing a study of traffic volumes and speeds, etc. in the Braemar Drive area under various methods of traffic control. I understand that that study has now been completed and that a report on the study will be presented to General Committee at its meeting on September 1st, 1976. During the course of this study questions have been raised with respect to Official Plan Amendment Number 38 of the former Township of Chinguacousy and what alterations can legally be made to the traffic control measures on Braemar Drive within the terms of that Official Plan Amendment.

I am forwarding herewith copies of pages 8 and 9 of Official Plan Amendment Number 38. Paragraph 4(c) on page 8 deals with proposed traffic control measures on Braemar Drive and Paragraphs 5 and 6 deal generally with the method of implementation of all of the traffic control measures set out in Official Plan Amendment Number 38.

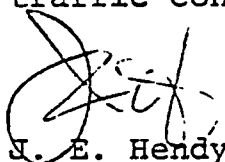
Council will note that Paragraph 4(c) dealing with Braemar Drive proposes two alternative methods of traffic control and under Paragraph 5 of Official Plan Amendment Number 38 it would appear that either of those methods of traffic control can be initiated at the initiative of Council or by Council in response to a petition by 60 per cent of the owners in the area as shown on Map 2. The implication of Paragraph 6 on page 9 would appear to be that the implementation of any traffic control measures other than those set out in Section 4 would require an amendment to this Official Plan.

Attention should also be drawn to the last paragraph of Section 5 which states that nothing herein contained shall be deemed to conflict with the rights of the ratepayers or Council pursuant to existing legislation. I have some difficulty in interpreting this paragraph in light of the rest of Official Plan Amendment Number 38, but it would appear to me that this paragraph could be interpreted to mean that Council is in no way impeded by this Official Plan in passing traffic control by-laws since the authority for such by-laws is contained in existing legislation. However, that interpretation would appear to be contrary to the wording and intent of the balance of Official Plan Amendment Number 38.

Official Plan Amendment Number 38 deals with traffic control measures generally and specifically refers to road linkages, turn restrictions and one-way traffic restrictions. However, the amendment does not refer to Stop signs or speed limits. It would therefore appear that Official Plan Amendment Number 38 was not intended to in any way regulate or control the placement of Stop signs or the imposition of speed limits within the area governed by the Official Plan Amendment.

In view of the overall wording of Official Plan Amendment Number 38 I would recommend that any permanent traffic control measures proposed to be implemented on Braemar Drive other than those set out in Section 4(c) of Official Plan Amendment Number 38 should be preceded by an Official Plan Amendment to clearly provide for such traffic control measures.

JEH:dc
Att.


J. E. Hendy
City Solicitor

c.c. Mr. K. R. Richardson

Noted
[Signature]
SRO

THE CORPORATION OF THE CITY OF BRAMPTON

ITEM 2

INTER OFFICE MEMORANDUM

To MR. K.R. RICHARDSON Date OCTOBER 15TH, 1976

From MR. J.F. CURRAN Subject BRAEMAR DRIVE TRAFFIC STUDY
PUBLIC MEETING
OUR FILE: T-13

ATTACHED, FOR THE INFORMATION OF CITY COUNCIL, ARE THE MINUTES OF THE BRAEMAR DRIVE PUBLIC MEETING HELD ON SEPTEMBER 16TH, 1976.

IN ADDITION, COUNCIL UPON RECEIPT OF THE ENGINEERING STUDY REPORT ON SEPTEMBER 7TH, 1976, DIRECTED THAT THE FOLLOWING DATA BE AVAILABLE FOR PRESENTATION AT THE AFOREMENTIONED PUBLIC MEETING.

- (A) TRAFFIC COUNTS ON BRAEMAR DRIVE JUST SOUTH OF BROOKLAND DRIVE.
- (B) IMPACT OF FUTURE WESTERLY EXTENSION OF CLARK BLVD. AND HWY. #410 ON THIS STUDY AREA.
- (C) EFFECT OF STUDY ON TRAFFIC COUNTS FOR CRAWLEY DRIVE AND CLOVERDALE DRIVE.
- (D) TRAFFIC COUNTS DURING 1975 AND 1976 FOR BRAEMAR DRIVE, BROOKLAND DRIVE, CRAWLEY DRIVE AND CLOVERDALE DRIVE.

ALTHOUGH THIS REQUESTED DATA WAS AVAILABLE FOR PRESENTATION AT THE MEETING, ONLY A PORTION OF IT WAS ACTUALLY IMPARTED AT THAT TIME. THE FOLLOWING WILL, THEREFORE, SERVE TO CLARIFY THIS MATTER.

- (A) DAILY TRAFFIC VOLUME ON BRAEMAR DRIVE SOUTH OF BROOKLAND DRIVE :-

DURING PHASE IV	1,270 VEHICLES/DAY
DURING PHASE III	*1,040 VEHICLES/DAY
DURING PHASE II	* 730 VEHICLES/DAY

* PROJECTED FROM FOUR HOUR MANUAL COUNTS.
- (B) THE IMPACT OF (1) THE WESTERLY EXTENSION OF CLARK BOULEVARD, AND (2) THE FUTURE HIGHWAY #410, ARE NOT SEEN TO SIGNIFICANTLY AFFECT TRAFFIC CHARACTERISTICS ON BRAEMAR DRIVE AND BROOKLAND DRIVE. NEITHER STREET WOULD FUNCTIONALLY SERVE AS A COLLECTOR FOR, OR AS A DIRECT CONNECTION TO, HIGHWAY #410. THE DEVELOPMENT OF THE RESIDENTIAL II AREA, (CLARK BLVD. WEST OF DIXIE ROAD) AS WOULD BE EXPECTED, WILL ADD VEHICULAR TRIPS TO DIXIE ROAD AND CLARK BOULEVARD. THE PROJECTED EFFECT UPON BRAEMAR DRIVE AND BROOKLAND DRIVE, HOWEVER, IS SEEN TO BE MINIMAL, AND LIMITED MAINLY TO OCCASIONAL SOCIAL USAGE.
- (C) DAILY TRAFFIC COUNTS TAKEN ON CLOVERDALE DRIVE AND CRAWLEY DRIVE DURING OCTOBER 1975, (ISLAND IN) AND DURING JUNE 1976 (ISLAND OUT) WERE AS FOLLOWS :-

...2/...

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CRAWLEY DRIVE :

OCTOBER 1975

NORTH OF BALMORAL DRIVE - 1,740
SOUTH OF CLARK BOULEVARD - 740

JUNE 1976

NORTH OF BALMORAL DRIVE - 1,640
SOUTH OF CLARK BOULEVARD - 900

CLOVERDALE DRIVE :

OCTOBER 1975

NORTH OF BALMORAL DRIVE - 1,620
SOUTH OF CLARK BOULEVARD - 590

JUNE 1976

NORTH OF BALMORAL DRIVE - 1,490
SOUTH OF CLARK BOULEVARD - 540

- (D) ALL VALID TRAFFIC COUNTS FOR BRAEMAR DRIVE, BROOKLAND DRIVE, CRAWLEY DRIVE AND CLOVERDALE DRIVE FOR 1975 AND 1976 HAVE NOW BEEN PRESENTED EITHER WITHIN THE ENGINEERING REPORT OR AS NOTED ABOVE.



J.F. CURRAN, P.ENG.
CITY ENGINEER


DBM:LM

ATTACHED

RECEIVED	
DATE	Oct. 15/76
REF	8641
FILE	PW. 4.10-75
CLERKS DEPT.	

PUBLIC MEETING SEPTEMBER 16TH, 1976 8:00 P.M.

2-3

LESTER B. PEARSON THEATRE

SUBJECT OF DISCUSSION - BRAEMAR DRIVE TRAFFIC STUDY

PRESENT: COUNCILLOR F.R. DALZELL - CHAIRMAN
COUNCILLOR T.P. MILLER
COUNCILLOR J.J. YARROW
ALDERMAN E. MITCHELL
ALDERMAN W.J. BAILLIE
MR. D.B. MINAKER
MR. J.F. CURRAN
MRS. L. McNALTY
ALDERMAN D. SUTTER)
MR. L.T. KOEHLE) IN AUDIENCE
CONCERNED RESIDENTS INVOLVED
IN THE TRAFFIC STUDY AREA.
(APPROXIMATELY 200)

THE MEETING WAS OPENED BY THE CHAIRMAN, COUNCILLOR F.R. DALZELL, WHO WELCOMED EVERYONE. HE REMINDED THE RESIDENTS THAT A DECISION WOULD NOT BE MADE AT THIS TIME BUT AT THE GENERAL COMMITTEE MEETING TO BE HELD ON WEDNESDAY, OCTOBER 20TH, 1976 @ 7:30 P.M.. COUNCILLOR DALZELL THEN INTRODUCED MR. DON MINAKER, TRAFFIC CO-ORDINATOR FOR THE CITY OF BRAMPTON, WHO EXPLAINED THE STUDY TO THE RESIDENTS.

AFTER A TWENTY MINUTE DETAILED EXPLANATION BY MR. MINAKER THE CHAIRMAN THEN TURNED THE MEETING OVER TO THE RESIDENTS WHO HAD QUESTIONS OR COMMENTS.

THE FOLLOWING IS A SUMMARY IN POINT FORM, AS RECORDED BY ENGINEERING DEPARTMENT STAFF, OF COMMENTS AND OBSERVATIONS ADVANCED BY THE PUBLIC PARTICIPANTS DURING THIS MEETING.

SPEAKERS :

RON RESNEY - 41 BASILDON CRESCENT

- COMMENDED THE ENGINEERING DEPARTMENT FOR WELL DONE STUDY.
- RECOMMENDED THAT FINDINGS OF STUDY BE APPROVED BY COUNCIL, AND IMPLEMENTED.
- SUGGESTS THAT "C" SECTION NOT BE BROUGHT INTO THE ISSUE.
- BRAEMAR DRIVE DESIGNED AS A THROUGH STREET.
- HOPED FOR RATIONAL SETTLEMENT RATHER THAN POLITICAL,

...2/...

- BILL BURKETT - 45 BASILDON CRESCENT
- THANKED COUNCIL FOR PUBLIC MEETING.
 - AGREES WITH CONCLUSIONS ON PAGE 11 OF STUDY REPORT.
 - REQUESTS COUNCIL TO REMOVE ISLAND.
- P. SKINNER - 106 BROOKLAND DRIVE
- DESIRES ISLAND REMOVED
- F. RUSSELL - 39 BROOKLAND DRIVE
- SHOULD BE TREATED AS A MORAL ISSUE, NOT BY ENGINEERING STATISTICS.
 - CHILDRENS SAFETY AT STAKE.
 - DECLINE IN REAL ESTATE VALUES IF ISLAND REMOVED.
 - READ LETTER OF OBJECTION FROM THE COMMITTEE FOR RETENTION OF ONE WAY ISLAND, AS PER O.P. #38.
 - BRAEMAR DRIVE IS ONLY NORTH SOUTH STREET BETWEEN DIXIE ROAD AND BRAMALEA ROAD.
 - NO PROTECTION FROM BRAMALEA CITY CENTRE TRAFFIC.
 - LETTER TO BE SENT TO JOHN RHODES, MR. BARTON AND ARTHUR MALONEY.
- K. THOMSON - 79 BROOKLAND DRIVE
- AMAZED AT TIME AND MONEY SPENT FOR NON-EXISTANT PROBLEM.
- MR. WRIGHT - 56 BROOKLAND DRIVE
- CLAIMS MAJORITY OF RESIDENTS ON BROOKLAND DRIVE IN FAVOUR OF RETENTION OF ISLAND.
 - THREE RESIDENTS WANTED ISLAND REMOVED AS THEY HAD NEAR ACCIDENTS.
- J. CRAIG - 58 BRAEMAR DRIVE
- COUNCIL PREVIOUSLY ASSURED THEM THAT ISLAND WOULD STAY.
 - ATTENDED PREVIOUS MEETING REGARDING SAME SUBJECT.
 - A FURTHER WASTE OF MONEY.

- B. NEVISON - 16 BASILDON CRESCENT
- SHOULD HAVE RIGHT OF ACCESS TO HOUSE FROM THE NORTH.
 - NO JUSTIFICATION FOR THE ISLAND.
 - ASKED REGARDING FUTURE HIGHWAY 410 AND CLARK BLVD. EXTENSION.
- D. MINAKER - HIGHWAY #410 AND CLARK BOULEVARD WOULD NOT HAVE GREAT IMPACT.
- A. DONALDSON - 12 BEECHWOOD CRESCENT
- IN FAVOUR OF ISLAND BEING REMOVED.
- B. HOOD - 50 BRAEMAR DRIVE
- ACTIVE ON 1973 COMMITTEE REGARDING BRAEMAR DRIVE ISLAND AND O.P. AMENDMENT #38.
 - SERVED ON WARD 8 C.A.C. IN 1974 & 1975.
 - WAS AND STILL IS IN FAVOUR OF TRAFFIC CONTROLS ON BRAEMAR DRIVE.
 - BUS SERVICE DISCONTINUED DUE TO INSUFFICIENT USAGE.
 - ENGINEERING REPORT IS INCOMPLETE, NO MENTION OF EFFECT OF RESIDENTIAL 11, HIGHWAY #410, EXTENSION OF CLARK BOULEVARD, OR POOR PLANNING.
 - QUESTIONED METHOD OF LICENCE PLATE STUDY.
- COUNCILLOR DALZELL - CONFIRMED THAT LICENCE PLATES WERE CHECKED BY PERSONS AT BOTH ENDS OF BRAEMAR DRIVE, THUS DETERMINING THROUGH TRAFFIC.
- B. KENNEDY - 31 BURNHAM CRESCENT
- CONDUCTED A CANVASS OF HOUSES TO DETERMINE WHO WAS FOR AND WHO WAS AGAINST ISLAND REMOVAL. RESULT - 13 FOR, 16 AGAINST, 2 NON-COMMITTED, 1 SPLIT (HUSBAND AGAINST, WIFE FOR)
 - CONCERNED ABOUT CHILDRENS SAFETY.

- MRS. DAVIS - 19 BASILDON CRESCENT
- DOES NOT WANT ISLAND
 - ISLAND REQUIRES 1-1/3 MILES EXTRA TRAVELLING - A FACTOR WHEN STREETS ARE BAD.
 - TAXI COSTS EXTRA \$1.00 - \$1.50
 - INCREASED GAS CONSUMPTION AND POLLUTION.
 - IS CONCERNED ABOUT CHILD SAFETY, HOWEVER, ENGINEERING STUDY INDICATES THAT 85% WERE DRIVING CAUTIOUSLY.
 - INCREASED EXPENSE FOR POLICE TO ENFORCE "ONE WAY".
- B. REYNOLDS - 61 BRAEMAR DRIVE
- EXTRA 1-1/3 MILES RESULTS IN EXTRA GAS USAGE.
 - ARE NEW STREETS & EXTENSIONS GOING TO CAUSE MORE TRAFFIC?
 - BRAMALEA CITY CENTRE WAS BUILT IN THE WRONG PLACE.
 - SIDEWALKS WILL NOT BE PLOWED AGAIN THIS WINTER THEREFORE SCHOOL GUARD NOT REALLY HELPFUL AS CHILDREN HAVE TO WALK ON THE ROAD AND CAR COULD SWERVE AND HIT THEM.
 - CLOVERDALE AND CRAWLEY NOT INCLUDED IN STUDY.
- G. HUNT - 4 BASILDON CRESCENT
- CONCERNED ABOUT ONE WAY
 - QUESTION OF AMBULANCE AND FIRE ACCESS AND ARE THEY ALLOWED TO GO THE WRONG WAY ON A ONE WAY STREET IN AN EMERGENCY.
- COUNCILLOR DALZELL - AMBULANCES AND FIRE VEHICLES ARE TO FOLLOW THE LAWS OF THE STREET.
- V. DAVIS - 19 BASILDON CRESCENT
- CHILDREN HAVE NOT BEEN HIT ON BRAEMAR DRIVE.
 - HOWEVER, ACCIDENTS AND NEAR ACCIDENTS HAVE OCCURRED AT DIXIE ROAD AND BALMORAL DRIVE. THIS ROUTE MUST BE USED IF ONE WAY ISLAND IS RETAINED.
- J. DEL RIZZO - 8 BURNHAM CRESCENT
- REAL ESTATE WILL DECREASE IN VALUE IF ISLAND REMOVED.
 - CONCERNED ABOUT DANGER TO CHILDREN.

- T. BAMFORD - 40 BEECHWOOD CRESCENT
- BOUGHT HOUSE IN 1964; AT THAT TIME MAIN TRAFFIC ROUTES WERE CAREFULLY LAID OUT; HAD A CHOICE AND BOUGHT ON BEECHWOOD CRESCENT.
 - THIS MATTER IS NOT A MORAL ISSUE.
 - CHILDREN ARE MAINLY A PARENTAL RESPONSIBILITY NOT CITY'S.
 - CRESCENTS MORE TERRIFYING FOR MOTORISTS BECAUSE OF CHILDREN RUNNING ALL OVER.
 - STREETS BUILT AND PAID FOR BY RESIDENTS THROUGH TAXES, AND SHOULD BE USED BY RESIDENTS.
 - COMMENDED ENGINEERING STUDY.
 - QUESTIONED WHY BRAEMAR DRIVE SHOULD BE OPENED WHEN TWO OTHER ROUTES AVAILABLE (CRAWLEY & CLOVERDALE)
- J. TOEWS - 39 BASILDON CRESCENT
- THANKED COUNCIL FOR PUBLIC MEETING.
 - COMMENDED ENGINEERING DEPARTMENT ON STUDY.
 - PREVIOUS COUNCIL DID NOT SEE IMPORTANCE OF STUDY.
 - HAS BIASED OPINION, HOWEVER STUDY REPORT SPEAKS FOR ITSELF AND CONCLUSIONS SHOULD BE DRAWN FROM STUDY.
 - SYMPATHIZES WITH BRAEMAR DRIVE RESIDENTS, HOWEVER, BY FORCING TRAFFIC TO USE BALMORAL DRIVE MORE CHILDREN ARE EXPOSED TO HAZARDS.
 - URGED COUNCIL NOT TO MAKE IT A POLITICAL ISSUE.
 - FAVOURS NO SPECIAL CONTROLS FOR BRAEMAR DRIVE.
- H. THOMSON - 17 BURNHAM CRESCENT
- STUDY A WASTE OF MONEY
 - TRAFFIC VOLUMES NATURALLY INCREASE WITH INCREASED POPULATION.
 - ISLAND IS INCONVENIENT
 - WHAT DO BRAEMAR DRIVE RESIDENTS WANT - NONE ATTENDED A RECENT MEETING.
- Hood - 50 BRAEMAR DRIVE
- WOULD HAVE ATTENDED MEETING IF ASKED.

28

COUNCILLOR DALZELL CLOSED MEETING AT 9:15 P.M. AND
REMINDED RESIDENTS OF GENERAL COMMITTEE MEETING ON OCTOBER 20TH, 1976
AT 7:30 P.M..



The Corporation Of The
City Of Brampton

OFFICE OF THE CLERK

Dear HOMEOWNER:

Re: Braemar Drive Traffic Study

I am writing in response to direction contained within a resolution of the Council of The Corporation of the City of Brampton relevant to the Braemar Drive Traffic Study.

The resolution directed that a survey be undertaken of each household within the area defined as the "B" Section under the former Township of Chinguacousy Official Plan Amendment No. 38.

The attached questionnaire has been circulated to each homeowner within the area. In order to comply with the terms and conditions of the Official Plan Amendment Council have recognized that they would propose to consider the removal of the island upon a 60% favourable vote to this action. Accordingly, each home has been allocated one vote. Where there is joint or multiple ownership each such owner will be given the opportunity to reply and the reply from any home will be weighted accordingly, e.g., a home owned by Mr. John Doe will be worth 1 vote whereas if the home was owned by John and Mary Doe, each would be given the opportunity to reply; however, each party's reply would be worth 1/2 vote for a total of 1 vote.

The questionnaire which is attached should be completed at the earliest possible date. City Staff will arrange for the replies to be picked up no later than 3 days from the date of delivery, exclusive of weekends, or they may be returned by mail. Replies received in excess of 10 days from the final date for delivery of this letter will not be considered. Each questionnaire should be signed by the relevant homeowner. Once a reply is received no one will be permitted to change their position.

This survey is the only survey being conducted at this time by the City of Brampton, and unless directed by City Council replies will be held by the City Clerk as confidential.

Yours truly,

A handwritten signature in cursive script, appearing to read "K. R. Richardson".

K. R. Richardson,
Clerk

KRR/jg
Attach.

BRAEMAR DRIVE TRAFFIC STUDY QUESTIONNAIRE

The Braemar Drive traffic pattern should be as follows:

ONE WAY NORTHBOUND (as at present)

TWO WAY TRAFFIC THROUGHOUT

NO COMMENT

Signature

Name

Address