

PLANNING, PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA

Meeting #: PPT-2019-0008
Date: Tuesday, June 4, 2019, 3:00 p.m.
Location: Halton Hills Town Hall, Council Chambers
1 Halton Hills Drive
Members: Mayor R. Bonnette, (Ex-Officio), Councillor C. Somerville, Chair,
Councillor J. Fogal, Councillor M. Albano, Councillor B. Lewis,
Councillor M. Johnson, Councillor B. Inglis

Pages

1. CALL TO ORDER
2. DISCLOSURE OF PECUNIARY INTEREST
3. COMMITTEE DELEGATIONS/PRESENTATIONS
4. REPORTS & MEMORANDUMS FROM OFFICIALS

Vet Reports to be considered by the Planning, Public Works and Transportation Committee.

Reports will be automatically held when there is a presentation or delegation on the matter.

a. REPORT NO. PLS-2019-0035

3

PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0035 dated May 14, 2019 regarding Final Assumption of Subdivision Plan 20M-1093 Brookfield Homes (Ontario) Ltd. – Silvercreek Estates Phase 2.

b. REPORT NO. PLS-2019-0038

7

PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0038 dated May 23, 2019 regarding Conditional water allocation for 15 Mountainview Road North (10 SDE from the Georgetown non-residential pool) and the transfer of 20 SDE from the Georgetown residential infill pool to the non-residential pool.

c. REPORT NO. TPW-2019-0022 12
TRANSPORTATION AND PUBLIC WORKS REPORT NO. TPW-2019-0022 dated May 1, 2019 regarding Award of Tender 19-027 for Surface Treatment.

d. REPORT NO. TPW-2019-0023 15
TRANSPORTATION AND PUBLIC WORKS REPORT NO. TPW-2019-0023 dated May 22, 2019 regarding Norval Transportation Update.

5. **CLOSED SESSION**

Committee to Convene into Closed Session if necessary.

6. **RECONVENE INTO OPEN SESSION**

Motion to approve items pertaining to Closed Session.

7. **ADJOURNMENT**

REPORT

REPORT TO: Chair and Members of Planning, Public Works & Transportation Committee

REPORT FROM: Romaine Scott, Legal Coordinator
Planning & Sustainability Department

DATE: May 14, 2019

REPORT NO.: PLS-2019-0035

RE: Final Assumption of Subdivision Plan 20M-1093
Brookfield Homes (Ontario) Ltd. – Silvercreek Estates Phase 2
File No. L04 SI

RECOMMENDATION:

THAT Report PLS-2019-0035 dated May 14, 2019 regarding the Town's final assumption of the public services and street(s) installed in the subdivision registered as Plan 20M-1093, in the Town of Halton Hills, be received;

AND FURTHER THAT staff be authorized to bring forward a by-law to assume the public services and street(s) installed in the subdivision registered as Plan 20M-1093.

BACKGROUND:

The Plan of Subdivision registered as 20M-1093 on June 20, 2011 was developed by Brookfield Homes (Ontario) Limited (the "Developer") and comprises approximately 29 lots/blocks, and an extension to Foxtail Court. Several of these blocks were combined with lots/blocks from the Phase 1 Plan 20M-1055 to create complete building lots.

Plan 20M-1093 is illustrated in Appendix "1" attached to this Report.

In accordance with the Subdivision Agreement registered as Instrument HR1074859 registered on November 20, 2012, the development meets the requirements for final acceptance of the plan of subdivision. Transportation & Public Works staff has now confirmed that all deficiencies have been rectified and all the works associated with the subdivision development are completed to the satisfaction of the Town. Accordingly, staff recommends that the public services within the said development be assumed by the Town.

COMMENTS:

The developer has provided a statutory declaration stating that all accounts relating to the development have been paid in full. Transportation & Public Works staff has no concerns with the development being assumed by the Town at this time.

RELATIONSHIP TO STRATEGIC PLAN:

This is an operational issue. The proposed assumption of these public services bears no relation to the Strategic Plan.

FINANCIAL IMPACT:

The securities held by the Town for this development will be returned to the Developer. The Town will now assume the financial responsibilities for the maintenance of the public services, being a 20m road allowance, 170m of paved road in an urban cross-section, including: 340m of curb; 160m of concrete sidewalk; 3 manholes; 2 catch basins; 168m of storm sewers ranging from 375mm to 675mm diameter; 6 street lights; 385m of 1.5m high black vinyl chain-link fence; and 19 boulevard trees.

CONSULTATION:

Transportation & Public Works staff consulted with the Developer regarding the preparation of this Report.

PUBLIC ENGAGEMENT:

There is no public engagement related to this Report.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report is not applicable to the Strategy's implementation.

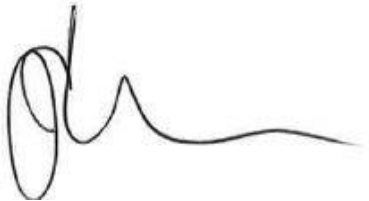
COMMUNICATIONS:

There is no communications impact with respect to this Report.

CONCLUSION:

The Developer has provided all the necessary documentation in accordance with the conditions set out in the Subdivision Agreement. Staff recommends that the appropriate by-law be passed to assume the public services and street within Plan 20M-1093.

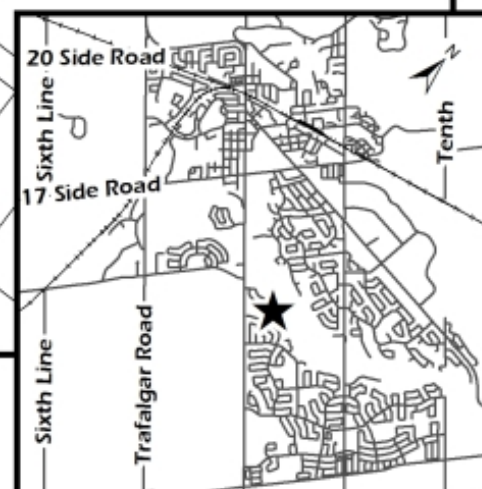
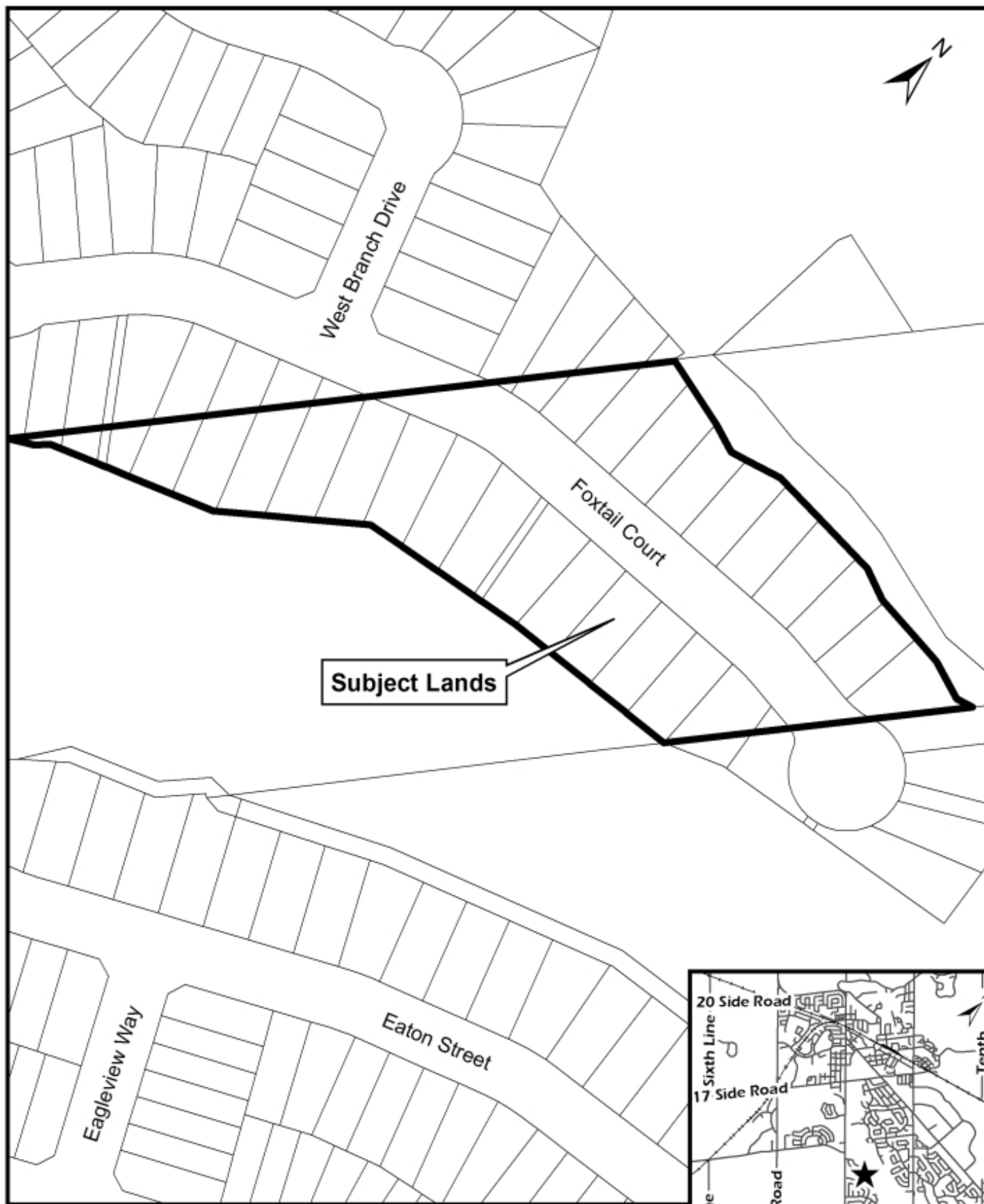
Reviewed and Approved by,

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John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to be 'Brent Marshall', with a stylized, flowing script.

Brent Marshall, Chief Administrative Officer



REPORT

REPORT TO: Chair and Members of the Planning, Public Works & Transportation Committee

REPORT FROM: Jeff Markowiak, Manager of Development Review

DATE: May 23, 2019

REPORT NO.: PLS-2019-0038

RE: Conditional water allocation for 15 Mountainview Road North (10 SDE from the Georgetown non-residential pool) and the transfer of 20 SDE from the Georgetown residential infill pool to the non-residential pool

RECOMMENDATION:

THAT Report No. PLS-2019-0038, dated May 23, 2019, regarding “Conditional water allocation for 15 Mountainview Road North (10 SDE from the Georgetown non-residential pool) and the transfer of 20 SDE from the Georgetown residential infill pool to the non-residential pool” be received;

AND FURTHER THAT 10 single detached equivalents (SDE) of water system capacity be allocated from the Georgetown non-residential pool to 15 Mountainview Road North (Site Plan D11SPA18.009) conditional upon the issuance of building permits within 12 months of the date of Council approval of this report, failing which, Council may, at its discretion, withdraw the respective water allocation;

AND FURTHER THAT 20 single detached equivalents (SDE) of water system capacity be transferred from the Georgetown residential infill pool to the Georgetown non-residential pool.

BACKGROUND:

The property municipally known as 15 Mountainview Road North is currently the subject of Site Plan application D11SPA18.009 for a one-storey Kia automotive dealership; see SCHEDULE 1 – SITE PLAN DRAWING. The dealership is currently under construction, in accordance with the conditional building permits issued by the Town earlier this year.

Conditional Site Plan approval for the dealership was issued by the Town on May 16, 2019. One of the remaining conditions required by the Region of Halton to be satisfied prior to issuance of Final Site Plan approval is the allocation of 10 single detached equivalents (SDE) of water to the project.

COMMENTS:

This report recommends that 10 single detached equivalents (SDE) of water system capacity be allocated from the Georgetown non-residential pool to 15 Mountainview Road North, conditional on the issuance of full building permits for the Kia automotive dealership within 12 months of the date of Council approval of this report. Should building permits not be issued within the 12 month period Council may, at its discretion, withdraw the respective water allocation. The allocation of the 10 SDE will allow the Region of Halton to clear their servicing condition outlined in the May 16, 2019, Site Plan Terms & Conditions document.

If Council approves the allocation of 10 SDE to 15 Mountainview Road North the following amounts will be left remaining in the respective Georgetown water allocation pools:

- 130 SDE in the residential infill pool; and
- 1 SDE in the non-residential pool.

The 1 remaining SDE in the non-residential pool will not be sufficient to accommodate other commercial and industrial proposals that are expected to require SDE allocation within Georgetown in the next few months. Therefore, this report is also recommending that 20 SDE be transferred from the Georgetown residential infill pool to the non-residential pool to accommodate future development. The transfer of the 20 SDE would result in the following amounts in the respective Georgetown water allocation pools:

- 110 SDE in the residential infill pool; and
- 21 SDE in the non-residential pool.

While the transfer of 20 SDE out of the residential infill pool is not anticipated to have any immediate negative impacts to residential development in Georgetown, the remaining 110 SDE (or the original 130 SDE) will not be sufficient to accommodate all of the residential proposals currently under review by the Town, should they be approved. As such, in July 2018 Town staff obtained direction from Council (through Report PLS-2018-0065) to request that the Region of Halton release the remaining 500 SDE obtained under the 2014 amended Permit to Take Water. Town staff continues to work with the Region on the release of the 500 SDE.

RELATIONSHIP TO STRATEGIC PLAN:

This report supports the following strategic directions outlined in Council's 2014-2018 Strategic Action Plan:

Achieve Sustainable Growth:

- To ensure that growth is managed so as to ensure a balanced, sustainable, well planned community that meets the needs of its residents and businesses.

Provide Sustainable Infrastructure & Services:

- To maintain and enhance community infrastructure and services that support our quality of life.

FINANCIAL IMPACT:

Water allocation is required to allow projects to advance through the land and building approvals process. Development triggers collection of various monies throughout the approvals process and ultimately results in the expansion of the Town's assessment base.

CONSULTATION:

Planning staff have consulted with the appropriate Town departments and the Region of Halton in preparation of this report.

PUBLIC ENGAGEMENT:

No public notification or engagement is required for the allocation of water system capacity.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendations outlined in this report are not applicable to the Strategy's implementation.

COMMUNICATIONS:

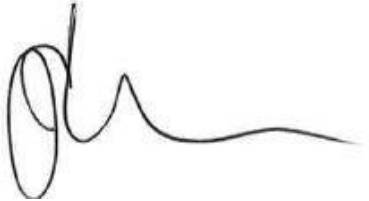
A copy of this report and Council's decision will be forwarded to the Applicant and the Region of Halton.

CONCLUSION:

This report recommends that 10 single detached equivalents (SDE) of water system capacity be allocated from the Georgetown non-residential pool to the Kia automotive dealership at 15 Mountainview Road North. The allocation of the 10 SDE is recommended to be conditional on the issuance of full building permits for the dealership within 12 months of the date of Council approval of this report.

This report also recommends that 20 single detached equivalents (SDE) of water be transferred from the Georgetown residential infill pool to the Georgetown non-residential pool.

Reviewed and Approved by,

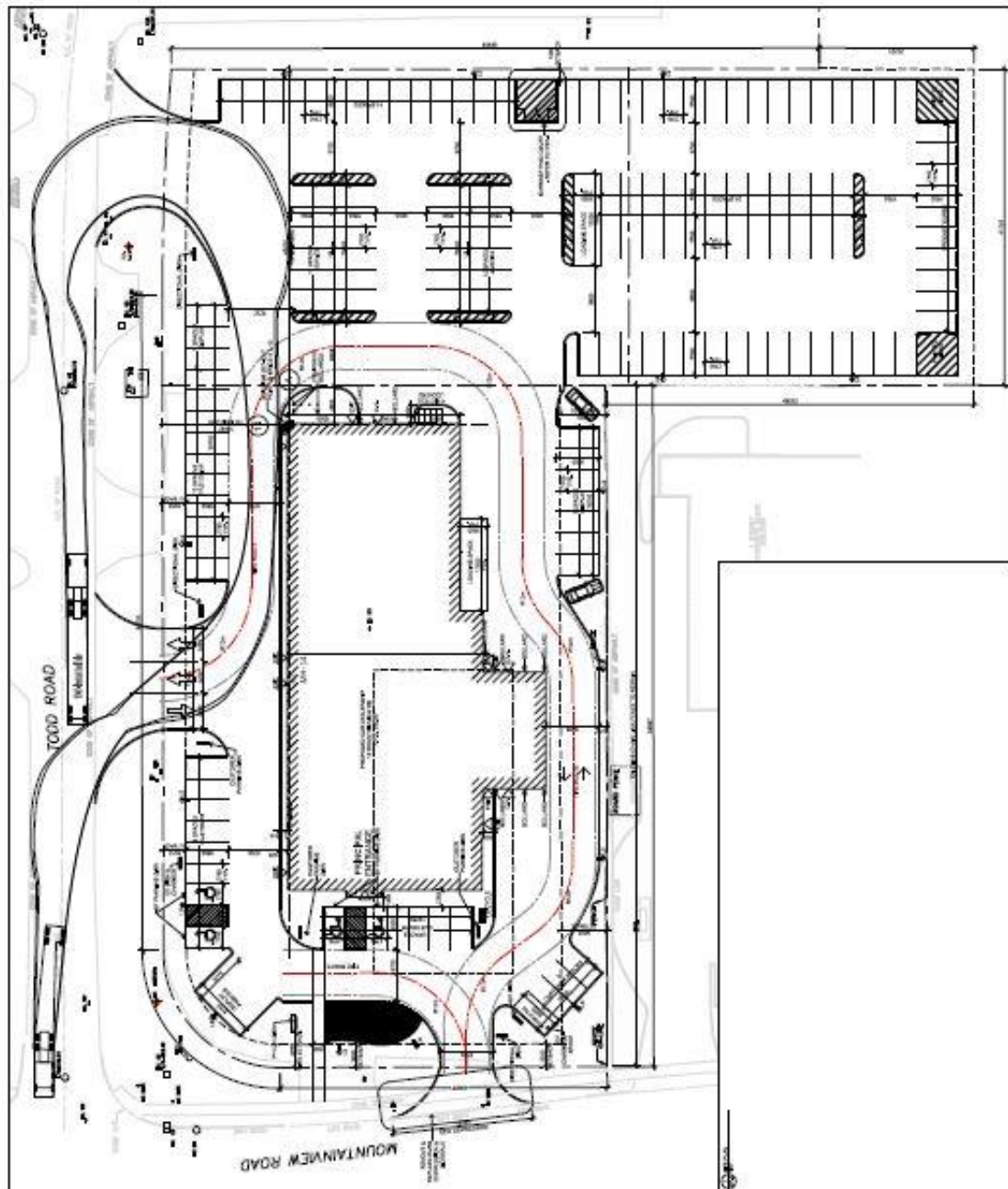
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John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to be 'Brent Marshall', with a stylized, flowing script.

Brent Marshall, Chief Administrative Officer

SCHEDULE 1 – SITE PAN DRAWING



REPORT

REPORT TO: Chair and Members of Planning, Public Works and Transportation Committee

REPORT FROM: Craig Nicolucci, Public Works Senior Supervisor

DATE: May 1, 2019

REPORT NO.: TPW-2019-0022

RE: Award of Tender 19-027 for Surface Treatment

RECOMMENDATION:

THAT Report No. INF-2019-0022, dated May 1, 2019 regarding the Award of Tender 19-027 for Surface Treatment Contract, be received;

AND FURTHER THAT MSO Construction Limited, 175 Bethridge Road, Etobicoke, Ontario, M9W 1N4 be awarded the tender for surface treatment in the amount of \$263,968.00, including HST, for a one year contract plus the option to renew for two additional one-year terms, subject to price and service delivery;

AND FURTHER THAT the Manager of Purchasing be authorized to execute the purchase order to MSO Construction Limited in the amount of \$263,968.00 including HST plus the additional optional renewal years if exercised.

BACKGROUND:

Annually staff review the road network after the winter and spring break up has occurred. This process is used to prioritize which roads require treatment to extend the lifecycle of identified roads. In 2019 the roads that will be repaired utilizing surface treatment program are:

- Clayhill Rd. – 9th to 10th line (1.8km)
- 10th line – 22sdrd. to north of 27sdrd. #13551 (3.7km)
- 27sdrd – 10th line to Winston Churchill Blvd (1.5km)
- 22sdrd. – Winston Churchill Blvd to Glen Williams urban limit #620 (2.1km)
- 10th line – 22sdrd. to 20sdrd. (1.2km)

Historically, the Town contracts through the Halton Co-operative Purchasing Group (HCPG) for the surface treatment contract for road maintenance. HCPG is comprised

of the four Halton municipalities, Halton Region, Halton Regional Police, Conservation Halton and the two school boards, Sheridan College and Halton Children's Aid Society.

COMMENTS:

The Town of Milton issued the cooperative tender for the surface treatment on March 25, 2019. The tender for the Surface Treatment Program was advertised on the Bids and Tenders website and closed on April 23, 2019.

At the time, two bidders downloaded the bid and two vendors submitted completed bids.

Vendor		Total with H.S.T.*
MSO Construction Limited	Etobicoke	\$500,981.32
Duncor Enterprises Inc.	Barrie	\$678,490.02

*Pricing is for both the Town of Milton's and the Town of Halton Hills' requirements.

The bid was checked for mathematical accuracy and was found to be in order. The bid, as submitted by MSO Construction Limited, meets or exceeds our specifications. MSO Construction Limited has completed the Surface Treatment Program in Halton Hills for over 25 years. This report is being submitted to award the contract to MSO Construction Limited. This is a one (1) year contract with an option to renew for an additional two (2) years.

RELATIONSHIP TO STRATEGIC PLAN:

This report aligns with the Strategic Goals and Initiatives to Provide Sustainable Infrastructure and Services, Strategic Objective H.1 – to provide infrastructure and services that meets the needs of our community in an efficient, effective and environmentally sustainable manner.

FINANCIAL IMPACT:

The expenditure of \$263,968.00 is within the approved operating budget.

CONSULTATION:

The Manager of Purchasing is in agreement with this decision based on the requirements of the Infrastructure Services Department.

In order to address concerns raised by cyclists, Public Works has switched to a finer stone mixed with emulsion to make for a smoother riding surface which aligns with the Active Transportation Strategy.

PUBLIC ENGAGEMENT:

There is no public engagement required at this time.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report is not applicable to the Strategy's implementation.

COMMUNICATIONS:

There is no communications impact.

CONCLUSION:

The bid submitted by MSO Construction Limited meets or exceeds our specifications. Staff recommends that MSO Construction Limited be awarded the tender for the Surface Treatment Program for a period of one year with two one-year options to renew subject to price and delivery service.

Reviewed and Approved by,

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Dick Spear, Superintendent of Public Works

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Chris Mills, Commissioner of Transportation and Public Works

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Brent Marshall, Chief Administrative Officer

REPORT

REPORT TO: Chair and Members of the Planning, Public Works and Transportation Committee

REPORT FROM: Matt Roj, Traffic Coordinator

DATE: May 22, 2019

REPORT NO.: TPW-2019-0023

RE: Norval Transportation Update

RECOMMENDATION:

THAT Report No. TPW-2018-0023, dated May 22, 2019, regarding the Norval Transportation Update, be received;

AND FURTHER THAT the Report TPW-2019-0023, Norval Transportation Update, be forwarded to staff at Halton Region and the Protect Our Interest in Norval for Tomorrow (P.O.I.N.T.).

BACKGROUND:

Over the years, there has been long-standing transportation issues related to truck traffic, cut-through traffic, and aggressive driving on local roads generated by the traffic congestion at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street signalized intersection.

The road network within Norval consists of roads which are under multiple Road Authorities. Guelph Street (Highway 7) between Hall Road and Caseley Drive segment and Guelph Street (Highway 7)/Winston Churchill Boulevard (Adamson Street) intersection are under the jurisdiction of the Ministry of Transportation of Ontario (MTO). Winston Churchill Boulevard/Adamson Street (Regional Road 19) is a Regional Road under the jurisdiction of Halton Region and Peel Region. Based on the current road maintenance agreement, the road is operated and maintained by Peel Region. "Local" classification roads such as King Street, Green Street, and Noble Street are under the jurisdiction of the Town of Halton Hills.

In 2006, Council adopted Resolution No. 2006-0245 that directed staff to review traffic conditions in Norval, including Green Street and King Street.

In 2008, staff liaised with the MTO and both Regions to install turn prohibitions at Green Street, King Street, and Noble Street during peak traffic hours and amend the signal timings at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street. In 2012, two speed humps were installed on the Green Street/King Street road segment to further reduce cut-through traffic and aggressive driving

Due to the multiple road authorities operating the surrounding road network in Norval, the Town has limited control over the traffic impacting its local roads. A map identifying the multiple road jurisdictions in Norval is included in “Attachment 1”.

Since the fall of 2017, Town staff has been working with both Halton Region and Peel Region to address some on-going concerns. This report will identify the transportation issues and improvements that have been implemented.

COMMENTS:

On September 13, 2017, the Protect Our Interest in Norval for Tomorrow (P.O.I.N.T.) group had an on-site meeting in Norval with the Town’s elected officials and staff from Peel Region, Halton Region, and the Town of Halton Hills. The purpose of the on-site meeting was to observe and discuss transportation issues at Guelph Street (Highway 7) and Adamson Street/Winston Churchill Boulevard.

Following the on-site meeting, P.O.I.N.T. submitted a petition to the Town that is identified in “Attachment 2”. In acknowledgment of the petition, on October 2, 2017, the Commissioner of Transportation and Public Works presented the Norval Traffic Update to the Community Affairs Committee, which identified the current transportation studies, long-term transportation projects, traffic improvements, and police enforcement strategies.

The Mayor wrote the Regional Chairs of Halton Region and Peel Region on October 17, 2017 “Attachment 3” requesting a meeting to determine how to address the concerns identified in the petition. A meeting was held on February 6, 2018 and it was agreed to work together to find solutions.

On February 8, 2018, staff from both Regions and the Town met to discuss traffic studies and potential improvements in Norval. As a result, the Region of Peel commissioned the Norval Traffic Study which included an Origin/Destination (O/D) study, review of the Red Light Camera request, and existing traffic signage.

The results from the Norval Traffic Study indicate the following:

- Extend the truck restriction from 10 Side Road (Regional Road 10) to 17 Side Road/Mayfield Road on Winston Churchill Boulevard/Adamson Street (Regional Road 19).
- Update and improve the existing traffic signage on Winston Churchill Boulevard/Adamson Street (Regional Road 19) to increase the visibility of signs.
- Install new southbound and northbound left turn lanes to reduce traffic congestion at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street intersection.
- Installation of the Red Light Camera is not warranted at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street intersection.
- Placement of advance truck restrictions on Guelph Street (Highway 7) will not be permitted by the MTO, however the Ministry has no objections to further restrictions on Winston Churchill Boulevard/Adamson Street (Regional Road 19).

The O/D study conducted by Peel Region confirmed the residents' concerns that heavy trucks are shortcutting through Norval unnecessarily along Winston Churchill Boulevard. As such, Halton Region's Report No. PW-23-19 recommended to convert the existing year round axle road restriction on Winston Churchill Boulevard (Regional Road 19) from 10 Side Road (Regional Road 10) through the Town of Halton Hills (Norval) to 17 Side Road/Mayfield Road to a Heavy Traffic Prohibition.

Green Street/King Street

In addition, on September 5, 2018, the Mayor, Ward 2 Councillors, and Town staff had an on-site meeting with the Green Street/King Street residents. The purpose of the meeting was to discuss potential solutions to further reduce the cut-through traffic and ongoing aggressive driving. Town's staff scheduled traffic counts on both streets to determine Average Annual Daily Traffic (AADT) values. Staff then prepared a Traffic Calming Plan which included the installation of two additional speed humps, yellow centre line, edge line, two "Slow" pavement markings, "No Heavy Trucks" signs, "Object Sign" markers, and an additional turn prohibition sign on Green Street facing the northbound direction traffic on Winston Churchill Boulevard/Adamson Street.

Post studies were conducted after the installation of two new speed humps and non-intrusive traffic calming measures. It concluded that the cut-through traffic on King Street was reduced by 42 vehicles or 16 percent (%). Also, the results on Green Street indicated the cut-through traffic reduction of 79 vehicles or 28 percent (%).

The operating speeds (85th percentile) on King Street and Green Street were reduced by 10 and 12 percent (%) from 39 and 42 km/h to 35 and 37 km/h, respectively.

The following AADT values represent the results of traffic counts on King Street between Green Street and Guelph Street (Highway 7) from 2006 to the 2019 year:

- 2006 – 401 vehicles
- 2017 – 346 vehicles
- 2018 – 264 vehicles
- 2019 – 222 vehicles

Overall, the traffic calming measures installed on King Street reduced the cut-through traffic by 179 vehicles or 45 percent (%) during the above noted years.

The installation of traffic calming measures on King Street/Green Street had a positive effect on reducing the cut-through traffic and aggressive driving. To increase compliance with the existing turn prohibitions, staff will coordinate with the Halton Regional Police Service (HRPS) to undertake road safety blitzes.

The installation of the northbound left turn lane at the intersection of Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street should further reduce the percentage of cut-through traffic on Green Street and King Street.

In addition, the Norval West By-pass will provide a new road connection between Highway 7 and 10 Side Road (Regional Road 10) and will assist in rerouting traffic away from Norval.

Noble Street

In 2017, staff undertook general traffic observations and traffic count using an automatic traffic recorder (ATR) and speed studies on Noble Street. The traffic count resulted in the AADT value of 208 vehicles.

Various speed studies were undertaken with the following operating speed (85th) results in the statutory 50 km/h zone:

- September 19th – 50 km/h
- September 20th – 49 km/h
- September 26th – 45 km/h

Based on the staff observations, no aggressive driving was observed during the three speed studies. Staff do not recommend further action on Noble Street.

Next Steps

Staff will continue to coordinate with the HRPS to improve compliance with the turn prohibitions installed near Green Street, King Street, and Noble Street and undertake truck safety blitzes.

RELATIONSHIP TO STRATEGIC PLAN:

A.3 To provide a broad range of educational, recreational and cultural services that meet the needs of our residents.

A.5 To ensure the use of appropriate design strategies to create safe communities.

FINANCIAL IMPACT:

Implementation of traffic calming measures on Green Street and King Street was included in the 2018 approved Capital budget.

CONSULTATION:

This report was discussed internally within the department.

PUBLIC ENGAGEMENT:

Residents identified in the petition will be contacted directly.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Social Well-being pillar of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is good.

COMMUNICATIONS:

Notification to the community will be undertaken via the Council agenda.

CONCLUSION:

There has been long-standing transportation issues related to truck traffic, cut-through traffic, and aggressive driving on local roads generated by the traffic congestion at the Guelph Street (Highway 7) and Winston Churchill Boulevard/Adamson Street signalized intersection. The truck restrictions to be implemented on Winston Churchill Boulevard will improve the cut-through of truck traffic. Furthermore, the additional speed humps that were installed on Green Street and King Street along with the proposed intersection improvements at Highway 7 and Winston Churchill Boulevard/Adamson Street will mitigate the cut through traffic. Staff will continue to liaise with the MTO, Halton Region, Peel Region, and Halton Regional Police Service to undertake road safety initiatives within the Hamlet of Norval.

Reviewed and Approved by,



Maureen Van Ravens, Manager of Transportation

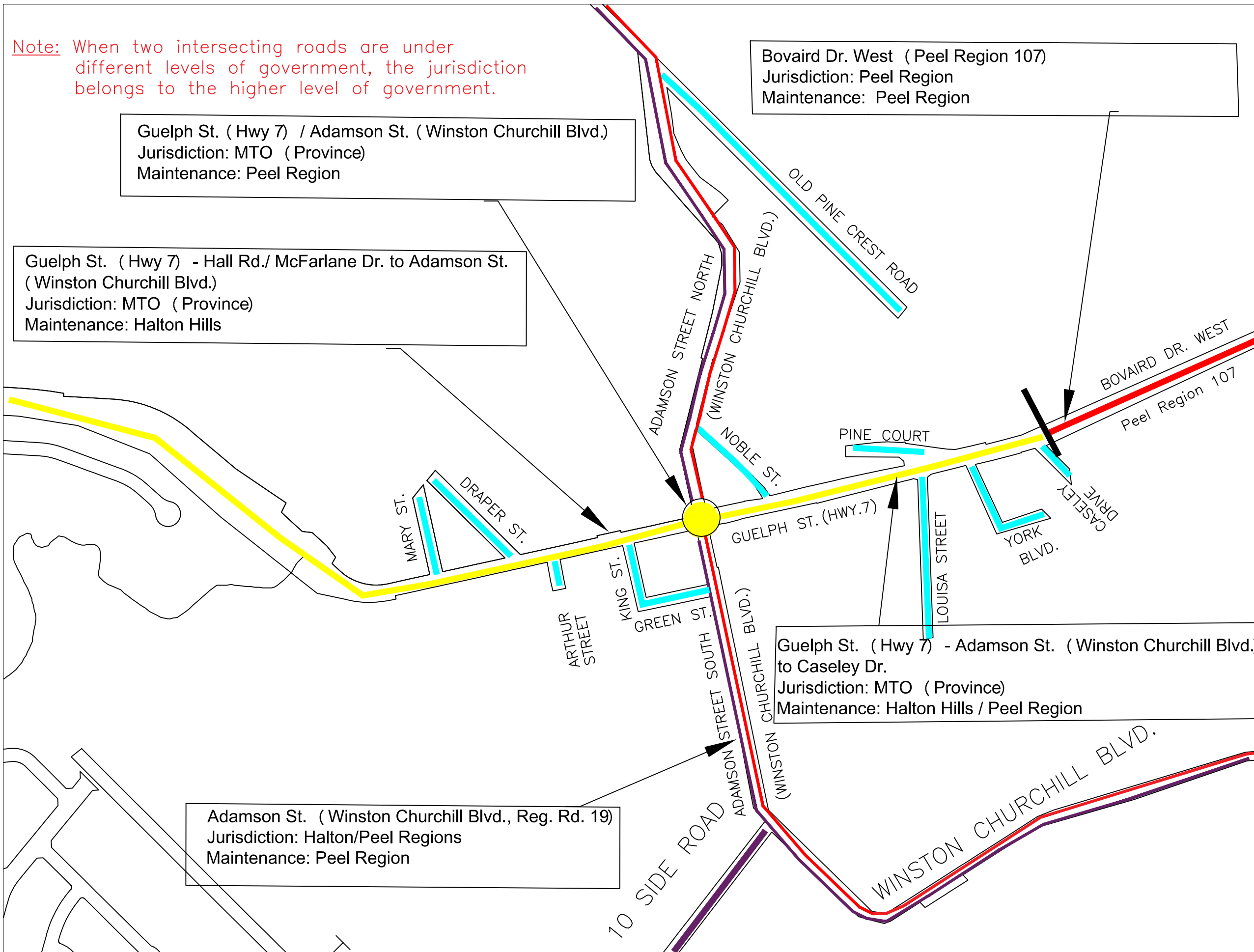


Chris Mills, Commissioner of Transportation and Public Works



Brent Marshall, Chief Administrative Officer

NORVAL ROADS



ROAD AUTHORITY:	
—	MTO
—	PEEL REGION
—	HALTON REGION
—	TOWN OF HALTON HILLS (Both Jurisdiction and Maintenance)

P.O.I.N.T

Protect our Investment in Norval for Tomorrow

The quality of life in Norval is negatively impacted by excessive traffic and traffic noise. Imagine the impact hundreds more trucks and cars will have, added to the thousands of cars we already see every day as homes continue to be built in Peel, north of Norval.

THE FACT

The Region of Peel, which controls Adamson St., is allowing truck traffic right through The Hamlet of Norval. There are “No Truck Traffic” signs posted south of 10th Sideroad, through Peel all the way to Steeles Avenue. When we complain to Peel about the truck traffic through Norval, we’re told “the portion of Winston Churchill/Adamson from Guelph St/Hwy 7 to 10th Sideroad would need to remain as is, to provide truck access.”

We’ve become Peel’s alternative route for trucks!

This is a residential area. Peel Region, which currently controls Adamson St., is planning to install turn lanes at the 4 corners to make it easier for large trucks to get around the corner. We fought against turn lanes on Adamson St to Guelph St., in 2006 against Halton Region and **WON**. And now Peel, a region with absolutely no citizens on Adamson Street has decided to add turn lanes for *their* convenience. We can’t let it happen.

THE QUESTION WE NEED ANSWERED

Why does the Region of Peel Control Adamson Street?

Adamson Street is completely within Halton. Its residents pay their taxes to Halton Region.

THE CURRENT PROBLEMS

- A) There is excessive speeding on Guelph St., and Winston Churchill, particularly by trucks
- B) Trucks have been observed driving at such high speed they can’t stop for the traffic light and are forced to blow their air horns, warning other drivers that they are coming through the light regardless of colour. This reckless and dangerous behavior endangers lives
- C) Too many motorists are ignoring No Turn signs on Green/King and Noble streets.

WE THE CITIZENS OF NORVAL REQUIRE

- 1 Halton Hills to reassume control of Adamson St., from Peel Region so
that Norval residents have some control over what happens on the
street in front of their houses
- 2 A greater police presence to deter speeding and illegal turns
- 3 The Installation of “No Truck Traffic” signs on Adamson St., and the
necessary police presence to enforce their adherence from
Guelph/Hwy 7 to 10th Sideroad
- 4 Red light cameras at the four corners to deter motorists from running
red lights
- 5 No turn lanes onto Guelph/Hwy 7 from Adamson. Halton made a
commitment in 2006 that there would be no turn lanes and the
subsequent construction at the four corners has left no space to create
lanes. As it stands, trucks turning onto Guelph/Hwy from Adamson
St., are destroying the sidewalk and creating a walking hazard.
- 6 The designation of “local traffic only” street in Halton at King, Peter
and Noble and the enforcement necessary to ensure their adherence.
- 7

Acton
Georgetown
Esquesing



Town of Halton Hills
Office of the Mayor
Rick Bonnette

October 17, 2017

Frank Dale, Region of Peel Chair
Region of Peel
10 Peel Centre Dr.
Brampton, ON
L6T 4B9

Dear Chair Dale;

I am writing to invite you and your senior staff to a meeting with me to discuss how best to address the traffic concerns of Norval residents. I am also writing to Halton Regional Chair Gary Carr to invite him and his senior staff to attend.

Councillor Clark Somerville and I raised the concerns of Norval residents regarding traffic through the village at the most recent Halton Region Public Works Committee and Regional Council meetings. We indicated at the time, and as I appreciate you are familiar, residents have concerns with the traffic, but due to the inter-jurisdictional nature of the roads, residents feel their concerns are not being addressed. Recently a petition with the names of over one hundred residents was presented to the Town of Halton Hills Council seeking a resolution to the long-standing traffic and truck issues in Norval.

Roads of key concern to the residents include those that are within the jurisdiction of Halton Region and Peel Region. I have attached a map of Norval with the key roads and jurisdictions identified. Staff from the Town of Halton Hills Transportation and Public Works Department have already taken some action to implement measures to affect traffic on the Town's roads, but the Regions need to be engaged in this too. Ultimately the action required to resolve these issues may be beyond the technical ability of staff to address and may require a political resolution. I appreciate staff in all jurisdictions have made efforts to coordinate and respond to the residents' concerns, but to-date it has not been sufficient to resolve the issues. It is important to have all three municipalities meet at the table to discuss a common approach to resolving the residents' concerns. I appreciate the Ministry of Transportation is also a key stakeholder in the traffic issues of Norval, but my preference is that we as municipalities meet first to determine how best to approach the Ministry on a common front.



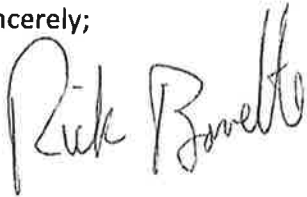
Town of Halton Hills • 1 Halton Hills Drive, Halton Hills (Georgetown), Ontario, L7G 5G2

Tel: 905-873-2601, ext. 2342 Toll Free: 1-877-712-2205 Fax: 905-873-2267 mayor@haltonhills.ca www.haltonhills.ca

Staff from my office will be contacting your office to schedule a meeting. In the meantime, Town staff will continue to work cooperatively with Regional staff to try to address what technical changes they are able to implement.

I look forward to meeting with you to discuss this important matter.

Sincerely;

A handwritten signature in dark ink, appearing to read "Rick Bonnette". The signature is fluid and cursive, with the first name "Rick" and last name "Bonnette" clearly distinguishable.

Rick Bonnette
Mayor of Halton Hills

- c. Halton Regional Chair Gary Carr
- Councillor Bryan Lewis
- Councillor Clark Somerville
- Councillor Ted Brown
- Brent Marshall, CAO
- Chris Mills, Commissioner of Transportation and Public Works

NORVAL ROADS

Note: When two intersecting roads are under different levels of government, the jurisdiction belongs to the higher level of government.

ROAD AUTHORITY:

MTO

PEEL REGION

HALTON REGION

TOWN OF HALTON HILLS
(Both Jurisdiction and Maintenance)

