

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

RECEIVED

FEB 19 2013

Township of Puslinch

TO:

Commenting Agencies

- Regional Clerk – Region of Halton
- R. Glenn – Director, Planning Services, Legislative & Planning Department
- Planning Department – Halton Catholic School Board
- Planning Department – Halton District School Board
- Corporate Secretary – Conservation Halton
- Corporate Secretary – Credit Valley Conservation
- Corporate Secretary – Grand River Conservation Authority
- Director Provincial Planning Services Branch – Ministry of Municipal Affairs and Housing
- Corporate Secretary – Milton Hydro
- Land Use Planning Section – Real Estate Services Hydro One Networks Inc
- Executive Vice President – Law & Development Ontario Power Generation Inc
- Lands Department – Union Gas Limited
- D. Presley – c/o Lehman & Associates for TransCanada Pipelines Ltd.
- A. Newman & Land Services – Enbridge Pipelines Inc.
- D. Johnston – Senior Planner, Niagara Escarpment Commission
- Corporate Secretary – CN Rail
- Corporate Secretary – CP Rail
- Town Clerk – Town of Halton Hills
- Town Clerk – Town of Oakville
- City Clerk – City of Burlington
- City Clerk – City of Mississauga
- City Clerk – City of Hamilton
- County Clerk – Wellington County
- Town Clerk – Town of Erin
- Township Clerk – Township of Guelph/Eramosa
- Township Clerk – Township of Puslinch
- Regional Clerk – Region of Peel

FROM:

A. Janzen, Development Review Planner

DATE:

February 14, 2013

SUBJECT:

MILTON COMPREHENSIVE ZONING BY-LAW REVIEW
– THIRD DRAFT RELEASE AND STATUTORY NOTICE

For your review and comment, please find attached the third draft of the Comprehensive Zoning By-law document which will be the subject of a **statutory public open house** on **March 6, 2013** and **statutory public meeting** on **March 18, 2013**. See meeting details in the notice attached.

I would ask that you provide to me, no later than **March 25, 2013**, your comments regarding the latest draft Zoning By-law. If you have any questions relating to the draft document provided please feel free to contact me by e-mail at angela.janzen@milton.ca or phone (905) 878 – 7252 ext. 2310. Emailed submissions should be directed to the Zoning Mail Box at zoningbylaw@milton.ca.



COMPREHENSIVE ZONING BY-LAW REVIEW

STATUTORY PUBLIC OPEN HOUSE AND STATUTORY PUBLIC MEETING

Pursuant to Section 34 of the Planning Act, R.S.O., 1990, c.P. 13, as amended, the Corporation of the Town of Milton is hereby inviting members of the public to attend and provide input at the following statutory public open house and statutory public meeting in relation to the Comprehensive Zoning By-law Review:

STATUTORY PUBLIC OPEN HOUSE: **Wednesday, March 6, 2013 from 6:30 - 8:30 p.m.**
Milton Room, Town Hall Victoria Park
150 Mary Street, Milton

STATUTORY PUBLIC MEETING: **Monday, March 18, 2013 @ 7:00 p.m.**
Council Chambers, Town Hall Victoria Park
150 Mary Street, Milton

PURPOSE AND EFFECT: A Zoning By-law is not a static document and as such a new Draft Comprehensive Zoning By-law has been prepared to ensure that the zoning regulations that govern building and development in Milton are updated as required and implement the changes made in Official Plan Amendment (OPA) 31 which is intended to manage land use changes to the year 2031. OPA 31 was adopted by Milton Council on June 14, 2010 and is pending regional approval.

The new proposed Comprehensive Zoning By-law affects all lands within the Town of Milton except lands located within the Niagara Escarpment Development Control Area. For this reason no key map has been provided.

The **statutory public open house** is an opportunity to hear about the proposed zoning provisions and mapping changes, review displays, ask questions and share comments with Town staff.

The **statutory public meeting** is an opportunity for the public to provide input directly to Council in relation to the proposed revisions to the Comprehensive Zoning By-law.

APPEALS: If a person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Milton before the by-law is passed:

- i. the person or public body is not entitled to appeal the decision of Milton Council to the Ontario Municipal Board; and,
- ii. the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the board, there are reasonable grounds to do so.

MORE INFORMATION: Copies of the Draft Comprehensive Zoning By-law including mapping to be discussed at these meetings will be made available for review as of February 14, 2013 in the Planning & Development Department, (2nd Floor, Town Hall East), 150 Mary Street between the hours of 8:30 a.m. and 4:30 p.m., at the Milton Public Library (Main and Beatty Branches) or on-line at www.milton.ca. The staff report associated with the public meeting will be available on March 15, 2013.

Questions, written submissions or requests for notification may be directed to Angela Janzen, Development Review Planner, Planning and Development Department at telephone: 905-878-7252, extension 2310 or email: Milton_Zoning_By-law no later than March 25, 2013.

Note: This notice may also be accessed via our website at www.milton.ca

The personal information accompanying your submission is being collected under the authority of the Planning Act for the purpose of receiving your view(s) on this issue and will form part of the public record which may be released to the public. Questions about this collection should be directed to Angela Janzen 905-878-7252 extension 2310.

Dated at the Town of Milton this 14 day of February, 2013.

Troy McHarg, Town Clerk
Town of Milton – Executive Services Department
150 Mary Street
Milton, ON L9T 6Z5



Township of Wainfleet

"Wainfleet - find your country side!"

I.G.# 4

MEDIA RELEASE

MONDAY, FEBRUARY 25TH, 2013

Wynne Urged to Honour Commitment to Consultation in Advance of Wind Development

Approximately 50 elected leaders from municipalities across Ontario met this weekend in Wainfleet, ON at a strategic conference about the future of wind development in the province, with the hope that the new Premier will listen to their concerns. The group was brought together by ongoing concerns with the Green Energy Act and the impact renewable energy approvals are having on municipalities and residents.

The delegation decided to develop an organized group of municipal leaders, comprised of elected officials, to monitor information on the impact of wind development and act as an advisory committee to work with the province to address existing regulations.

Mayor April Jeffs of Wainfleet, who hosted the conference, feels optimistic that the new Premier will be open to consultation:

"We have sent a letter to the Premier expressing the need for collaborative decision-making on wind projects near municipalities. We believe there is an opportunity for municipalities and the provincial government to work together to develop an approval process that works for all involved. After years of community division and demonstrated problems with the Green Energy Act, we simply cannot stand by and let this continue" said Mayor Jeffs.

The conference involved presentations from legal experts, municipal leaders, a renowned and highly published health expert, and a Government Relations consultant who discussed at length the implications of wind development in close proximity to municipalities and residents.

Before the meeting commenced at 9am on Friday, the group was greeted by several dozen concerned citizens that demonstrated their interest in the work the municipal leaders were undertaking.

The municipal leaders who met this past Friday are continuing to organize and develop a unified position on wind projects. The province can expect increasing pressure to address their concerns in the weeks to come.

MEDIA CONTACT: Mayor April Jeffs, Township of Wainfleet, 905-899-3463 ext. 227 or email to ajeffs@wainfleet.ca.

31940 Highway #3 • P.O. Box 40 • Wainfleet, ON • L0S 1V0
PHONE 905.899.3463 • FAX 905.899.2340 • www.wainfleet.ca

HIGHWAY #6 MORRISTON TRAFFIC CALMING

MINUTES

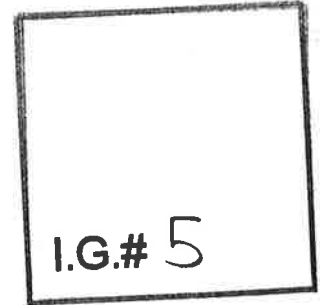
DATE: Friday, September 28, 2012

TIME: 9:00 A.M.

A Meeting was held on the above date and called to order at 9:00 a.m. at Envers in Morriston.

ATTENDANCE:

1. Mayor Lever
2. Councillor Fielding
3. Councillor Roth
4. Councillor Stokley
5. Heather Krouskie, Deputy Clerk
6. Bill Knetsch, Envers
7. Kevin Plut, MTO
8. Sarah Wilhelm, Planner, County of Wellington
9. Bob Uridil
10. Kevin Bentley
11. Rebecca Hallam, MTO
12. Don McKay, County Councillor Ward 7
13. Jana Reichert, Economic Development Officer, County of Wellington
14. Sandra Solomon, COP Committee Representative
15. Dave Bouck on behalf of Duff's Presbyterian Church
16. MPP Ted Arnott
17. Shaun Jones OPP
18. Bob Uridil, OPP



CHAIRMAN: Mayor Lever opened and chaired the meeting.

DISCLOSURE OF PECUNIARY INTEREST & THE GENERAL NATURE THEREOF:

None.

Opening Statement by Bill Knetsch

Morriston being used as corridor for major Ontario cities and a corridor to us.
Waiting nearly 30 years for bypass around village

10 years out

Need safety solutions for citizen, building and general public traveling

Safety issue for businesses that use corridor

All have a responsibility to make it safe.

3 things – provincial laws will allow, financing and political will.

Dave Bouck

Asked by session to attend meeting and express concerns.

Duff's located near highway 401.

Celebrating 175 yr. anniversary this year.

Location is good except a lot of traffic concerns.

A lot of elderly people attending church.

Came to light recently with extension of off ramp on highway 401.

During that construction time, the timing of traffic lights changed, backed traffic up past parking lot (at Duff's) when traffic was heavy.

Busy church – 7 days a week – events going on.

When traffic was backed up past parking lot, tried to exit parking lot and go north, have to try to cut through traffic and go through ongoing northbound traffic. When crossing traffic, had a few very close calls.

Timing of lights have been changed back now.

Concerns are: if there is any more construction, Duff's would like to be notified as well as timing of lights. Also would like to meet with traffic engineer to be part of process for Morriston and see if there is something we can do in the meantime. Have a lot of big events, if we gave OPP a list of events, is there any chance when heavy traffic if they could provide the assistance of an officer to help direct traffic. Would like to meet with OPP and set something up.

Without the bypass, affecting the growth of our church, appealing for those 3 things.

We are begging to get to the 5-year plan.

200 people attend the church. Very concerned about the people at our church.

Sarah Wilhelm

Transforming the Morriston Streetscape.

Very aware recently of the very serious issues in Puslinch on traffic.

Prepared the design guidelines.

Some are subtle or passive traffic calming measures.

Good starting point.

Signage, plantings, combined streetscape elements and warning lights will be discussed.

Gateway Signage – Erin has a nice set up signage. Decorative banners on existing utility poles (subject to permission). Wall banners is another suggestion (some in Erin with heritage images).

Street trees and roadside trees (inside right of way and outside right of way). Creating a sense of a more narrow street (example College Avenue in Guelph).

There are currently two landscape areas in Morriston that are currently paved.

Can put in raised grasses, ornamental grasses.

Pedestrian Crossings – interlocking paving stones could be installed, stamped pattern concrete.

Street Furniture – where boulevard is more than 5 feet wide so tree would survive.

(example Milton downtown) Some have put in stand alone planters spilling over with flowers.

Bollards – where you don't have as much space. Provide a physical barrier.

Decorate light fixtures and hanging baskets are also an option.
How do we get there? Want to create a great community place.
There is a big challenge here. Something needs to be done. We can learn from the successes and failure of others.
The community is the expert. Vision needs to come from here.
Money is not the main issue. Need to spend our tax dollars wisely.
Could start with the quick wins. Visual improvements that people can see, get some excitement going.
Look for partners that can help.
Sarah provided everyone with a summary of her presentation.

Bill Knetsch

Noticed Prince Edward County – have been working on drawing people to their County.
Wellington County needs and identity as well which led me to Jana.

Jana Reichert

Shared what progress has been made by the County since the adoption of the Economic Development mandate.
ED Strategic Plan has been started.
ED Group created.
Website has been created as well.
Been talking to various groups, community contact – to attract new investors and labour to our area.
To be presented to Council in November.
Focus groups – learned that we need a one stop shop for the County and branding exercise.
What is the identity of Wellington County? Do we have a County wide signage program?
Important to have signage and branding.
Infrastructure needs need to be identified.
Concern raised that issue is becoming more of an issue each year – highway #6.
Employee workforce is coming from County resident workforce. 60% coming from Hamilton, KW Cambridge Western GTA – highway #6 huge issue. As well as from a freight perspective.
Willing to facilitate a discussion from relevant employers in this area.
Important corridor through the village (goods and people). Economic impacts are not restricted to Puslinch and the County but to Central Ontario.
Majority of people commuting are using 401 and #6 corridor. Would create opportunity for new jobs and investments in southern Ontario.
Would be happy to provide statistics and act as a conduit for information.
Spoke with Maple Leaf Foods rep.
Concern with chronic congestion and safety risks through Morriston. Negative impact on the regional economy.
There is a strong need for a #6 bypass on an economic basis.

Status of branding and strategic plan and signage – Plan completed to be presented to Council in November. Working on looking at recommendations and associating estimated costs for each recommendation. Based on information compiled. Branding on top of the list. ED Committee – branding strategy within next year. Has to be a public process. Can put an implementation plan together once strategy approved by Council.

Don McKay – by time strategy goes through probably looking at 8 to 12 months to be realistic before signs are installed. 7 municipalities have to agree. Important to have community input also. Need the time to make sure we do it right.

Wayne – will be looking at priority. Will townships have a say in priority?

Don – no prioritization. Don and Dennis will have input as we sit on the committee. We will be pushing strongly for something in the south end because of the problems we are experiencing here.

Dennis – Will be a County recognition with each municipality also have recognition.

Don – sign that catches your eye. Welcome to Puslinch and County of Wellington.

Bill Knetsch

Has been in close contact with Kevin. Thankful for that communication and would like to keep that communication going and hopefully moves things forward. Explain what we can and cannot do.

Kevin Plut

Safety on #6 Study prepared a few years ago.

Businesses have a need for a functional roadway. Things that we want for this area. Maintain your identity, have motorist be comfortable on the roadway as well as pedestrians.

Obviously a lot of things that are visual. Make sure they can recognize they are entering a community but do not want to overload a driver.

Things like decorative municipal signage – i.e. gateway and secondary signs that provide an identity. Other tools that we had talked about before – consideration for community safety zones that is a tool that the OPP can use for increased fines that make a motorist aware. A number of items – want to preserve safety and function. The construction recently – the lights failed vehicle detection. Cycled to the ramp when it didn't need to. Cameras that were there – in pavement loops forced cars to stay. Can look at operations at the north ramp terminal again.

Congestion and stopped vehicles is not ideal while we still want to keep them from speeding through town.

Gateway signs – decorative municipal displays.

Community Safety Zone – already 50 Km through town. A number of things available. From safety study – part of focus to pull obstacles out of clear zone.

50 km limit dealing with a smaller clear zone. May exclude bollards and planters.

A number of things we should consider first before getting into physical obstructions within the right of way.

Ted Arnott

Can you describe what a Comm Safety Zone is?

Kevin

Is part of the Comm Safety Correction Services. Minister approves it. We install and maintain the signs. Can start at any level. Put together a package working with OPP and municipalities and MPPs, Councillors showing support and areas of concern. Number of groups that can comment. Define area and once minister approves, they put out signs and speed fines are increased.

How long to process? 3 to 6 months.

Who takes lead? Proponent and local OPP detachment. Once an initial proposal then circulate elected official, municipalities and stakeholders.

More OPP enforcement? Means fines are increased. OPP still have challenges of manpower and providing enforcement but does carry a higher fine.

OPP – Same as a construction zone. Increased fine but probably close to double of normal fine.

Dave Bouck – great idea. Short term solution we can look at in terms of the church to slow the traffic down. Very open to leading that to get people to slow down.

OPP Shawn – one thing to consider – a lot of doubled of fines are not going through court system any more.

Dave Bouck – most people wouldn't know that. In the short term, that says slow down/ community may get people to slow down. Might be able to save lives. Short term goal is safety and long term is economic development.

Susan Fielding – Is MTO now open to signage?

Kevin Plut – consider each individual proposal. Gateway signs are a possibility. We allow them on highways. In southern Ontario policy says has to be outside of right of way. We do recognize how tight things are and we have to consider they will have to be placed within the right of way. Want to make sure that they don't pose a hazard to motorists. Clear zone – if vehicle were to leave roadway they can re-enter the roadway.

Susan – How does approval process work?

Kevin – If you were to go with a gateway sign. You'd have a design, location and a plan (see Tracy) for a permit. His group would circulate for comments. If everything favourable, then the sign can be installed.

Susan – time frame?

Tracy - Once approved, a couple of weeks. Entire process – a couple of months.

Susan – We have a Road Watch program in Puslinch. Denied signs on Highway #6. Said years for approval.

Kevin – there are options. Community Safety program signs. The new book 8 has some provisions of those types of signs. In an assembly with other community safety signs that go on those types of signs. Road Watch wouldn't require a permit but approval would be required. Signs would fall under our book 8 which is guidelines for highway signs. We would manufacture and bill the costs back to the municipality etc. Sign shop requires 6 week wait for sign manufacture. Not allowed to use your signs on highway. Have to be consistent across the Province.

Susan – Highway lights? Feel okay right now?

Kevin – we've made some changes recently to address the ramp queuing and queuing through town. Because of high speed through 401, have northbound going with the right turnoff ramp. Two heaviest movements on that terminal. When equipment functioning we have capacity to deal with traffic. Had some equipment failure.

Dave - Somebody monitoring that?

Kevin - Yes, are connected to that signal controller.

Dave – If problem, who would we contact.

Kevin - Contact me. Invite any comments that we can address.

Don McKay – Heading north out of Freelon in four lanes, hit Townline and reduce to 60 km, get to Bryan's Farm Equipment goes up to 80 km and then drops down to 50 km in Morriston. Would be better way to leave it to 60 and then drop it to 50 km. People are slowing and then speeding up and then slowing down. MTO told us that that part of the road can handle volume and speed. Also, Flamborough section signs are larger than signs in Puslinch.

Kevin – as Part of Safety Study looked at speed limits. Important to keep speed limits as part of the roadway. Some would stick with 60 km while others would speed up. Number of safety issues that aren't desirable. Leaving 50 km in Morriston are appropriate. I don't think the answer is to reduce it to 60. We did look at it.

Bill Knetsch - Talked about going in stages. Signage is a stage. Create flashing lights over a 50 km zone. That is an immediate thing we can do.

Kevin - Flashers – Minister reserves them for stop ahead signs.

Bill – We have a stop ahead situation. Transport trucks plowing through. If truck goes 60 km and over are moving missiles. Create flashing lights to tell a driver that this is a village. I'm asking what is the immediate thing we can do now to rectify this now.

Kevin – Someone running red isn't because they haven't seen the speed limit sign. The Community Safety Zone signs will help.

Bill – When I see a Community Safety Zone sign for me is a subtle warning. Aberfoyle and Morriston are different. Aberfoyle is constantly in the Advertiser with a Speeder of the Week. The flashing sign worked in Aberfoyle. Why not do that here? Agree with the Community Safety Zone sign.

Dave Bouck – can we combine the two? Motion at next Council meeting to push for a Community Safety Zone that has flashing lights.

Kevin – problem is a flashing yellow light is associated with a warning sign. Only warning flashing to supplement a stop sign. The yellow flasher is typically reserved for warning signs.

Don – how did one in Aberfoyle get installed?

Sarah – it is a County road.

Bill – a red light is a stop sign.

Dave – We need something that can help quickly that can save lives.

Bill – the highway is two-fold problem. When peak rush hour – economical and environmental issue. Off hours – huge safety issues. A disaster waiting to happen.

Dave – This has gone on long enough and we want some action.

Bill – Want to have an agenda when we come out of this meeting. I want to know what we can do on an immediate basis and an intermediate basis. This bypass will not happen for the next 10 years. We need to do something right now.

Kevin – right now your best options are your entry signs, gateway signs and community safety zone. And potentially your road watch signs or something like that. Those are things that will tell motorists they are entering a populated area. I don't think people are not seeing the 50 km signs.

Bill – you are saying we can't have a flashing light. Is it a visual impairment?

Kevin – we have signing for policies. We keep them standard for all applications. First option would go to a bigger sign. We can do that.

Ted Arnott – one of the recommendations from the safety signs – larger signs on the Hamilton side.

Susan – study has been out for 4 years now. We talked with Fabio Saccone from MTO and pointed these things out - that happened in the south. The lighting is worse, signs are not uniform. Same cars coming up the highway.

Kevin – areas to the south is a four lane highway.

Dave – we'd like to have some sort of plan to help create quick action. Safety is number one.

Kevin – we are here to help with safety zones and gateway signs. We want to preserve the function and safety along this corridor and part of this is putting regulations for what people are comfortable with. You will always have drivers who choose to ignore these.

Bill – you mentioned we are allowed certain street furniture and banners.

Kevin – we would need to see details. Tracy's group will coordinate the review. Don't want to put hazards out there.

Bill – short term solutions at this point means signage. Interim solution – what we are going to talk to Tracy and Sarah with. To protect walking pedestrians walking the sidewalks.

Dave – look at Streetscape plan that Sarah provided.

Kevin – in off peak hours if we could contain motorists to 50 km you wouldn't have concerns.

Dave – looking for money and help.

Sandra – safety study – stopped at Hamilton Townline. Update that study to include the rest of highway #6.

Kevin – did look at speed limits. We in west region also looked at it and did a lot of work from #401 to ... Townline.

Sandra – signage would be made bigger was promised.

Kevin – they talked about upgrading the signs that identified sideroads but not other signs. The speed limit signs in the two lane sections were part of it.

Sandra – they were supposed to be. That does work and people have mentioned that the signs are bigger.

Kevin – we can look at it and see what's there. Obviously the study was undertaken in 2008 or 2009. The guide signs for the intersecting roads were identified as being increased. They did increase initially the size of speed limit signs in the four lane section.

Sandra – A lot of work is done on the four lane section. Nothing happens in the two lane section. Bypass is essential but need to know what we can do now.

Bill – This meeting is not about the bypass. We need to know what we need to do in the short term and intermediate term.

Dennis – recommendations to MTO – from Council or residents.

Kevin – to look at speed limit signs and get back in a week. Community Safety Zone – doesn't matter who it comes from but Council to provide their endorsement. Choose a proponent and put together letters of support. OPP is the contact. Once they are happy with it, they circulate MTO as the road authority and we comment on it and once passed, MTO will arrange for the signs to be installed. I think I've emailed you the policy that sets out who needs to be involved.

Susan – application fee? No. Traffic study need to be done? No.

Bill – any ideas that we can create that is immediate?

Kevin – we have a new policy on dynamic speed display signs. You will see them on residential areas. Looks like a speed sign – has a led display that tells motorists how fast they are going. Not typically effective in long term programs. OPP has some of them. Ted Arnott - South River Road in Centre Wellington Township. Not permanent. One in Rockwood as well. Kevin - Sign goes out and OPP can provide enforcement. To make commuters aware of that occasional presence in the area.

Bill – speed sign was up for about a week. Asked OPP to install and had some technical difficulties. Generates a computer list. OPP has that information. That is a temporary solution. Any other solutions?

Kevin – increased size of the speed signs.

Bill – Gateway signs are more of an intermediate solution. Tree planting.

Kevin – Tree planting – needs to be outside of right of way for utilities and clear zone. Also have overhead utilities.

Bill – Sarah to communicate with you about the tree planting and gateway signs to focus on elements that are allowed. Once approval received, then comes down to where do we get the money.

Kevin – we pay for community safety zone is at our cost. The roadwatch signs would be a different situation. There are options out there. If they are manufactured signs, services board signs, our sign shop manufacturing is quite reasonable.

Bill – we'd have to determine where we could get funding for concepts approved by MTO and determine if they are affordable.

There is an encroachment fee if put up in the right-of-way. Fee is \$520 per work. If doing north and south side would be one work fee.

Sandra – Road Watch Sign has to look exactly as they have been created.

Kevin – it would be similar to a community sign. Take the road watch sign and put it on another sign. You wouldn't need a permit for that. We do the manufacturing and installation.

Don – I don't see putting up a Welcome to Wellington County sign off the 401. At the Townline. Signage that says Welcome to Morriston? That would be the Township's responsibility.

Bill – would be a question for Sarah. Don't want to overdo signs.

Don – Sarah is looking at that County wide. How many signs do you have? Township depends on the County to look at these for us.

Dave – could we ask you to – coordinate some issues from this group – do you have the time?

Sarah – Gary very supportive. County planner, consulting planner for the Township. Doing this as the County planner and Township planner. I was thinking primary gateway signage. I'm committed to helping you but don't have a limitless pool of time. I'll do the best that I can for you. I don't want to go beyond my ability. I'm not a traffic engineer. I can talk to people, get ideas together, help with putting the community safety zone package together.

Dave – That would be wonderful if you could help us. We would very much appreciate it.

To Do –

Community signs and bigger speed signs – now? Get in progress? Yes, Kevin to look at it.

In the meantime, Kevin and Sarah – sit down and determine what we can do in the interim. Important to have an identity – signage – a year down the road.

Who pays? Tourism, Foodland Ontario etc. Need to look at this.

Reasonable time to get together to do an update and progress report – Meet when necessary.

Kevin – Report prepared. Get support from other groups now. Get council support. Simultaneously. Can contact Kevin for help. Goes to the Minister of Community Safety and Correctional Services for approval.

Who is the Proponent? Sarah to prepare.

Kevin and Sarah to work on what is allowed and not allowed.

How do we get word out to residents?

- Susan email blast.
- Council minutes
- Will then be in the Advertiser.

Ted Arnott

Maybe consider doing a petition?? Postcards have been done by other communities. Have an impact. Persistent follow up with the Minister. Private members resolution can be introduced in the legislature. Media is another helpful tool.

** See Ted's newsletter coming out in next couple of weeks.

Adjourned at 11:07 a.m.

Signed: _____
Dennis Lever, Mayor

Brenda Law, CAO/Clerk-Treasurer

Minutes

Well Protection Committee

I.G.#

6

Tuesday, November 20, 2012
3 p.m.
Puslinch Municipal Complex

Meeting called by: Township of Puslinch Councillor Wayne Stokley
Type of meeting: Regular Well Protection Committee Meeting
Facilitator: Township of Puslinch Councillor Wayne Stokley
Note taker: Heather Krousie, Deputy Clerk, Township of Puslinch

Attendees: Wayne Stokley, Township of Puslinch Council Representative
Heather Krousie, Deputy Clerk, Township of Puslinch
John Challinor II, Director of Corporate Affairs, Nestle Waters Canada
Don Demarco, Natural Resource Manager, Nestle Waters Canada
Vic Pendergast, Grand River Conservation Authority (absent)
Dianne Paron, Citizen Representative

Agenda Topics

1. Reading of the Minutes from May 9, 2011
2. Adoption of Minutes
3. Business Arising from the Minutes
 - (a) Refrigerator magnets
 - (b) Status of Gilmour Well
 - (c) Isotopic Analysis results for TW-380
4. Other Business
 - (a) Update on TW-211 proposed production well
 - (b) Enhanced well protection initiatives for neighbours
5. Next Meeting

1. Reading of the Minutes

2. Adoption of Minutes

The May 9, 2011 Well Protection Committee Minutes were adopted as presented.

3. Business Arising from the Minutes

(a) Refrigerator Magnets

- No feedback received.
- Article placed in the Wellington Advertiser
- Residents in Erin have received magnets also.

(b) Status of Gilmore Road Well

- Supplementary source
- In pumping, the draw down toward Aberfoyle Creek was not ideal.
- It was decided that the project would be put on the shelf.
- TW1-10 well on Gilmore property, upper and lower bedrock system
- Looking at lower bedrock and water quality at deeper zone
- May submit a permit to the Ministry of the Environment
- Would over drill the well.
- Currently goes below Eramosa Goat Island and Gasport formations

(c) Isotopic analysis results for TW-380

- Ministry of the Environment requested as a condition of the permit
- See higher levels of chlorides in deep systems
- May be naturally occurring or may be road salt.
- At the well and at the shallow system
- Distinct in shallow system.
- Source of chlorides are from shallow system.
- Ministry of the Environment memorandum received. They may ask for additional water quality monitoring.
- Look for mechanism for what is causing the chlorides.
- Isotope data had not been collected before as Isotope data did not provide any additional insights.
- Where are chlorides coming from? May be road salt.
- Will await further direction from the Ministry of the Environment but continue to collect water quality data.

Dianne Paron

Water quality analysis data would be helpful. Age of water 50 to 60 years.

Mayor Dennis Lever

Ministry of the Environment recommending any other definitive steps?

John Challenor

Will meet in hamilton in next month. Not first time that the Ministry has asked us to do tests with no definitive results.

Mayor Dennis Lever

Stan is concerned about area wells piercing through.

John Challenor

We met with Stan. As part of the Ministry of the Environment permit condition, Nestle was to submit a work plan. Stakeholders then reviewed the work plan.

4. Other Business

(a) TW-211 Well

- Drilled September 2011
- Optimistic results
- 17" fracture discovered
- Could sustain 500 gallons /minute
- Water quality was good
- Made application for long term pump test under low flow conditions
- Noticed hydrogen sulfid odour (H₂S)
- Decided then to terminate tests
- Still some planning as to next step
- Maybe from a well casing that hasn't been sealed
- Associated with gypsum in rock
- Closest H₂O detection in Guelph as advised by the Ministry of the Environment
- May do some additional testing on this well
- Advantage to have additional source nearby
- If one source goes down it is good to have another location.
- TW-211 is at the back of Nestle's property
- The Gilmour Road site would require a pipeline
- The Ministry would appreciate Nestle drawing from more than one site
- Pumped at 350 gallons/minute last December
- Use results – will submit permit for utility water supply.
- 100 gallons per minute
- Water will be used to top up pond near plant for fire suppression
- It will reduce stress on Nestle's production well.

(b) Initiatives

- Investigate 1 or 2 wells per year
- Trying to pursue getting approval for the work plan
- Cost to overdrill a well approx. \$60,000 - \$70,000
- Still not sure if that would solve the problem (raised by Stan)
- Certain amount of liability associated with this.
- Found 2 wells on properties on Gilmour Road and found e-coli.
- Important that homeowners invest in their wells.
- If funding is approved may ask one of the owners of a well located in the Amabel formation amabel (see wells marked with red dots on the Harden drawing dated April 2011) if we can open the well and test it.
- In terms of a timeline, maybe within 6 months.

- May first look at 3 situated on Gilmour Rod and Brock Road.
- After we look at those 3, have an open house and talk to the public.
- McLean Road near Concession 7 Bridge wells
- Reason for those? The TW-380 well is more north. These were located in the south. The zone of influence was different.
- Pairs of well nest – 1 to amabel and 1 to guelph
- Not used currently for water sampling – focus is mainly on draw down.
- Wells are cased.
- One quality sampling done but no further plans to do that.
- Wells on north site of McLean
- Water flows to the south.
- Would like to just concentrate on one area.
- Nestle monitors 80 wells in this area at all levels – some Nestle and some local residential wells.

5. Next Meeting

- Date to be determined.

The meeting was adjourned at 4:12 p.m.



**Puslinch Heritage Committee
Minutes of December 3, 2012**

The meeting was held at the Puslinch Township offices at 7:30 pm. Committee members present were Chair Lynn Crow, Secretary and Council representative -Township Deputy Clerk - Heather Krousie, Doug Mast, Don Aubin, John Levak and Mary Tivy.

Adoption of the Minutes

Motion No. 1: Moved by Doug Mast and seconded by Mary Tivy.

THAT: The Puslinch Heritage Committee Meeting Minutes dated April 17, 2012, be and are hereby adopted as presented.

CARRIED.

BUSINESS ARISING:

1. The committee members discussed having a designated webpage(s) on the Township website. The Township will be upgrading the main site in 2013 and this would be a good time to include a Puslinch Heritage piece. The committee will revisit and first feature plaqued sites.

Motion No. 2: Moved by John Levak and seconded by Mary Tivy.

THAT: The Puslinch Heritage Committee does hereby request that Township Council consider the inclusion of the Puslinch Heritage Committee as part of the new Township website to feature sites of architectural and historical interest.

CARRIED.

Council passed a resolution supporting the Committee's request.

2. The ABC's of Architectural Terms was shown to Duff's Presbyterian Church Fireside group on May 1st and again to the Harcourt United Church's Mens' Breakfast Club on November 28. The presentation was well received by both groups.
3. Heather advised that no bridges were reported to the Grand River Heritage River Inventory as there are no Township owned bridge structures. The bridge near Visser's Greenhouse is located in Guelph/Eramosa Township.

COMMUNICATIONS:

1. Lynn provided an update from the Puslinch Historical Society archives. Research of B&B Woolsey regarding Lots 18 - 20, Rear Concession 1, the Hogg farm includes a Guelph Mercury photo of the house when it burned down c. 1960. Before the Puslinch Historical Society's walking tour of Victoria Street in Morriston, Lynn spoke with David Bouck who is planning to develop the former Calfass farm into estate lots regarding the significance of the farmhouse in the Township's history.
2. On August 9, 2012 Lynn received a telephone call from G. Burgess asking about recording the Leichman barn. Mr. Glen Leachman has agreed to have photos taken and informed the chair that the committee will be able to view his father's blacksmith equipment.
3. An inquiry came from Mr. David Laliberte regarding the former Cameron/Ross farmhouse at 4495 Sideroad 20. Mr. Laliberte was sent a record of the property.
4. On September 17, 2012 an email was received from a Laing descendant regarding the Crawford Tract east of Concession 11 inquiring if any of the original buildings remain. He is a grandson of Wm. Laing and was raised on Concession 10. The property was not plaqued. Stone foundations there.

5. This fall two inquiries came in regarding (a) the former James Hanlon farmhouse/Wright on Lot 18, Rear Concession 8; and (b) the John Carter/Moffat farmhouse on Lot 9, Rear Concession 7. Both are now located in Guelph. Both have been photographed and the Hanlon replica houses built by the Reid Group in Clairfields were also photographed.
6. On September 19, 2012 Lynn Crow and John Levak attended an ACO Guelph/Wellington Chapter meeting at the archives of the Wellington county Museum at the invitation of Mary Tivy regarding searching land records. The ACO provided a great presentation.
7. October 4, 2012 phone call from owner of Aberfoyle Mill asking if there were Township funds available to help with septic repairs. There may be grant monies available if in the Grand River Watershed. This was deferred to the Township CAO Brenda Law.
8. Phone calls from Karen Scott-Booth, Cambridge and Adrian Grant, a member of the Speedsly neighbourhood "Friends of Black Bridge" group concerned about the future of Black Bridge, a Canadian historic site. The City of Cambridge want to relocate the bridge. It is a National Historic Site. The area around the mill is located in the Township. Mr. Gyer's house could be noted in our inventory, as it is of early post-and-beam construction, but this is not visible for photos.
9. The chair received an email on November 1, 2012 from Evelyn Truty, a Toronto real estate agent who has the listing for the Macdonald house at Puslinch village, inviting us to view their virtual tour of this house which our group recorded in 2011-2012. www.rstours.ca/3380

ACTION:

1. Follow up on outstanding reports of the sites researched last winter by committee members.

2. Write-ups out of 2012 tour were assigned.
 - (i) Doug Lane's yellow brick house, 61 Brock Road S., and log cabin on Flea Market grounds in Aberfoyle (yellow board and batten extensions are newer). **John**
 - (ii) Former Crieff Post Office/Eichorn (4092 Sideroad 25 S., yellow brick house at Crieff that was former post office on the northwest corner of the intersection) **Lynn**
 - (iii) Morlock/former Duff's manse/Looker (82 Queen Street, Morriston, 1910 yellow brick); **Doug**
 - (iv) Morlock/Vanderhueval (80 Queen Street, Morriston, c.1909 red brick); **Mary**
 - (v) Morlock stone cottage/Clark (78 Queen Street, Morriston); **Don**
 - (vi) Rappolt/Bain house (2 Back Street, Morriston). **Lynn**

3. Committee members were asked to keep in mind the criteria for plaquing when reviewing these six sites. We will discuss this further at our spring meeting in 2013 and determine which will qualify. Also, consider the Puslinch Lake Golf Club for our 2013 tour.

Next Meeting.

- Tuesday, April 16, 2013 at 7:30 p.m.

Don Aubin moved to adjourn the meeting at 9:30 p.m.

Submitted _____

Approved: _____

TOWNSHIP OF PUSLINCH
COMMITTEE OF ADJUSTMENT

AGENDA



Date: Tuesday, March 12th, 2013

Time: 9:30 a.m.

1. Calling the Meeting Together and Order.
2. Disclosure of Pecuniary Interest and the General Nature Thereof.
3. Reading of the Minutes of the Previous Meeting.
4. Adoption of the Minutes.
5. Business Arising Out of the Minutes:

6. **BUSINESS:**

1. A3/2013: Ron & Yvonne HARPER 9:35 a.m.
Lot 42, Plan 373
9 Lake Avenue
Purpose: Relief from provisions of Zoning By-law #19/85 as follows:
Section 7, Resort Residential Zone, Exterior Side Yard Width (minimum). The by-law requires that the minimum exterior side yard width is 3.5 m. Requesting permission to build a carport on the side yard abutting the road allowance between Lots 5 and 6 with an exterior side yard width of .72 m. Total relief being requested is 21.78 m exterior side yard.
2. A3/2013: 2055590 ONTARIO LTD. (Remley) 9:45 a.m.
Part Lot 5, Gore Concession
6610 Gore Road
Purpose: Relief from provisions of Zoning By-law #19/85 as follows:
 - i) Section 3(1)(d)(i), General Provisions, Accessory Building, Yard Requirements. The by-law requires that any accessory building or structure is not located closer than two metres to any lot line. Requesting permission to recognize the existing shed with a set-back of .70 m from the railway right-of-way. Total relief being requested is 1.3 m from the right-of-way.
 - ii) Section 3(5)(d), General Provisions, Railway Buffer. The by-law requires that where a dwelling is located on a lot adjacent to a railway right-of-way, such dwelling shall be located not closer than 30 metres and shall be separated therefrom by a

planting strip. Requesting permission to recognize the existing 11.96 m set-back of the existing dwelling to the railway right-of-way. Total relief being requested is 18.04 m from the right-of-way.

- iii) Section 3(18)(a), General Provisions, Required Setbacks. The by-law requires that no building, structure, etc. can be closer than 27 metres to the centerline of a roadway. Requesting permission to allow a 26.5 m set-back from the centerline of Gore Concession. Total relief being requested is .5 m set-back from the centerline of the line.

7. Other Business.
8. Unfinished Business.
9. New Business.
10. Adjournment.

TOWNSHIP OF PUSLINCH
COMMITTEE OF ADJUSTMENT

MINUTES

Date: Tuesday, February 12, 2013

Time: 9:30 a.m.

The Second Regular 2013 Committee of Adjustment Meeting was held on the above noted date and called to order at 9:30 a.m. in the Municipal Office, Aberfoyle.

ATTENDANCE: Barb McKay and Matthew Bulmer were in attendance as well as the Secretary, Colleen Sutton. Beverley Nykamp was not in attendance.

OTHERS IN ATTENDANCE: 1. Bruce Donaldson

DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF:

Nil.

ADOPTION OF THE MINUTES:

Motion #1: MOVED by Matthew Bulmer and SECONDED by Barb McKay;
THAT: The Minutes of the First Regular 2013 Committee of Adjustment meeting dated January 8th, 2013 be and are hereby adopted as presented.
CARRIED.

BUSINESS ARISING OUT OF THE MINUTES:

Nil.

BUSINESS:

1. A2/2013 Ashraf & Bibi ALLY 9:35 a.m.
Part Lot 20, Concession 1
4210 Sideroad 20 South
- Purpose: Relief from provisions of Zoning By-law #19/85 as follows: Section 5(3)(b), Lot Frontage (minimum), Agricultural Zone. The by-law requires that the minimum lot frontage for all lots 4.0 ha and over should be at least 121.9 m. Requesting permission to allow the retained parcel to have only 60.91 m. Total relief being requested is 60.99 on the retained parcel.

The Secretary provided the following correspondence to the Committee with regard to this application:

- i) County of Wellington letter dated February 7, 2013 wherein Sarah Wilhelm advises that the County would have no concerns with this request.
- ii) Grand River Conservation plan review report dated January 5, 2013 wherein Fred Natolochny advises that they are have no concerns with this request.

Bruce Donaldson attended the meeting on behalf of the applicants and advised that the request for a Minor Variance was on the retained parcel. The County has no issues nor do the Grand River Conservation Authority.

Motion #2: MOVED by Barb McKay and SECONDED by Matthew Bulmer;
THAT : THE Committee of Adjustment after considering the criteria
when deciding a Minor Variance Application does hereby
Application #A3/2013, Ashraf & Bibi ALLY,

4210 Sideroad 20 South, relief from provisions of Zoning By-law #19/85 as follows:
Section 5(3)(b), Lot Frontage (minimum), Agricultural Zone. The by-law requires that the minimum lot frontage for all lots 4.0 ha and over should be at least 121.9 m. Requesting permission to allow the retained parcel to have only 60.91 m. Total relief being requested is 60.99 m on the retained parcel.
CARRIED.

OTHER BUSINESS:

Nil.

UNFINISHED BUSINESS:

Nil.

NEW BUSINESS:

Nil.

ADJOURNMENT:

Motion #3: MOVED by Matthew Bulmer and SECONDED by Barb McKay
THAT : The Committee of Adjustment does hereby adjourn at 9:49 a.m.
CARRIED.

Chairman

Secretary

Brenda Law

From: Aldo Salis <aldos@wellington.ca>
Sent: February-14-13 10:49 AM
To: Aaron Hill
Cc: Brenda Law; Steve Conway
Subject: RE: Morriston Estates - 23T-08001

Aaron,

I do not believe that the application was ever presented to Township Council.... certainly not the current Council. Also, a major change in the application is the relocation of the SWM facility adjacent to the Township park with an outlet through Township property and a municipal road.

I would suggest that you appear as a delegation before Council. That way your client (through his consultants) can introduce the revised application and formally request the public meeting. While Township staff and their consulting engineers were not opposed to the revised SWM concept, Council should be aware of the changes prior to the public meeting.

You should confirm with Brenda Law, CAO, if this is the appropriate course of action.

I trust this is helpful.

Mark
c 1:15 pm

Aldo L. Salis, M.Sc, MCIP, RPP
Senior Planner
Planning and Development Department
County of Wellington
74 Woolwich Street
Guelph, ON N1H 3T9
T 519.837.2600 x 2100
F 519.837.1909
E aldos@wellington.ca
W www.wellington.ca

From: Aaron Hill [<mailto:aaron@mackinnonassociates.ca>]
Sent: February 14, 2013 9:33 AM
To: Aldo Salis
Subject: Re: Morriston Estates - 23T-08001

Hello Aldo;

With regard to the revised plans for Morriston Estates - can you advise if we should return to Township Council in advance of the public meeting to provide an update on the project?

I did speak with Colleen Sutton, who thought that it was likely unnecessary as the application wasn't significantly different then before, however she indicated she would defer to your opinion on the matter.

Thanks;

Aaron Hill BLA, OALA
Landscape Architect

Mackinnon & Associates
550 Parkside Drive, Unit A21
Waterloo, ON N2L 5V4
T 519 725-5140 F 519-725-5144

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7(2)

Brenda Law

From: Sarah Wilhelm <sarahw@wellington.ca>
Sent: February-15-13 3:28 PM
To: Brenda Law
Cc: william knetsch
Subject: Morriston Community Safety Zone Request
Attachments: Council Letter Feb15-13.pdf; Morriston Community Safety Zone Designation Request Dec12.pdf

Hi Brenda,

Please find attached a letter and document regarding the Morriston Community Safety Zone request for Council's consideration. Could you please confirm the Council agenda it will be on? I'm assuming the March 6th meeting.

Do you think Bill or I should be in attendance for the item?

Many thanks,

Sarah

March 6
@ 1:30 pm

Sarah Wilhelm | Planner | Planning and Development Department
County of Wellington | 74 Woolwich Street | Guelph | Ontario | N1H 3T9
(519) 837-2600 x2130 | fax (519) 823-1694 | sarahw@wellington.ca | www.wellington.ca

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COUNTY OF WELLINGTON

PLANNING AND DEVELOPMENT DEPARTMENT
GARY A. COUSINS, M.C.I.P., DIRECTOR
T 519.837.2600
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F 519.823.1694

ADMINISTRATION CENTRE
74 WOOLWICH STREET
GUELPH ON N1H 3T9

February 15, 2013

Mrs. Brenda Law, CAO/Clerk-Treasurer
Township of Puslinch
R. R. 3 (Aberfoyle)
Guelph, Ontario N1H 6H9

Dear Mrs. Law:

**Re: Community Safety Zone Designation Request
Highway 6, Morriston**

Please find attached a copy of the Community Safety Zone Designation request for a portion of Highway 6 through Morriston, starting at Currie Drive and finishing at a point 100 m south of Church Street (Figure 1). Community Safety Zones are sections of roadways where public safety is of special concern. While traffic laws remain the same, fines for moving violations are increased or doubled within these zones.

Process

As this request applies to a provincial highway, only the Minister of Community Safety and Correctional Services has the authority to designate a Community Safety Zone. In a publication of August 2005 entitled "Community Safety Zones: Application for Provincial Highways, Ontario" the Ministry lays out the protocol to be followed to apply for such a designation. In accordance with the protocol, we have consulted with and received support from the following individuals, agencies and groups:

- Member of Provincial Parliament
- Ministry of Transportation
- Ontario Provincial Police
- Police Services Board
- County Engineer
- Puslinch Public Works Supervisor
- Puslinch Community Oriented Police Committee

The provincial process also requires support from the municipal Council.

Figure 1 Community Safety Zone Location



Recommendation

That by way of a resolution, Township of Puslinch Council support the Community Safety Zone Designation request for a portion of Highway 6 through Morrison in the Township of Puslinch.

I trust that this information is of assistance.

Yours truly,

Sarah Wilhelm, B.E.S., MCIP, RPP
Planner

c. Bill Knetsch, Enver's of Morrison

Attachments: Morrison Community Safety Zone Designation Request, December 2012

Morriston



**Community
Safety Zone
Designation
Request**

December 2012

Community Safety Zone Designation Request

This is a request for a Community Safety Zone designation on a provincial highway. It has been prepared in accordance with the Application Guidelines for Provincial Highways by the Ministry of Community Safety and Correctional Services (August 2005).

1.0 Background Information and Site Proposal

1.1 Key Contact

William Knetsch
Enver's of Morriston
42 Queen Street
Morriston, ON N0B 2C0
H: (519) 763-1122
C: (519) 831-9061
E: williamknetsch1@gmail.com

1.2 Description of Community Safety Zone Site

Highway No.: 6
Municipality: Township of Puslinch
Start Point: Currie Drive
Finish Point: 110 m south of Church Street

See Figure 1 for additional detail.

1.3 When Community Safety Zone would be Active

Hours of day: 24
Days of week: 7
Months: January to December

Figure 1 Community Safety Zone Location



2.0 Site Justification

2.1 Knowledge of Collisions and/or Personal Injuries

While I do not have specific collision statistics at my disposal, I am personally aware of numerous collisions and injuries which have occurred on Highway 6 in Morriston. Peak hour congestion occurs on a daily basis given the close proximity of Highway 401. These conditions cause rear end collisions to occur on Highway 6.

When peak hour congestion subsides, vehicle speeds increase significantly. This is a safety concern for residents and businesses in the village. Some vehicles, particularly transport trucks, also fail to observe the traffic signal on Highway 6 at Calfass Road/Badenoch Street. This is of

added concern given the close proximity of buildings to the highway at this location and paved boulevards next to sidewalks.

Traffic counts have been included as Appendix A. As the data indicates, traffic volumes through Morriston can reach 25,000 per day in the summer and peak hourly volumes of about 2,100 vehicles were also measured.

2.2 Presence of Pedestrian Traffic

There are sidewalks located on either side of Highway 6 as indicated in Figure 2 below. These sidewalks support pedestrian traffic to the businesses and residences along Highway 6. Pedestrian traffic originates from residential areas within Morriston and visitors to the village. As Highway 6 serves as the main street in the village, there is also a high level of pedestrian usage by local residents for recreation/exercise (e.g. jogging, dog walking).

Figure 2 Location of Sidewalks, Church & Recreational Uses



2.3 Proximity to School(s) and/or Related Uses

While there are no schools in Morriston, there is school bus pick up all around the Highway on Calfass Road, Badenoch Street, Victoria Street and Telfer Glen Street. There are also related uses (Figure 2) which expose vulnerable groups to traffic related hazards including the following:

- recreational areas including open space areas, ball diamonds and trails
- a church at the corner of Victoria and Church Streets

2.4 Letters of Support from Local Businesses/Citizens

Letters of support from businesses and citizens may be found in Appendix B.

2.5 Community Surveys and/or Summary of Community Meetings

A summary of community meetings is as follows:

- **Puslinch Traffic Calming Meeting (April 28, 2008)**
Attended by residents, business owners, members of Township Council and staff, OPP, County Engineering Services and Planning representatives
- **Morriston Traffic Calming Meeting (September 28, 2012)**
Attended by residents, business owners, MPP Ted Arnott, members of Township Council and staff, MTO staff, OPP, County Planning and Economic Development representatives

The Township of Puslinch undertook a design guideline study in 2008. One of the central issues identified through this work was the speed and volume of traffic through on Brock Road (WR 46) from Guelph to Highway 401 and on Queen Street/Highway 6 South from Highway 401 to the Township limit. The main community meetings associated with study included the following:

- **Community Oriented Policing (COP) Committee Presentation (May 28, 2008)**
- **Council Presentation, Design Guideline Study (December 3, 2008)**
- **Council Presentation, Draft Design Guidelines (October 7, 2009)**
- **Public Open House, Draft Design Guidelines (November 17, 2009)**

The Puslinch Design Guidelines were finalized and published in February 2010. They provide strategies to address the Morriston streetscape, including passive traffic calming elements. They can be downloaded at www.twp.puslinch.on.ca.

2.6 Other Supporting Documentation

Private Member's Resolution

In October 2012 Wellington-Halton Hills MPP Ted Arnott tabled a resolution in the Ontario Legislature in part, to implement immediate measure to calm traffic and improve safety for Morriston residents. Documents related to this resolution are attached as Appendix C.

Highway 6 Safety Review

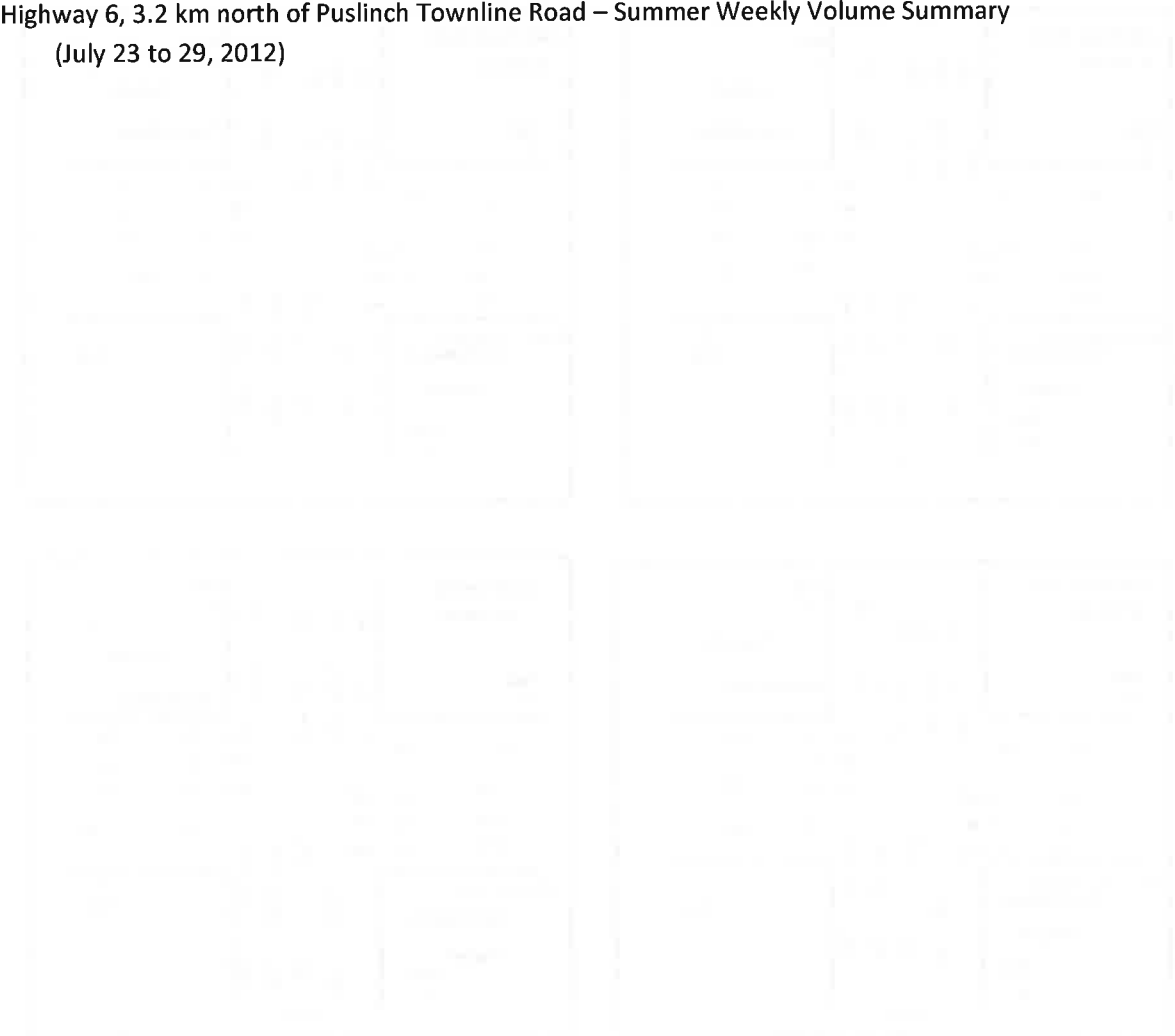
In 2009 MTO completed a safety review and public consultation for Highway 6 from Highway 5 to Highway 401.

Appendix A Traffic Counts

Highway 6 at Wellington Road 36 – Peaks (Thursday, April 7, 2011)

Highway 6, 3.2 km north of Puslinch Townline Road – Spring Weekly Volume Summary
(February 21 to 27, 2012)

Highway 6, 3.2 km north of Puslinch Townline Road – Summer Weekly Volume Summary
(July 23 to 29, 2012)





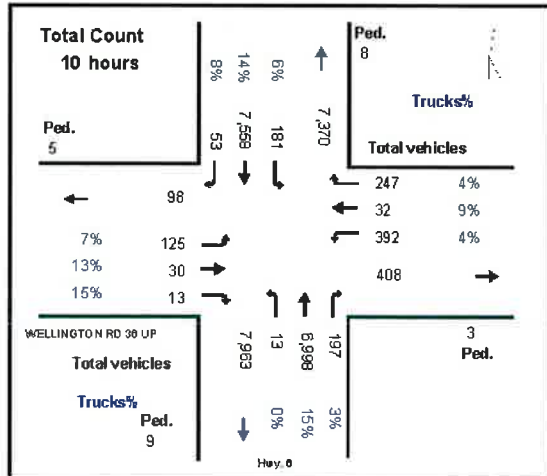
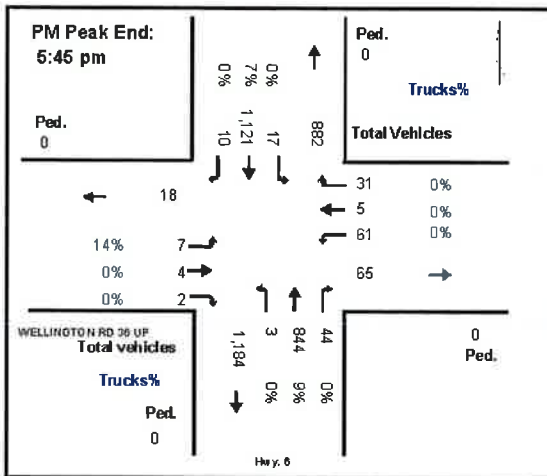
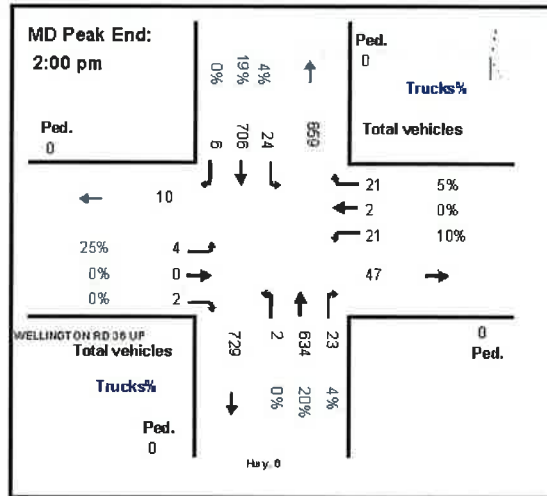
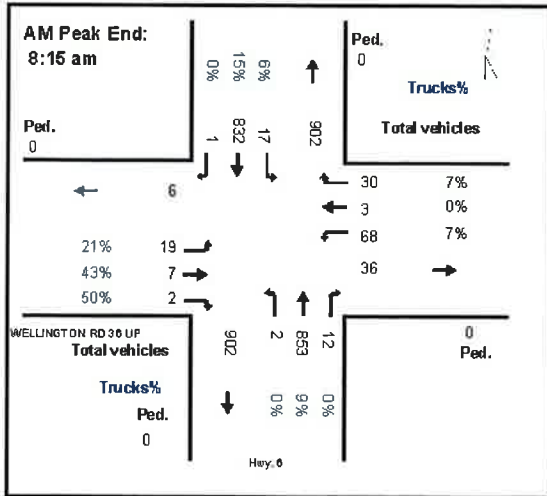
Hwy. 6 @ WELLINGTON RD 36 UP

Southwest

Intersection ID:135850370

Count Day: Thursday

Count Date: 07-Apr-2011





Weekly Volume Summary

Thu, Mar 22, 2012

Location: HWY. 6 - 3.2KM NORTH OF PUSLINCH TOWNLINE RD
LHRS/Offset: 13585 / 3.74 **Region:** Southwest
Pattern Type: Commuter **PCS#:** 90 **Hwy. TVIS#:** 6135
Count Direction: NB **Report Dates:** Feb 21, 2012 to Feb 27, 2012

Hour Interval	Tue 12/02/21	Wed 22	Thu 23	Fri 24	Sat 25	Sun 26	Mon 27	Tue 28
0:00- 1:00		85	79	94	146	169	107	76
1:00- 2:00		48	51	50	82	116	65	57
2:00- 3:00		44	48	55	63	69	34	42
3:00- 4:00		43	42	56	45	50	40	46
4:00- 5:00		87	86	82	56	39	88	98
5:00- 6:00		334	340	310	146	56	335	330
6:00- 7:00		639	556	524	208	107	635	589
7:00- 8:00		855	868	731	299	150	920	899
8:00- 9:00		845	811	605	355	233	864	795
9:00-10:00		646	631	486	321	315	628	663
10:00-11:00		553	581	486	519	461	552	546
11:00-12:00		581	628	487	586	643	572	558
AM Total	0	4,760	4,721	3,966	2,826	2,408	4,840	4,699
12:00-13:00	580	571	585	530	618	773	606	
13:00-14:00	629	620	613	524	660	826	629	
14:00-15:00	686	694	691	627	624	869	657	
15:00-16:00	658	672	641	664	693	899	652	
16:00-17:00	805	742	775	707	733	911	749	
17:00-18:00	672	786	781	775	731	954	787	
18:00-19:00	545	526	593	624	609	832	522	
19:00-20:00	325	386	432	444	456	716	360	
20:00-21:00	319	311	340	331	482	608	292	
21:00-22:00	299	314	348	323	400	374	250	
22:00-23:00	246	262	275	260	308	306	225	
23:00-24:00	158	133	162	202	330	157	112	
PM Total	5,922	6,017	6,236	6,011	6,644	8,225	5,841	0
24 Hr. Total	5,922	10,777	10,957	9,977	9,470	10,633	10,681	4,699
Noon - Noon	10,682	10,738	10,202	8,837	9,052	13,065	10,540	



Weekly Volume Summary

Thu, Mar 22, 2012

Location: HWY. 6 - 3.2KM NORTH OF PUSLINCH TOWNLINE RD

LHRS/Offset: 13585 / 3.74

Region: Southwest

Pattern Type: Commuter

PCS#: 90

Hwy. TVIS#: 6135

Count Direction: SB

Report Dates: Feb 21, 2012 to Feb 27, 2012

Hour Interval	Tue 12/02/21	Wed 22	Thu 23	Fri 24	Sat 25	Sun 26	Mon 27	Tue 28
0:00- 1:00		79	50	89	107	122	50	61
1:00- 2:00		43	47	61	90	84	28	39
2:00- 3:00		61	43	58	65	62	27	35
3:00- 4:00		75	82	85	42	28	26	86
4:00- 5:00		56	64	66	25	28	71	68
5:00- 6:00		205	205	182	53	49	217	177
6:00- 7:00		474	446	394	214	169	515	500
7:00- 8:00		846	815	687	318	194	897	826
8:00- 9:00		810	766	633	445	312	788	771
9:00-10:00		677	656	511	538	449	698	622
10:00-11:00		642	573	470	648	587	609	600
11:00-12:00		608	648	563	775	694	612	601
AM Total	0	4,576	4,395	3,799	3,320	2,778	4,538	4,386
12:00-13:00	621	613	634	628	772	812	588	
13:00-14:00	652	641	684	658	747	829	610	
14:00-15:00	641	646	719	659	700	839	645	
15:00-16:00	835	893	963	886	742	777	813	
16:00-17:00	1,003	972	999	962	748	813	1,021	
17:00-18:00	1,023	1,045	1,047	1,040	669	739	1,023	
18:00-19:00	607	628	689	653	566	679	598	
19:00-20:00	378	427	426	466	406	609	372	
20:00-21:00	275	305	386	288	363	515	254	
21:00-22:00	246	270	274	273	323	382	233	
22:00-23:00	166	162	224	221	266	206	149	
23:00-24:00	177	165	151	201	214	122	156	
PM Total	6,624	6,767	7,196	6,935	6,516	7,322	6,462	0
24 Hr. Total	6,624	11,343	11,591	10,734	9,836	10,100	11,000	4,386
Noon - Noon	11,200	11,162	10,995	10,255	9,294	11,860	10,848	



Weekly Volume Summary

Thu, Mar 22, 2012

Location: HWY. 6 - 3.2KM NORTH OF PUSLINCH TOWNLINE RD

LHRS/Offset: 13585 / 3.74

Region: Southwest

Pattern Type: Commuter

PCS#: 90

Hwy. TVIS#: 6135

Count Direction: NB/SB

Report Dates: Feb 21, 2012 to Feb 27, 2012

Hour Interval	Tue 12/02/21	Wed 22	Thu 23	Fri 24	Sat 25	Sun 26	Mon 27	Tue 28
0:00- 1:00		164	129	183	253	291	157	137
1:00- 2:00		91	98	111	172	200	93	96
2:00- 3:00		105	91	113	128	131	61	77
3:00- 4:00		118	124	141	87	78	66	132
4:00- 5:00		143	150	148	81	67	159	166
5:00- 6:00		539	545	492	199	105	552	507
6:00- 7:00		1,113	1,002	918	422	276	1,150	1,089
7:00- 8:00		1,701	1,683	1,418	617	344	1,817	1,725
8:00- 9:00		1,655	1,577	1,238	800	545	1,652	1,566
9:00-10:00		1,323	1,287	997	859	764	1,326	1,285
10:00-11:00		1,195	1,154	956	1,167	1,048	1,161	1,146
11:00-12:00		1,189	1,276	1,050	1,361	1,337	1,184	1,159
AM Total	0	9,336	9,116	7,765	6,146	5,186	9,378	9,085
12:00-13:00	1,201	1,184	1,219	1,158	1,390	1,585	1,194	
13:00-14:00	1,281	1,261	1,297	1,182	1,407	1,655	1,239	
14:00-15:00	1,327	1,340	1,410	1,286	1,324	1,708	1,302	
15:00-16:00	1,493	1,565	1,604	1,550	1,435	1,676	1,465	
16:00-17:00	1,808	1,714	1,774	1,669	1,481	1,724	1,770	
17:00-18:00	1,695	1,831	1,828	1,815	1,400	1,693	1,810	
18:00-19:00	1,152	1,154	1,282	1,277	1,175	1,511	1,120	
19:00-20:00	703	813	858	910	862	1,325	732	
20:00-21:00	594	616	726	619	845	1,123	546	
21:00-22:00	545	584	622	596	723	756	483	
22:00-23:00	412	424	499	481	574	512	374	
23:00-24:00	335	298	313	403	544	279	268	
PM Total	12,546	12,784	13,432	12,946	13,160	15,547	12,303	0
24 Hr. Total	12,546	22,120	22,548	20,711	19,306	20,733	21,681	9,085
Noon - Noon	21,882	21,900	21,197	19,092	18,346	24,925	21,388	
ADT	21,247	AWD	AADT	AAWD	SADT	SAWDT	WADT	DHV
		21,592						



Weekly Volume Summary

Fri, Aug 10, 2012

Location: HWY. 6 - 3.2KM NORTH OF PUSLINCH TOWNLINE RD

LHRS/Offset: 13585 / 3.74

Region: Southwest

Pattern Type: Commuter

PCS#: 90

Hwy. TVIS#: 6135

Count Direction: NB

Report Dates: Jul 23, 2012 to Jul 29, 2012

Hour Interval	Mon 12/07/23	Tue 24	Wed 25	Thu 26	Fri 27	Sat 28	Sun 29	Mon 30
0:00- 1:00		124	102	108	119	192	302	138
1:00- 2:00		64	78	48	65	136	164	63
2:00- 3:00		59	53	54	67	79	90	42
3:00- 4:00		56	48	61	57	76	72	51
4:00- 5:00		113	118	116	93	67	43	122
5:00- 6:00		331	324	332	333	139	83	339
6:00- 7:00		677	659	611	591	234	151	659
7:00- 8:00		872	847	907	875	304	181	885
8:00- 9:00		901	895	854	833	438	272	838
9:00-10:00		751	733	766	648	695	452	650
10:00-11:00		709	665	710	748	844	666	664
11:00-12:00		668	756	655	742	955	753	675
AM Total	0	5,325	5,278	5,222	5,171	4,159	3,229	5,126
12:00-13:00	673	680	690	667	818	872	868	
13:00-14:00	738	689	740	740	797	849	848	
14:00-15:00	704	759	754	764	938	806	866	
15:00-16:00	736	758	765	776	956	827	792	
16:00-17:00	790	891	930	816	969	789	911	
17:00-18:00	838	911	935	835	929	785	961	
18:00-19:00	644	698	778	802	907	737	923	
19:00-20:00	459	459	522	559	748	681	837	
20:00-21:00	383	441	456	422	512	628	745	
21:00-22:00	380	439	431	437	480	597	627	
22:00-23:00	267	338	340	367	372	506	409	
23:00-24:00	151	165	215	156	300	414	243	
PM Total	6,763	7,228	7,556	7,341	8,726	8,491	9,030	0
24 Hr. Total	6,763	12,553	12,834	12,563	13,897	12,650	12,259	5,126
Noon - Noon	12,088	12,506	12,778	12,512	12,885	11,720	14,156	



Weekly Volume Summary

Fri, Aug 10, 2012

Location: HWY. 6 - 3.2KM NORTH OF PUSLINCH TOWNLINE RD

LHRS/Offset: 13585 / 3.74

Region: Southwest

Pattern Type: Commuter

PCS#: 90

Hwy. TVIS#: 6135

Count Direction: SB

Report Dates: Jul 23, 2012 to Jul 29, 2012

Hour Interval	Mon 12/07/23	Tue 24	Wed 25	Thu 26	Fri 27	Sat 28	Sun 29	Mon 30
0:00- 1:00		97	80	106	100	144	171	103
1:00- 2:00		52	53	50	68	133	108	45
2:00- 3:00		50	55	58	66	70	81	37
3:00- 4:00		78	78	75	93	53	51	47
4:00- 5:00		95	94	91	84	53	42	72
5:00- 6:00		245	271	255	244	113	82	250
6:00- 7:00		570	548	510	558	252	164	556
7:00- 8:00		813	876	796	767	398	271	802
8:00- 9:00		827	823	829	814	612	461	810
9:00-10:00		801	883	787	805	832	696	810
10:00-11:00		832	856	738	852	976	951	830
11:00-12:00		770	853	802	885	1,107	1,089	848
AM Total	0	5,230	5,470	5,097	5,336	4,743	4,167	5,210
12:00-13:00	715	741	762	808	879	1,109	1,111	
13:00-14:00	711	736	789	780	918	1,070	1,114	
14:00-15:00	825	778	769	809	936	938	1,040	
15:00-16:00	910	973	958	1,031	1,059	1,004	916	
16:00-17:00	1,020	1,067	1,120	1,141	1,163	809	887	
17:00-18:00	1,101	1,154	1,159	1,176	1,117	722	714	
18:00-19:00	672	752	735	745	851	653	678	
19:00-20:00	427	485	499	490	612	494	640	
20:00-21:00	334	323	402	404	456	450	568	
21:00-22:00	246	311	344	310	393	420	485	
22:00-23:00	225	229	242	259	269	352	343	
23:00-24:00	166	226	182	205	271	328	206	
PM Total	7,352	7,775	7,961	8,158	8,924	8,349	8,702	0
24 Hr. Total	7,352	13,005	13,431	13,255	14,260	13,092	12,869	5,210
Noon - Noon	12,582	13,245	13,058	13,494	13,667	12,516	13,912	



Weekly Volume Summary

Fri, Aug 10, 2012

Location: HWY. 6 - 3.2KM NORTH OF PUSLINCH TOWNLINE RD
LIRS/Offset: 13585 / 3.74 **Region:** Southwest
Pattern Type: Commuter **PCS#:** 90 **Hwy. TVIS#:** 6135
Count Direction: NB/SB **Report Dates:** Jul 23, 2012 to Jul 29, 2012

Hour Interval	Mon 12/07/23	Tue 24	Wed 25	Thu 26	Fri 27	Sat 28	Sun 29	Mon 30
0:00- 1:00		221	182	214	219	336	473	241
1:00- 2:00		116	131	98	133	269	272	108
2:00- 3:00		109	108	112	133	149	171	79
3:00- 4:00		134	126	136	150	129	123	98
4:00- 5:00		208	212	207	177	120	85	194
5:00- 6:00		576	595	587	577	252	165	589
6:00- 7:00		1,247	1,207	1,121	1,149	486	315	1,215
7:00- 8:00		1,685	1,723	1,703	1,642	702	452	1,687
8:00- 9:00		1,728	1,718	1,683	1,647	1,050	733	1,648
9:00-10:00		1,552	1,616	1,553	1,453	1,527	1,148	1,460
10:00-11:00		1,541	1,521	1,448	1,600	1,820	1,617	1,494
11:00-12:00		1,438	1,609	1,457	1,627	2,062	1,842	1,523
AM Total	0	10,555	10,748	10,319	10,507	8,902	7,396	10,336
12:00-13:00	1,388	1,421	1,452	1,475	1,697	1,981	1,979	
13:00-14:00	1,449	1,425	1,529	1,520	1,715	1,919	1,962	
14:00-15:00	1,529	1,537	1,523	1,573	1,874	1,744	1,906	
15:00-16:00	1,646	1,731	1,723	1,807	2,015	1,831	1,708	
16:00-17:00	1,810	1,958	2,050	1,957	2,132	1,598	1,798	
17:00-18:00	1,939	2,065	2,094	2,011	2,046	1,507	1,675	
18:00-19:00	1,316	1,450	1,513	1,547	1,758	1,390	1,601	
19:00-20:00	886	944	1,021	1,049	1,360	1,175	1,477	
20:00-21:00	717	764	858	826	968	1,078	1,313	
21:00-22:00	626	750	775	747	873	1,017	1,112	
22:00-23:00	492	567	582	626	641	858	752	
23:00-24:00	317	391	397	361	571	742	449	
PM Total	14,115	15,003	15,517	15,499	17,650	16,840	17,732	0
24 Hr. Total	14,115	25,558	26,265	25,818	28,157	25,742	25,128	10,336
Noon - Noon	24,670	25,751	25,836	26,006	26,552	24,236	28,068	
	ADT	AWD	AADT	AAWD	SADT	SAWDT	WADT	DHV
	25,874	25,566						

Appendix B Letters of Support

Con Cast Pipe
Community Oriented Policing (COP) Committee
Cathy McNabb and Hans Juergensen
Duff's Presbyterian Church



October 22, 2012

County of Wellington Council

74 Woolwich Street

Guelph, Ontario

Subject: Employee Safety, Brock Road and Highway 401, Puslinch

Dear Council members:

On behalf of Con Cast Pipe I support the local Initiative to enhance road safety within the Brock Road, Highway # 6 South corridor.

Con Cast Pipe is located on the North West corner of Brock Road and Highway 401. Since our inception in 1989 the traffic on this North South section of road has increased exponentially. My request is to make sure safety measures to accommodate the increase in truck and automobile traffic are addressed.

Business owners and residents of this area share similar concerns. There are no doubt ways to enhance the safety for our employees. With over 200 employees, numerous sub trades and suppliers entering and exiting our property six days a week, I want to make sure this community is doing all we can do to make our roads safe.

I understand there are ways to control speed for those travelling in this area. Using Community safety signs combined with increasing the size of existing signage have to help, and hopefully this may lead to additional speed abatement measures including installation of proper lighting, banners and street furniture designed to slow down traffic.

We enjoy the privileges of being a part of this Community, and look forward to working with Citizens, Staff and the Ministry to make it better for everyone.

I thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink that reads "B Wood". The signature is written in a cursive, slightly slanted style.

Brian Wood

President



Contact: Glenna Smith (519-824-0217)

October 25, 2012

The Mayor and Councillors
Puslinch Township
Aberfoyle, Ontario.

Dear Mayor and Councillors:

For the past six months or so, the Puslinch COP Committee has been actively involved in assisting Mr. Bill Knetsch in his endeavours to install traffic calming measures in the Village of Morriston.

As you are aware, the last 5 to 6 km of the Highway 6 South between the 401 and the 403 is a two-lane highway with either narrow gravel shoulders or, in the village of Morriston, houses and businesses very close to the road. Highway 6 South carries in excess of 30,000 vehicles per day, including a large percentage of trucks.

Depending on the time of day, there are two very different problems impacting the residents of Morriston, both those living and working on the highway and those having to cross it. Firstly, the traffic congestion during daylight hours created by the narrowing of Highway 6 South, south of Puslinch, from 5 lanes to two and, secondly, the excessive speeding through the village in the evening and night hours. Both in their own way create dangerous situations for the residents of the village.

At a recent meeting with various stakeholders, including representatives of the MTO, the suggestion was made to install Community Safety Zone signs to create a safer environment for both those travelling through Morriston and those living there. We, as a Committee, are in full support of whatever measures can be taken to make Morriston safer for its residents.

The COP Committee looks forward to your support and assistance in moving the application for Community Safety Zone signs ahead as quickly as possible.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Solomon".

Sandra Solomon
Secretary/Treasurer
Community Oriented Policing (COP) Committee
Puslinch
E-mail: sandra.solomon@xplornet.ca

October 19, 2012

To Whom it May Concern:

We are writing to express our concern about the increased traffic congestion and potential for further accidents and injuries on Highway 6 South through the village of Morriston.

We have been residents of Morriston for over 10 years. During this time we have seen traffic along Highway 6 increase to the point where there is usually a steady stream of vehicles from Freelon to Highway 401 all day, especially north-bound. When the traffic is not slowed to a crawl due to this congestion, we observe vehicles, especially large transport trucks, speeding through the area, seemingly oblivious to the 50km / hr speed limit.

South-bound vehicles attempting to turn east on Badenoch Street, at the traffic light in Morriston, are often observed doing so at great risk as they are forced to try to make the turn on an orange light, or between vehicles speeding to get through that orange light.

We understand that a request has been made to install Community Safety Signs in the Morriston corridor. We would like to express our support for that, and for any other traffic calming measures that can be implemented in our community.

Sincerely,

Cathy McNabb and Hans Juergensen
40 Badenoch Street, Morriston, ON

**Duff's Presbyterian Church,
319 Brock Road S.,
R.R. 3 Guelph ,
Ont. N1H 6H9
(519)-762-9764**



November 22, 2012

To Whom it may concern

A steady increase in the amount of traffic on Brock Road at the 401 has raised safety concerns for those who access the church parking lot at Duff's Presbyterian Church, 319 Brock Road in Puslinch.

Accidents have already occurred and this past Fall several near misses have also been recorded.

As a church, we would petition the Ontario Provincial Police to create a 'community safety zone' on Brock Road in front of the church. We had communicated our concerns to a community meeting held this past October, coordinated by Bill Knoesh. We have now been encouraged to take this step of asking for a community safety zone.

Duff's Church is used by the community well beyond those who attend church. The Elora Festival Singers rehearse at the church twice monthly, and another community choir from Kitchener of 35 members uses Duff's every Tuesday. A community bazaar draws 300 – 400 people every Fall. It was at the community bazaar two years ago that an accident occurred in front of the church. Similarly, during renovations three years ago, another accident occurred in front of the church. A parish nurse program serving the church and the larger community holds events three times a month for Seniors. Numerous family events including birthday parties, weddings, funerals and family celebrations are held throughout the year. The church is used at least two or three times on a weekly basis by church or community groups from all over southern Ontario, (including a fiddle orchestra of 46 members) because it is a central meeting place.

In addition, Sunday worship attracts 80 – 100 people and Thursday night attracts 20 people for the choir practice itself.

We noticed an increase of traffic concerns during the recent construction on the 401 which resulted in the timing change of the traffic lights on the 'on ramp' located to the south of the 401. Traffic was literally backed up well past the church itself. With the increased traffic that will come when new businesses are opened along Brock Road (soon the Maple Leaf warehouse will be opening) traffic safety in front of the church will be an increasing issue.

We look forward to your response.

Rev. Marty Molengraaf

Duff's Presbyterian Church

**Community Safety Zone Designation Request
Morrison, Township of Puslinch
December 2012**

Appendix C Recent MPP and MTO Correspondence

Wellington-Halton Hills MPP Ted Arnott
Private Member's Resolution

Minister of Transportation Bob Chiarelli
Correspondence of November 14, 2012



LEGISLATIVE ASSEMBLY OF ONTARIO

Queen's Park
Toronto, Ontario

**HAND DELIVERED TO
THE MINISTER OF TRANSPORTATION
IN THE ONTARIO LEGISLATURE**

October 1, 2012

The Hon. Bob Chiarelli
Minister of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, ON M7A 1Z8

Dear Minister:

I am writing to bring your attention to Member's Statement which I made in the Legislature on September 11, concerning the Morriston bypass. A copy of my statement is enclosed.

As you are aware, Highway 6 is an important economic corridor which links the 401 to the Hamilton and Niagara regions, as well as to the U.S. border. However, this highway is currently a bottleneck through the community of Morriston. This has a negative impact on our regional economy which depends on the flow of goods through this corridor.

Due to the importance of this corridor to the region's economic growth, I once again ask you to put the Morriston bypass on to the Ministry of Transportation's five year plan and to commit to moving forward with this important project.

I also wish to inform you of a meeting I attended on September 28 in Morriston, organized by William Knetsch. Mr. Knetsch owns Enver's of Morriston Restaurant, a fine dining restaurant and he did a superb job of bringing together local government officials, OPP, and provincial government officials.

...2

TED ARNOTT, MPP • WELLINGTON - HALTON HILLS
Room 420 • Queen's Park • Toronto • Ontario M7A 1A8 • Tel. (416) 325-3880 • Fax (416) 325-6649
E-mail: ted.arnott@pc.ola.org • Website: www.tedarnottmpp.com



We had an excellent discussion, which went on for more than 2 hours. Enclosed is an email message addressed to you from Mr. Knetsch, which eloquently summarizes many of the points that were made.

We need immediate installation of "traffic calming" measures through Morriston to slow down truck traffic in particular, and we need your help to put the Morriston bypass on your Ministry's 5 year construction plan.

Thank you for your consideration of this matter.

Sincerely,



Ted Arnott, MPP
Wellington-Halton Hills

TA:dr

Encl:

Cc: Mayor Dennis Lever, Township of Puslinch
Brenda Law, CAO/Clerk-Treasurer for the Township of Puslinch
William Knetsch

Ontario Hansard - 11-September2012

Mr. Ted Arnott: As I begin my 23rd year of service in this House, I want to thank my constituents for granting me the privilege of speaking on their behalf in this place.

I return to an issue I've raised many times: the need for a bypass around the community of Morriston in Puslinch township, south of Guelph. This project would realign Highway 6 south of the 401, bypassing the congested two-lane section through Morriston. This portion of Highway 6 is currently a bottleneck, with traffic jams that often stretch for several kilometres. Highway 6 serves as an important economic corridor, linking the 401 to the Hamilton and Niagara regions as well as to the US border. It is vital to the economy of a large portion of southern Ontario.

On May 29, Mayor Dennis Lever, other municipal representatives and I met with the Minister of Transportation in his office. Working together, we followed up yet again on this vital project, asking when the project will be placed on the ministry's five-year construction plan.

This traffic jam in Morriston happens to be in my riding, but the congestion impacts many other ridings as well. I am soon going to be writing my neighbouring colleagues in the House to ask for their support, as the project will benefit their ridings just as much as it will benefit our area. We are also working with others who have an interest in this project, to get them to speak up.

The environmental assessment has been done. Property acquisition needs to be accelerated. The government plans to spend \$2.4 billion on highway infrastructure this year. We need our fair share, and we need to know when we're going to be on the ministry's five-year plan.



NEWS RELEASE
Ted Arnott, MPP
Wellington-Halton Hills

FOR IMMEDIATE RELEASE
October 10, 2012

MPP Arnott tables resolution on Morriston bypass

(Queen's Park) – Wellington-Halton Hills MPP Ted Arnott is continuing his efforts to help address the worsening traffic problem in Morriston.

On October 4, Mr. Arnott tabled a resolution in the Ontario Legislature which calls upon the Minister of Transportation to place the needed Morriston bypass onto the Ministry's 5 year plan for highway construction and to implement immediate measures to calm traffic and improve safety for Morriston residents.

"Our objective is to get the Morriston bypass on to the Ministry of Transportation's 5 year plan," Mr. Arnott said. "I'm going to continue do everything in my power to ensure that the Minister is well aware of the importance of this project to our entire region and to get this project moving forward."

The resolution means that the Morriston bypass issue is now on the Legislature's Order Paper and is considered to be business before the House.

"This gives us another tool to highlight the importance of this issue and to ensure that the need for the project remains front and centre at the Transportation Minister's office," explained Mr. Arnott.

Mr. Arnott has repeatedly argued that the Morriston bypass is a project with important economic implications across the region. Highway 6 serves as an important economic corridor to the Hamilton and Niagara regions, leading to the U.S. border.

The project is strongly supported by the Township of Puslinch Council. In May, Mr. Arnott, Mayor Dennis Lever, Councillors Ken Roth, and Wayne Stokley, and County Councillor Don McKay met with Transportation Minister Bob Chiarelli to discuss the need for a bypass.

On September 28, Mr. Arnott also attended a community meeting in Morriston to discuss how to get the project moving forward and the need for interim measures to ensure safety of residents.

To continue building momentum, last month Mr. Arnott also wrote to other area MPPs whose ridings would benefit from the project in an effort to get them on board.

"This is not just another infrastructure project," Mr. Arnott argued. "This is a project that has clear economic benefits for much of Southern Ontario. It is past time for the Minister to get behind this project."

The Ontario Government has budgeted \$2.4 billion for highway infrastructure for the 2012-13 fiscal year.

(Attached: Text of Mr. Arnott's resolution which was tabled October 4, 2012.)

– 30 –

Ted Arnott, MPP
Phone: 519-787-5247
Email: ted.arnottco@pc.ola.org



Ted Arnott, MPP
Wellington-Halton Hills

**Text of the Private Member's Resolution Tabled in the Ontario Legislature,
October 4, 2012**

Mr. Arnott - That, in the opinion of this House, the Minister of Transportation should prioritize the Highway 6 Morriston Bypass project by placing it on the Southern Highways Program, the Ministry's five-year investment plan in highway construction for Southern Ontario; and in the short term, support immediate measures to calm highway traffic through Morriston in the Township of Puslinch.

Subject: Highway #6 Morriston Corridor

The Hon. Bob Chairelli
Minister of Transportation

Honorable Minister I want to personally write you in regards to the Morriston corridor #6 Highway. This letter is to keep you directly informed with our mandate and progress.

We had a meeting last Friday September 28th. The focus of this meeting was to install immediate and short term solutions to the growing and serious problems concerning the highway #6 Morriston corridor. It was attended by all council members and the Mayor of Puslinch, MPP Ted Arnott, OPP, Wellington County planner, County Development Officer, MTO traffic and corridor officials. At this meeting it was agreed that the MTO officials will work closely with our County planner, to implement immediate and short term solutions in accordance with our Provincial road laws, then set up another meeting in the near future on all items that have the approval from the MTO. We will then seek financial support from your Ministry and other levels of government to finance this project.

This brings me to our long term solution. The Highway #6 Morriston by-pass, I own and operate Enver's of Morriston, a fine dining restaurant, our customer base is from all over Southern Ontario. They are also our business leaders and movers and shakers of this area, but all have one thing in common, the urgent need for a by-pass to be built sooner then later. At this point it will take leadership and political will to make this happen. We need to be on the five year construction plan, we can not tolerate any further delays, there is an urgent need to see progress on this matter. So we urge you as our Minister responsible, to take this seriously and not wait any longer to move this plan forward. The village of Morriston was never designed to be a major highway for Ontario. Thank you.

Sincerely yours

William Knetsch



LEGISLATIVE ASSEMBLY OF ONTARIO

Queen's Park
Toronto, Ontario

October 4, 2012

The Hon. Bob Chiarelli
Minister of Transportation
3rd Floor, Ferguson Block
77 Wellesley Street West
Toronto, ON M7A 1Z8

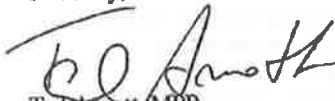
Dear Minister:

I was glad to talk to you yesterday in the Legislature about the Highway 6 Morriston bypass project, through the Township of Puslinch. I wanted to send you another copy of the package I gave you so as to ensure that your office has the information as well.

Please be assured that I intend to continue raising this matter until the Morriston bypass is placed on the Southern Highways Program, your Ministry's 5-year investment plan in highway construction for Southern Ontario. I would add that we need your help in the short term as well to support immediate measures to calm highway traffic through Morriston.

Thanks again for your consideration of this matter.

Sincerely,



Ted Arnott, MPP
Wellington-Halton Hills

TA:dr

Encl:

Cc: Mayor Dennis Lever, Township of Puslinch
Brenda Law, CAO/Clerk-Treasurer for the Township of Puslinch
William Knetsch

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Ministry of Infrastructure

Ministère de l'Infrastructure

Ministry of
Transportation

Ministère des
Transports

Ministry of
Municipal Affairs
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M2012-6442

Mr. Ted Amott, MPP
Wellington - Halton Hills
Room 420, Queen's Park
Toronto ON M7A 1A8

Dear Mr. Amott:

A handwritten signature in black ink that reads "Ted".

Thank you for your letter regarding Highway 6 and the community of Morriston. Specifically, you asked about moving forward with the Morriston bypass and the immediate need for traffic calming measures in this community. I welcome the opportunity to respond.

During our meeting with Mayor Lever and other municipal representatives in May, the mayor was asked to seek out industry advocates to better portray the regional economic benefits of a bypass. I remain prepared to meet again as I could take forward this information as part of the provincial budgeting process. In the meantime, the ministry continues to move the project forward through the completion of a number of pre-construction activities.

With respect to traffic calming measures through Morriston, ministry staff will continue to support the community group to develop a plan. Some of the measures being considered include gateway signing treatments, several decorative features, landscaping and the implementation of a Community Safety Zone. As a result of the most recent meeting, the ministry will be moving ahead with the installation of oversized speed limit signs and an enhanced pedestrian crossing.

Thank you again for writing.

Sincerely,

A handwritten signature in black ink that reads "Bob Chiarelli".

Bob Chiarelli
Minister

c: William Knetsch
Brenda Law, CAO/Clerk-Treasurer, Township of Puslinch
His Worship, Mayor Dennis Lever, Township of Puslinch

Community Safety Zone Designation Request

Morriston, Township of Puslinch

December 2012