

March 11, 2021

Town of Caledon
6311 Old Church Rd.
Caledon ON
L7C1J6

Attention: Laura Hall, Director of Corporate Services/Town Clerk

Re: Applications - POPA 20-01, 21T-20001C, RZ 20-04 - Zancor Homes - Chickadee Lane/
Glasgow Rd. Bolton

Dear Ms. Hall,

The closed correspondence to staff includes matters that Council should be aware of at this point in time. Please include this in correspondence to Council at their upcoming meeting on March 21.

Thank you

Regards




Stan Shabason
512 Glasgow Rd.
Bolton ON
L7E0T4

March10,2021

Town of Caledon
6311 Old Church Road
Caledon ON
L7C1J6

Attention: Arash Olia, Manager Transportation Engineering

Re: Notice of Applications - POPA 20-01. 21T-20001C, RZ 20-04 - Zancor Homes - Chickadee Lane - Wards 4&5

Hello Arash,

Please review my letter below and respond to the areas of concern I've highlighted regarding Glasgow Rd. reconstruction & traffic safety.

Glasgow Rd. Bolton: There are many hundreds of people who currently use Glasgow Rd. as a walking, jogging & cycling route on a daily basis. Zancor's development proposal & future BRES proposals to the west will add many hundreds more. As the Town's & Zancor's GHD traffic studies are lacking many details to make Glasgow Rd. safe for "Active Transportation", the Town should commission a supplementary peer reviewed Traffic Study paid for by Zancor Homes. The Study should be undertaken by a consultant with no previous business dealings with the applicant. Whatever recommendations come out of this separate study should be incorporated into the Bolton Master Transportation Study Plan (BMTSP) and the approval process for Zancor's Region Official Plan Amendment (ROPA), Local Official Plan Amendment (LOPA) and Development Charges Bylaw (DCB).

Background: Zancor Homes has applied to the Town for approval of 151 townhouses (TWH) & 3 single family dwellings (SFD) to be built on Chickadee Lane and Glasgow Rd. through their POPA 20-01, 21T-20001C, RZ 20-04 applications. Zancor's original ROPA-20-001 Urban Boundary Expansion & Draft Plan applications to the Region of Peel in 2020 requested 140 TWH & 3 SFDs. In response to Zancor's applications to the Region, Glasgow Rd. & Chickadee Lane residents submitted a letter date July 21 to the Region, a copy of which is attached, outlining their traffic safety concerns. In the fall of 2020 the LPAT ruled on the Bolton Residential Expansion (BRES) and Zancor's Chickadee/Glasgow Rounding Out Area B (ROAB) lands were incorporated into Bolton's Urban Boundary, thus negating the need for a public forum as required by The Planning Act .

Current Traffic Studies: These include the MMM Group's BMTSP, The Town of Caledon Transportation Master Plan October 2017 (CTMP), the Region of Peel Intersection Analysis for Bolton Residential Expansion Areas April 2016 & the Transportation Assessment for the Bolton Residential Expansion Regional Official Plan Amendment June 8, 2016.

Unless I've missed it I didn't come across any traffic data or information referencing ROAB in any of these reports. Glasgow Rd. & Chicadee Lane, the two roadways encompassing ROAB, are both classified as Minor Collector road. Zancor's Traffic Study undertaken by GHD and submitted as part of both its ROPA & LOPA applications, focuses on the impact of additional vehicular traffic from the proposed development at the intersection of Chicadee Lane & Emil Kolb Pkwy., while ignoring any impacts on Glasgow Rd. east of the proposal to Hickman St. Additional pedestrian & cyclist traffic from Zancor's residential proposal and future BRES proposals, including Rounding Out Area A (ROAA) (immediately to the west), will add to the number of pedestrians & cyclists using the road. The MMM Group's BTMPS Section 3.0 Assessment of Existing Conditions states that the average household size in Bolton is 3.3 persons. That average translates into an additional 508 people from the Zancor proposal added to the area of ROAB. Since TWH proposals usually attract young families that number could ultimately end up being in the 600 plus range. The lack of **public transit** in Bolton makes it necessary for most households to have at least 2 cars. Zancor's proposal would add a minimum of 308 (plus) vehicles to ROAB. Local residents' letter to the Region dated July 21, 2020, a copy of which is attached below, expands on the road safety concerns of the proposed development and future BRES developments to the west.

Glasgow Rd. Resurfacing: The Infrastructure Costs Covered in the D.C. Calculation-Services Related to a Highway study section that was undertaken by Watson & Associates Economists in 2019, states that Glasgow Rd. is scheduled for resurfacing and storm water mitigation measures in 2022 at a gross capital cost of \$3,414,309 in 2019 dollars. The project encompasses approximately 1km. section of Glasgow Rd. starting at the intersection of Chicadee Lane and ending at the intersection of Deer Valley Dr. The project does not include sidewalks or street lighting for the pedestrians & cyclists from surrounding subdivisions who currently use this scenic section of road on a daily basis. Nor does it include sidewalks or street lights beyond the single lane heritage bridge crossing the Humber River to Hickman St.

Environmental Impact Study: The identification of existing environmental problems and identification of alternative solutions in the case of ROAB and Glasgow Rd. in particular have not been addressed in the BTMP or Zancor's GHD Traffic Study. As the road is in the Environmental Protection Area (EPA) of the Town it should require an Environmental Impact Study before proceeding with any "reconstruction work"

The BTMP, "conducted in line with the Municipal Class Environmental Assessment (EA) process ... requires the following to be undertaken: Phase 1: Identification of a problem, deficiency or opportunity; and Phase 2: Identification of alternative solutions to address this by considering the existing environment and establishing the preferred solution."

Two of the the stated goals of the CTMP include: "Creating a balanced transportation system that supports active and alternative transportation options; and Identifying and proposing ways to mitigate current and future road capacity issues."

The Town's **Active Transportation Task Force** (ATTF) stated goals are that it "works to create a safer community through the development of infrastructure such as sidewalks, bike lanes, crosswalks and **complete streets**. We also promote healthy living through **active transportation** ie. minimize motorized private transportation trips and encourage and facilitate human powered transportation for recreation and fitness. Complete Streets are streets that are safe for everyone: people who walk, bicycle, take transit or drive, and people of all ages and abilities. A Complete Streets policy ensures that transportation planners and engineers consistently design and operate street network for all road users, not only motorists." Glasgow Rd. east of Zancor's proposal is largely tranquil & highly scenic but is compromised by a lack of infrastructure, poor sight lines and a single lane heritage bridge.

The **Transportation Assessment for the Bolton Residential Regional Official Plan Amendment, June 2016**, prepared by the Transportation Division, Public Works, Region of Peel Page 25 section regarding Proximity to Active Transportation Facilities states " Peel's Active Transportation Plan considers trips under 2 km. to be suitable for walking and trips under 7 km. to be suitable for cycling." Zancor's proposal is directly across the road from Jack Garrett Park soccer fields and less than 1km. from the entrance to The Humber Valley Heritage Trail (HVHT) Dick's Dam Park, Foundry St. Park, the Edelweiss soccer fields and the Bolton Tennis Club. The soccer fields alone hosted between 1000-1300 players aged four and up pre Covid lockdowns and were accessed by either Glasgow Rd. or Deer Valley Dr. Seniors from The Region's Riverview Terrace building on Glasgow Rd. use the river section of Glasgow Rd. as a walking trail, often with the assistance of walkers & motorized scooters. The ATTF's definition of Active Transportation includes using a wheelchair or other non-powered device. Seniors from Riverview Terrace can often be seen walking on the wrong side of the road adjacent to the Humber River.

The **Ontario Provincial Policy Statement** PPS 1.6.7.4 (Page 23) Encourages Active Transportation. The only pedestrian friendly route from the Zancor proposal to the above noted venues that is short & can be considered recreational is via Glasgow Rd. directly east of the proposal. King St. West, heavily travelled by both autos and heavy trucks, does have sidewalks but is a longer route and cannot be considered restful or recreational.

Should this proposal be approved without appropriate measures taken to mitigate traffic safety concerns noted in this letter and the attached one below the Town will have failed to meet PPS 1.7.7.4 or it's own stated ATTF goals.

Caledon's OP Transportation sections 5.9.3.4 & 5.9.5.4 address the need to preserve the scenic road character of Glasgow Rd. as it passes through environmentally sensitive lands. " Alternative transportation planning and design standards shall be explored and implemented, as appropriate, in order to recognize the form and character of existing historic communities, to preserve cultural heritage resources and to protect and enhance the natural environment. " The Transportation Objective is " To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas."

Glasgow Road's Right of Way width varies from approximately 20m. wide near Chicadee Lane to approximately 11m. wide at the bottom of the hill as it turns south towards the Edelweiss soccer fields. The potential for Urban Reconstruction of the road that includes a sidewalk and bike lane is challenging given existing slope stability issues on the hill and river section. The lower section of roadway also passes through TRCA flood plain.

Improved storm water management on the hill will impact water quality, especially from winter road salting, for Humber River fish habitat. Caledon's Official Plan (OP) sections 3.2.5.10.4 and 3.2.5.12.4 state "The quality and quantity of surface water entering Core Fishery Resource Areas shall be maintained and, where appropriate, enhanced and restored, to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry. The quality and quantity of surface water entering Valley and Stream Corridors shall be maintained, and, where appropriate, enhanced and restored to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable and the Ministry of Natural Resources and Forestry".

Under the heading Natural Slopes OP sections 3.2.5.15.1 and 3.2.15.2 state "The Town encourages the conservation of steep slopes and slope instability areas. Slopes which form part of a Valley and Stream Corridor are designated EPA in accordance with Section 3.2.4.4 and are subject to the detailed policies of Section 5.7 of this Plan. In all other instances, slopes which form part of Supportive Natural Systems and Linkages shall be assessed regarding their contribution to ecosystem form, function and integrity. Based on this assessment, such slopes may be excluded from development and placed in an appropriate restrictive designation, such as EPA."

Active Transportation: The Region of Peel Official Plan Section 5.9.10.1.2 Active Transportation Objectives seeks "To encourage and support the development of a safe, attractive, accessible and integrated network of pedestrian and bicycle facilities that enhances the quality of life, and promotes the improved health of Peel residents."

Development Charge Bylaw (DCB): The DCB should reflect what's in the CMTPS & BMTPS. These studies normally take into account what's in the OP, the OP boundary and the Secondary Plan. Since traffic safety conditions associated with ROAB and Zancor's applications in particular are not reflected in the above noted studies, one can only conclude that Zancor's applications are an independent ROPA & LOPA submitted ahead of the above noted processes.

Section 5.9.5.3.1 of the OP states "Any costs associated with design, road construction, and transportation improvements necessitated by any subdivision of land, development or redevelopment will be the responsibility of the developer either directly, or through appropriate Development Charges. The Town will determine by agreement the design and associated costs."

There is currently no transportation expertise available to evaluate improvements necessitated by peak traffic numbers from 151 TWH & 3 SFDs using two 2 Minor Collector roads, one of which should be classified as a Scenic Road.
Therefore a DCB Amendment cannot be properly assessed at this time.

I would welcome the opportunity to schedule a socially distanced site visit with you to further discuss these issues.

Thank you



Stan Shabason
512 Glasgow Rd.
Bolton

cc. Sylvia Kirkwood, Director & Chief Planner, Planning Dept.

cc. Stephanie McVittie, Acting Manager, Development Review Services, Planning Dept.

cc. Shun H. Cheung, Project Manager, Engineering Services Dept.

cc. Ian Todhunter, Senior Project Manager, Engineering Services Dept.

cc. Laura Hall, Director of Corporate Services/Town Clerk

cc. Andrew Pierce, Director Engineering

July 14, 2020

Office of the Regional Clerk
10 Peel Centre Dr.
Brampton, ON
L6T 4B9

Re: Proposed Regional Official Plan Amendment to Expand the Bolton Rural Service Center
Applicant: Zancor Homes (Bolton) Ltd.
Regional File : ROPA-20-001

Attention: Wayne Koethe, RPP, MCIP A/Principal Planner
Development Services Division, Public Works, Region of Peel
Floor 6, Suite A, 10 Peel Centre Drive
Brampton, ON, L6T 4B9

Community Traffic Safety Concerns - The undersigned residents of Glasgow Rd. and Chickadee Lane are addressing our comments in regards to the above noted application. Our concerns relate to the traffic impact that Zancor's proposed 140 townhouse (TWH) & 3 single family residence (SFD) **Urban Boundary Expansion & Draft Plan** will have on vehicular, pedestrian and cycling safety on the 1.4 kilometre section of Glasgow Road east of the proposal's subdivision border to Hickman Street.

We are very concerned that the additional traffic associated with this proposal will have serious and detrimental effects on vehicular, pedestrian and cyclist safety. We believe that these safety risks have not been appropriately assessed, and an additional peer review traffic study is necessary.

History - Glasgow Road may well be described as a scenic back road to Bolton without sidewalks or street lighting. It was built in the 19th century as a horse and buggy route to connect downtown Bolton and the hamlet of Glasgow to King Street West. 120 meters east of the proposal, it is characterized by steep treed slopes on the south and north sides of Glasgow's hill as it descends into the Humber Valley, followed by a single lane heritage bridge that crosses over the Humber River and a winding stretch of road along the Humber before reaching Hickman Street.

In 2001, homeowners living on Chickadee Lane and Glasgow Road petitioned the Town of Caledon to install barriers at the top and bottom of the Glasgow Road hill in order to create a vehicle-free pedestrian and bicycle zone. A counter petition by residents on Deer Valley Drive expressed concern that closing down the hill would generate more traffic from parents driving their kids between Jack Garrett soccer field at the top of Glasgow Road and the Edelweiss soccer fields in the valley. The Town commissioned a traffic study, included with my comments, which determined that there would be an increase in traffic on Deer Valley Drive but noted that Deer Valley Drive, a street with sidewalks and built to 1980s standards, could handle the in-

crease. As detailed in the accompanying 2001 Caledon Citizen, Caledon Enterprise newspaper articles and Sept. 10, 2001 Council minutes, our petition was supported by the Town's Infrastructure Department, but the majority of Council voted against it. Some time after our proposal was rejected a traffic light was added to the intersection of Deer Valley Drive and King Street West, making it easier for vehicles to enter and exit Deer Valley Drive.

COMMUNITY DESIGN PLAN (CDP) - Page 6 of the Humphries Planning Group Inc.'s **CDP**, commissioned by Zancor and submitted with the application, proposes that "New local roads within the development shall be built to urban standards in accordance with the Town's Engineering Design Standards and Guidelines. Sidewalks shall be provided on one side of local roads and collector roads to reinforce a residential character and promote walkability."

Page 19 of the **CDP**, under Existing Minor Collectors, states that "The north-south minor collector road (Chickadee Lane) and east-west minor collector road (Glasgow Road) are planned as the central character roads for the proposed development. They serve a vital function within the neighbourhood by providing a critical link between the proposed development and the surrounding neighbourhood areas, surrounding open space amenities and to broader community services and facilities. As the main internal transportation corridors, these linkages are essential in facilitating the safe and efficient movement of people, including cycling, pedestrian and vehicular connections throughout the neighbourhood."

Page 34 of the **CDP**, under Minor Collector Roads, notes that "Typical roadway cross-sections include one lane in each direction, 1.5 meters sidewalks on either sides, and where appropriate, 1.5 meter bike lanes or pavement widening in each direction." Zancor's Draft Plan of Sub-division proposal, submitted along with the Urban Boundary Expansion application, indicates some road improvement and a new sidewalk on Glasgow Rd. from the west end of Street C (a new extension of Glasgow Road west of Chickadee Lane) to the eastern boundary of the proposal — but the proposed Draft Plan does not include any sidewalk, lighting or road improvements east of the proposal to Hickman Street.

Traffic Impact Study (TIS) - The **TIS** undertaken by GHD on behalf of Zancor and submitted with the application, only details the impact of new traffic generated by the proposal on the intersection of Chickadee Lane and Emil Kolb Parkway. It does not address any traffic impact of the development on Glasgow Rd. east to Hickman St.

Humphries Planning Justification Report (HPJR) - The **HPJR** commissioned by Zancor and submitted with the application, makes reference to the GHD report on page 65 under Traffic Impact Study and states "The trip generation forecasts for the proposed development are low and not typically associated with traffic operational issues to the surrounding road network. Site generated traffic is expected to travel northbound and southbound Emil Kolb Parkway, but due to the low number of anticipated trips, the proposed development will have minimal impact on existing traffic conditions."

Page 49 of the **HPJR** states that "It has also been noted in previous reports that the surrounding arterial network has sufficient reserve capacity to accommodate the proposed increase in traffic generated by the proposed development and it will have minimal impact on existing traffic operations and conditions." While we agree with this statement in regards to the surrounding

arterial road network, it does not address the impact on or capacity of Glasgow Rd. to safely handle additional traffic east of the proposal to Hickman St.

Page 73 of the **HPJR** under General Community Facilities "lists major community facilities in proximity to the Subject Lands....and their distance from the Subject Lands." Glasgow Road east of the proposal offers quicker access to some of these facilities which include Edelweiss Park, Dick's Dam Park, Foundry Park, shops on Queen Street North, St. Michael Catholic Secondary School and the Caledon Wellness Centre, the Town's year round indoor sports facility on Highway 50 North. The alternate route to these destinations via Chickadee Lane, Emil Kolb Parkway, King Street West (and Queen Street North) would entail as many as six additional traffic lights, including a new one proposed by GHD's Traffic Study at the intersection of Chickadee Lane and Emil Kolb Parkway.

The distance between the intersection of Street A on the proposed Draft Plan and Glasgow Road and the intersection of Hickman Street and Queen Street North (Highway 50) is 2.6 kilometres via Emil Kolb Parkway, King Street West, and Queen Street North. The short cut route distance via Glasgow Rd. and Hickman St. is 1.4 kilometres and includes one stop sign at Glasgow & Hickman. Drivers will naturally choose the quickest and shortest route.

An increase in traffic on an already compromised route often used as a short cut for vehicles traveling between Emil Kolb Parkway and the destinations noted above poses increased safety risks to pedestrian, cycling and vehicular traffic, contrary to the **CDP's** stated goal of "facilitating the safe and efficient movement of people, including cycling, pedestrian and vehicular connections throughout the neighbourhood."

Additional Traffic Safety Concerns - The proposed Draft Plan of Subdivision, Community Design Plan, GHD Traffic Impact Study and Planning Justification Reports commissioned by Zancor do not include or take into account the following critical elements when considering "the safe and efficient movement of people.....throughout the neighborhood."

1. Glasgow Rd. between the east end of the proposal and Hickman Street, a 1.4 km. section of road, includes two blind sight lines as it descends to the valley floor, another as it crosses the single lane heritage bridge, and three more between the bridge and Hickman Street.
2. Glasgow Road. features a number of deer crossing paths between TRCA lands on the north side of Glasgow Road and private properties on the south side and TRCA lands on either side of the road as it descends into the valley.
3. Winter driving conditions on the hill section of Glasgow Road can be treacherous for both drivers and pedestrians.
4. There are currently no new sidewalks, lighting or road improvements proposed on Glasgow Road east of the proposal to Hickman Street.
5. There is no proposal to upgrade the single lane heritage bridge on Glasgow Road to accommodate additional traffic.

6. Drivers routinely exceed the 40 km/hr speed limit along the entire length of the street from Chickadee Lane to Hickman Street and routinely ignore the digital speed signs of 40Km./hr. installed on both sides of Glasgow Rd. in front of Dick's Dam park.
7. Page 39 of the **HPJR** states that Section 2.2.1.4 d) i) of the **Provincial Growth Plan** "provides policies for managing growth and noted that new development should: support the achievement of complete communities that: ...expand convenient access to: a range of transportation options, including options for the safe, comfortable and convenient use of active transportation." Bolton has no dependable transit system to service its residents except for Caledon Community Services' transportation service which offers seniors and individuals with disabilities door to door rides to local destinations. Residents of the proponent's proposal will have to rely on their own vehicles for travel in any direction beyond the subdivision.
8. Most residences in Bolton have two or more vehicles per household. Based on Zancor's 140 townhouse and 3 SFD proposal this would add in excess of 300 or more vehicles who could choose to travel east along Glasgow Road to Hickman Street and Queen St. N. (Hwy 50).
9. Page 42 of **HPJR** states "The density of the proposed development, being between 20-40 UPH, translates to approximately 65-130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016)." This average would add an additional 469 new residents to a compact area currently characterized by rural residential dwellings on 1- 3 acre lots, further compromising road safety for new and old area residents walking, jogging or cycling the scenic route on Glasgow Road east of the proposal.
10. Area #3, the Town of Caledon's preferred greenfield choice for Bolton's expansion area under the Bolton Residential Study (BRES), located between Humber Station Road and Gore Road and currently the subject of an OMB hearing, begins 1.1 kilometres west of Zancor's proposal. Should the OMB rule in favour of the Town's BRES choice, it is projected to add an additional 10,300 residents to Bolton just west of the proposal. Using the same Hemson Growth Forecast Assumptions above, Area #3 would add an additional 3,140 households and a minimum of 6,280 vehicles to area roads just west of the Zancor's proposed subdivision. Many future Area #3 residents could choose the same shortcut route along Glasgow Road and Hickman Street to points previously noted rather than taking the longer route down Emil Kolb Parkway and King Street West.
11. Glasgow Road is a popular walking, jogging and cycling route for area residents. It draws people from surrounding valley streets, the Valleyview Estates subdivision immediately south of Chickadee Lane, and Harvest Moon Drive subdivisions on the west side of Emil Kolb Parkway. Seniors from the 53 unit Riverview Terrace, a Region of Peel seniors' building at 121 Glasgow Road and River's Edge adult condominium at nearby 60 Ann Street, often walk along the winding Humber River stretch on lower Glasgow Rd. A new 73 unit Brookfield Devpt. condominium is currently under construction at 50 Anne Street will attract additional

pedestrians.

12. The Bolton Wanderers Soccer Club's regular season is between May and the end of September. According the club's registrar, it hosts between 1000 to 1300 players from ages four and up in soccer fields at Jack Garrett Park near the top end of Glasgow Road, Dick's Dam Park along the Humber River, and Edelweiss soccer fields in the valley. This number includes the following groups whose activities have been restricted in 2020 due to provincial COVID-19 regulations.

- Recreation program - 650 to 750 children
- Women's & Men's league - 250 to 300 adults
- Competitive U13 to U18 Competitive league - 250 to 300 children comprising teams who practice twice per week against outside teams who bring in additional traffic.
- U8 to U12 Competitive kids who have 6 home festival games every other Saturday that can typically bring in an additional 300 spectators.

The Edelweiss parking lot is too small to handle the number of cars these games bring in and the overflow has no choice but to ignore the No Parking signs on Glasgow Road and Deer Valley Dr.

13. The Bolton Tennis Club located at 330 Glasgow Rd. adjacent to the Edelweiss soccer fields hosted 135 members in 2019.

14. In the summer children walk and cycle the Glasgow hill, often without without helmets and on occasion skateboard down it or snowboard in the winter.

15 When weather permits, motorcyclists out for a country drive cruise along Glasgow Road, following the Humber River from Queen St. N. (Hwy. 50) and Hickman Street, up the hill to Chickadee Lane and exit onto Emil Kolb Parkway.

16. Humber Valley Heritage Trail Association (HVHTA) hikers park their cars at Edelweiss and access the trail directly across from the Bolton Tennis Club at 330 Glasgow Road. When the Edelweiss and Jack Garratt parking lots are closed for the season, trail and park users park their cars either in front of the park gates or along Glasgow Rd. and Deer Valley Dr.

Some of the undersigned individuals have either personally experienced or witnessed numerous vehicular traffic accidents with oncoming traffic at Glasgow Rd. blind sight lines or on the single lane heritage bridge. We have also witnessed and or are aware of vehicles that have plunged into the Humber River and over the steep embankment near the top of the Glasgow hill.

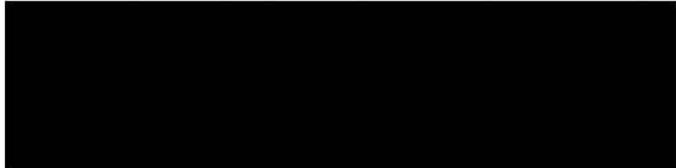
Conclusion - This flawed development proposal needs more study, specifically in regards to road safety on the 1.4 km. stretch of Glasgow Rd. between the east end of the Zancor proposal to Hickman St. The undersigned oppose the above noted Urban Boundary Expansion and Draft Plan of Subdivision applications by Zancor Homes (Bolton) Ltd. pending the results of a peer reviewed Traffic Impact Study to be commissioned by the Town of Caledon. The study needs to address and provide solutions to all the traffic safety concerns noted above. Given current provincial restrictions regarding social distancing during the COVID-19 crisis, many

commuters are either not working or working from home and the Bolton Wanderers Soccer is temporarily shut down. The Town's review should take these factors into account when undertaking its study.

Thank you.

Sincerely yours,

1. Stan Shabason
512 Glasgow Rd.
Bolton ON



2. Anne Shabason
512 Glasgow Rd.
Bolton ON



3. Carlo Cunti
530 Glasgow Rd.
Bolton ON



4. Maria Cunti
530 Glasgow Rd.
Bolton ON



5. Luigi Bonitatibus
500 Glasgow Rd.
Bolton ON



6. Margaret Bonitatibus
500 Glasgow Rd.
Bolton ON



7. Tony Nigro
13893 Chicadee Lane
Bolton ON



8. *William Cann*
611 Glasgow Rd.
Bolton ON



9. *Paul McDermott*
611 Glasgow Rd.
Bolton ON



10. John Hydon
207 Glasgow Rd.
Bolton ON



11. Helen Hydon
207 Glasgow Rd.
Bolton ON



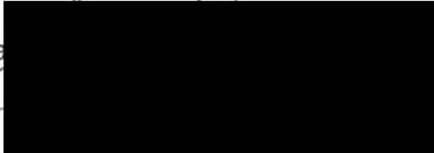
12. Shawn Mavrou
13921 Chicadee Lane
Bolton ON



13. Natalie Mavrou
13921 Chicadee Lane
Bolton ON



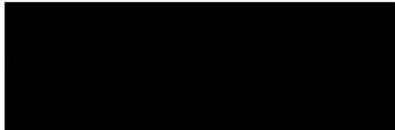
14. Chasminder Bhela
275 Glasgow Rd.
Bolton ON



15. Sue Eno
229 Glasgow Rd.
Bolton ON



16. Safi Najm
215 Glasgow Rd.
Bolton ON



17. Ana Cabral
215 Glasgow Rd.
Bolton ON



18. David Rea
137 Glasgow Rd.
Bolton ON



Glasgow Road stays open despite potential dangers

At its September 10 meeting, Caledon town council considered a recommendation from its infrastructure department to close Glasgow Road both at the hill at the west end and at the Humber River bridge. Pedestrian traffic only would have been permitted.

Council turned down the recommendation. Therefore, the road

remains open.

The department's report noted that the rural road had existed for a long time handling a low volume of traffic, and had several potentially dangerous sight line problems. The bridge has been closed to truck traffic and engineers are investigating its condition and the cost of repair.

An average of 1,200 trips per day

use Glasgow in the summer, as well as Deer Valley Drive, for access to the 12 soccer fields at Edelweiss Park. The report suggested that the Town of Caledon would face high costs in the near future to bring Glasgow Road up to a safer construction standard to accommodate the traffic. Deer Valley Drive had already been built to handle higher

traffic volumes.

Residents of the area had seen the proposal to close Glasgow at a public open house in Bolton on August 2. At that time, town staff had noted the high cost of bringing Glasgow Road up to a safe standard, but also noted that Deer Valley Drive, as the only remaining vehicle route to Edelweiss Park, would see a significant increase in traffic.

Unhappy Deer Valley residents presented a petition to council at the September 10 meeting. Several councillors indicated that they did not feel that they had enough information about how the impact on Deer Valley residents could be reduced and voted against the report.

Staff were directed to contact the Region of Peel about a possible stoplight at Deer Valley Drive and King Road. The Toronto Region Conservation Authority has also expressed concern about the town's substantial park investment in the Humber River floodplain. Councillors asked for further clarification as to whether the Edelweiss soccer fields would have to be relocated in the long-term, and what implications this would have.

Town CAO Bill Winegard clarified what will happen next.

"Staff will now move forward on the basis that the road remains open at the hill and at the bridge, and will continue to monitor the volume of traffic both now and in the future. There are important safety, maintenance, and environmental concerns about the conditions of the road.

Engineering staff have evaluated the other potential ways to solve these problems, and the costs associated, as we routinely do for all 700 kilometres of road in Caledon."

"Right now, the town is assessing the safety of the bridge, investigating the possibility of lights at Deer Valley and King, and making sure that the road signs are adequate. I'm sure drivers are aware that there is a higher volume of traffic on what is essentially a winding country road," said Winegard. He also noted that engineering cost estimates and options would come forward for council's consideration in the normal annual budget process, when council has the difficult task of setting priorities among all the road construction needs.



BILL WHITBREAD PHOTO

Caledon Ontario Provincial Police were visible on Mayfield Road last week with their radar gun and warning sign alerting drivers that passing on the shoulder of the road is illegal. More and more motorists are taking to the shoulder in attempts to get around vehicles making left-hand turns. Auxiliary Constable Michael McJannett and Provincial Constable Linda Kennedy stand beside the warning sign.

WESTCHESTER WINNER!!!

\$365,000

MORTGAGES CAN BE THIS COMFORTABLE

DE/444

Glasgow Road to stay open, bridge in question

By MARK PAVILONS

Editor

Caledon councillors were at an impasse regarding a staff recommendation to close Glasgow Road and the steel truss bridge. Tie votes at the Sept. 10 committee meeting led to all motions being lost, and Glasgow will remain open.

Councillor Ian Sinclair had asked the matter be deferred pending receipt of further information on the impacts to local roads, costs and alternative solutions for the bridge on Glasgow. His

motion lost.

Councillor Chris Harker favoured closing Glasgow and his motion to do so also failed.

Harker said while no action will be taken by council, he's worried that staff engineers will deem the bridge on Glasgow to be unsafe, and order it closed. Staff can do so for safety reasons without council's consent. He added he was also disappointed in the way councillors voted on the matter, adding the road has been dangerous for years

and closing it would have been the best move. He stressed Deer Valley Drive was designed to take more traffic, but he was sympathetic to those residents who put up with congestion during the busy soccer season and traffic generated at nearby Edelweiss.

A public meeting was held to present five options which included closing Glasgow and the bridge; rebuilding the road to a minimum standard, hard surfacing portions, etc.

Residents of Deer Valley Drive who attended the public meeting were concerned with increased traffic volumes should the road be closed. They were worried about their children's safety in the summer months.

Caledon's infrastructure department conducted traffic counts on Glasgow east of

the river, and Deer Valley north of Bambi Trail. They were conducted Sept. 8 during a busy soccer day between 9-11 a.m. An average of 1,200 trips per day in the summer are estimated to use the road (and Deer Valley) to access Edelweiss. Staff noted Deer Valley is capable of handling the soccer traffic, but admitted it's hard to address driver behaviour. Staff believes this can be dealt with through "traffic calming devices" and measures, including speed bumps.

Most of the other options dealing with Glasgow and the bridge were quite costly.

To reconstruct the section from Edelweiss to Chickadee Lane would cost an estimated \$350,000; the section between Hickman and Edelweiss would cost \$500,000 and it would take another \$500,000 to replace

the bridge. This, staff rationalized, is an "extraordinary amount of funds to be expended on a road that has very few local residents..."

* Staff suggested closing the road and adding pedestrian connections, costing roughly \$50,000.

Staff was directed to contact Peel Region for a possible traffic light at Deer Valley and King. Councillors asked about

whether Edelweiss will move in the future and the impacts this will have.

According to Caledon CAO Bill Winegard, staff will continue to monitor the volume of traffic now and in the future. He said there are important safety maintenance and environmental concerns about the road. Staff is also assessing the safety of the bridge.

IN
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Dear Editor:

I am writing in response to recent letters from Ms Goulter and Ms Baldesarra (September 22 and October 3), who complained about parking tickets being issued to those attending closing day for the Bolton Wanderers Soccer Club on September 8.

As Parks Facilitator for the Town of Caledon, I deal closely with the sports associations on park use and related issues, not the least of which is the parking situation at Edelweiss Park. I have visited the site many times through the soccer season, and was at the park September 8. I would like to put this into perspective.

Part of the problem is the high number of fields at this location; resulting from full-size fields being divided into smaller ones and micro-size fields being tucked into other open areas, done to accommodate the huge number of young children who are signed up for soccer each year. We are working with the club to create additional fields elsewhere in Bolton and have suggested decreasing the number of fields at Edelweiss, in order to spread games and practices over a larger area, and/or to schedule earlier and later games on regular play nights.

We are also pursuing the ultimate solution — a larger soccer complex which can handle this growing club's needs. We have pursued increasing the size of the parking lot with Toronto Region Conservation (who owns this site), but this does not comply with their requirements for a location in a floodplain with active "hydraulic flow" risk, due to the close proximity of the Humber River.

The Bolton Wanderers arrange for parking at Albion Bolton Community Centre on some high-attendance days, with a free shuttle bus to take people between the two sites, but the majority of parents do not take this option as it is not nearly as convenient as parking at or near Edel-

arise when a parent has one child in a game at Edelweiss, and one playing up the hill at Jack Garratt Park, having to go between the two parks, which makes having a car handy more important (or having a shuttle bus going up and down the hill a good idea).

The biggest problem, however, comes from so many people who are not willing to deal with the inconvenience by having to walk or take a shuttle — yet are willing to take the chance of getting a \$30 parking fine instead.

On September 8 I chatted with our parking officer about the illegally-parked cars and how he was dealing with them. He was well aware that this was one of the exceptional days in the soccer season and was making a point to ticket primarily the cars which would lead to traffic being blocked, and leaving many of the cars that were well off the road alone. The restricted areas are clearly signed as 'No Parking,' making it obvious where one may and may not park. The primary concern is to ensure that emergency vehicles can get through at all times.

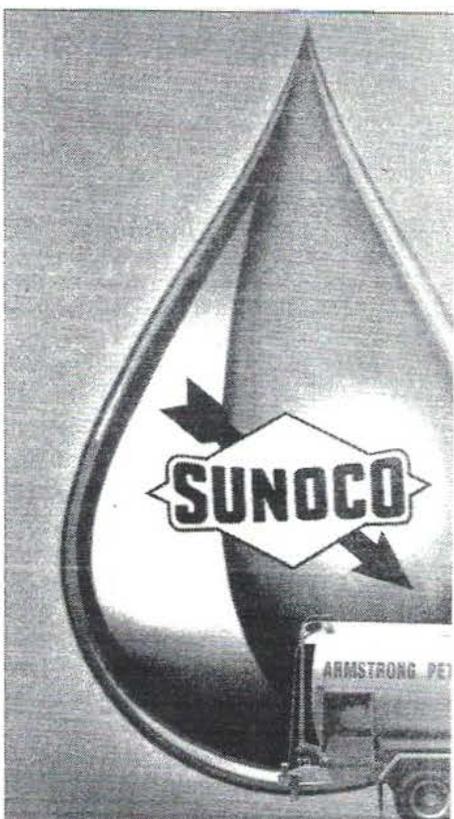
In addition, sight lines on the Glasgow Road hill are very limited, making the road dangerous when there are no cars parked along it, and potentially deadly when there are. Unfortunately, all it takes is one car parked in a 'no parking' zone and getting away with it, to invite other drivers to do the same. Our parking officers have ignored the illegally parked cars on occasions in the past, and the result was a road so completely blocked that even small cars had difficulty getting through — emergency vehicles would have no chance. If the child of one of these letter-writers was badly injured at the park, they would be very grateful that an

ambulance or emergency medical help could get to them quickly, even if that had meant parking tickets had been issued in order to deter other drivers from parking illegally.

Having all or most of the fields at one location is ideal for the club in many ways: allowing them to operate one snack bar for all participants, to have award ceremonies and announcements ongoing through special days with easy access by all, and allowing parents to easily go from one child's game to another or to carpool. The increasing popularity of soccer and the growth of the club, however, have exceeded the capacity of this park, and parents will have to accept some level of inconvenience until a larger facility can be created, which will take time. A shuttle bus, carpools, arriving early (to have time to search for a legal spot) and walking from more distant parking are viable options for use of Edelweiss and Jack Garratt fields, while decreasing the number of fields and creating satellite locations will also take the pressure off.

The parking officers are not the bad guys. They are trying to make sure that everyone is safe, which is the reason parking bylaws have been created. If it were merely a cash grab, every car parked in the posted areas that day would have been ticketed, and they were not. I am very happy to take calls from concerned parents or residents about this issue, and I know that the Bolton Wanderers would welcome volunteers to work with them on creating solutions to problems and maintaining a great soccer experience for all.

Jan Smith-Bull,
Parks Service Facilitator,
Infrastructure Dept.,
Town of Caledon.



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Deer Valley Drive and Glasgow Road Counts

Existing Counts During a Typical Soccer Event

(Counts taken on Saturday September 8, 2001)

	<i>Deer Valley Dr</i>	<i>Glasgow West of Park</i>	<i>Glasgow East of Bridge</i>
9:00am	36	22	82
10:00am	147	119	212
11:00am	161	154	245
	344	295	539

Theoretical Counts if Glasgow is Closed

	<i>Deer Valley Dr</i>	<i>Max. Counts before Service Levels reach Level E</i>
9:00am	140	900
10:00am	478	900
11:00am	560	900
	1178	2700

Conclusion:

If Glasgow Road is to be closed as per option B, Deer Valley Drive will experience an average 3.5 times increase in the hourly traffic volume during a typical soccer event. The geometrics and structure of Deer Valley Drive is adequate to handle these volumes.

Sept 10, 2001 Council Minutes

Glasgow Road Stays Open

At its September 10th meeting, Caledon Town Council considered a recommendation from its Infrastructure Department to close Glasgow Road both at the hill at the west end and at the Humber River bridge. Pedestrian traffic only would have been permitted.

Council turned down the recommendation. Therefore, the road remains open.

The Department's report noted that the road had existed for a long time at a low-volume rural standard of construction, with several potentially dangerous sight lines. The bridge has been closed to truck traffic and engineers are investigating its condition and the cost of repair. An average of 1200 trips per day in the Summer use the road, as well as Deer Valley Drive, for access to the 12 soccer fields at Edelweiss Park. The report suggested that the Town would face high costs in the near future to bring Glasgow Road up to a safer construction standard to accommodate the traffic. Deer Valley Drive had been built to handle higher traffic volumes

Residents of the area had seen the proposal at a public open house in Bolton on August 29th. At that time, Town staff had noted the high cost of bringing Glasgow Road up to a safe standard, but also noted that Deer Valley Drive, as the only remaining vehicle route to Edelweiss Park, would see a significant increase in traffic. Deer Valley residents presented a petition to Council at the September 10th meeting.

Several Councillors indicated that they did not feel that they had enough information about how the impact on Deer Valley residents could be reduced. Staff were directed to contact the Region of Peel about a possible stop light at Deer Valley Drive and King Road. The Toronto Region Conservation Authority has also expressed concern about the Town's substantial park investment in the Humber River floodplain. Councillors asked for further clarification as to whether the Edelweiss soccer fields would have to be relocated in the long-term, and what implications this would have.

Town CAO, Bill Winegard, clarified what will happen next. "Staff will now move forward on the basis that the road remains open at the hill and at the bridge, and will continue to monitor the volume of traffic both now and in the future. There are important safety, maintenance, and environmental concerns about the conditions of the road. Engineering staff have evaluated the other potential ways to solve these problems, and the costs associated, as we routinely do for all 700 kilometres of road in Caledon.

Right now, the Town is assessing the safety of the bridge, investigating the possibility of lights at Deer Valley and King, and making sure that the road signs are adequate. I'm sure drivers are aware that there is a higher volume of traffic on what is essentially a winding country road".

Winegard also noted that engineering cost estimates and options would come forward for Council's consideration in the normal annual budget process, when Council has the difficult task of setting priorities among all the road needs.

Sept. 8, 2001

Existing 3hr Count
9am to 12noon
295 Vehicles

Edelweiss Park

GLASGOW RD

Existing 3hr Count
9am to 12noon
539 Vehicles

Existing 3hr Count
9am to 12noon
344 Vehicles

HICKMAN ST

RIVERPARK CT

