

CITY COUNCIL AGENDA



Consolidated as of December 2, 2015

Council Chambers, Guelph City Hall, 1 Carden Street

DATE Thursday, December 3, 2015 – 6:00 p.m.

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

Disclosure of Pecuniary Interest and General Nature Thereof

Niska Road Improvements – Schedule C Municipal Class Environmental Assessment

Presentation: *(attached)*

Don Kudo, Deputy City Engineer

Recommendation:

1. That the report from Infrastructure, Development and Enterprise dated December 3, 2015, regarding the Niska Road Improvements Schedule 'C' Class Environmental Assessment be received.
2. That staff be authorized to complete the Schedule 'C' Municipal Class Environmental Assessment process and issue a notice of completion to place the Environmental Study Report on the public record for the mandatory 30 day public review period and proceed with the implementation of the preferred alternatives as outlined in the Council Report dated December 3, 2015.

Niska Road Improvements – Report: CA0-LR4-1515

Recommendation:

That report number CA0-LR-1515 entitled "Niska Road Improvements", dated December 3, 2015 be received.

Delegations:

- Vince Hanson
- Shugang Li *(presentation)*
- Hanna Boos
- Nicole Abouhalka
- Bhaju Tamot
- Peter Lennie
- Lin Grist *(presentation)*
- John Hart

-
- Mike Schreiner
 - Eileen Hammill
 - Marlene Hart
 - Dorothy Griggs (*presentation*)
 - John Core
 - Larry Brazolot
 - Martin Collier (*presentation*)
 - Susan Ratcliffe
 - Tia Carey
 - Laura Murr (*presentation*)
 - Arlene Slocombe (*presentation*)
 - Patrick Herdman
 - Hugh Whiteley (*presentation*)
 - Bill Hammill (*presentation*)
 - Sandy Nicholls

Correspondence:

- Tony and Monika Noble
- Frances and Paul Hammond
- Jo Marie Powers
- Brenda Aherne
- Chris Bauch and Madhur Anand
- Scott Frederick
- Mary Henderson
- Ted Poulin
- Cindy Della Croce
- Nicole Abouhalka
- John Hart
- Bhaju Tamot
- Mike Darmon
- Laura Murr
- Yvette Tendick
- Hugh Whiteley
- Marlene Hart

ADJOURNMENT

NISKA ROAD IMPROVEMENTS MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

City of Guelph Council Presentation

December 3rd, 2015

PROJECT SCOPE

- Schedule C - Municipal Class Environmental Assessment for Niska Road from Downey Road to the City limits
- Three major road corridor components were examined:
 - Bridge
 - Road
 - Intersection of Niska Road and Downey Road



MUNICIPAL CLASS EA PROCESS

Phase 1

Identify Problems and Opportunities

Phase 2

Identify and Select Alternative Solutions that Address the Problems

Phase 3

Identify and Select Design Concepts to Implement the Preferred Solution

Phase 4

Prepare and File the Environmental Study Report (ESR)

We
Are
Here

Phase 5

Project Implementation

COMMUNITY WORKING GROUP KEY CONCERNS

The CWG compiled a list of key concerns to address:

- Volume and speed of vehicular traffic
- Overall road safety and access
- Volume and size of trucks travelling through the community
- Implementation of traffic calming measures
- Heritage value of the Bailey Bridge
- Preservation of corridor viewscape
- Protection of aquatic and terrestrial wildlife and wildlife habitat
- Preservation of recreational use of lands (i.e. access to the river and trail system, cycling, fishing, etc.)
- Deer and other wildlife observed onsite and is valued by residents and anglers

CONSULTATION AND ENGAGEMENT

Stakeholder, Agency and Public consultation and comments summary:

- Community Workshop – June 27, 2013
- 8 Community Working Group Meetings
- Public Information Centre #1 - November 27, 2014
- Public Information Centre #2 - September 10 2015
- 4 Committee Meetings with Heritage Guelph
- 2 Committee Meetings with River Systems Advisory Committee
- 3 Meetings with Grand River Conservation Authority and staff site meetings
- 3 Meetings with Puslinch Township Staff and Council
- 3 Meetings with Guelph Eramosa Township Staff and Council
- Thousands of correspondence in the form of emails, letters, on-line survey, comment sheets

ALTERNATIVE SOLUTIONS

For The Bridge

- Do Nothing – Repair and maintain the existing bridge
- Close the Bailey bridge to vehicular traffic and maintain
- Remove the Bailey Bridge and do not replace
- Replace the Bailey bridge with a new one lane bridge
- Replace the Bailey bridge with a new two lane bridge

For Niska Road

- Do Nothing
- Resurface the road
- Reconstruct the road

AREAS OF EVALUATION

Evaluation Categories:

- Natural Environment
- Socio-Economic and Cultural Heritage
- Financial Factors
- Technical Factors
- Problem Statement

EVALUATION STUDIES

Studies, Assessments and Plans to Evaluate and Mitigate Impacts:

- archeological assessment
- built heritage
- natural environmental assessment
- tree inventory and impacts assessment
- wildlife assessment
- terrestrial and aquatic habitat assessment
- cultural heritage assessment
- heritage viewscape review assessment
- traffic assessment and vehicle counts
- trip destination review
- community safety review



EXISTING BRIDGE CONDITION



Loss of top wall and mortar,
evidence of severe
settlement



Evidence of continuing
settlement due to river
undermining and
undercutting

































Evidence of severe corrosion
evident throughout the
structure

TECHNICAL AND RISK FACTORS

- **Standards, guidelines, procedures and practices:**
 - Public Transportation and Highway Improvement Act
 - Canadian Highway Bridge Design Code
 - Ministry of Transportation Bridge Structural Manual
 - Ministry of Transportation Geometric Design Standards

- **One lane bridge would not conform to these standards:**
 - number and width of lanes on a bridge should be the same as the approaches
 - traffic volume guideline exceeded (400 vehicles per day versus 4,600 vehicles per day)
 - single load path type bridge
 - bridge lane width standard (8.5 metres - two lanes, 5.0 metres – one lane versus 3.44 metres)
 - horizontal clearances from edge lane to abutment/pier does not meet safety requirement

EVALUATION OF ALTERNATIVES FOR BRIDGE

Criteria Sections	Do Nothing/Repair and Maintain	Close Bridge to Vehicular Traffic and Maintain	Remove Bridge / Do Not Replace Bailey Bridge	Replace the Existing Bailey Bridge With a New One Lane Structure and Provide Operational Improvements to Niska Road	Replace the Existing Bridge With a New Two Lane Structure and Provide Operational Improvements to Niska Road
A: Natural Environment					
B: Social Economic/Cultural Environment					
C: Financial Factors					
D: Technical Factors					
E: Problem Statement					
Total Average					
Recommendation	Not Carried Forward	Not Carried Forward	Not Carried Forward	Not Carried Forward	Preliminary Preferred Solution



EXISTING ROAD CONDITION





















EXISTING TOTAL TRAFFIC VOLUME

Summary of Traffic Volume Studies conducted between October 17-23 2013

Average Daily Traffic	Number of Cyclists Counted Over A One Week Period	Number of Heavy Trucks Counted Over A One Week Period
4652	102	20

EVALUATION OF DESIGN ALTERNATIVES FOR ROAD

Criteria Sections	Do Nothing/Repair and Maintain	Repave	Reconstruct Road
A: Natural Environment			
B: Social Economic/Cultural Environment			
C: Financial Factors			
D: Technical Factors			
E: Problem Statement			
Total Average			
Recommendation	Not Carried Forward	Not Carried Forward	Preliminary Preferred Solution



PREFERRED SOLUTION SELECTION

(END OF PHASE 2)

- Replace the Existing One Lane Bridge with a Two lane Bridge
- Reconstruct Niska Road from the Bridge to Ptarmigan Drive

CULTURAL HERITAGE EVALUATION

Cultural Heritage Evaluation Report

- Niska Road Bailey Bridge is of cultural heritage value although not designated under the Ontario Heritage Act

Cultural Heritage Landscape

- a significant cultural heritage landscape
- bridge and road conditions inhibit the enjoyment of this landscape
- design alternatives to allow for safe pedestrian and vehicular access

HERITAGE PRESERVATION OPPORTUNITY

Recommendations based on studies and community consultation:

- relocate bridge's superstructure to a more suitable location
- use current stone abutments as a monument
- design replacement bridge with cultural heritage landscape views
- reflect bridge's heritage and design characteristics in the new bridge
- place a monument at bridge site with a plaque about its history

DESIGN ALTERNATIVES

Bridge

- Covered Steel Through Truss Bridge
- Concrete Slab on Steel Girder Bridge
- Pony Truss Bridge

Road

- Urban cross-section
- Rural cross-section
- Semi-Urban cross-section

Intersection

- Signalized Intersection
- Roundabout (Turning Circle)

BRIDGE DESIGN ALTERNATIVES



**Covered Steel Through
Truss Bridge**



**Concrete Slab on Steel
Girder Bridge**

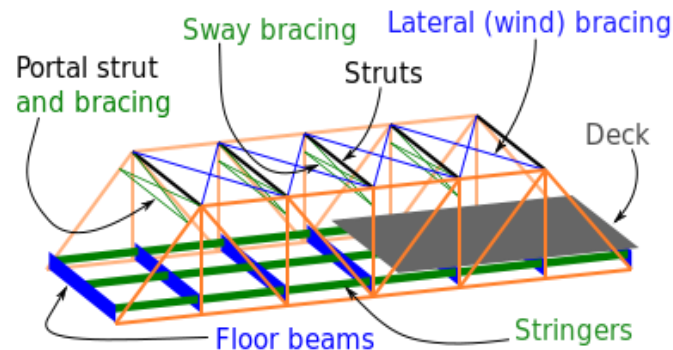


**Pony/Warren Truss
Bridge**

OTHER BRIDGE DESIGN CONSIDERATIONS



Limiting Clearance Arches



Height Reducing Bracing Bar



























Canoe or Kayak Launch



Wildlife Crossing

EVALUATION OF BRIDGE DESIGN OPTIONS

Criteria Sections	Steel Through Truss Bridge	Concrete Slab on Steel Girder Bridge	Pony Truss Bridge
A: Transportation Management			
B: Natural Environment			
C: Social Economic			
D: Cultural Environment			
E: Land Use Planning			
F: Implementation			
G: Technical Consideration			
H: Economical Environment			
Recommendation	Still Being Considered	Not Being Carried Forward	Preferred Alternative





ROAD DESIGN OPTIONS

Three separate road cross-section types were examined:

- Urban cross-section
- Rural cross-section
- Semi-Urban cross-section

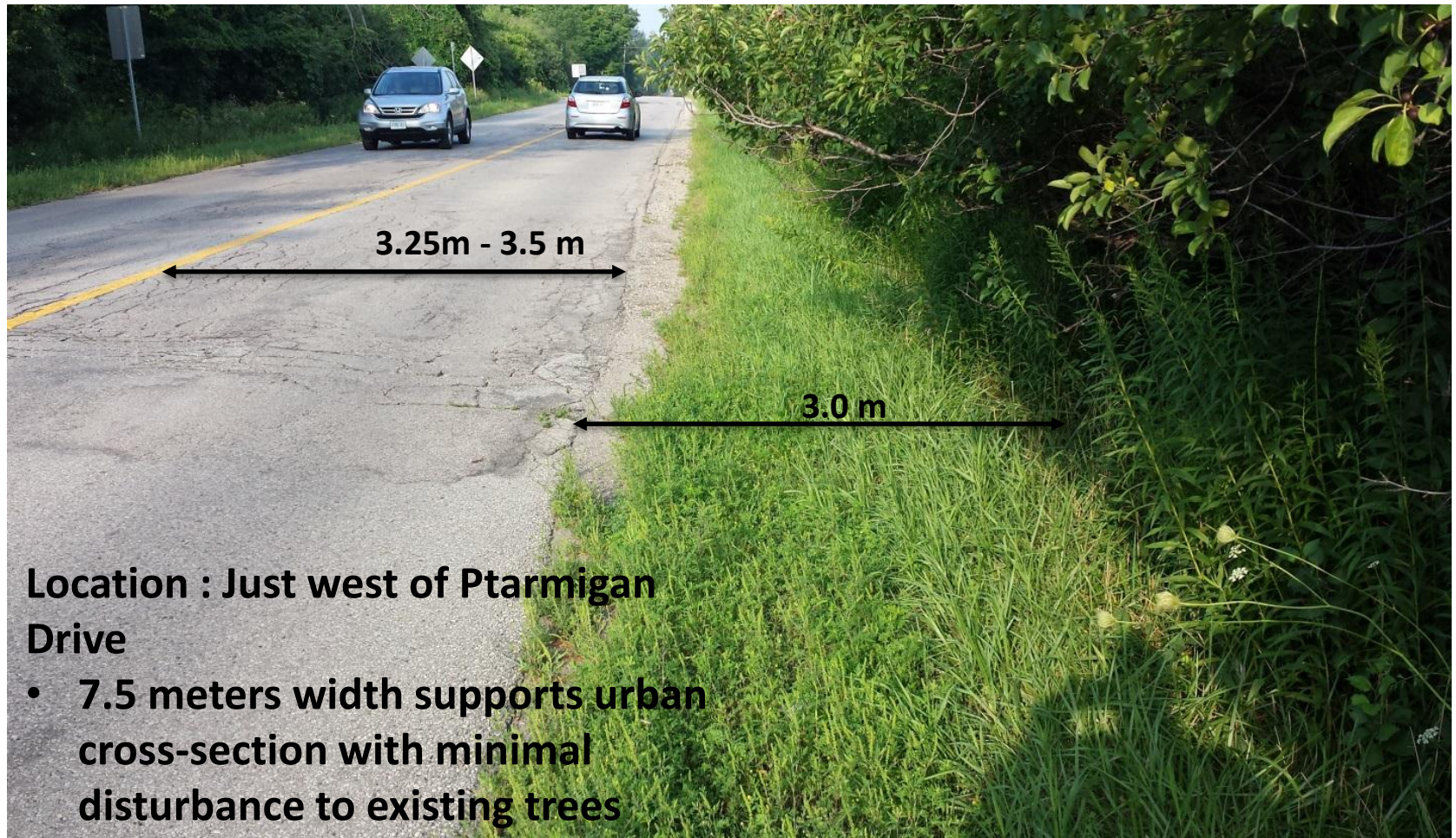
Road design was evaluated using a *two stage approach*

ROAD DESIGN CONSIDERATIONS

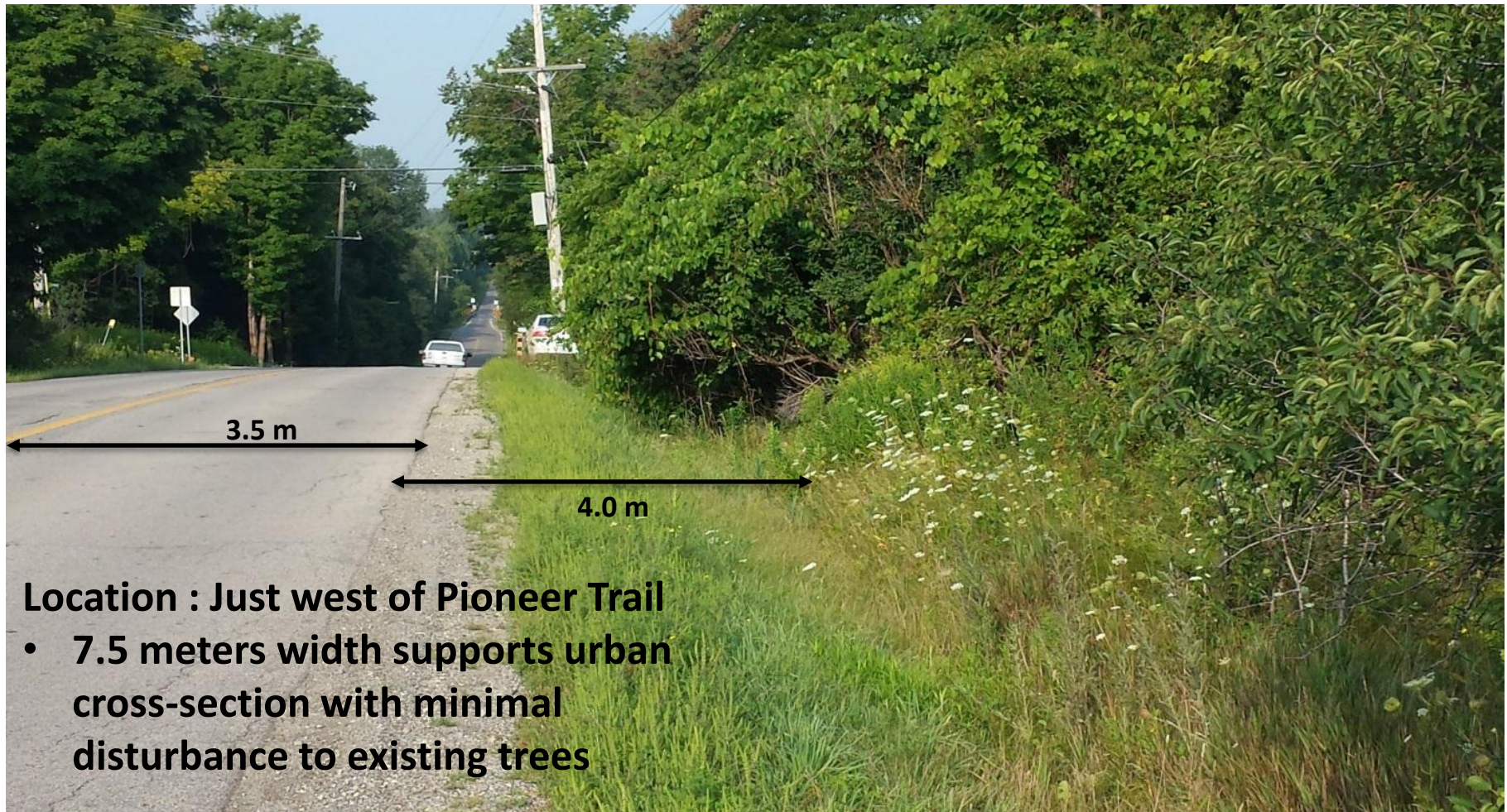
- Safe Public Access (sidewalks and shared vehicle lanes)
- Traffic Calming Measures:
 - Creation an environment which discourages 'short-cut' travel
 - Creation of an environment which reduces speed
- Minimizing tree loss
- Management and preservation of viewscape
- Creation of on-street parking
- Improved stormwater management

The width of the proposed bridge will correspond to the final road designs

CURRENT ROAD CONDITION



CURRENT ROAD CONDITION



























CURRENT ROAD CONDITION





EVALUATION OF ROAD DESIGN OPTIONS

Criteria Sections	Urban Cross-Section	Rural Cross-Section	Semi-Urban Cross-Section
A: Transportation Management			
B: Natural Environment			
C: Social Economic			
D: Cultural Environment			
E: Land Use Planning			
F: Implementation			
G: Technical Consideration			
H: Economical Environment			
Recommendation	Preferred Alternative	Still Being Considered	Not Carried Forward

Least to Most Preferred



URBAN CROSS SECTION BENEFITS

- A narrower footprint is easier to cross for wildlife
- An eco-passage for small mammals is proposed
- The lack of formal ditches and roadside boulevards will act as a deterrent to wildlife
- Wildlife crossing signs act as a visual traffic calming mechanism
- Traffic calming measures will help decrease mortality of wildlife

TRAFFIC CALMING MEASURES

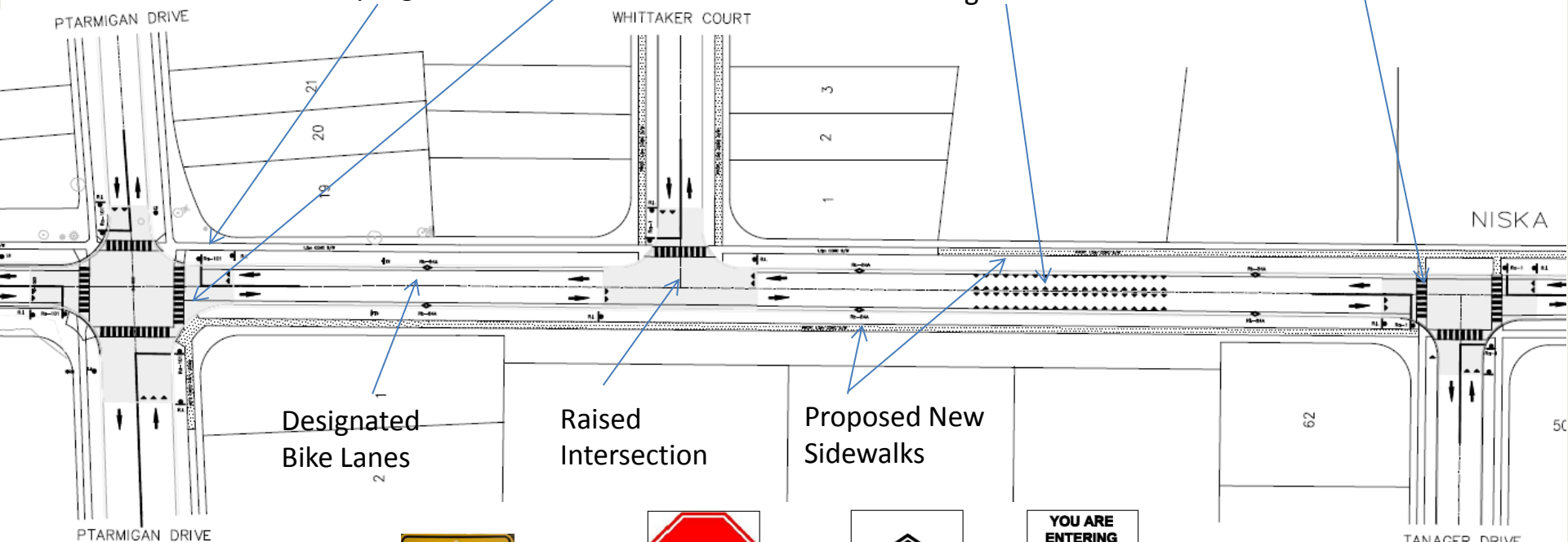
Entering
Kortright Hills
Community
Sign

Oversized
Stop Signs

Raised
Intersection

Tiger Teeth Pavement
markings

Painted Cross-walks



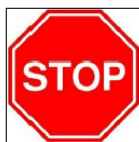
Designated
Bike Lanes

Raised
Intersection

Proposed New
Sidewalks



R.I. - RAISED
INTERSECTION



Ra-1
Ra-101 (OVER SIZE)



Rb-84A



TRAFFIC CALMING MEASURES

EXAMPLE OF A RAISED INTERSECTION





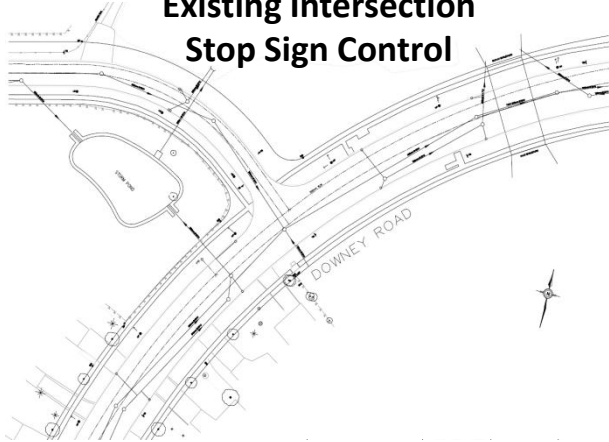
INTERSECTION DESIGN OPTIONS

Three intersection configurations were examined:

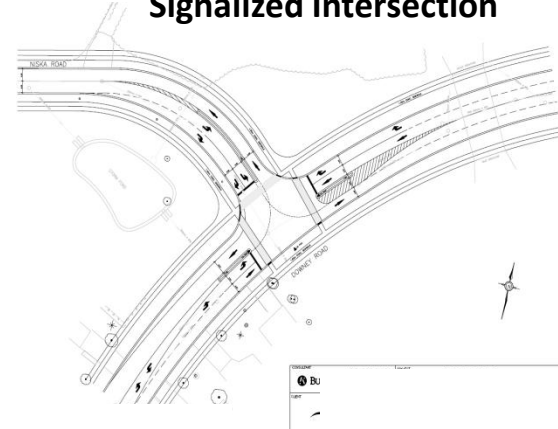
- Signalized Intersection
- Roundabout Intersection (two lane configuration)
- Turning Circle Intersection (one lane configuration)

INTERSECTION DESIGNS

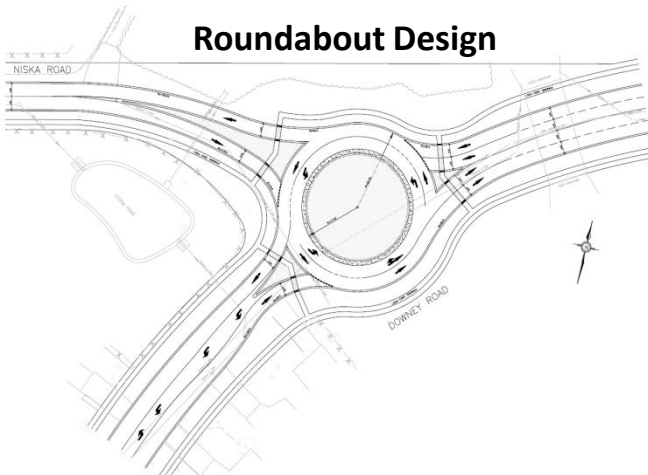
**Existing Intersection
Stop Sign Control**



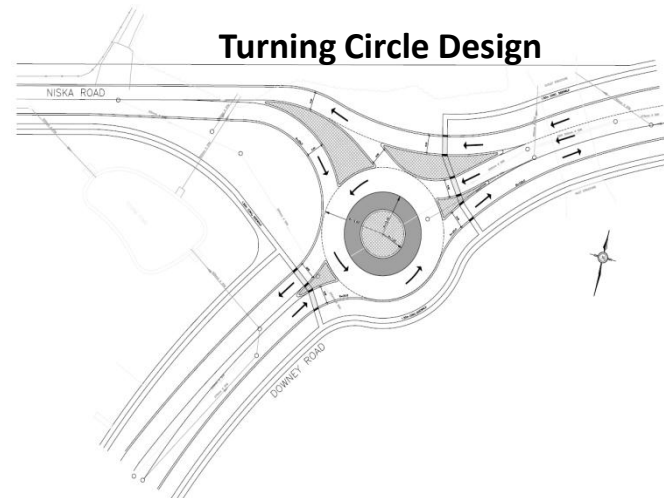
Signalized Intersection



Roundabout Design



Turning Circle Design



EVALUATION OF INTERSECTION DESIGN OPTIONS

Criteria Sections	Signalized Intersection	Roundabout
A: Transportation Management		
B: Natural Environment		
C: Social Economic		
D: Cultural Environment		
E: Land Use Planning		
F: Implementation		
G: Technical Consideration		
H: Economical Environment		
Recommendation	Preferred Alternative	Still Being Considered





COST ESTIMATE

Project Components	Estimated Amount
Construction of a Two Lane bridge	
Steel Girder bridge	\$2,072,719
Pony Truss bridge	\$2,742,019
Reconstruction of Niska Road	\$2,088,486
Reconstruction/Signalization of Niska Rd & Downey Rd Intersection	\$449,995
Total Estimated – With Steel Girder bridge (excluding HST)	\$4,611,200
Total Estimated – With Pony Truss bridge (excluding HST)	\$5,280,500

FINAL RECOMMENDATIONS

Final Class EA Recommendations

- Replace the Existing One Lane Bridge with a Two lane Pony Truss Bridge
- Reconstruct Niska Road from the Bridge to Ptarmigan Drive with a two lane urban collector road including shared use lanes and sidewalk on the north side
- Reconstruct the Niska Road / Downey Road Intersection as a fully signalized intersection

Staff Recommendations To Council

1. That the Council Report dated December 3, 2015, regarding the Niska Road Improvements Schedule 'C' Class Environmental Assessment be received.
2. That staff be authorized to complete the Schedule 'C' Municipal Class Environmental Assessment process and issue a notice of completion to place the Environmental Study Report on the public record for the mandatory 30 day public review period and proceed with the implementation of the preferred alternatives as outlined in the Council Report dated December 3, 2015.

Thank You
Questions

STAFF REPORT

TO City Council

SERVICE AREA Office of the Chief Administrative Officer
Legal, Realty & Risk Services

Infrastructure, Development and Enterprise
Engineering and Capital Infrastructure

DATE December 3, 2015

SUBJECT Niska Road Improvements

REPORT NUMBER CAO-LR-1515

EXECUTIVE SUMMARY

PURPOSE OF REPORT

To provide information to Council regarding the mandatory standards for bridges in Ontario and the obligations and liability of the City relating to bridges.

KEY FINDINGS

A one lane bridge at Niska Road, either as the existing bridge or a new bridge, does not meet the mandatory standards for bridges. It is a statutory requirement that rehabilitation or construction of a bridge must conform to the standards in the Ontario Bridge Code and the most current accepted engineering standards, guidelines, procedures and practices.

The City is required to keep its bridges safe and in in a state of repair that is reasonable in the circumstances, including the character and location of the bridge.

The City may be liable in an action for negligence if it does not meet its duty of care. Limiting this liability through a policy decision may not be possible.

FINANCIAL IMPLICATIONS

N/A

ACTION REQUIRED

That Council receive the report.

RECOMMENDATION

1. That report number CAO-LR-1515 entitled 'Niska Road Improvements', dated December 3, 2015 be received.

BACKGROUND

This report supplements the report of Infrastructure, Development and Enterprise entitled 'Niska Road Improvements – Schedule C Municipal Class Environmental Assessment', dated December 3, 2015.

REPORT

Design

Bridge design, construction and reconstruction is governed by Ontario Regulation 104/97: Standards for Bridges of the *Public Transportation and Highway Improvement Act*. According to the regulation, construction or reconstruction of bridges must conform to the most current accepted standards, guidelines, procedures and practices, including the Ontario Bridge Code which refers to the Ministry of Transportation Structural Manual and Ministry of Transportation Geometric Design Standards.

According to these standards and guidelines, a one-lane bridge would not conform on the following points:

- i. The Geometric Design Standards indicate that the number and width of lanes on a bridge should be the same as the approaches, which effectively indicates that a two lane road requires a two lane bridge. Niska Road is a two lane road and therefore the bridge is also required to be two lanes.
- ii. For bridges where traffic exceeds 400 vehicles per day, the design manual strongly recommends that a two-lane bridge is required. The current average weekday traffic volume on Niska Road is approximately 4,600 vehicles per day and therefore significantly exceeds the volume appropriate for a one-lane bridge.
- iii. The Ontario Bridge Code recommends against the use of single load path type bridges as this means that failure of one critical element can lead to a more global structural failure. The Niska Road bridge is a Bailey bridge, which is also considered a single load path-type truss bridge and is therefore considered substandard.
- iv. According to the MTO Bridge Structural Manual, the minimum bridge cross section should be 8.5 metres for two lanes, and 5.0 metres for one-lane. The existing bridge deck does not meet the design standards with an existing travel width of 3.44 metres.

- v. Horizontal clearances from the edge of the through traveled way to the face of an abutment or pier should meet or exceed the minimum clear zone widths specified in MTO's Roadside Safety Manual. The existing bridge does not meet this current safety requirement.

The construction or rehabilitation of a one lane bridge on Niska Road would contravene the above requirements and represent a deviation from typical or usual municipal bridge design practice.

Duty of Care of the City

Section 3 of O.Reg. 104/97 under the *Public Transportation and Highway Improvement Act* requires that "every bridge shall be kept safe and in good repair."

Subsection 44(1) of the Municipal Act states that "the municipality that has jurisdiction over a highway or bridge shall keep in in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge."

The City may be liable in an action for negligence if it does not meet its duty of care. Recent case law suggests that limiting this liability through a policy decision may not be possible (*Restoule v. Strong (Township)*, (1999) 4 MPLR (3d) 163 (Ont. CA)).

When evaluating an appropriate course of action for the City, staff recommends that consideration of public safety remain paramount.

Heritage Act

The Niska Road bridge has not been designated under the *Ontario Heritage Act* and has not been listed on the City's Municipal Register of Cultural Heritage Properties as a non-designated property.

Designation of a property: If council passes a motion to proceed with designating a property, it must notify the owner as well as the Ontario Heritage Trust and publish a *Notice of Intention to Designate* in a local newspaper. If no objections are filed with the municipality within 30 days after the date of the publication of notice in the newspaper, council can proceed to pass a bylaw designating the property. If an objection to a designation is filed, council must refer the objection to the Conservation Review Board (CRB) for a hearing. This tribunal conducts hearings and makes recommendations to council regarding objections to proposals to designate. Following the hearing, the CRB provides council with its recommendation on whether or not the property should be designated. Council is not bound to follow the recommendation of the CRB. After considering the CRB recommendation, council may decide to go ahead with the designation, or to withdraw its intention to designate. If council decides to proceed with designation, it may then pass a designation bylaw.

Demolition of a designated property: An owner of a designated property must apply to council for a permit to demolish or remove the building or structure. Council has 90 days to review the application and seek the advice of Heritage Guelph. Council makes a decision to either refuse or consent to the demolition with or without conditions. Council notifies the applicant and the Ontario Heritage Trust of their decision and must publish notice of its decision in a local newspaper. The owner may appeal the decision of Council to deny the permit or the conditions of a consent to the Ontario Municipal Board within 30 days of the receipt of Council's decision. The decision of the Ontario Municipal Board is final.

Listing properties in the Municipal Heritage Register: The City of Guelph's *Municipal Register of Cultural Heritage Properties* is the official list of cultural heritage properties that have been identified as having cultural heritage value or interest. The decision to include or list a "non-designated" property rests with Council upon consultation with its municipal heritage committee, i.e. Heritage Guelph. Council makes the final decision regarding the listing or removal of properties on the *Municipal Register of Cultural Heritage Properties*. Listing non-designated properties does not offer any protection under the Ontario Heritage Act; however section 2 of the Provincial Policy Statement of the Planning Act states that "significant cultural heritage resources and significant cultural heritage landscapes shall be conserved". The City's Official Plan provides policies for the protection of cultural heritage resources consistent with the PPS.

Demolition of listed properties: The listing of non-designated properties provides interim protection for sites undergoing change by requiring owners to provide the City with 60 days notice of their intention to demolish or remove a building or structure on the property. This notice period allows the City to make a well informed decision about whether long-term protection of the property should be sought through the formal designation process.

Hierarchy of Legislation

There is no section in either the *Heritage Act* or the *Public Transportation and Highway Improvement Act* that indicates which Act is paramount in the event of conflict between the provisions of the two acts. It is Staff's opinion that, based on the very specific mandatory requirements under the *Public Transportation and Highway Improvement Act* as compared to the discretionary authority under the *Heritage Act*, compliance with the mandatory provisions relating to public safety concerns should be paramount to heritage concerns.

CORPORATE STRATEGIC PLAN

Innovation in Local Government: 2.2 Deliver Public Service better

Innovation in Local Government: 2.3 Ensure accountability, transparency and engagement

STAFF REPORT



City Building: 3.1 Ensure a well-designed, safe, inclusive, appealing and sustainable City.

DEPARTMENTAL CONSULTATION

Planning

FINANCIAL IMPLICATIONS

N/A

COMMUNICATIONS

N/A

ATTACHMENTS

N/A

Report Author

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Report Author

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Beijing Smog



Beijing Smog



Ha'er Bin Smog



Ha'er Bin Smog



Shen Yang Smog

If You Think China's Air Is Bad, You Should See The Water

[illegible]

The extremely strong start helped keep Beijing's growth this year at 6.6%, the highest since 1992. It is also the only nation apart from China to report economic growth and the resulting unemployment reduction.

1. The first step is to identify the problem. This involves understanding the current situation and what needs to be changed.

San Carlos Water Pollution

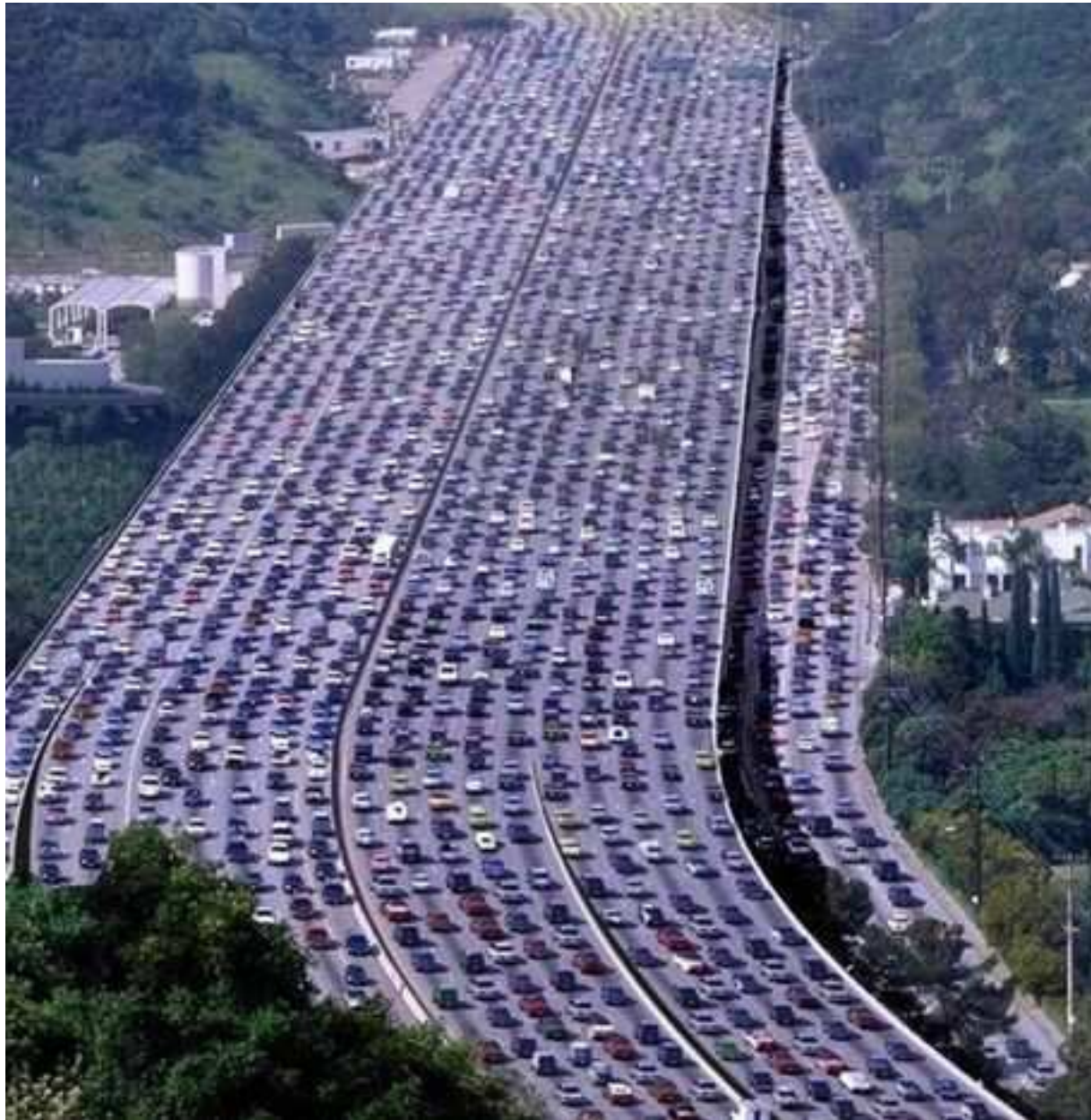
This March, events that I still expect have been
 limited thinking is a thing of the past. I want to
 know if the CAP is a real one.

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Journal compilation © 2006 Blackwell Publishing Ltd





Yellow River in Lanzhou



Wu Han Traffic Jam.. Few years ago, the road has only two lanes. Now It has many lanes but the cars can not move.

Thank You

Niska Road Lands

An Urban Wilderness for All Seasons

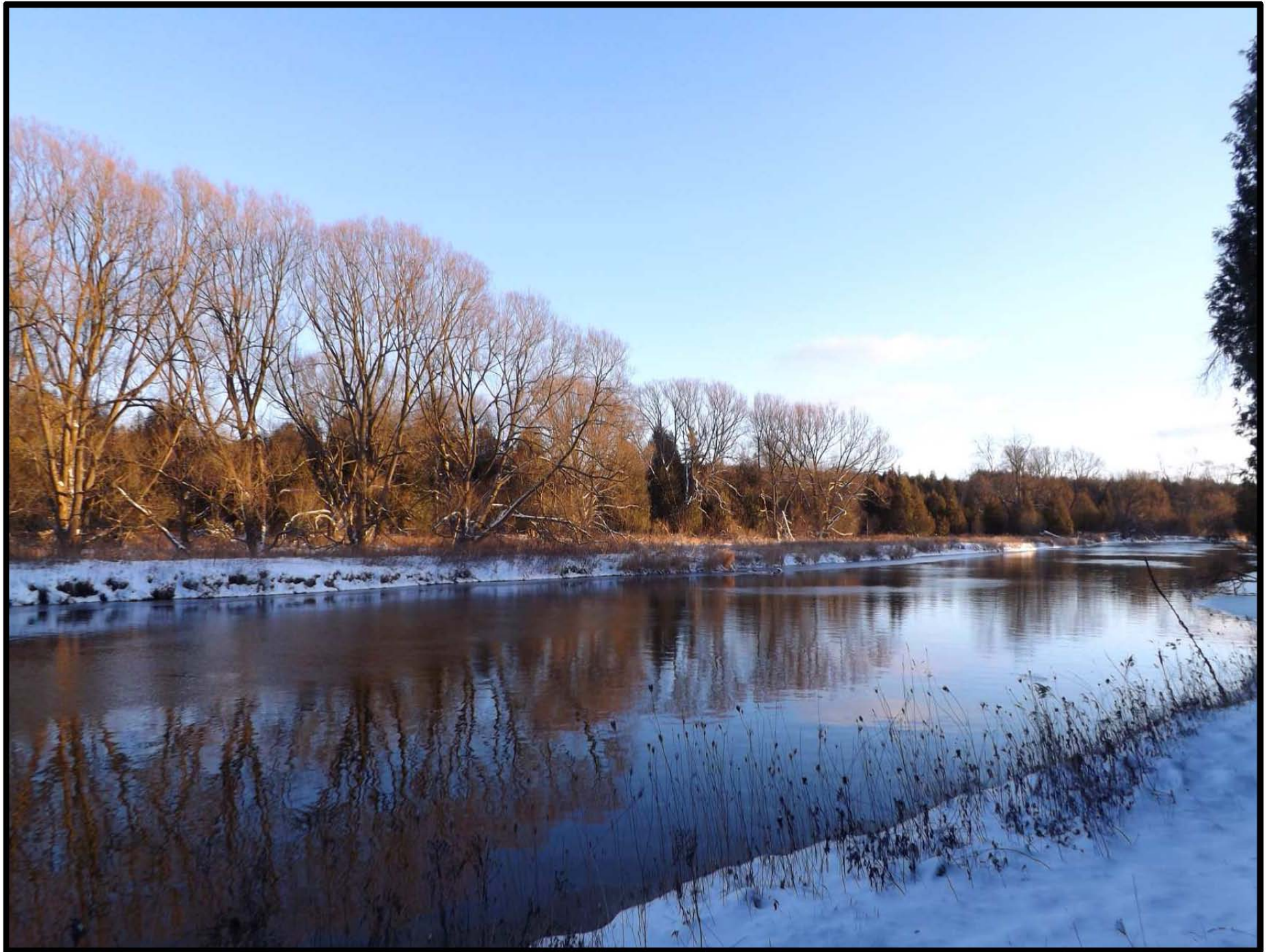
**We will reserve and preserve open space lands
that future generations will value beyond price**

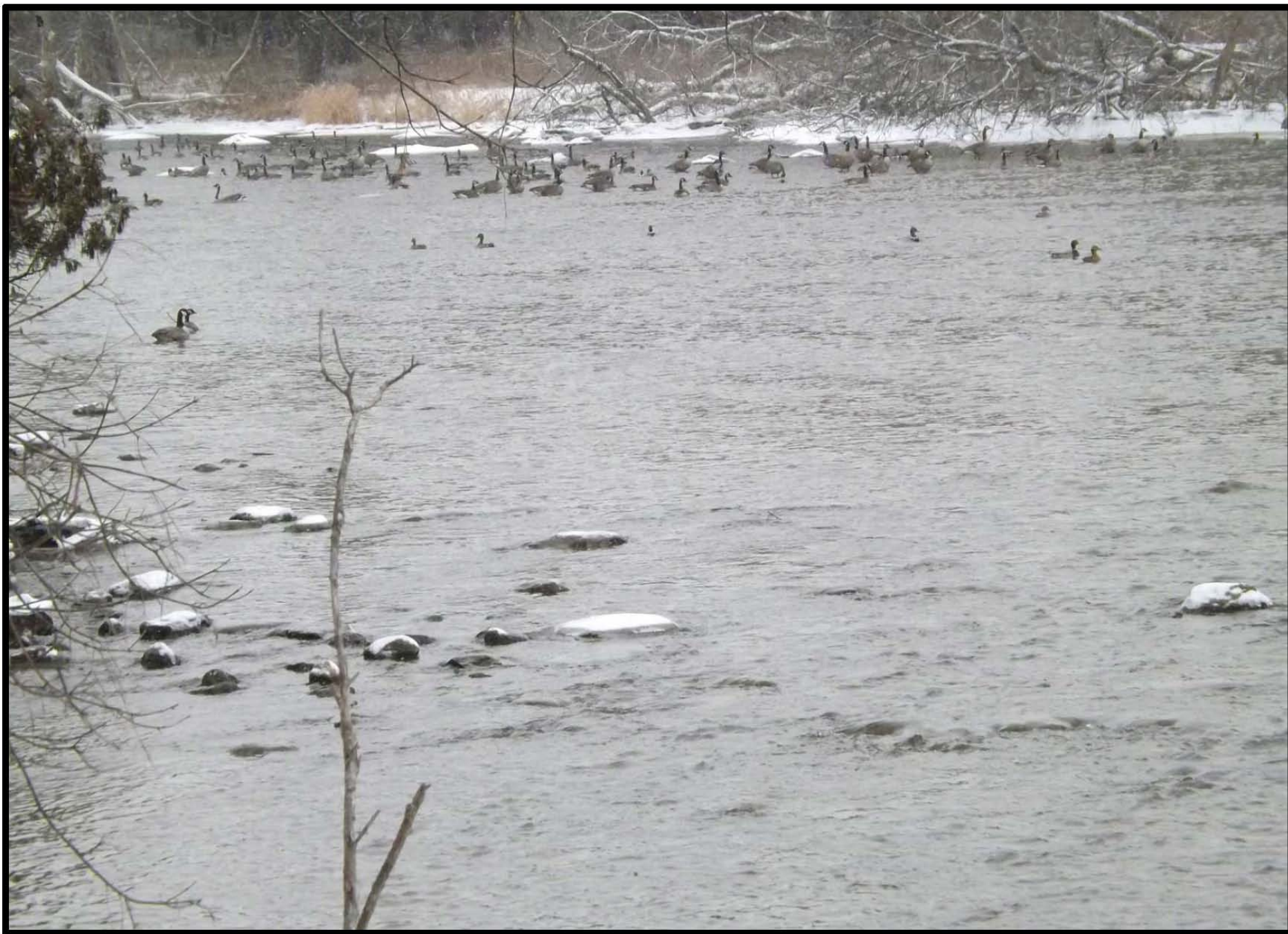
**Fred Woods City Administrator
Guelph City Council 1970**



Niska Road Looking West to Speed River













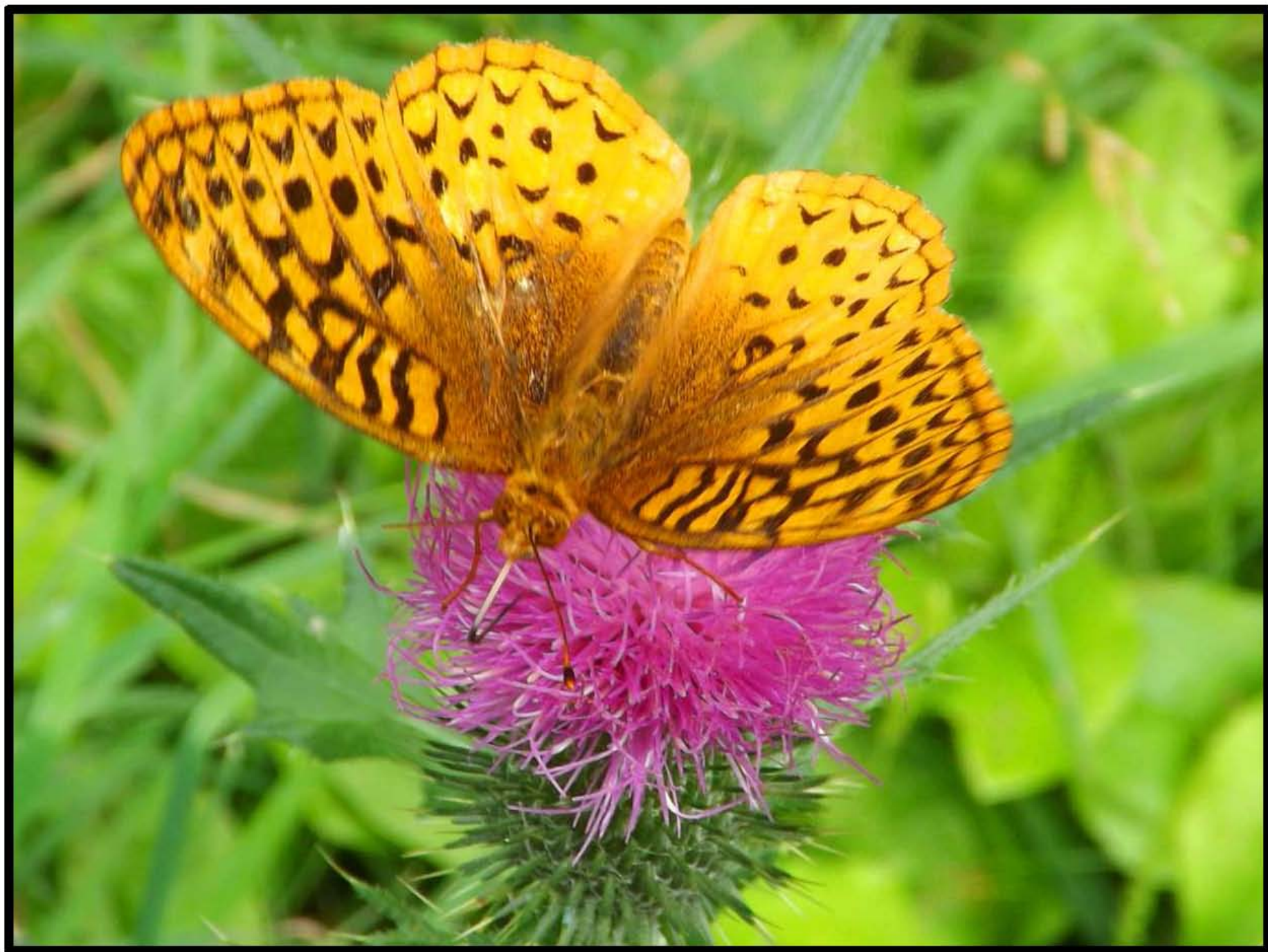




















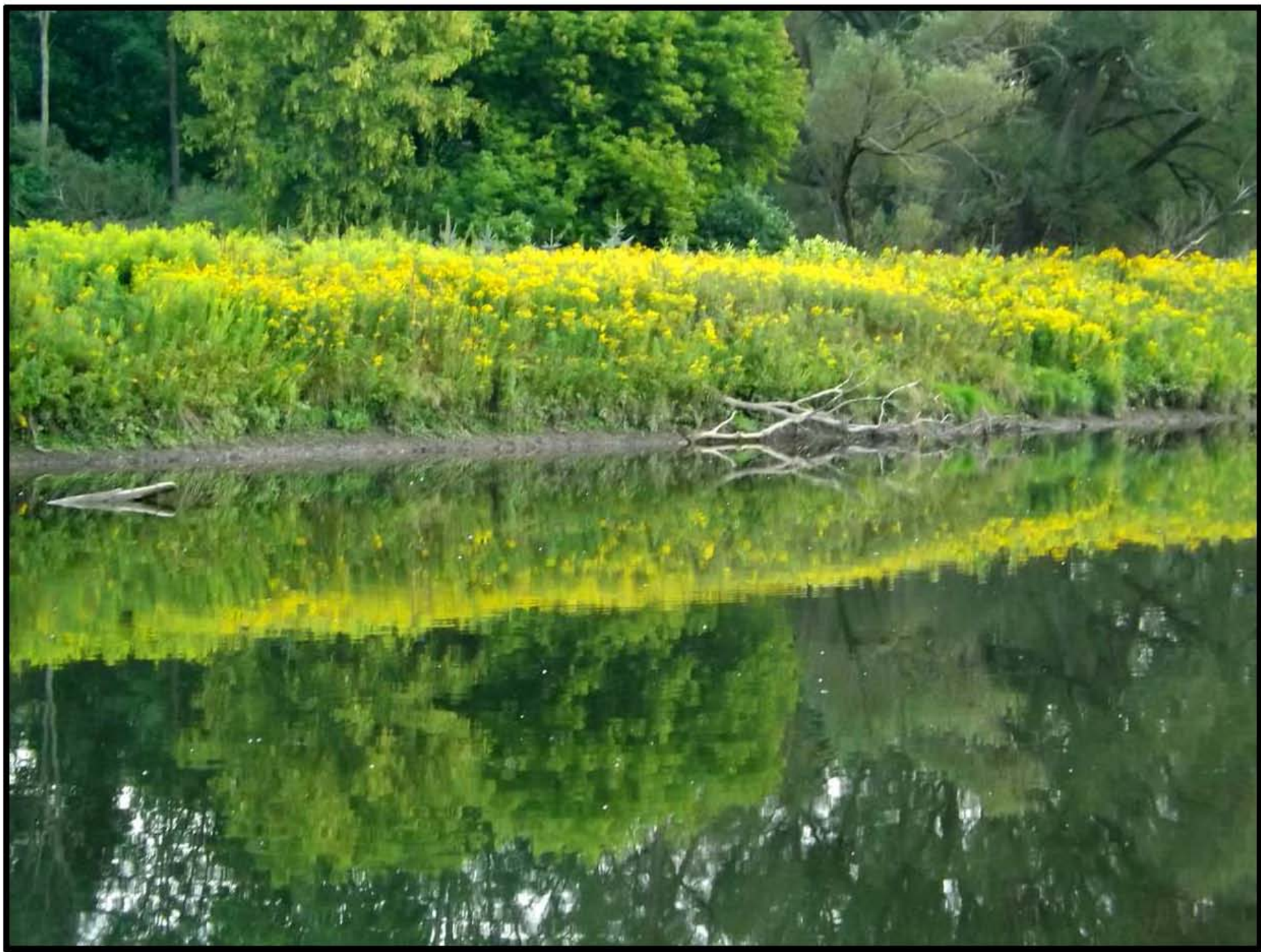










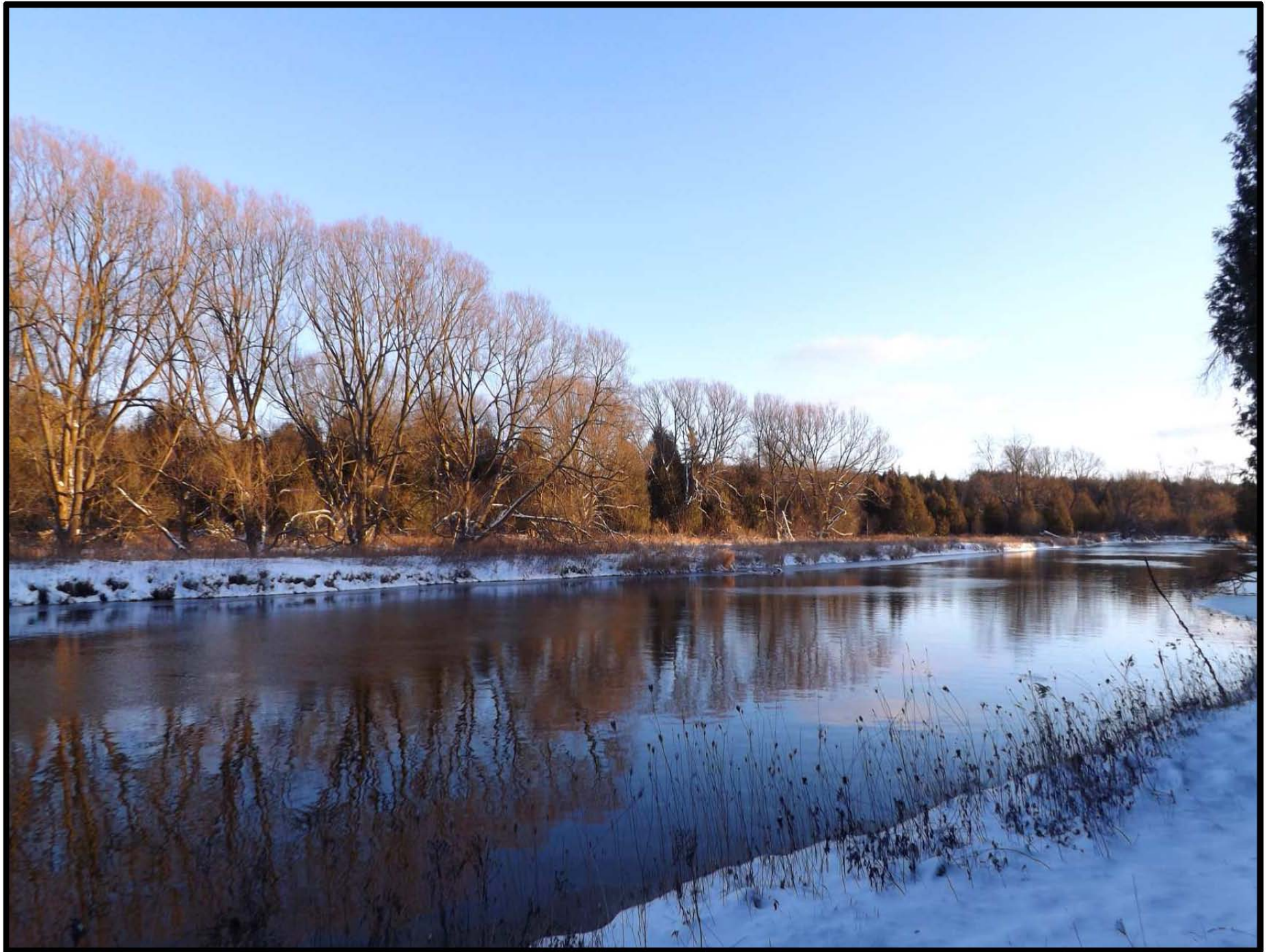












Thank you for helping to preserve
this wonderful Heritage
Landscape

For all of our children's
children

Protecting What is Valuable



Winter Sunset View over the Speed River Valley part of Hanlon Creek Conservation Area

Dec. 3, 2015 Presentation by Dr. Dorothy Griggs



**Looking west to the Speed River Valleylands and the Bailey bridge
August 2013**



All the Heritage Speed River Valleylands , wetland and forest in the viewscape are owned by the GRCA as part of the Hanlon Creek Conservation Area

**Niska Road
Looking east From
Bailey Bridge and
Speed River to
City of Guelph**



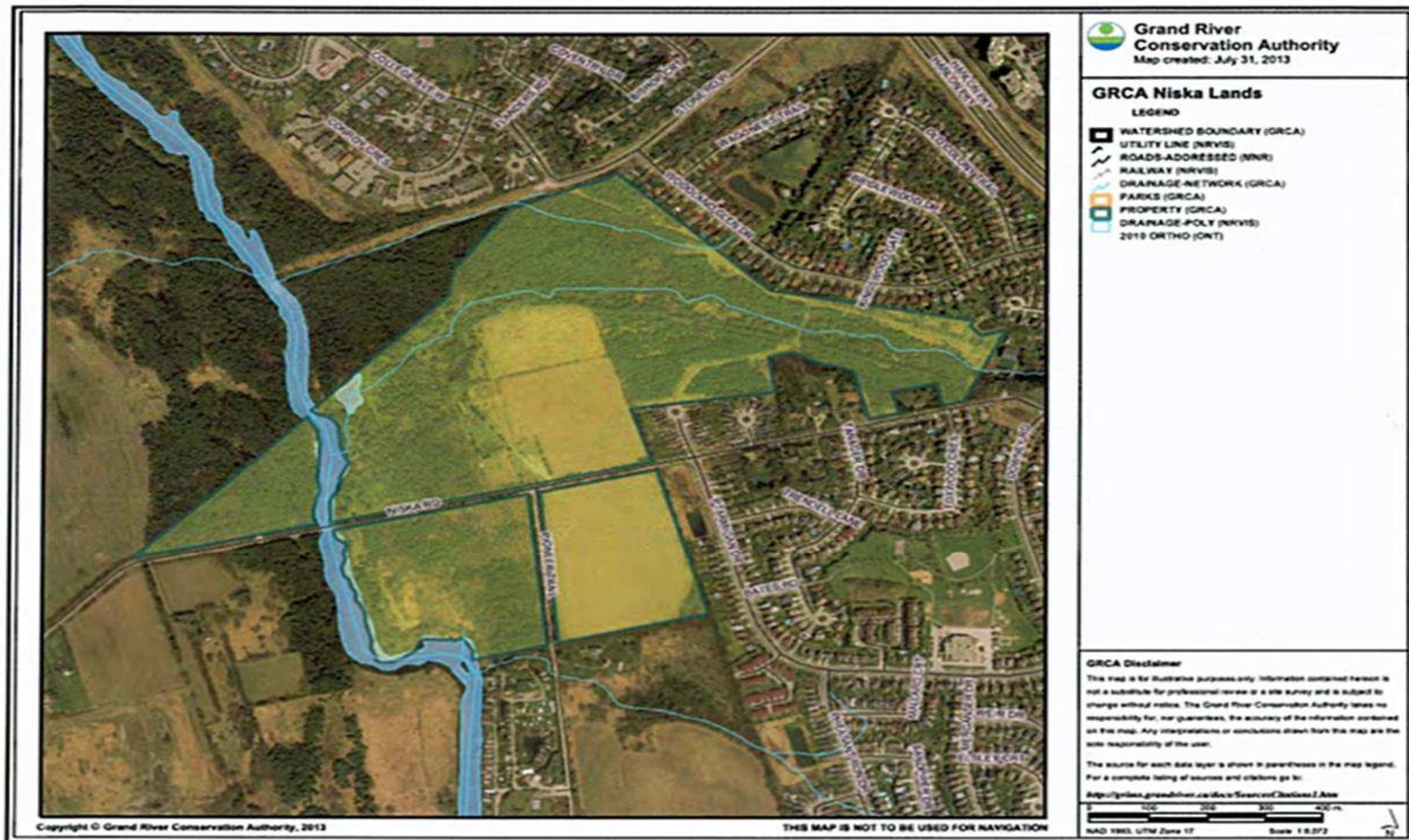
**City of Guelph Official Plan
Protects Scenic Roads and
the rural-urban interface**

67 Years of Legacy Planning

"In the rapid growth of urbanization, which increasingly takes man out of harmony with nature, the opportunity for frequent return to a natural environment is most important, particularly for children and for elderly persons. Looking to a future of a City filling the present boundaries, and possibly extending beyond these boundaries, the lands which are reserved and preserved in our time will be beyond price."

FROM: Fred Woods P. Eng. City Administrator Report to City Council on the Hanlon Creek Conservation Area (January 20 1970)

Their Vision Was fulfilled in 1977 when the GRCA purchased the lands and placed them into the Hanlon Creek Conservation area.



Green areas = The 1977 purchase of 116 Acres of the Former Kortright Waterfowl Park PLUS the 42.4 acres acquired from the estate of Henry Hanlon Both areas were placed into the Hanlon Creek Conservation Area
In 1977 the 116 acre purchase was funded City of Guelph 40%: MNR 50% :GRCA 10%

PROTECTING THE VISION

The 1982 Hanlon Creek Conservation Master Plan was developed based on landscape characteristics “in order to enhance and complement the open space”

to quote from the plan:

``By doing this the city automatically avoids the `formless urban matrix`` which is the result of planning based on the characteristic of the automobile and short term economic gain``



\$2 million dollars allocated in 2014 Capital budget with no community consultation or input

How could a proposed major sports complex enhance this?



Winter view north side of Niska looking west to Speed River

**Is the upgrading of Niska Rd.
and building a 2 lane bridge
being driven by the potential
sale of GRCA land for
development ?**

We know GRCA land has already been re-designated in OPA # 48 (under appeal at the OMB) from Open Space with P1 conservation land zoning to low and medium density housing.



2013 OPA #48 Allows 6 or more storey apartment buildings

Low Density = 60 units per hectare OR 240 Units

Medium Density = 100 units per hectare OR 400 Units

TOTAL = 640 or more units



This winter view of the GRCA Speed River Valleylands on the south side South of Niska Rd. will be protected if Council chooses to protect the cultural heritage landscape boundaries recommended by Heritage Guelph instead of the potential for 6 or more storey apartment buildings

“The city’s future depends on a careful balance of yesterday’s legacy, today’s needs and tomorrows vision”

(FROM: City of Guelph 1987 Official Plan pg. 247 -Vision Statement)

**Only you as our Mayor and elected Council members can protect our legacy from the past and our vision for future generations.
Please say no to the 2 lane bridge!**

Niska Road and Transportation Demand Management (TDM)

Deputation to:

Guelph City Council

*Martin Collier, MES (Planning)
Healthy Transport Consulting / Transport Futures*

December 3, 2015

Niska EA Press Release – Sept 4, 2015

"Guelph is a growing and vibrant city that needs a modern, efficient transportation network to ensure people's safety when walking, cycling and driving... As Guelph's transportation network grows, people will see changes in their neighbourhood. These changes are an inevitable part of planning, and building a growing, thriving community."

- Don Kudo, Deputy City Engineer

Source: City of Guelph website –

- <http://guelph.ca/2015/09/city-present-niska-road-bridge-designs-september-10/>

My Vision – December 3, 2015

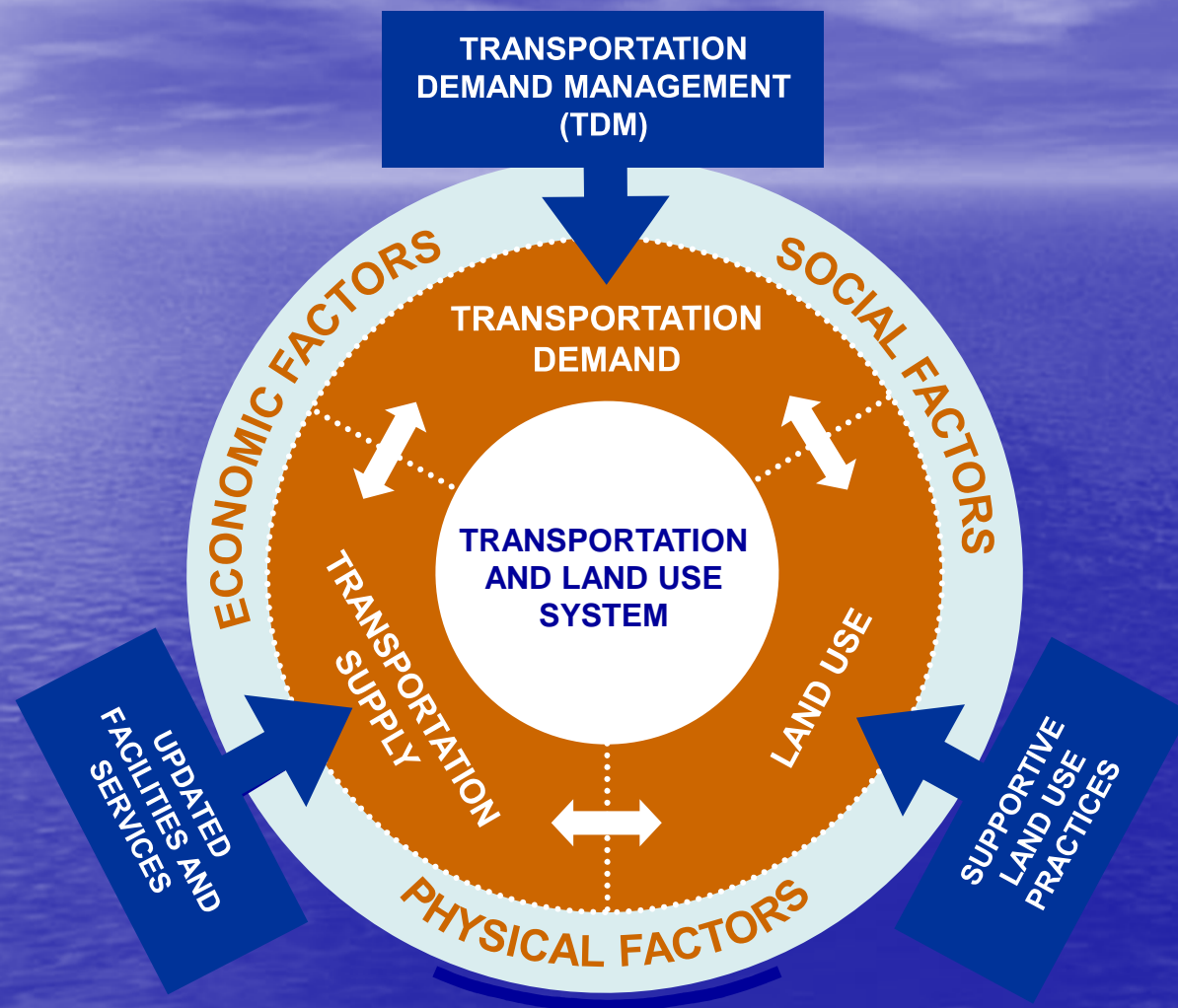
"As Guelph's transportation network evolves, the car will no longer be king. People will have multi-modal choices, existing ROWS will be redesigned to safely accommodate all users, property expropriations will not be considered and green spaces won't be destroyed. Transportation Demand Management will be given top priority. These changes come from learning from past mistakes as we plan for a growing, thriving community."

TDM

Why?

- transportation planning has focused on increasing road capacity to meet existing and projected future automobile demand.
- A properly integrated TDM program can:
 - manage and shape demand
 - optimize the use of all transportation facilities
 - address financial and physical constraints
 - reduce energy consumption and pollutant emissions
 - decrease financial and environmental costs of overdependence on the automobile
 - generate new revenues for transportation infrastructure

TDM



Source:
Geoff Noxon & Associates

Why Does Guelph Need TDM?

"Guelph is expected to continue experiencing population growth pressures to 2031 and beyond. Supply-side approaches, such as widening existing roads and building new roads, may not be enough to guarantee efficient movement of people and goods around the city, and will not address the increased air pollution and environmental damage caused by more vehicles on the road."

Source: City of Guelph website –

- <http://guelph.ca/living/getting-around/green-getting-around/traffic-demand-management/>

Why Does Guelph Need TDM?

TDM Benefits the Community

- **Efficient Use of Infrastructure** – Fewer cars on the road decreases maintenance costs and prolongs the life of our road network
- **Cost Savings** – Save money by driving less
- **Community Wellness** – Getting out of the car exposes citizens to their neighbours and community, and encourages positive relationships
- **Less Stress** – Less traffic congestion and noise, and fewer delays leads to reduced stress and frustration among travellers
- **Healthy Environment** – Reduce greenhouse gases and air pollution that damage your health and the environment

Source: City of Guelph website –

- <http://guelph.ca/living/getting-around/green-getting-around/traffic-demand-management/>

Comparing Benefits – Litman, 2008

Planning Objectives	TDM	Road/Bridge Expansion
Congestion reduction	√	√
Roadway cost savings	√	x
Parking cost savings	√	x
Consumer cost savings	√	
Better mobility options	√	x
Improved traffic safety	√	√ / x
Reduced pollution	√	x
Energy conservation	√	x
Land use objectives	√	x
Public fitness & health	√	x

√ = Supports Objective

x = Contradicts Objective

Liability Issues



Recommendations

Best Choice

- Close Niska Bailey Bridge to cars and trucks
- Maintain bridge for cyclists and pedestrians only.

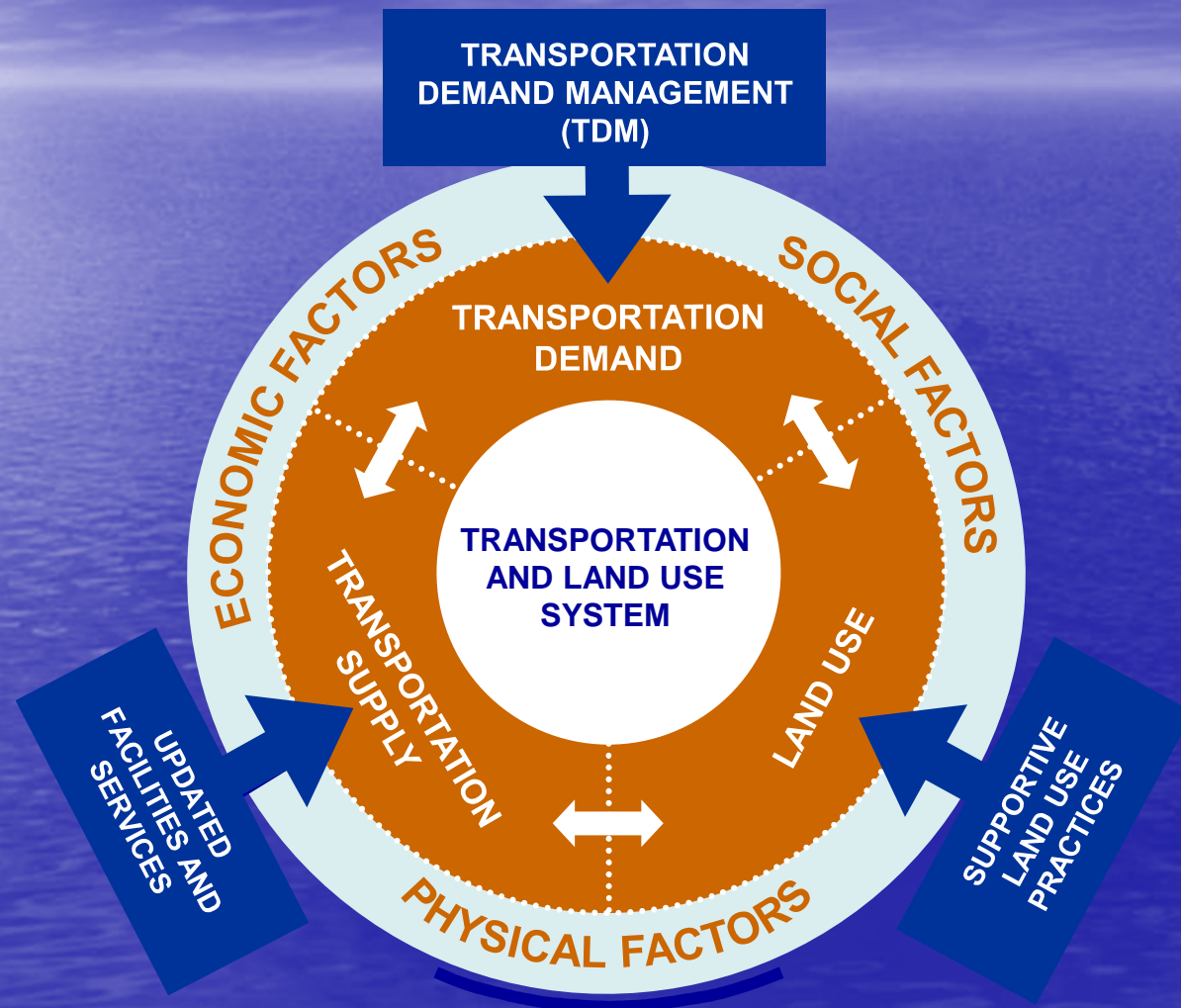
Second Best Choice

- Stop sign at approach to existing bridge; or...
- Add bridge toll (to pay for bridge rehabilitation and manage traffic demand)

In both cases...

- No change to Niska Road
- Implement city-wide TDM program

Questions?



A Cultural and Natural Heritage Worthy of Protection



Dec. 3, 2015 Laura Murr presentation to Mayor Guthrie and Guelph City Council

Mr. G. M. Coutts,
General Manager,
Grand River Conservation Authority,
P. O. Box 729,
Galt, Ontario.

Dear Sir:

At a meeting of the Guelph City Council held last evening, the following resolution was passed:-

"THAT the Grand River Conservation Authority be requested to undertake a conservation project for the Hanlon Creek Watershed with particular consideration to be given to the following objectives:

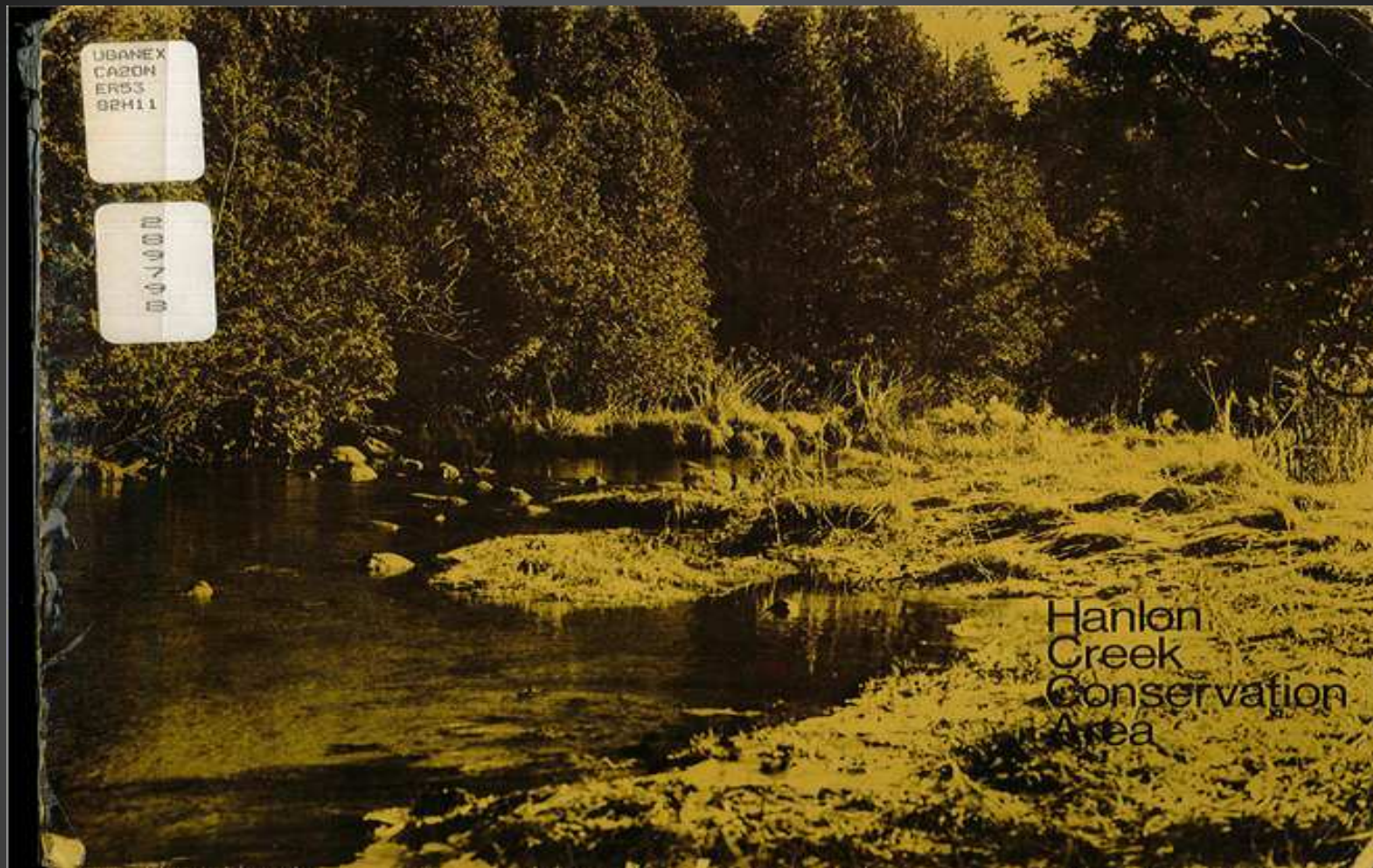
a) THAT the conservation zone comprise approximately 845 acres, of which 770 acres are located in the City of Guelph and 75 acres in the Township of Puslinch as generally set out in the preliminary report made to the Authority by Kilborn Engineering, Limited, in February of 1968.

We share the Hanlon Creek Conservation Area with our Puslinch neighbours



**Green area is the
Kortright
Waterfowl Park
= 116 acres
purchased by the
GRCA in 1977**

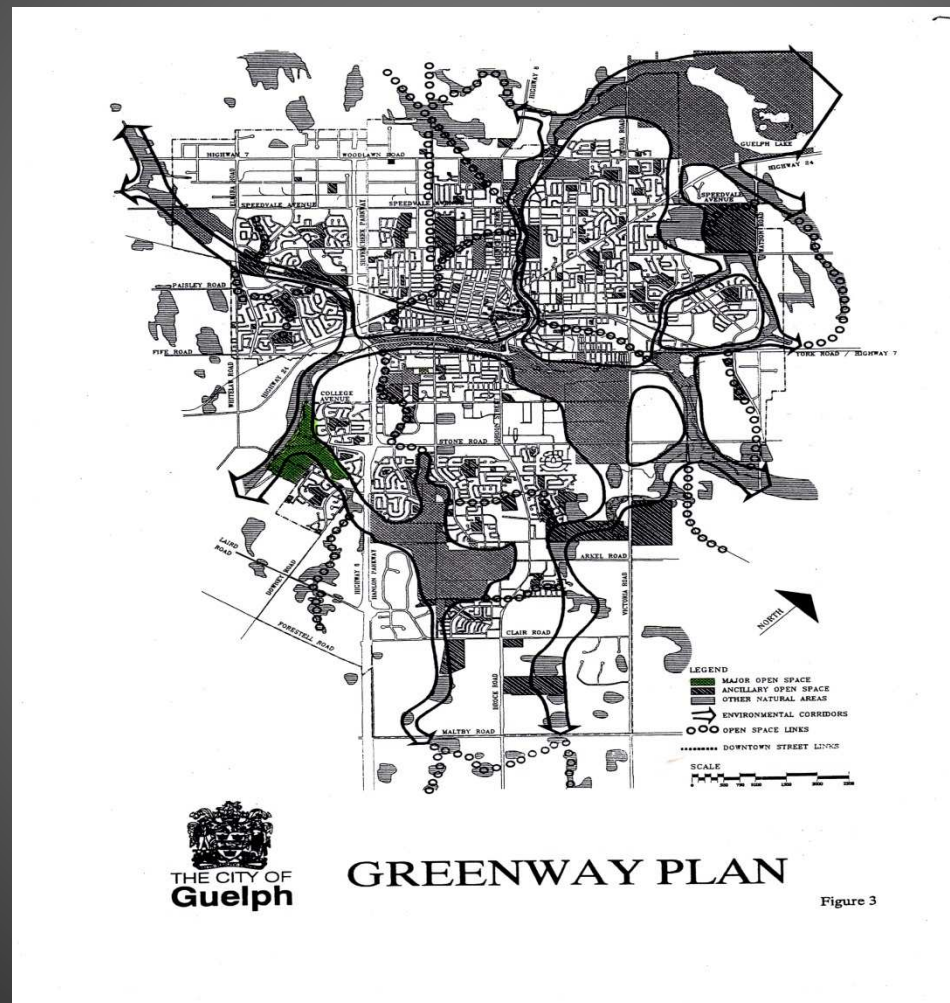
**(map from 1977 Lease
documents to the Niska
Wildlife Foundation
courtesy of the GRCA)**



**Hanlon Creek Master Plan 1978 – revised 1982,
by GRCA Resource Planning Division**




Guelph River Systems Master Plan Objective 5 - To develop connecting links between natural woodland and wetland areas and the Speed and Eramosa River corridors





Copyright © Grand River Conservation Authority, 2013

THIS MAP IS NOT TO BE USED FOR NAVIGATION

 **Grand River
Conservation Authority**
Map created: July 31, 2013

GRCA Niska Lands

LEGEND

-  WATERSHED BOUNDARY (GRCA)
-  UTILITY LINE (NRVIS)
-  ROADS-ADDRESSED (MNR)
-  RAILWAY (NRVIS)
-  DRAINAGE NETWORK (GRCA)
-  PARKS (GRCA)
-  PROPERTY (GRCA)
-  DRAINAGE-POLY (NRVIS)
-  2010 ORTHO (ONT)

GRCA Disclaimer

This map is for illustrative purposes only. Information contained herein is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.

The source for each data layer is shown in parentheses in the map legend. For a complete listing of sources and citations go to:

<http://grca.grandriver.ca/docs/SourceofDataandCites.pdf>



NAD 1983, UTM Zone 17

Scale: 1:8,272





**Niska Rd. from Pioneer Trail to The Speed River
thru the Hanlon Creek Conservation Lands**

“The large tract of contiguous woodland throughout the area also functions as an important ecological linkage between the Hanlon Creek PSW and the Speed River PSW that facilitates wildlife movement year round”

“MNRF Guelph District has also identified areas of the Speed River as Significant Wildlife Habitat - waterfowl over wintering habitat.”

“Speed River Valley lands provide a major regional wildlife corridor and provincially significant feature identified by the Ministry of Natural Resources and Forestry (MNRF) as Significant Wildlife Habitat - deer winter congregation area”

**From February 18, 2015
River System Advisory Committee Staff report by April Nix**



Winter View of Speed from Bailey bridge note the congregation of overwintering waterfowl



Our Niska Rd Bailey Bridge with its low profile fits natural character of area and preserves the river



DOWNTOWN GUELPH IS GROWING –projected 2031 population = 8,500

We now have a wonderful opportunity to protect this historic area as a cultural heritage landscape which includes the Bailey Bridge in situ and the entire viewshed from Ptarmigan and Niska to the Speed River.

The former Kortright Waterfowl Parks lands are the keystone and integral part of the cultural heritage landscape of the Speed River Valleylands .

Together, the GRCA, City of Guelph and the public can work together to update the Hanlon Creek Conservation Area Master Plan.

William Wyte said “Great cities need places of respite, inspiration, beauty, and wonder”. We believe that the Hanlon Creek Conservation lands can provide this place

Lets be Pro-active and protective
Designate our heritage Bailey bridge in situ and the
entire cultural heritage landscape from Niska and
Ptamigan to the Speed River

WHY:

Guelph has protected other bridges and landscapes thru
heritage designation

The historic Kortright Waterfowl Park as part of the
Hanlon Creek Conservation Area should remain a
nature preserve

Mitigation and new tree planting, cannot replace in our
lifetime what has grown over many years



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04/12/07



**SOUTHVIEW
PLANNING
DISTRICT 8**

Protect the Speed River Valleylands

Arlene Slocombe - Wellington Water Watchers



MNO 2008













































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December 3 2015 – Taking up the torch

- “The future value of Hanlon Creek lies .. in the ability of concerned bodies, whether they be developers, municipal officials or the Conservation Authority, to create and maintain a unique juxtaposition of a highly natural area within a highly urbanized environment”
- *The City of Guelph Hanlon Creek Conservation Area Master Plan 1979*

Moving from Vision to Realization

Establishing the HCCA Nature Reserve

- The Niska Road Municipal Class EA must be returned to staff for further consultation
- The Class EA must acknowledge and evaluate the City of Guelph commitment to form the Hanlon Creek Conservation Area with Niska Road as its internal entrance roadway (Southview District Plan p 19).

Decide on the landscape: then the road and bridge

- City Council must make a decision on the boundaries of the Hanlon Creek Conservation Area before any decisions on the Niska Bridge are made.
- City Council must also consider the recommendation from Heritage Guelph that all of the Hanlon Creek Conservation Area land from the River to Ptarmigan, and with the Bailey Bridge in situ, be designated under the Heritage Act.

Plan for the future not for the past

- The fifty-year-ago plan for a Niska-Whitelaw-Elmira arterial ring road Hanlon to Highway 7 in the 1965 Transportation Master Plan was abandoned in the 1974 Transportation Plan .
- The 2005 Guelph Wellington Transportation Plan confirmed the rejection “*improvements to Niska Road between Downey Road and Hwy 124, particularly the widening of the single lane bridge.. will not address ..issues...does not require further consideration*”

Give Priority to What is Important

- “Natural areas have spiritual value providing visual pleasure, tranquility, recreation and renewal essential to human health and well being” *City of Guelph Official Plan 2001*
- “Access to Nature is a Human Right” *City of Guelph Declaration 2015*

The Bailey Bridge as a Veteran's Memorial



- "They will never know the beauty of this place,
See the seasons change, enjoy nature's chorus.
All we enjoy we owe to them,
men and women who
Lie buried in the earth of foreign lands and in the seven seas.
- Dedicated to the memory of Canadians who died overseas in the service of their country and so preserved our heritage."
- Veterans Memorial Plaque, one in a National Park in each Province



From: Monica Noble
Sent: November 25, 2015 8:07 AM
To: Clerks
Subject: protect our Speed River Valleylands

To Mayor and City Council

I do not support 2 lane bridge road option because I support the Heritage Guelph's Nov. 9 recommendation to Guelph City Council :

"That Heritage Guelph does not support the preliminary preferred alternative for the Niska Road Environmental Assessment presented to Heritage Guelph on April 13, 2015 by engineering staff and their consultant; and that Heritage Guelph recommends to council that the Niska Road area bounded to the west by the Speed River, the north by the Guelph-Eramosa and Puslinch Township line, to the east at the eastern boundary of the GRCA (Grand River Conservation Authority), and the south at the City of Guelph boundary be designated under the Ontario Heritage Act as a cultural heritage landscape and be preserved in such a form as to continue its sightlines and its current land use patterns. And that the area recommended for designation include the existing Bailey bridge, stone abutments and existing road widths and graded shoulders."

Therefore I formally request that Guelph City Council not support the 2 lane bridge and that the Niska Road Schedule C Environmental Study Report not be filed and request that further public stakeholder and agency consultation takes place.

Thank You
Tony and Monika Noble

From: Frances and Paul Hammond
Sent: November 25, 2015 8:15 AM
To: Clerks
Cc: Speed River Valleylands
Subject: Special Council Meeting - Dec 3

To Guelph's City Council

I do not support 2 lane bridge road option that is being brought before council in a Special Meeting on December 3rd. As a long time resident and tax payer of Guelph I am astounded at the time, money and energy that has been exerted on this project. A project that is now estimated to be well above 5 million dollars. I elected my Mayor and Council to make prudent financial decisions. I elected representatives who would listen to and represent the interests of the average citizen and tax payer, not be swayed by developers and the like. We have a treasure in this conservation land on Niska Road. A treasure that was thoughtfully preserved by previous councils and place carefully in the hands of future councils. I urge my elected representatives to listen to those past councils, the citizen of Guelph, experts, concerned organizations, and bordering municipalities and vote against this project and in favour of preserving our conservation lands.

For all of these reason I support the Heritage Guelph's Nov. 9 recommendation to Guelph City Council :

"That Heritage Guelph does not support the preliminary preferred alternative for the Niska Road Environmental Assessment presented to Heritage Guelph on April 13, 2015 by engineering staff and their consultant; and that Heritage Guelph recommends to council that the Niska Road area bounded to the west by the Speed River, the north by the Guelph-Eramosa and Puslinch Township line, to the east at the eastern boundary of the GRCA (Grand River Conservation Authority), and the south at the City of Guelph boundary be designated under the Ontario Heritage Act as a cultural heritage landscape and be preserved in such a form as to continue its sightlines and its current land use patterns. And that the area recommended for designation include the existing Bailey bridge, stone abutments and existing road widths and graded shoulders."

Therefore I formally request that Guelph City Council not support the 2 lane bridge and that the Niska Road Schedule C Environmental Study Report not be filed and request that further public stakeholder and agency consultation takes place.

Statement submitted by
Jo Marie Powers

City of Guelph Council Meeting
December 3, 2015
Topic: Niska Road Bailey Bridge

A bigger and better bridge on Niska Road is not needed at this time. The City of Guelph is strapped financially, threatening to cut services (that in itself signifies a financial crisis). The increase to Guelph Transit fares bothers me most. Guelph residents who take the bus cannot afford other alternatives. Commuters and shoppers can. Wouldn't it be better to put the money designated for a bigger and faster bridge into the services so badly needed by the people that live in the city of Guelph?

The cost of a new bridge is more than five million dollars and this does not include the improvements to the road leading up to the bridge. The cost of repairing the existing Bailey Bridge is millions less.

A scenic drive, immersed in history, is Niska Road with its hills, twists and turns, and, of course, the historic Bailey Bridge. A few years ago Niska was a country road with little traffic. But now, it is used as a short cut in and out of Guelph by commuters and shoppers. There is more traffic, even though there are equally good and certainly faster short cut routes.

For example, the recommended route to Guelph from Kitchener is highway 124 to the Hanlon expressway. An alternate short cut to Guelph from highway 124 is Wellington 32 to Laird Rd. and then to the Hanlon. It is not as though there are no other routes into Guelph. Drivers from Highway 124 can be encouraged to take routes other than Niska Road.

Niska Road is unsafe to drive at anything over 50 km per hour. There are natural obstacles on the road that slow down automobiles that would be expensive or nearly impossible to fix. Residences close to the road have driveways open onto the road in the area from Downey Rd. To Ptarmigan. On the hill between Downey to Ptarmigan drivers from these residences are difficult to see entering Niska Road. The steep hill before Ptarmigan becomes icy and hazardous in the winter. Then there is the one-lane Bailey bridge that serves to slow traffic. On the west side of the bridge there is a sharp curve and then a right angle turn at Whitelaw. To me this sounds like the entire road needs to be improved if the road is to be made into a fast commuter artery. Think of this expense and in addition, the insurmountable problems of getting three municipalities to agree upon major improvements. The hill would have to be lowered, the curves straightened, and the road widened (difficult with houses set close to the road) and greatly improved in addition to demolishing and changing a beautiful historical bridge. One

change, that of making the Bailey Bridge into a faster bridge only exacerbates the problem – a fast bridge on a slow road!

The rationale for keeping the bridge a one-lane bridge has been addressed by other delegates. Just on a cost basis, repairing the Bailey Bridge is millions of dollars less than a new bridge without the cost of improving the entire road.

The question is then, what can be done about the traffic on Niska Road in order to keep it a residential road as it was designed to be (and is now) and to maintain the natural beauty of the road. To me this is simple and much less expensive. Slow down and reduce the traffic: 1) Repair the bridge. 2) Put a speed bump on each side of the bridge (to prevent kids from “taking air”). 3) Make a speed limit of 50 km/hr on the road. 4) Place deer crossing signs on both sides of the bridge. 5) Put a Speed bump or warning sign just before Whitelaw ends with right angle turn (where in winter cars run into the ditch).

I know that people using the road enjoy driving the road and slowing down to see the waterfowl on the river. I say, let's repair and keep the bridge.

Jo Marie Powers

From: Brenda Aherne
Sent: November 25, 2015 9:54 PM
To: Clerks
Subject: Niska one lane bridge

To whom it concerns. this is to express that I would like to see the one lane bridge on Niska remain as it is. I am concerned about the environmental impact of developing this area and also it is either one of the last or the last bridge in our area and it has charm and appeal. I travel to Europe whenever I can, just to see beautiful pieces of land like that around the river on Niska road and to see beautiful old bridges, some of which are one lane. It seems a shame to turn all our unique features into developed, same as everywhere else landscapes. This is a historical piece of Guelph that should be saved for prosperity. I look at the Civic Museum and I am so grate ful every day when I pass it, that concerned Guelphites stepped and intervened to save that building. It is such an asset to the downtown. I think Niska Road as it is, is a similar gem and asset to keeping Guelph unique. thanks for your attention. yours truly. Brenda Aherne

From: chris.bauch
Sent: November 27, 2015 8:38 AM
To: Clerks
Subject: Niska road bridge proposal

Dear Members of the Committee:

We are writing to express our concern over the staff proposal to build a two-lane bridge on Niska road over an ecologically sensitive area in the vicinity of a bird sanctuary, several parks, and of course our vital Hanlon Creek Conservation Area. It is not acceptable that development occur without respecting the environmental integrity in and around Guelph. Please reject this proposal that would bring us closer to being indistinguishable from any other environmentally degraded Toronto suburb, and explore further alternatives.

The proposal also belies a common fallacy that roads can be built to alleviate traffic congestion. Indeed, expanding roads and bridges will temporarily alleviate traffic (and bring profit to construction companies). However, time and again it has been shown that developers respond by building up the surrounding area to take advantage of the infrastructure, resulting in a return to traffic congestion after 5 or 10 years. See the study cited here for instance: <http://www.perc.org/articles/study-building-roads-cure-congestion-exercise-futility>. **Roads don't prevent traffic, they cause traffic.** If building roads prevented traffic congestion, the greater Toronto area would have the least traffic congestion in Ontario. Do we want to be Toronto?

Don't be so short-sighted as to approve this proposal.

Sincerely,

Chris Bauch
Madhur Anand, Professor of Ecology, University of Guelph

From: Scott Frederick
Sent: November 26, 2015 7:59 PM
To: Clerks
Subject: Written Comments and Presentations to Committee and Council

RE: Special Council Meeting – Niska Road Environmental Assessment

It should be apparent by now that the 2016 budget will come in above the cost of living unless some drastic changes are implemented. I recommend the rejection of the staff preferred option of replacing the Niska Road Bridge and upgrading Niska Road to two lane standards, pending a possible future Stone Road extension and Speed River crossing. I recommend converting the Niska Road bridge to a footbridge in the interim. Spending over \$5 million dollars on a project that is clearly not wanted by the local residents is premature at best.

Considerable objection has been voiced to the Service cut and fare increases proposed for Guelph Transit. I also object to these cuts and recommend that as the city grows the transit system should grow with it and efforts should be made to encourage more widespread use of the system rather than discouraging its use. A shift towards transit is City policy, and makes ecological sense. Savings from the suspension of the Niska Road upgrades should be applied to the transit budget, eliminating the need to cut service and increase fares.

Thank you for your time.

To; Members of Guelph City Council

Re: Niska Road Bridge

If the historic bailey bridge cannot be restored, and made viable for vehicular traffic, I am hoping council will support the option of having no bridge for vehicular traffic. This would then offer the rare opportunity to preserve this natural area in a way which would benefit the residents of Guelph for generations to come; free of noise and pollution. The money saved by not building another structure could be spent at least in part, in acquiring lands to further buffer and protect the area, in purchasing lands of natural significance, or by simply adding to Guelph's urban parklands.

Yes, there is support for a large bridge which will dominate the site for the next fifty years but why? So some commuters can take a shortcut? To what overall benefit? What about the long term effects? Just because there is a bridge there now does that mean there should always be a bridge? Surely, the flow of traffic in that area cannot be so significant as to justify the cost and permanent damage which would occur.

It won't be the steel and concrete structures we will cherish in future, but our heritage and the green and natural places which will be desperately lacking unless action is taken today.

Sincerely,

Mary Henderson

I would like to present written comment to this meeting.

As a resident of Kortright Hills I have attended the public information sessions and reviewed the final staff recommendations for Niska Road Improvements. I am impressed with the exhaustive research and analysis that went into this subject matter and applaud the solid reasoning used in determining the final recommendations that have been made.

As many of the opponents to this proposal do, I would like to see traffic volumes reduced in the Kortright Hills neighbourhood. I believe that the Niska Road staff recommendation is the right thing to do and it will have little impact on traffic patterns in the area. The current bridge and road are falling apart and need to be replaced. The ditches are eroding and the resulting sediment is impacting the natural environment. The urban road cross section with two lane bridge that has been proposed is an excellent solution to stop the ongoing damage. It will also improve the safety of drivers, cyclists and pedestrians that use this road. The added traffic calming measures will also benefit the residents of Niska Road.

I request that council support the recommendations from staff as submitted.

Further to this I would ask that council have staff investigate ways to divert regional traffic on Wellington Road 35 (Downey Road) from Cambridge onto Laird Road and discourage it from continuing up Downey into the Kortright Hills neighbourhood. Laird Road has a proper interchange at Hwy 6 for dealing with this regional traffic. It would not be too difficult to have this traffic divert to the Laird interchange near Forestell Road. Now is the time to do before the business park is completed in that area. In addition, measures are needed to discourage traffic from continuing into the residential area.

Ted Poulin

Sunday, Nov. 29, 2015

Mr. Mayor and Guelph City Council Members,

First, a sincere thank you to so many of you for your time, attention and commitment to the Niska Bridge discussions, especially this past year. We are grateful.

I have been directly involved with this project for some time and unfortunately have a professional commitment to fulfill on Dec. 3. Please consider my written thoughts as you listen to the other delegates speak and carefully cast your vote.

I strongly oppose the proposal for a new 2 lane bridge on Niska road for numerous reasons:

- The cost of \$5, 280,000 million is fiscally irresponsible for a road that requires simple road resurfacing on the relatively small stretch within the City of Guelph. Bailey bridge replacement parts are readily available at a fraction of the cost.
- Niska Road is not nor was ever intended to be a major arterial road. The City has already spent an astronomical amount of money on the Laird and Wellington interchanges. Residents and commuters must use these routes as intended.
- Residents across the entire city oppose a new 2 lane bridge and have signed petitions accordingly.
- The wetlands MUST be protected. Pledges from the 1977 Guelph City Council to preserve the GRCA lands must be upheld. Those who have served before you had great wisdom and foresight. City vows to protect natural spaces must be honoured.
- Increased traffic flow in neighbourhood school zones is not safe. Children and families on their way to school and on walks cross Niska constantly. There is far too much traffic using this neighbourhood at excessive speeds as a cut through route from W124 to Highway 6.
- The EA process has been flawed from the beginning when the study area did not include our neighbours on Niska and Whitelaw Roads in Puslinch and Guelph Eramosa Township. Members of the public, the stakeholders and the community working group were given insufficient and inaccurate information.
- Too many stakeholders have not been fully informed and included fully in the process: Puslinch Township, the GRCA, the Ministry of Transport to name a

few need more information and need to be brought together. The River Systems committee at the last meeting worked from the point that this deal was complete and then considered how the 2 lane bridge will impact the river. There were so many problems with their comments (example - the idea of safe parking along the road to access a boat launch)...MUCH more thought must be given to the logistics and impact on the river.

- The Heritage group in Guelph has an incredibly important responsibility to advise the Council. They have been incredible as a group, carefully, thoughtfully considering all aspects of this matter and making a decision on behalf of all Guelph residents past, present and future. They refused to rush and were not afraid to pause, reverse and rethink such a critical, impactful and lasting decision.
- The EA study field was still too short a distance for the magnitude of this proposed project. It should have been from the Downey / Niska corner all the way to highway 124 to have any real value.

Therefore, I formally request that Guelph City Council not support the 2 lane bridge and that the Niska Road Schedule C Environmental Study Report not be filed and request that further public stakeholder and agency consultation takes place.

Sincerely,

Cindy Della Croce

Mr. Mayor, Members of Council.

Please read me till the end.

Your condescending attitude towards all of us taxpayers, voters and residents of the Kortright Hills, the CWG members chosen by you, and the 2000 (two thousands) signatures saying

"NO TO THE 2 LANE BRIDGE" "KEEP PRESERVING THE HANLON CREEK CONSERVATION AREA"

and the game of cat and mouse played by the City Engineering and Planning departments and Burnside people, I don't know how far Heritage Guelph and the RSAC and others were involved,

Is totally disrespectful and disheartening not to say more.

For the past 3 years you have been recklessly wasting our energies, time, taxes and personal money to come up at the eve of Budget night and your supposed "Niska Bridge special session" with the news from the Executive Summary :

"A one lane bridge at Niska Road, either as the existing bridge or a new bridge, does not meet the mandatory standards for bridges. "

All of us are asking : **Then why has the current bridge been in use for the past 41 years?**

The Summary goes on : *"It is a statutory requirement that rehabilitation or construction of a bridge must conform to the standards in the Ontario Bridge Code and the most current accepted engineering standards, guidelines, procedures and practices.*

*The City is required to keep its bridges safe and in in a state of repair that is reasonable in the circumstances, including the character and location of the bridge". **Why was is not repaired ?***

"The City may be liable in an action for negligence if it does not meet its duty of care. Limiting this liability through a policy decision may not be possible."

Weren't you liable until now ?

On the day the World Climate summit is being held all I can say to you, all of you, being paid by our taxes **"CLOSE THE NISKA BAILEY BRIDGE" .!!!**

As there are other specific highways and roads built with millions of our tax dollars linking highway 124 and 401 and East to West.

That is it.

Nicole Abouhalka

Good day again

Please circulate to the Mayor and Council members as well.

Thank you very for your cooperation

Nicole Abouhalka
70 Downey Rd
519.837.3648

I saw this on the BBC News App and thought you should see it:



COP21: Prince Charles to make forest appeal

Prince Charles is to call for better protection of the world's forests at the UN climate conference in Paris.

Cinderella' subject

On Tuesday, Prince Charles will speak at a meeting with government ministers and indigenous leaders.

The meeting is aimed at promoting forest partnerships in which indigenous people gain legal rights to their land and then share commercial activities.

Forests play a vital role in stabilising the climate, yet every year about 12 million hectares (30 million acres) of woodlands are destroyed, the BBC's environment correspondent Roger Harrabin says.

According to a recent paper, that is responsible for about 11% of global greenhouse gas emissions.

Forests are something of a "Cinderella" subject at climate conferences, our correspondent says.

They are essential for the climate - but forest solutions are typically complex and local, and they do not lend themselves easily to sweeping global agreements.

Good day Ladies and Gentlemen,

Would you please, print and circulate the following informations to the Mayor and Council members so **they have the time to read them before the Council meeting of Thursday December 3**, concerning the Niska bridge and the Hanlon Creek Conservation Area.

As far as the attachment is concerned, please just print "City of Guelph Urban Forest Management Plan 2013-2032, of September 2012.

Thank you very much for your cooperation.

Sincerely

Nicole Abouhalka

<https://www.td.com/document/PDF/economics/special/UrbanForestsInCanadianCities.pdf>

http://www.citylab.com/weather/2015/10/the-pretty-much-totally-complete-health-case-for-urban-nature/411331/?utm_source=nl_link2_102015

http://guelph.ca/wp-content/uploads/151012_UFMP_-_Attachment4.pdf

*please note that due to length the Urban Forest Management Plan is not included in this package but remains available through the above link.

SPECIAL REPORT

TD Economics



September 24, 2014

THE VALUE OF URBAN FORESTS IN CITIES ACROSS CANADA

Highlights

- Urban forests are the trees and other plants found on the streets, in our yards, in parks, and surrounding our major cities.
- These forests provide a multitude of benefits, enhancing the landscape, reducing pollution, and helping control heating/cooling costs.
- The greater Halifax, Montreal, and Vancouver areas together contain more than 100 million trees, worth an estimated \$51 billion (Halifax: \$11.5b; Montreal: \$4.5b; Vancouver: \$35b).
- The return on trees is significant: for each dollar spent on maintenance, between \$1.88 and \$12.70 in benefits are realized each year, depending on the city.

In June of this year, TD Economics released the report “Urban Forests: The Value of Trees in the City of Toronto”, available [here](#). It demonstrated the various benefits of trees from a range of dimensions that are often underappreciated. The report found that the urban forest was worth \$7 billion and residents receive from \$1.35 to \$3.20 in benefits for each dollar spent on forest maintenance (Table 1).

The report received strong interest from across the country, which naturally led to requests for similar estimates for other Canadian urban centres.

This report examines the economic and environmental benefits of the forests in and around three major Canadian cities: Halifax, Montreal, and Vancouver. We describe the environmental benefits provided by these forests, and then examine the unique characteristics of each city’s urban forest. In contrast to the Toronto report, this report looks at the forests within the greater area surrounding each city. Our analysis thus includes the Halifax Regional Municipality (HRM), Greater Montreal, and the Greater Vancouver Regional District (GVRD).

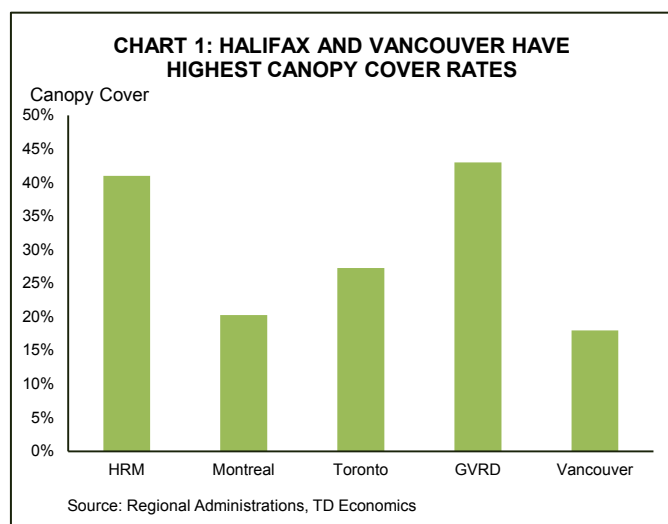
A high level of variation exists across cities: for instance, as Chart 1 shows, canopy cover (the share of a city area shaded by trees) varies widely. Even within an area, variation can be observed, as the canopy within the City of Vancouver is much lower than for the Greater Vancouver area overall/in general.¹

Table 1 - Annual benefits provided by Toronto's urban forests

Benefit	\$ value (millions)	\$/tree
Wet-weather flow	\$53.95	\$5.28
Air quality	\$19.09	\$1.87
Energy savings	\$6.42	\$0.63
Carbon sequestration	\$1.24	\$0.12
Energy emission abatement	\$0.58	\$0.06
Total benefit	\$81.29	\$7.95
Cost benefit ratio	-	\$1.35 - \$3.20

* Carbon avoided and sequestered is net of the emissions from the decomposition and maintenance of trees.

Source: Toronto Parks, Forestry & Recreation, TD Economics.



Benefits of Urban Forests

Investing in the development and maintenance of urban forests is in many ways an investment in the health and well-being of the city and its residents. While people may enjoy having trees around for personal reasons, such as the calm of sitting in a park or walking the dog, the benefits of urban forests extend well beyond enjoyment and include numerous economic, environmental and social benefits.

Economic and social benefits that accrue from urban forests include, for example, recreation or tourism, and the associated spending. These may be sizeable, particularly for Montreal (Botanical Gardens), and Vancouver (Stanley Park, Grouse Mountain, others). Trees can also help reduce the frequency of road repairs, and have been shown to improve property values for both residential and commercial buildings.

Key benefits provided by urban forests include:

- **Wet weather control:** The canopy and root systems of urban trees help to reduce strain on city infrastructure by absorbing precipitation, reducing the pollutants entering city water systems, and reducing erosion.
- **Air quality:** By their very nature, urban trees improve the atmosphere around them by removing carbon, ozone, sulphur dioxide and other pollutants from the air, while producing oxygen. They also reduce small particulate matter (PM10 and PM2.5) that can affect human respiratory systems.
- **Energy savings:** Trees that are located near homes and other structures help to reduce energy bills. Tree canopies provide shade to buildings in the summer,

reducing cooling costs; while in the winter, their structures reduce the cooling effect of winds, helping to lower heating bills. In addition to the direct cost savings, depending on the energy source mix in a given city, emissions of pollutants are also reduced as demands on power plants fall.

- **Carbon sequestration:** In addition to removing air pollution, trees also capture and store carbon as they grow, keeping it out of the atmosphere; helping to mitigate potential climate effects.

The value of these benefits is the focus of our analysis. By examining the annual costs of water purification, or energy costs, we can calculate the money saved by the presence of trees. Similarly, the costs associated with air pollution provide a value for the pollutants that trees remove. The money that is saved by the presence of trees is the economic benefit of these trees. Because we focus only on these benefits of urban forests, the dollar value we calculate will under-estimate the complete annual benefits of urban forests, which would include tourism, recreation and other social benefits that one cannot put a dollar value on.

Urban Forests in Halifax

Halifax, the most populous city in Eastern Canada with a metro area population of around 415 thousand, is surrounded by forest in nearly all directions. As a result, canopy coverage across the Halifax Regional Municipality (HRM) is fairly high, at 41 per cent. In addition to the trees surrounding the city, Halifax also features a number of large urban parks, including Point Pleasant Park, Sir Sandford Fleming Park, and Shubie Park. Halifax has had a long history of forestry, both in support of shipbuilding and for export. Consequently, the forests around Halifax are relatively young, with lower

Table 2 - Annual benefits provided by urban forests in Greater Halifax

Benefit	\$ value (millions)	\$/tree
Wet-weather flow	\$2.10	\$0.04
Air quality	\$12.59	\$0.22
Energy savings	\$12.40	\$0.21
Carbon sequestration	\$4.28	\$0.07
Total benefits	\$31.37	\$0.54
Cost benefit ratio	-	\$12.70

Source: Halifax Regional Municipality, TD Economics.

value fast-growing species such as red maple, white and gray birch, poplars, and serviceberry dominant. Younger trees provide less environmental benefits, resulting in lower per-tree benefit values.

Data from the HRM's Urban Forestry Management Plan show that nearly 58 million trees grow in Halifax. That is over 130 trees per resident, by far the highest tree-to-population ratio of the cities in our sample. The replacement value of these trees is approximately \$11.5bn, or about \$200 per tree, reflecting the young age of the trees.

Beyond the replacement value of Halifax's urban forests, they also provide benefits of more than \$30 million per year, as shown in Table 2. The greatest benefits result from improvements in air quality, and the energy savings associated with having trees near homes and other buildings.

Trees in Halifax remove nearly 120 thousand tonnes of carbon from the atmosphere each year – equivalent to the annual emissions of 80 thousand motor vehicles.

There are costs associated with maintaining urban forests, as trees must be planted each year, dead and dying trees removed, trees pruned around power lines, and root damage to sidewalks repaired. Many of the trees are in wild and semi-wild areas, and so require relatively little maintenance – this allows Halifax to maintain a relatively modest forestry budget – as a result, it has the largest cost-benefit ratio of the cities in our sample, with almost \$13 in annual benefits received for each dollar spent on forestry.

Urban Forests in Montreal

The financial capital of Quebec, and with over 3 million residents, Montreal is the second most populous Canadian city. Montreal has significantly less urban forest than the other cities examined in this report, with an estimated urban forest of about six million trees and a canopy cover of 20 per cent, based on a city tree policy report. This represents a ratio of just 2 trees per resident within the Montreal area. Nonetheless, Montreal has a number of sizeable urban parks, including Parc du Mont-Royal, Parc Nature Bois-de-Liesse, and Parc Maisonneuve, which includes the Montreal Botanical Gardens. A wide variety of trees grow in and around Montreal. The most common species are maples (Norwegian and Silver), honey locust, ash, and elm trees.

Although Montreal has a relatively small urban forest, it is of high quality, with many mature trees. Consequently, individual trees are, on average, quite valuable, with an estimated replacement value of about \$750/tree for an overall

Benefit	\$ value (millions)	\$/tree
Wet-weather flow	\$15.95	\$2.66
Air quality	\$6.19	\$1.03
Energy savings	\$1.72	\$0.29
Carbon sequestration	\$0.58	\$0.10
Total benefit	\$24.44	\$4.07
Cost benefit ratio	-	\$1.88

Source: City of Montreal, TD Economics.

replacement value of approximately \$4.5 billion.

Due to its high population density and fairly even distribution of trees, the largest benefit provided by the Montreal forest is via the reduction in wet-weather flow and its associated strain on infrastructure. At \$16 million per year, trees help to reduce the city's water treatment bill by over four per cent per year. The energy savings provided by Montreal's urban forest is enough to pay for more than 1000 households' annual energy bills. Overall, Montreal's urban forests provide nearly \$25 million in annual benefits, or more than \$4 per tree.

Per dollar spent, Montreal receives among the lowest benefits of the cities in our study. That said, nearly \$2 in benefits are received for each dollar spent on urban forestry, which is still an excellent return on investment. Additionally, plans have been announced to further increase the urban forest, with the goal of increasing the urban canopy cover to 25 per cent by 2025, in part by planting 300 thousand trees.

Urban Forests in Greater Vancouver

Nearly 2.5 million people call Greater Vancouver home. Stretching from the British Columbia/Washington State border in the south, across to Langley in the east, into Cypress provincial park in the north, and Bowen island in the west (see map), Greater Vancouver includes more than 10 cities within its boundaries.

Because it covers such a large and diverse area, Vancouver contains a wide variety of landscapes, from the dense vertical development of central Vancouver, to the verdant forests of the university endowment lands and the multiple provincial parks contained within its boundaries. For this reason, Vancouver presents a set of unique challenges related to its urban forest. For instance, while the overall canopy cover is estimated at 43%, there is large variation across



Source: Google Maps

the region: in the city of Vancouver canopy cover is only 18% - the lowest of the major cities we have examined. In contrast, Surrey, a suburb, has canopy cover of 32%.

Vancouver's urban forests vary quite substantially. Famous for its cherry blossoms, cherry and plum trees make up the majority of Vancouver's street trees, followed closely by maple. When we consider the greater Vancouver area, including the provincial parks within its boundary, evergreen trees become the dominant species, due to their dense cover in less developed areas.

The unique characteristics of the Greater Vancouver region result in extremely high annual benefits related to air quality and wet-weather flow reduction. Trees remove more than 10 per cent of the carbon monoxide released each year by major industries in the region, and close to 90 per cent of nitrogen dioxide emissions. Together with wet-weather water flow benefits, the urban forest provides over \$210 million in benefits annually. In contrast, due to

the relatively low canopy cover in urban areas, and local weather patterns, the annual energy savings are relatively low – on a per-tree basis, Greater Vancouver sees the lowest benefit of the cities under consideration.

Overall, Greater Vancouver receives the largest annual benefit from its urban forests, of nearly \$225 million per year. Although the urban forestry budget (including all cities/municipalities in the region) is relatively high, a significant payoff to this budget is seen. For each dollar spent on forestry, residents receive at least \$4.59 in benefits each year. Several cities within the area, including Vancouver, have committed to growing their canopy cover, which will further increase the value of the urban forest.

Bottom Line

Urban forests - the trees that line our streets, and grow in our yards and parks - do much more than beautify our surroundings. As this report has shown, they are valuable environmental resources. Urban forests within Halifax, Montreal and Vancouver have a combined replacement value of \$51 billion. In addition they provide environmental benefits of over \$250 million per year, or more than \$330 million per year when Toronto is included. It also bears repeating that these are lower bound estimates which don't include the value of tourism, recreation, or increased property values. What this means is that urban forests don't just green our neighborhoods, they also help keep the green in our pocketbooks.

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Table 4 - Annual benefits provided by urban forests in Greater Vancouver

Benefit	\$ value (millions)	\$/tree
Wet-weather flow	\$96.43	\$1.34
Air quality	\$115.86	\$1.61
Energy savings	\$4.64	\$0.16
Carbon sequestration	\$7.21	\$0.10
Total benefit	\$224.15	\$3.21
Cost benefit ratio	-	\$4.59

Source: i-Tree Canopy, City of Vancouver, City of North Vancouver, City of Surrey, Metro Vancouver, Manitoba Hydro, TD Economics.

ENDNOTES

- 1 It should be noted that the city of Vancouver excludes the University Endowment Lands (and thus Pacific Spirit park), while this area is included in the Greater Vancouver area.

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Complete Health Case for Urban Nature



[m01229 / Flickr](#)

I'm not a doctor, but I do sit near one in *The Atlantic's* New York office. So you can trust me to know that MD-in-residence James Hamblin is on to something when he writes in the magazine's October issue about the [rising appreciation](#) among physicians for the health benefits of parks and green space. Hamblin writes of "a small but growing group of health-care professionals who are essentially medicalizing nature":

At his office in Washington, D.C., Robert Zarr, a pediatrician, writes prescriptions for parks. He pulls out a prescription pad and scribbles instructions—which park his obese or diabetic or anxious or depressed patient should visit, on which days, and for how long—just as though he were prescribing medication.

Seems the medical community has finally caught up with insights made by the urban landscape community 150 years ago. In 1865, Frederick Law Olmsted of Central Park design fame called it "a scientific fact" that natural "is favorable to the health and vigor of men." (And women!) Olmsted jumped the gun on the

whole “fact” thing, but time and a whole bunch of [modern behavioral research](#) on the nature-health link has proved him wise.

Exactly what makes parks and trees so healthy for people remains a matter of ongoing discussion. One credible theory, [pioneered](#) by Michigan psychologist Stephen Kaplan, holds that nature restores and refreshes our brains, much like sleep, because it doesn’t require direct attention. Harvard biologist E.O. Wilson has attributed the effects to “biophilia”—essentially, that humans are more comfortable in nature because that’s where they evolved.

Here’s Wilson chatting with *The Washington Post* a [few weeks back](#):

“Instinctively, without understanding what’s happening, they know that in certain wild environments, they have come home,” Wilson said.

Connecting with nature is especially important for the world’s “increasingly urbanized population,” says Wilson. To that end, CityLab has compiled a nearly complete health case for more city green space. The lit review’s purpose is to show that urban nature is (as Olmsted might say) favorable to public health and psychological well-being, and also why it’s so critical for people who live in the high-stress city to occasionally (as Wilson might say) go home again.

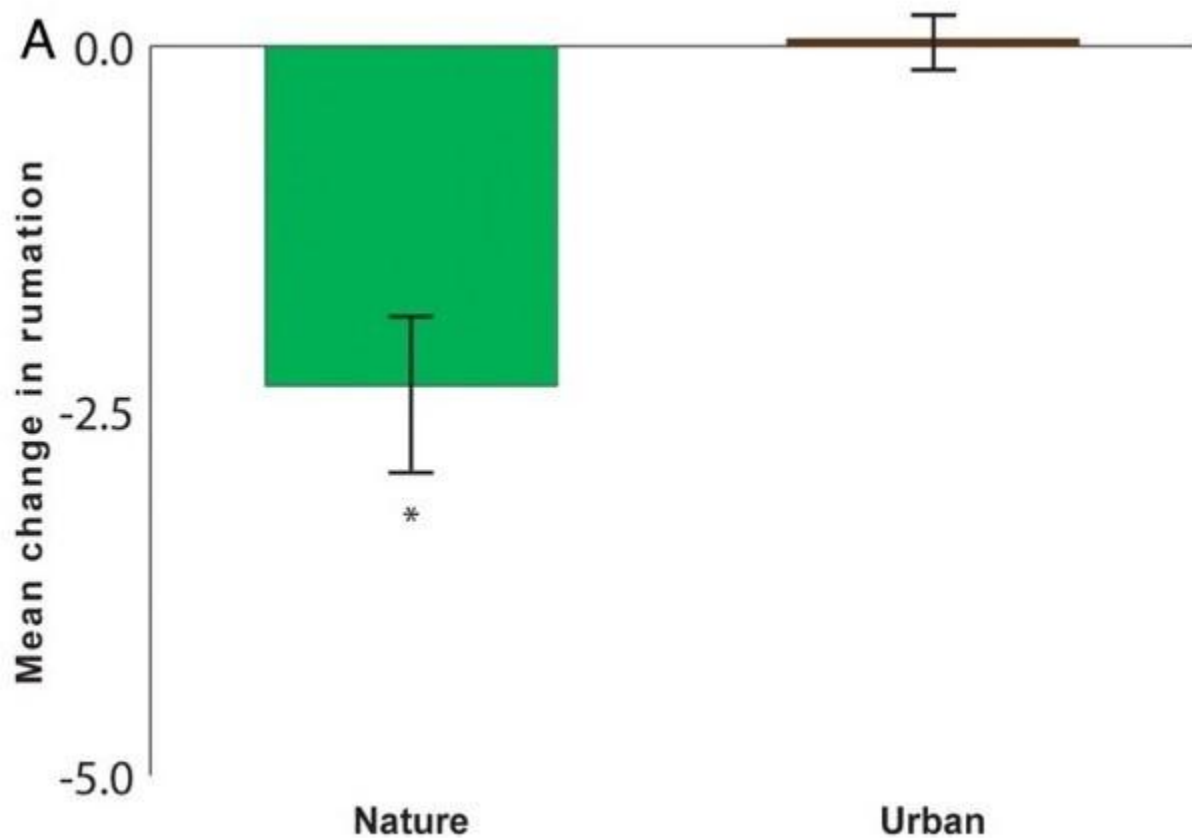
Depression

There’s some pretty clear evidence that walking through nature puts people in a better mood than does walking through a city setting. That’s not a huge surprise given the stressful confines of crowded sidewalks. But the findings are especially significant considering the link between [urbanization and mental illness](#), including depression.

A 2009 study found that a [15-minute stroll](#) through the woods led participants to have more positive emotions—and to reflect on a life problem more constructively—than their counterparts who walked in an urban setting. A [2012 study](#) even found nature-related mood gains in major depressive cases. Research published earlier this year found that Londoners living near street trees were prescribed [fewer antidepressants](#).

New work from Stanford’s Gregory Bratman, published [this year](#) in top journal *PNAS*, suggests that nature’s impact on harmful rumination might hold the key to its anti-depressive power. Participants who took a 90-minute nature walk reported having less rumination and showed decreased neural activity in the subgenual prefrontal cortex—a part of the brain linked with sadness and self-reflection. The findings “suggest that feasible investments in access to

natural environments could yield important benefits for the ‘mental capital’ of cities and nations.”



A 90-minute nature walk, but not a city walk, led to a reported decline in rumination. (*PNAS*, 2015)

Happiness and well-being

On the flipside of the emotional spectrum, [other work](#) has linked proximity to urban parks with higher well-being. U.K.-based researchers surveyed about 10,000 Brits on how satisfied they were with their lives, as well as whether they had general signs of mental distress. In the journal *Psychological Science*, the researchers [reported](#) that having more green space nearby led to a clear spike in life satisfaction—“equivalent to 28% of the effect of being married rather than unmarried and 21% of being employed rather than unemployed.” They conclude:

Our analyses suggest that individuals are happier when living in urban areas with greater amounts of green space.

General health and mortality

Generally speaking, people who live near urban green space do an admirable job not dying. Past research has found [clear associations](#) between city nature and reduced mortality for many different causes of death. A [new meta-analysis](#) reviewed a number of previous studies and found “strong evidence” linking the quantity of residential green space with all-cause mortality and “moderate evidence” linking it with perceived general health.

Another [2015 paper](#), this one published in *Scientific Reports*, put the health benefits in starker terms. After studying general health and tree density in Toronto (while controlling for other demographic factors), the researchers found that having 10 more trees on a city block improved perceived health on par with being seven years younger or \$10,000 a year richer. Money may not grow on trees, but the keys to a healthier life just might.

Stress

Environmental research legend Roger Ulrich and collaborators captured the stress-relieving qualities of nature in a [clever study](#) from 1991. They gathered 120 test participants into the lab, stressed them out with clips from a work accident film called “It Didn’t Have to Happen,” then showed them videos of various environments. Some participants saw a video of a city pedestrian shopping mall, others watched urban traffic, and others looked at nature.

On four different physiological stress measures, including muscle tension, participants in the nature group recovered more quickly and completely than did those shown the urban environments. Ulrich et al conclude in the *Journal of Environmental Psychology*:

The findings strongly suggest that environments of importance to well-being and stress are not confined to settings having extreme or unusual properties, such as loud noise or extreme temperatures, but also include very common environments that most urbanites in developed nations encounter daily.

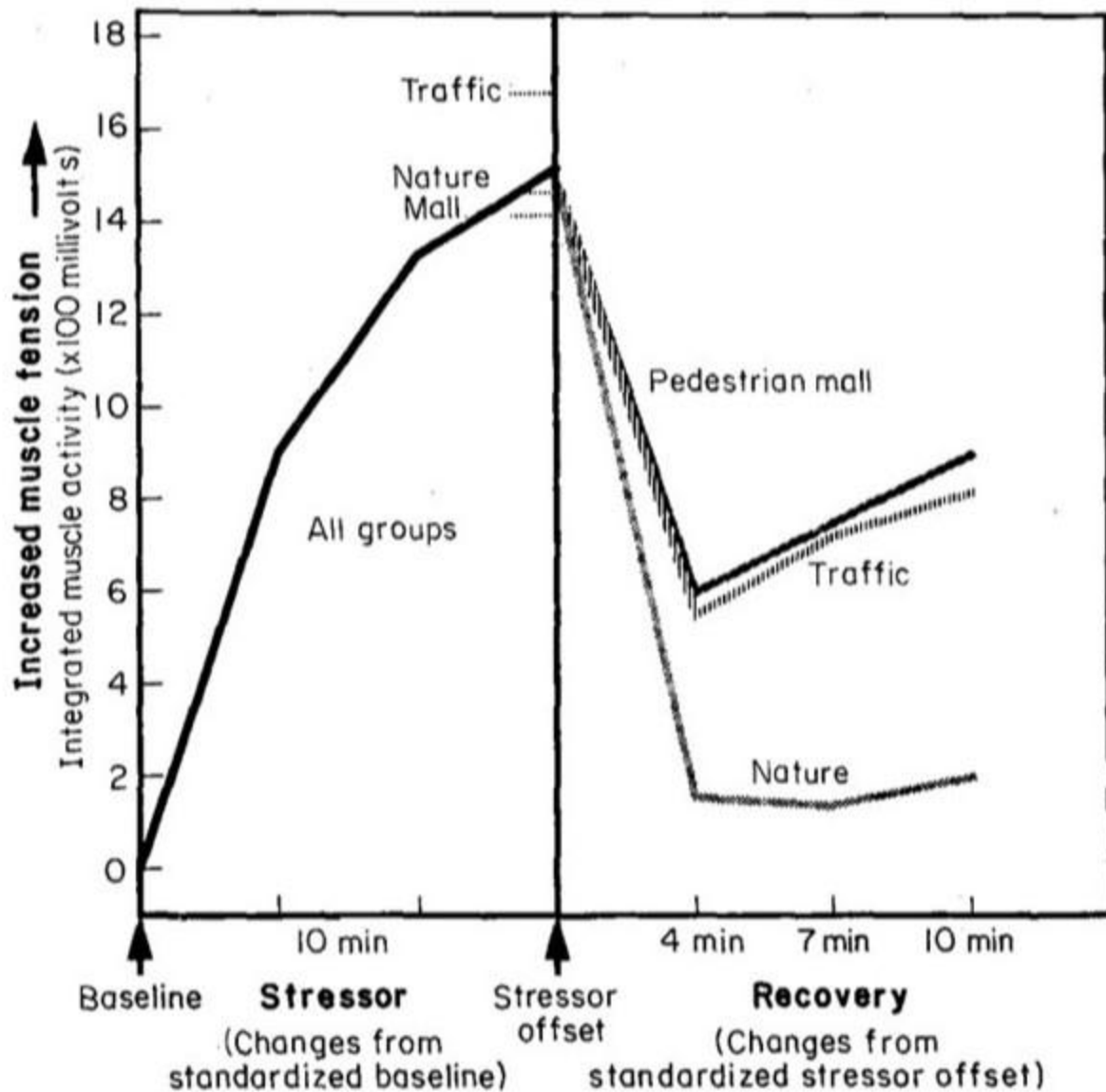


FIGURE 3. Changes in muscle tension (EMG) during stress and recovery.

A nature video led to less muscle tension, among other stress traits, relative to sights of city environments. (*Journal of Environmental Psychology*, 1991)

Subsequent research reached similar conclusions outside the lab. A [2003 study](#), conducted in nine Swedish cities, found that people who visited urban green spaces more often reported less stress-related illnesses.

Attention

In more recent years, a lot of research has focused on how urban nature helps people ... focus.

A [highly cited study](#) by Marc Berman, John Jonides, and Stephen Kaplan gave some test participants a tough attention-related task that involved remembering numbers. Thus cognitively spent, some participants then took a walk through the famed Nichols Arboretum in Ann Arbor, Michigan, while others walked through the downtown area. When the participants returned to the lab and took the test again, the refreshed nature group scored significantly higher, the researchers reported in a 2008 issue of *Psychological Science*.

Other work is mixed on just how ensconced in leaves you need to be to get the cognitive boost. A study [from 2012](#) found that the denser a park's vegetation—meaning, less sight of the city through the trees—the better. But other work has found attention benefits from a mere 40-second [micro-glimpse](#) of a green roof, or even looking up from your screen to see a [desk plant](#).



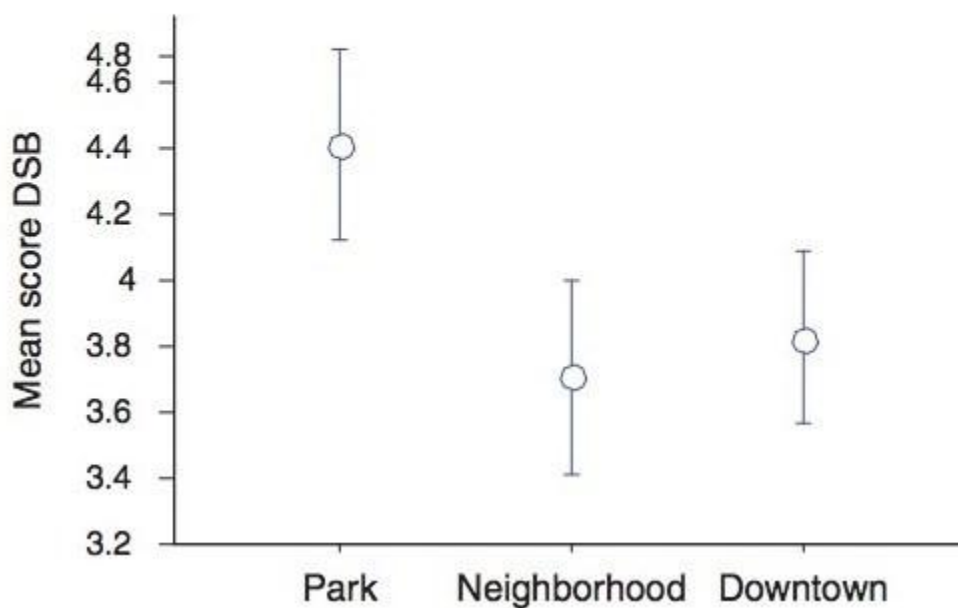
A walk through Nichols Arboretum in Ann Arbor, Michigan (above), gave a

boost to attention compared with a walk downtown, according to a 2008 study. ([Sean Munson / Flickr](#))

Child attention

Even tots get a mental bump from grass and bark. In a 2009 study, kids aged 7 to 12 with diagnosed attention-deficit disorder showed better concentration after a 20-minute walk in the park, compared with children who walked downtown or in a neighborhood. “‘Doses of nature’ might serve as a safe, inexpensive, widely accessible new tool in the tool kit for managing ADHD symptoms,” the researchers concluded in a [2009 issue](#) of the *Journal of Attention Disorders*. More [recent work](#) extended the cognitive benefits of urban nature to children without ADHD, too.

Figure 1
Mean Postwalk Scores on Digit Span Backwards for
Park, Neighborhood, and Downtown Conditions



Kids 7-12

who walked in a park showed better concentration than those who took a stroll in a more urban environment. (*Journal of Attention Disorders*, 2009)

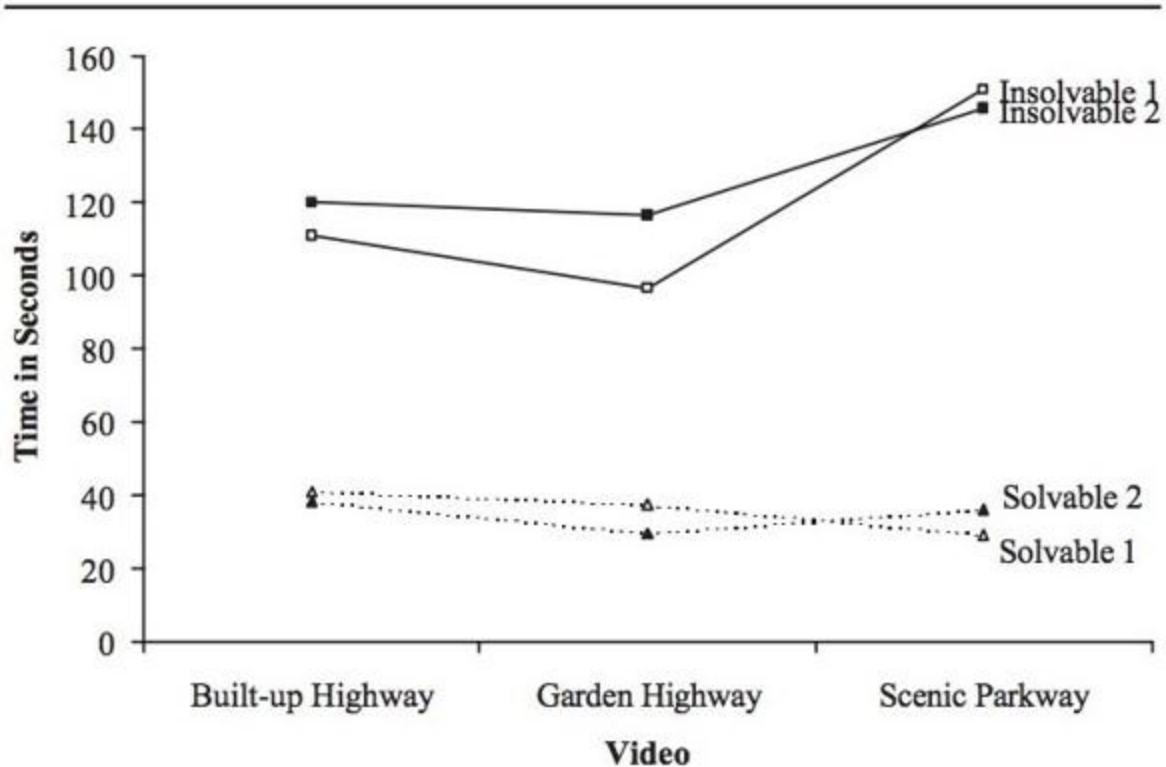
Aggression and restraint

The power of nature seems capable at times of transcending particular vulnerable environments. In a [2001 study](#), Illinois scholars Frances Kuo and

William Sullivan found reduced levels of aggression in Chicago public housing residents whose view overlooked some trees, compared with others in the same complex who looked onto an empty common area. Kuo and Sullivan report in the journal *Environment and Behavior* that the additional mental fatigue that comes with not having visual access to nature might play a role in the diverging outcomes.

A study by Kuo and Sullivan as well as Andrea Faber Taylor, published the [following year](#) in the *Journal of Environmental Psychology*, extended that research to discipline among girls in the same housing complex. Young women with tree views performed better on tests of concentration, delayed gratification, and inhibited impulsivity compared to those with barren views. “Perhaps when housing managers and city officials decide to cut budgets for landscaping in inner city areas, they deprive children of more than just an attractive view,” the researchers concluded.

Other work has found reduced levels of [road rage](#) among test participants who watched videos of a drive along roads lined with and without nature. In a [2003 study](#), some participants watched the car cruise along a normal asphalt highway, others saw a little bit of greenery in a garden highway, and a third group saw dense vegetation in a scenic parkway. Afterward they all tried their hand at an anagram that, unbeknownst to them, was impossible (e.g. DATGI—eyes back on the road, please!); those who’d observed the scenic drive showed less impatience, working on the puzzle for 90 more seconds before giving up.



Participants who watched a drive along a scenic parkway showed more patience when tackling an unsolvable anagram than did those with other views. (*Environment and Behavior*, 2003)

Post-operative recovery

If you're in a hospital, the last thing you're really worried about is the view. But having a window that looks onto trees has been shown to have a measurable difference in patient outcomes. In a classic study published in *Science* in 1984, Roger Ulrich found that gallbladder surgery patients whose hospital rooms overlooked nature had "shorter postoperative hospital stays, received fewer negative evaluative comments in nurses' notes, and took fewer potent analgesics" than those whose windows faced a brick wall.

And these days, if the medical trend noted by James Hamblin catches on, you just might be prescribed a walk in the park on your way out.

Mister Mayor, and Ladies and Gentlemen of Guelph City Council:

I want to share a few of my thoughts in advance of my presentation at the December 03 Council Meeting regarding Niska Road and bridge.

(For the record, I agree that
Niska road from Ptarmigan to the Bailey bridge does require re-paving.)

As I keyboard this, most of the World's important leaders are meeting in Paris to begin to address how to reduce mankind's contribution to Global Warming.
At last, mankind realizes that we are destroying our only home.....this realization comes not a moment too soon.

In the past, Guelph has earned positive recognition for earth-friendly practices and environmentally-sensitive forward thinking.
I'd like to see us get back on that track.

I am not happy with the latest twists and turns of City staff in regards to Niska Road and bridge.

Councillors now have a handy, "legal umbrella" under which to take shelter from their constituents.

You can now vote for a two lane bridge because, well *you had no choice.*

Oh yes you do ! You can close the bridge, according to that legal advice.
And there are other avenues as well.

I went down to the bridge to take photographs yesterday.
There is a bit of damage to the eastern abutment, mainly at its southern edge.
But there is nowhere near enough damage to declare the bridge a write-off.

It comes down to this "Where there's a will, there's a way." And
where there's no will, there's NO WAY !

I watched the bridge as traffic passed over. The bridge barely flexed.

I looked at the "bearings" that support the end posts. They are about as rusty as you might expect for an under-maintained bridge, but they are still working.

If this were a privately-owned bridge, suitable contractors would make well-known, well-practiced repairs in no time.

There must be an under-stated 'impetus' in this thrust to eliminate the Bailey bridge more, heavier, and faster traffic ...right through our community of Kortright Hills ! ... I'd guess.

Bridge traffic has to go somewhere on the east side, that's through the Kortright Hills residential community.

In the meantime it must pass through the environmentally sensitive region near the river.

The fact that a new two-lane bridge would be rated for trucks, would open the door to challenges from the trucking industry to allow trucks unfettered use of the bridge. A human rights tribunal might easily award them the right to use it.

The Bailey bridge has undergone daily (traffic) testing since 1974 (with minor closures for some attention) and it has passed all strength tests. And we know that large trucks have used the bridge more often than we might have guessed. So the current bridge has passed that proof testing as well.

We keep getting told that *there will not be a significant increase in traffic* (with a 2 lane bridge, that is truck-capable).

So, when today's bridge can easily handle today's traffic, why do we need to change it ? Because someone wants to.

Using our tax dollars.

But wait I think we are actually looking for ways to save money ?

The latest, proposed Pony bridge does nothing to limit the height of a truck.

Oh, I forgot ... that would alter "the view shed".

It seems to me that for every hint of a promise to address a concern expressed by Kortright Hills residents, there is a caveat...one that effectively negates the promise, or leaves the door wide open for a future decision not to do that.

Today's Bailey bridge easily carries today's traffic, albeit with a little politeness required of user motorists.

The Main truss structure is in good shape.

The end posts are rusty, but still strong enough to do their job. Replacement posts are inexpensive.

The bearings are rusty, but still performing. Replacement bearings are inexpensive.

The beams that support the road bed look good to me, and the various fittings that clamp the beams in place appear pretty good.

Brackets and braces that were originally painted are showing some surface rust.

This degree of rust does not materially affect strength, but does make the bridge look messy.

On-going maintenance could have minimized this surface rust.

The abutments have some erosion caused by many years of Canada's weather and water. Some mortar between stones is missing. Sounds like a lack of maintenance to me.

Wherever structures are erected at the water's edge, similar on-going damage can be expected ... and repaired.

They don't tear out a wharf on the Hamilton docks because there is some erosion. They fix it !

They didn't tear down the Church of Our Lady because the mortar was in need of repair. They repaired the mortar !

These repair methods have been around for a very long time. They are used routinely ... whenever there is a WILL to repair an asset.

Do you know ... that the Army Reserve in (nearby) Waterloo is very keen on Bailey bridges ?

I am sure we could get some willing assistance from them.

And there is Bailey Bridge Inc. down in Fort Payne, Alabama. They manufacture the Bailey bridge, and they stock all the parts !

They've told me that we can buy a new, replacement Bailey bridge for about \$200,000 U.S. (There's some assembly required.)

And then there are all the heritage aspects of this area of Guelph, and the fact that this area was until very recently considered to be Conservation Land.

And what about the green spaces and corridors ?

And I want to speak for the creatures on this planet that do not fall under the classification, human.

Can we pause to consider them, while putting far less emphasis on the speed with which a human motorist can transit our community ?

In order to re-adjust our behaviours so as to give our planet the best chance of letting us and other living things survive, we will have to change a lot of today's human thinking.

Can we begin by restoring the Niska bailey bridge to its rightful glory ?

And save a lot of Guelph Taxpayer money in the process ?

On September 4, 2015 the city released a Niska EA press release that stated:

“As Guelph’s transportation network grows, people will see changes in their neighbourhood. These changes are an inevitable part of planning, and building a growing, thriving community.”

I do not believe that all changes are either inevitable or that they will lead to building a growing thriving community. I believe that a "growing thriving community" needs to protect its remaining conservation lands for future generations and the wildlife. Tonight you our Mayor and Council members are being asked to make a choice between closing our Bailey bridge and approving a 2 lane replacement bridge. (<http://guelph.ca/2015/09/city-present-niska-road-bridge-designs-september-10/>)

You have the choice of protecting the legacy of a past city council that valued and recognized the beauty and ecology of our Speed River Valley lands and so took steps in 1977 to purchase the 116 acres for all the citizens of Guelph to enjoy in perpetuity. If you choose the 2 lane bridge and road upgrade you will not be honouring the legacy of past councils. Their vision was to close Niska Rd. and provide a natural river park where the people of Guelph could spend time by the river. No other place like this now exists in Guelph. Closing the bridge will provide a place of quiet refuge in our growing more dense city.

Royal City and Riverside Park with their traffic noise and many visitors cannot provide the quiet refuge of the Hanlon Creek Conservation Area on Niska Rd. Closing the bridge and keeping it as a pedestrian and Bike Bridge is the visionary path to take. It creates a continuing legacy of conservation for our children and their grandchildren. It is a legacy that you, our Council, will be proud of and remembered for in the future.

Our city has been promoting public transit instead of cars so why spend over 5 million dollars to support a road upgrade and 2 lane bridge in order to benefit the short cut traffic to 124 and the Highway 6.

Supporting a 2 lane bridge and upgrade only benefits 4600 road users but if you protect our conservation lands by closing the bridge you are immeasurably benefiting the 120,000 plus people who live in Guelph that will benefit from a peaceful natural river park without traffic. To me the choice is obvious.

If you choose the 2 lane bridge you are choosing to turn your backs to provide the legacy of a past city council that made a difference by directing The Grand River Conservation Authority to purchase the former Kortright Waterfowl Park lands in 1977 order to place them into the Hanlon Creek Conservation Area as part of the City’s linked open space system.

Please make the right choice. Protect our bailey bridge and our conservation lands. Leave a heritage to be proud of that benefits us and future generations.

Bhaju Tamot

Please include my comments in the correspondence for the Niska Bridge .

Last week I attended a seminar in Guelph titled "This is your brain on urban design" The Keynote speaker was Collin Ellard a professor of cognitive neuroscience at the University of Waterloo. It was well attended with around 200 people including city planners and councillors.

I took home two important messages .The first was that great places attract people which also attract jobs .

The second message was that nature and natural areas lower our anxiety, and being in nature -or even experiencing a tiny part of nature ,is good for our mental health. Think of how a simple stroll in a park can be a great escape from our busy lives .

Arguably what makes Guelph one of the best places to live in Canada is our commitment to protect our natural heritage . Guelph city council recently endorsed access to nature as a human right.

However one of our most beautiful natural areas ,the Hanlon Creek Conservation Area is under threat by the proposed new 2 lane bridge replacing the old 1 lane Bailey bridge on Niska Road. This change will surely bring more cars and trucks ruining the natural look ,feel and sound of this special place. My personal preference would be to convert the bridge to pedestrian /bike use only.

I urge you to consider these thoughts in making your decision .

Mike Darmon

Guelph's Heritage Speed River Valley Lands: Ours to Enjoy, Ours to Protect

Our panoramic view from the top of hill at Ptarmigan and Niska, looking west down Niska Road to the forested Speed River valley is the most beautiful valley viewshed in Guelph. We believe that all of the land that makes up this viewshed, from Ptarmigan and Niska to the river, should be protected as a cultural heritage landscape. Under the Ontario Heritage Act a cultural heritage landscape is made up of many elements that together form an area worthy of designation. The Niska viewshed and Bailey bridge meet the designation criteria and have been recommended for designation under the Ontario Heritage Act by Heritage Guelph.

The Speed River Valleylands and Wellington County were originally part of the traditional lands of the Attawandaron 1st Nations also known as the Neutrals. Sadly they are gone, decimated by colonialism and genocide. John Galt and his axe men tramped thru the original forest from Shades' Mills to found Guelph in 1827. One of these axes men, Felix Hanlon, was the first pioneer settler along the creek that now bears his name. The forest-edge clearings, begun by Felix and continued by other Niska area pioneers (Sheriff Grange and F.W. Stone) form the foreground to the valley vista. At an edge of the clearing on Hanlon Creek one of first sawmills in the Guelph area was established. By the mid 1800's only 5% remained of the original ancient forest.

Adding to the rich and interesting history of this cultural heritage landscape is the now-historic one-lane Bailey bridge, Niska Road as a pioneer roadway, and remnants of the former Kortright Waterfowl Park, a major part Ontario's Conservation history. The entire 116 acres of the viewshed is now owned by the Grand River Conservation Authority (GRCA), purchased in 1977 through a City of Guelph led initiative, to be the anchor property of the 845 acre Hanlon Creek Conservation Area.

OUR CULTURAL HERITAGE LANDSCAPE INCLUDES:

The Hanlon Farm

- Felix Hanlon bought his farm in 1833. Felix Hanlon was one of the original "27 boys" who came to Guelph in 1827 with John Galt, the founder of our city. The Hanlon house (circa 1879) and barn (circa 1873) can be seen today on east end of Niska Rd and Downey intersection.

The Former Kortright Waterfowl Park (KWFP) Part of the Hanlon Creek Conservation Area

- First owned in 1853 by George Grange, Wellington County's first sheriff. He was an entrepreneur and large landowner in Guelph. George was instrumental in bringing the railway to Guelph.
- Later the lands were purchased by another famous Guelphite, F.W. Stone. Stone Road was named after him.

- We owe an immense debt to Horace Mack who had the foresight to purchase the lands in 1948 in order to establish a wildlife preserve along the Speed River and Hanlon Creek. The lands eventually became known as the Kortright Waterfowl Park. Horace Mack later became the 1st President of the Guelph Field Naturalists
- The Kortright Waterfowl Park (KWP) lands were designated as a federal bird sanctuary in 1952 – the only such sanctuary in a city in Canada. The Speed River still provides important habitat for the 98 species of birds and waterfowl that have been recorded in this area of the Speed River.
- Kortright Waterfowl Park lands were sold in 1962 to Ontario Waterfowl Foundation. At its peak 45,000 visitors from all over the world came to view the many types of rare geese and ducks, some brought back from the edge of extinction by the KWFP.
- Kortright Waterfowl Park was named for Frank Kortright, founder of the National Sportsman Show and a world famous conservationist. Frank was married to the great granddaughter of John Galt, founder of Guelph.
- In 1965 planning started to protect the Hanlon Creek Watershed and the Speed River Valleylands
- In 1966 the City of Guelph annexed land, including the KWFP land, from Puslinch. In planning development on the annexed land the City stressed the importance of protecting natural open-space areas along Hanlon Creek and Speed River as greenways.
- In 9 years between 1971 and 1980 a total of 635.90 acres of the Hanlon Creek Watershed had been purchased for the Hanlon costing \$1.7 million dollars
- In 1973 City Council enacted an Open-Space Masterplan with the central core feature being a protected greenway that including the KWP lands.
- In 1973 The City of Guelph requested the GRCA to prepare a plan for the proposed 845 acre Hanlon Creek Conservation Area. The HCCA included the KWP lands. In February 1975 the Interim Planning Study for Hanlon's Creek was completed by the GRCA.
- In 1975 The City of Guelph requested GRCA to partner with the City to acquire the KWFP lands as an integral part of the Hanlon Creek Conservation Area in order to protect them from development.
- In 1977 GRCA completed the purchase. The City of Guelph contributed 40% of the purchase price, the MNR – 40% and the Grand River Conservation Authority – 10%. KWFP was immediately leased to the Niska Wildlife Foundation.
- The Final Hanlon Creek Conservation Area Master Plan was completed in December 1978 and reissued with slight revisions in 1982. The KWFP lands were featured as the anchor attraction of the HCCA in the Master Plan.
- The area was so highly valued that the Master Plan directed that the Hanlon Farm if sold should be purchased to provide a Nature Center for the HCCA. .
- The HCCA Master Plan was submitted to the Ministry of Natural Resources (MNR) for counterpart funding of development costs in 1978 and 1982. In 1986 the application was renewed as a top priority of the City then MNR funding arrangements changed and no funding was obtained.
- Over time, the Hanlon Creek Conservation Master Plan has been neglected and almost forgotten

- Land that was purchased as part of the HCCA to protect them from development is now being considered for uses that would be considered to be inappropriate in the HHCA Master Plan.
- the City has budgeted for a Major Sports Park on former KWFP lands north side of Niska
- There is also the potential for residential development on 8 hectares on the South side of Niska between Ptarmigan and Pioneer Trail. This land was re-designated in OPA# 48 (under appeal at the OMB) from Open Space, zoned P1 conservation lands to low and medium density. This could include 6 storey or more apartment buildings and row housing on KWFP land. Neither proposal would be allowed on HCCA lands under the approved Master Plan.

Niska Road

- A pioneer road on original survey line from the 1700's
- In use by 1847, likely built by pioneer statute labour or a 'road building bee'.
- Still has the same rolling scenic nature view through the Speed River valley lands as in the 1800's.
- Anchored by the Heritage Hanlon Farm (east end) and the Heritage Speed River and KWFP lands (west end).
- Niska Road is a local collector road accessing Downey and the Hanlon was not meant to be a "traffic Corridor" connecting regional Rd. Wellington 124 to Highway 6 (The Hanlon). Instead, according to the City of Guelph District Plan 8, 1975 within the HCCA, Niska was supposed to be closed at the bridge and open only for pedestrian and bike traffic.
- Niska Road bisects the Hanlon Creek Conservation Area, the biggest conservation lands in the City of Guelph.

The Speed River

- The Speed River is important for fish habitat, especially at the bridge abutments, and is identified by the Ministry of Natural resources as a significant wildlife area because it is overwintering waterfowl area.
- A tributary of the Grand River, it was designated in 1994 as a Canadian Heritage River.
- The Speed from Wellington Street to Niska Road is considered to be the 'most representative section of the historic Speed River Valley' {Guelph River Systems Master Plan (p 74)}.
- Designating Niska Road, the 'Bailey Bridge' *in situ* and the conservation lands as a cultural heritage landscape under the Ontario Heritage Act strengthens and protects the Canadian Heritage River designation and protects the area for future generations.

OUR BAILEY BRIDGE

- The first bridge across the Speed River on Niska was constructed in the sometime around 1849
- Since the 1800's there has always been a one lane bridge on Niska over the Speed River.

- The one lane bridges have protected the character and beauty of the Speed River Valley in this area since pioneer times.
- The one lane steel pony bridge collapsed into the river in 1974 and was replaced by our current Bailey bridge.
- Our Bailey Bridge is identified as having heritage value in the GRCA 2013 report “ Arch Truss and Beam The Grand River Heritage Bridge Inventory”
- Bailey Bridges were instrumental in the Allied advance thru Europe during WW 2
- General Eisenhower said that bailey bridges were one of the most important elements of winning World War II.
- The low profile of the bridge suits the natural setting of the river.
- Parts are still available to fix, maintain and enhance the bridge. See: <http://www.baileybridge.com/contact.html>
- The bridge abutments have created deep pools in the river that are an important fish habitat and cannot be removed.
- Bailey bridges are rare – there are only 2 left in the entire Grand River watershed.
- Heritage Guelph identified that Our Bailey Bridge within its cultural heritage landscape meets the criteria to be designated and protected *in situ* under the Ontario Heritage Act.
- Safety: A stop sign or signal lights at each end would improve safety. Or the bridge could be closed to traffic which would allow everyone to enjoy the natural beauty, peace and quiet of the Valleylands as a place of respite in an increasingly dense city.

The Natural Heritage Features

- The Speed River forest and provincially significant wetlands (PSW) are an important ecologically sensitive area of over 500 acres along the river thru Guelph, Guelph-Eramosa and Puslinch Townships
- The wooded areas provide a vital ecological link between the Speed River PSW and the Hanlon Creek PSW.
- The wildlife corridor along the Speed River is important regionally because it connects to the Grand River.
- The area is identified on MNRF Mapping as significant wildlife habitat that provides a winter congregation area for deer and overwintering waterfowl.
- The cold water Hanlon Creek flows thru the Former KWFP to the Speed River
- Road design (choice of bridge, road cross-section) must take account of needs to protect wildlife and retain the tranquil natural setting within the Conservation Area. Increased use of the roadway as a high-speed inters- highway connector is contrary to these requirements. It is inappropriate to bring more regional traffic through on a road that bisects the HCCA.

Dear Mayor Guthrie and Councillors,

I do not support building a 2 lane bridge at Niska Road.

From my understanding, the Laird Avenue interchange is to be continued to Downey Road in the future to improve east/west networks. \$20 Million has already been spent on the overpass where it connects with the Hanlan.

As well, Wellington Road has seen improvements to improve east/west networks from both Hwy 124 and the Hanlan, for a cost of \$26 million.

If we are spending the money on these important interchanges, shouldn't we be encouraging people to use them? Why would we, in turn, spend money on a 2 lane bridge on Niska Road, encouraging traffic to pass there instead?

It makes no financial and environmental sense to build a two lane bridge through an environmentally sensitive area where other alternatives exist.

Might as well keep traffic low on Niska Road, keep costs down with a one way bridge (or pedestrian access only), and preserve the natural environment instead.

Thank you,
Yvette Tendick

History of Land Use Planning for the Hanlon Creek Watershed

Prepared by Hugh Whiteley November 2015

In 1945 the Guelph Planning Commission issued Guelph's first official planning document ***Guelph: Planned Progress for the Next Fifteen Years***. Every property owner in Guelph received a copy of the Plan. The Plan was also distributed to Ontario government agencies and other municipalities as it was one of the first Official Plans to be prepared in Ontario and was in demand for reference. Acquisition of land for parks was a priority in the Plan, with a goal of a continuous belt of parkland along the Speed and Eramosa Rivers. In addition to riverland parks the Plan called for other areas with fine natural features to be acquired as open space (Dahms 2000).

In 1948 Horace Mack, a Guelph businessman and naturalist, purchased as a nature reserve the triangular block of land in Puslinch Township on the north/west side of Niska Road that is the portion of lots 11,12, and 13 of Concession VI bounded by Niska Road and the Guelph/Puslinch Township Boundary. The triangular block spans the Speed River and includes the lower portion of Hanlon Creek and its confluence with the Speed. Mack soon added to the nature reserve the land on the south side of Niska Road in Concession V lots 12 and 13. The completed nature reserve was thus bisected by Niska Road by the inclusion of all the land on the south side of Niska between what is now Ptarmigan and the Speed River. On this land Mack established the Kortright Waterfowl Park. The total area of the property was 116 acres.

In 1969 expansion of Guelph into the Hanlon Creek watershed was in prospect. In the publication *Guelph Labour Day 1969* photos of Kortright Waterfowl Park were featured on the cover. An accompanying article stressed the need to adopt policies on open-space planning to ensure that expansion of urban areas into the watershed did not interfere with the protection of unique natural features of the Hanlon Creek Valley. The Valley "needs to be preserved as a green belt to provide parklands, recreational, and demonstration areas for forestry and agriculture." The article notes that urban expansion can be developed on upland areas without destroying the unique natural features of the valley. (Guelph & District Labour Council 1969).

In keeping with the above recommendations, and acting on a report from the City Administrator Fred Woods, in January 1970 Guelph City Council passed a motion to request the Grand River Conservation Authority to undertake a conservation project for the Hanlon Creek Watershed. The objective was to acquire 845 acres of valley land and permanently protect the area as a Conservation Zone. The lands of the Ontario Waterfowl Research Foundation (i.e. the Kortright Waterfowl Park Lands) were specifically identified as a part of the Conservation Zone. The City of Guelph agreed to provide up to 40% of the cost of the project. (Document 1 appended). The GRCA agreed to undertake the Hanlon Creek Project and land acquisition began.

Coincident with the launch of the Hanlon Creek Project the City began preparation of District Plans for the entire City. These District Plans were adopted by City Council in 1975. The District 8 Plan for the Hanlon Creek watershed area included Open Space designation for the incipient 845 acre Hanlon Creek

Conservation Area to meet the requirement "for the preservation and conservation of natural areas within the District's landscape -- particularly the Hanlon Creek and Speed River floodplains and the Kortright Waterfowl Park" which were to be "acquired and maintained as a Conservation Area. Effects of adjacent urban development on the Kortright Waterfowl Park lands shall be minimized." (Document 2 attached)

The implications on the transportation system of the City of the requirement for the protection of open space in the Hanlon Creek Watershed were recognized in the 1974 City of Guelph Transportation Plan. (City of Guelph Transportation Plan 1974) Under the heading "Reasons for Updating Guelph's Transportation Plan" reason 3 is "Designation of parts of the Hanlon Creek as an area to be reserved from development". The 1965 Guelph Area Transportation Study that was being updated had as a prominent feature an arterial corridor road linking Highway 6 (Gordon Street) to Hwy 7 (Woodlawn Road). The routing of this arterial was west from Gordon on Kortright and Niska to Whitelaw and then north along Whitelaw and Elmira Road to Woodlawn.

The 1974 Transportation Plan removed all of the westside link-road arterial, i.e. the portion west of the Hanlon Expressway, noting "The realignment of Downey Road provides for better traffic distribution within the area and is compatible with plans to use Kortright Road (*now named Niska*) only for local access." This last comment refers to the planning intention, confirmed when the District 8 Plan was adopted the next year, that "the completion of Stone Road across the Speed River will enable the closing of Kortright Road (Niska). It will then become access to the Kortright Waterfowl Park and the Open Space System." (Document 2 attached).

The December 3 2015 staff report on Niska Road improvements states that the Stone Road Extension, considered necessary in 1974, has subsequently been removed from the Official Plan because (1) "it was not needed", (2) "An estimated cost for the Stone Road extension is approximately \$15,000,000 to \$20,000,000" and (3) "a new road and bridge across significant natural areas...would also create further fragmentation of the Speed River Valley and River System".

In 1974, as land acquisition continued, the City of Guelph requested the GRCA to prepare a conceptual plan to indicate proposed uses for the area. In February 1975 a general conceptual plan was forwarded to the City of Guelph "*to be used as a starting point for a joint effort by the City of Guelph and the Grand River Conservation Authority to develop a very unique and attractive urban environment.*" (Document 3 appended). In August 1975 the GRCA Conservation Area Advisory Board recommended to the Executive that a development plan for the lands being acquired in the Hanlon's Creek Conservation Area be approved in principle. (Document 4 appended).

In 1975 the City of Guelph established a committee to plan the future use and development of the Kortright Waterfowl Park lands and requested the GRCA to appoint members to the committee. On June 27 1975 the GRCA Executive Committee appointed three members to the committee with the Mayor of Guelph to convene the first committee meeting. In September 1975 the GRCA's Kortright Committee, on receipt of a letter from the City of Guelph and another letter from the Ontario Waterfowl Research Foundation, recommended to the GRCA Executive that " *That the Authority*

investigate the possibility of acquiring Kortright Waterfowl Park property as an integral part of the Hanlon's Creek Valley Land Acquisition project".

(Document 4 attached)

In February 1977 the purchase by the GRCA of the 116 acres of the Kortright Waterfowl Park Lands was completed. The Province contributed 50% of the cost of the purchase, the City of Guelph 40% and the GRCA 10%. (Document 5 attached).

In 1979 the Master Plan for the Hanlon Creek Conservation Area was submitted to the Ministry of Natural Resources to support a request for capital funding for the Hanlon Creek Conservation Area. In 1982 the Master Plan was revised and resubmitted to MNR with a renewed request for capital funding. (Document 6 attached). In 1986 the GRCA wrote again to the MNR again requesting capital funding and updating the map of the land acquired for the Hanlon Creek Conservation Area. The 116 acres of the Kortright Waterfowl Park lands acquired in 1977 are included in the area shown as acquired. (Document 7 attached).

Since 1986 the City of Guelph has continued to seek sources of counterpart funding for the infrastructure costs involved in the formal establishment of the Hanlon Creek Conservation Area.

In 2010, as part of the motion adopting Guelph's revised Natural Heritage System (OPA 48) City Council approved the clause *"AND THAT the City of Guelph make an immediate request to the Province to add the publicly owned lands along the Eramosa and Speed Rivers to the Ontario Greenbelt."* All of the 116 acres of the former Kortright Waterfowl Park are publicly-owned lands purchased using Provincial counterpart funding for acquisition of valley lands and thus are included in the lands the City is requesting be added to the Ontario Greenbelt using Amendment 1 to the Greenbelt Act; this amendment added urban river valley lands as possible additions to the Greenbelt. (City of Guelph Council Minutes 2010)

References

City of Guelph 1974 Transportation Plan for 100,000 Persons and beyond Guelph ON

City of Guelph 2010 Minutes of Council Meeting July 27 2010

Dahms, Fred. 2000 The growth and planning of Guelph in the twentieth century. Chapter 5 in *Guelph: Perspectives on an Century of Change 1900-2000* (Matheson D. and Anderson R. Eds) Guelph Historical Society Guelph Ontario p 221-264.

Guelph Labour Council 1969 Guelph Labour Day 1969. Guelph & District Labour Council Guelph ON

Document 1 Letter to GRCA 1970

May 1970



Guelph

ONTARIO • CANADA

City Hall • Telephone 822-1260

January 20, 1970.

Mr. G. M. Coutts,
General Manager,
Grand River Conservation Authority,
P. O. Box 729,
Galt, Ontario.

Dear Sir:

At a meeting of the Guelph City Council held last evening, the following resolution was passed:-

"THAT the Grand River Conservation Authority be requested to undertake a conservation project for the Hanlon Creek Watershed with particular consideration to be given to the following objectives:

- a) THAT the conservation zone comprise approximately 845 acres, of which 770 acres are located in the City of Guelph and 75 acres in the Township of Puslinch as generally set out in the preliminary report made to the Authority by Kilborn Engineering, Limited, in February of 1968.
- b) THAT provision be made to receive all major flows of storm water into sedimentation ponds strategically designed and located so that maximum recharge of the ground water aquifer results and so that fluctuation of run-off from the watershed is minimized in so far as is possible.
- c) THAT consideration be given to the development of ponds and small lakes through spot mining of gravel as a method of making such excavations economically feasible.
- d) THAT, in addition to giving full consideration to conservation objectives, consideration also be given to utilization of a proportion of the existing open space for area park and recreation needs.
- e) THAT the location of the Ontario Waterfowl Research Foundation premises at the lower end of the Watershed be recognized and that the water requirements of this use be considered in the plans made for water conservation.
- f) THAT the conservation project be so designed that land acquisitions and construction of facilities can readily be planned and staged in conjunction with related urban land development of the surrounding area, but without prohibiting earlier acquisition of lands which may become available anywhere in the Watershed, at realistic prices.
- g) THAT there be consultation with the Technical Advisory Committee for the Hanlon Expressway with regard to the pedestrian underpass now planned at Hanlon Creek and with regard to the drainage from the Expressway which will occur both during and after construction, in order that any problem relating to the proposed project may be recognized in advance of specific design and construction.
- h) THAT the direct City of Guelph share of the cost not exceed forty per cent of the total cost with the City to receive the benefit of such more favourable proportioning of cost as may be established from year to year.

Yours truly,

W. G. Hall

W. G. Hall,
City Clerk.

Document 2 : Policies in the District Plan for the Southview Planning District 8 (1975)

City of Guelph District Plan for Southview Planning District 8 1975

References: Parks and Open Space System 1973; Guelph Transportation Study Marshall Macklin Monahan Ltd 1972-1974.

THE CONCEPT BY PLANNING UNIT - OPEN SPACE

The Official Plan shows a large swatch of Policy Area 5 - Parks and Open Space - spreads down the route of the Hanlon Creek engulfing the Kortright Waterfowl Park.

District Objectives : Open Space - Recreation

1. Provide for the preservation and conservation of natural areas within the District's landscape -- particularly the Hanlon Creek and Speed River floodplains and the Kortright Waterfowl Park.
2. Provide for scenic open space areas.
3. Develop linkages between parks and recreation facilities to provide an open space network within the City-wide open-space system.

Policy Statement; OPEN SPACE - RECREATION

- 4.2 That the designated area of the Hanlon Creek Watershed be acquired and maintained as a Conservation Area and utilized as an open-space resource.

Planning Unit 8.2: Open Space - Recreation Policy Statements

1. That the floodplains of the Speed River and the Hanlon Creek become regional open space and part of the Open Space System of the City of Guelph.
3. That the Kortright Waterfowl Park shall be recognized as a compatible use in the Open Space Area of the Speed River Floodplain and the effects of adjacent urban development shall be minimized.
4. In the event that the Hanlon Farm be offered for sale both the City and the GRCA cooperate in its purchase as a part of the Hanlon Creek Conservation Area consolidation and to preserve the building and site as a historic site.

Policy Statement: RESIDENTIAL POLICY STATEMENT

- 4.2.5 That intensive recreational use be discouraged adjacent to the stream.

PLANNING DISTRICT 8 SOUTHVIEW - BACKGROUND INFORMATION TRANSPORTATION

The road transportation system for District 8 Southview was developed with the Hanlon Expressway as the major north/south arterial route for this area of the City. The three connective arterial roadways were Stone Road, Downey Road and an unnamed arterial at the south boundary of the City from the Hanlon to Downey (later abandoned). The collector roads were designed around these arterials and both collectors and arterials were oriented east to convey traffic to and from the Hanlon Expressway.

Collectors streets provided convenient access to the arterials while "*preventing through traffic in the neighbourhoods and the Conservation Area*". The identified collectors were College Avenue extension south of Stone (later abandoned), Woodland Glen Drive, and Ptarmigan Drive.

District Objectives: Transportation

1. Provide access to the major activity centres of the District and the City of Guelph.
2. Separate local and through traffic.
3. Minimize the disruption to abutting or adjacent land use resulting from the improvement of transportation facilities.
4. Reduce and avoid, where feasible, the exposure of residents to major traffic routes and associated noises, air pollution and safety hazards.

Policy Statement: RESIDENTIAL POLICY STATEMENT

1.10 That a hierarchy of streets be developed to facilitate the movement of traffic for local and service needs.

Policy Statement: TRANSPORTATION POLICY

5.1.7 That Kortright Road may be closed at the Speed River when Stone Road is completed across the Speed River to Highway 24 South.

5.5 That transportation corridors be aligned to minimize disruption to the Hanlon Creek Watershed.

Planning Unit 8.2

The completion of Stone Road across the Speed River will enable the closing of Kortright Road It will then become access to the Kortright Waterfowl Park and the Open Space System.

Current (OPA 48) Official Plan Policy on Collector Roads

Purpose of Collector Roads

- Collector roads are intended to move low to moderate volumes of traffic ***within*** specific areas of the City and collect ***local traffic*** for distribution to the arterial or Provincial highway system.

Document 3 Cover letter for interim Master Plan HCCA



Grand River Conservation Authority

Administration Office:
400 Clyde Road
Box 729 Cambridge Ontario
N1R 5W5
Telephone 621-2761
Area Code 519

February 25, 1975.

Mr. K. L. Perry,
Director of Planning
and Development,
Corporation of the
City of Guelph,
City Hall,
59 Garden Street,
Guelph, Ontario.

Dear Sir:

We are pleased to submit for your consideration, this interim planning study for the Hanlon Creek Conservation Area.

The result of this study is a general conceptual plan for the recreation uses in the area, and should be used as a starting point in a joint effort by the City of Guelph and the Grand River Conservation Authority to develop a very unique and attractive urban environment.

We would welcome the opportunity to work with your department in order to finalize the concept and produce a final master plan.

Yours truly,

Gordon M. Forsyth, B.L.A., D. Arch.,
Resource Planning Division,
Grand River Conservation Authority.

Document 4 Extracts from GRCA Minutes 1975

Memo to G.M. Coutts, General Manager Grand River Conservation Authority
From Mr. I Kao Assistant General Manager
Re: Proposed Water Management in the Grand River Watershed 1976 to 1987 inclusive
March 4 1975

Channel Improvements, Dykes and Bank Stabilization Work - Guelph (Speed River and Hanlon's Creek)
\$ 1,200,000.

Valley land acquisition (allowance at \$3,000,00 p.a.) \$36,000,000

Grand River Conservation Authority Executive Committee Minutes June 27 1975

Correspondence: (a) City of Guelph re Kortright Waterfowl Park

Notice was received from the City of Guelph requesting the Authority to serve on a committee to plan the future use and development of the Kortright Waterfowl Park.

Res. No. 246-75 . Moved by Mr. A.W. Beattie Seconded by Mr. H. Ziegler (passed unanimously)

THAT the following members be appointed to a committee for future planning of the Kortright Waterfowl Park: Mr. T.J. Heeg, R.H. Haworth, and J.C. Roff; and THAT the mayor of the City of Guelph be responsible for calling the first meeting.

Conservation Areas Advisory Board Minutes August 28 1975

Hanlon's Creek Conservation Area

Mr Lemp outlined a development plan for the lands being acquired in the Hanlon's Creek Conservation Area. The concept used was for low density development as much of the area is ecologically fragile. Copies of this plan are available on request.

Motion No. 15-75. Moved by Mr. G.B. Kenny; Seconded by Mr. T.J. Heeg (carried unanimously)

That this Board recommend to the Executive that the development plan for Hanlon's Creek be approved in principle.

Grand River Conservation Authority Kortright Committee Minutes September 9 1975

Correspondence: City of Guelph; Mr. R.T.D. Birchall. Ontario Waterfowl Research Foundation

Recommendation:

That the Authority investigate the possibility of acquiring Kortright Waterfowl Park property as an integral part of the Hanlon's Creek Valley Land Acquisition project.

Document 5: Purchase of Kortright Waterfowl Park Lands by the GRCA

economic situation
1977 and 1978 looks
variable for an end

Macdonald said later
conference that a

October, 1975, is scheduled to
end Dec. 31, 1978. But the pro-
vincial ministers are split on
whether it should carry through
to 1978 or end earlier.
Ontario Treasurer Darcy

come down substantially and on
balance, will show continued
moderation.

"Consequently, the economic
situation would appear to give
us a green light for de-control."

cialists would try to work termi-
nation dates out with the pro-
vinces.

He listed four optional meth-
ods of de-control. They were:
—A simple announcement

future and saying all new pay
a green light for employees
reached after the date are re-
leased from controls. A similar
release would be given to com-
panies at the end of their fiscal
years.

Mr. McKeough said later he
had no objection to the board
monitoring the economy. On-
tario would be willing to share
the costs.
The conference continues to-
day.

The Daily Mercury

Price to Guelph, Fergus, Elora, Arthur, Mount Forest, Rockwood, Halton Hills, Erin, Hillsburgh and Districts

The Daily Mercury, Guelph, Wednesday, February 2, 1977

15c PER COPY 30c per week
Carrier delivery

34 Pages

AREA WEATHER

Snow tonight, clearing Thursday. The low
tonight will be -8 degrees with a high
of -6 expected tomorrow. Detailed fore-
cast on page two.

GRCA PURCHASING KORTRIGHT

\$160,000 Gov't Grant

By WAYNE CAMPBELL
Staff Writer

Grand River Conservation
Authority (GRCA) will complete
purchase of Kortright Waterfowl
Park within a few days after
receiving a \$160,000 grant from
Ontario ministry of natural
resources.

The grant covers province's
50 per cent share of a \$320,000
purchase price for the 116-acre
park and its buildings.

City of Guelph pays 40 per
cent (\$128,000) while the GRCA
picks up the remaining 10 per
cent (\$32,000) under a GRCA
purchase formula.

The park at Hanlon Creek and
Speed River in the southwest
corner of the city is owned by
Ontario Waterfowl Research
Foundation (OWRF).

LONG STRUGGLE

This week's transfer of
ownership will bring to an end
almost two years of struggling
negotiations.

In 1975 OWRF announced it
wanted to sell Kortright Park
by the end of the year. Founda-
tion trustees said they could
no longer afford to operate the
bird sanctuary.

City aldermen said they
wanted the parkland kept in
public use but didn't want to
spend tax dollars attempting to
run a waterfowl operation.

City council appealed to
GRCA to buy the land last
spring and GRCA formally

through a severely cold winter
of smothering ice and curing for
sick birds, the purchase
finalization is a ray of sunshine.
"I'm very happy, I think it's
going to be an amicable
arrangement," said Eileen
Hamill, the park's general
manager, about the change of
landlords.

Everyone concerned with the
bird sanctuary, and the lands
felt the GRCA ownership was
the best solution for the com-
munity, she added.

Mayor Norm Jary said today
he was "very pleased" to have
the matter completed. He and
city council support GRCA's
plans to protect the Hanlon
Creek watershed.

"And as I told them (GRCA
officials) at a meeting last fall
this (Kortright Park) was a key
parcel of land for the protection
of the Hanlon watershed, since
it was at the junction of the
river and creek," he said today.

He praised Dr. John Roff and
Prof. Ted Heeg, Guelph's GRCA
representatives, for their work
on the Hanlon watershed
matter.

The weather office said the
new storm is not expected to be
as fierce as the earlier one that
blocked roads, closed schools,
stranded motorists and resulted
in the death of a Fergus man.

That storm ended Tuesday,
although much of the province
is still feeling the effects of
drifted snow, sub-zero tempera-

Another Storm Brewing

By THE CANADIAN PRESS

Relief and rescue operations
continue in the wake of a winter
storm earlier this week, but En-
vironment Canada warns that
another storm is expected to
move into Ontario late today or
early Thursday.

The storm is expected to
dump another five to eight
centimetres of snow on areas
still digging out from the earlier
storm. The snowfall will not be
accompanied by the high winds
and blowing snow which caused
havoc in much of the province
this week. Temperatures will be
milder, approaching the normal
for this time of year.

The weather office said the
new storm is not expected to be
as fierce as the earlier one that
blocked roads, closed schools,
stranded motorists and resulted
in the death of a Fergus man.

That storm ended Tuesday,
although much of the province
is still feeling the effects of
drifted snow, sub-zero tempera-

tures and winds with gusts up
to 65 km.p.h.

Environment Canada pre-
dicted that clear skies across
the southern part of the prov-
ince today would aid work
crews trying to clear parts of
nine highways still closed Tues-
day night.

A convoy of 12 to 14 oil tanker
trucks and road-clearing equip-
ment planned to push through
snow-blocked Highway 4 from
London today in an attempt to
relieve fuel shortages in Lake
Huron communities.

Escorted by provincial police,
the convoy was to head for Ex-
eter, Clinton, Goderich, Wing-
ham and Kincardine with about
\$1 million in supplies.

SOME SCHOOLS REOPEN

Many schools, closed Friday
when the storm began, re-
opened Tuesday or today, al-
though many in rural areas re-
main closed.

Meanwhile, Premier William

Davis announced that the prov-
ince is setting up a special cabi-
net committee to look into the
plight of regions hardest hit by
the storm, including the Niag-
ara Peninsula and Prince Ed-
ward County, south of Belle-
ville.

He said the committee will
study logistical problems faced
by the two regions and assess
the need for provincial assist-
ance in such emergency situ-
ations. But he did not commit
the province to meeting re-
quests from various towns in
the regions for financial assist-
ance.

In Ottawa, the Commons
unanimously approved a pro-
posal by Roger Young, Liberal
member of Parliament for
Niagara Falls, that the federal
government consider defraying
the cost of relief operations.

The Commons also com-
mended the work of the Royal
Canadian Regiment in London
for its relief work this week.

Rescue crews had better ac-
cess to many areas isolated by
the storm as snowsquall warn-
ings around the Great Lakes
were cancelled Tuesday.

Two Toronto men and two
children, missing since Satur-
day near a Georgian Bay island
about 35 miles northwest of
Barrie, were rescued Tuesday
by a provincial police helicop-
ter.

Gordon Plummer, 40, his
daughter Tanya, 9, Donald
Nicholl, 44, and his son Ken-
neth, 15, said they survived by
huddling together in a four-foot
hole they scooped out of a snow-
drift.

The four, declared missing
after they left by snowmobile to
visit cottages on Christian
Island, were treated for mild
exposure in Midland. Tanya
was transferred to hospital in
Toronto for observation and
treatment for frostbite to her
arms.

Years Count For Pensions

OTTAWA (CP) — Legislation
changing the eligibility rules for

Document 6 Master Plan for the Hanlon Creek Conservation Area

GRAND RIVER CONSERVATION AUTHORITY

HANLON CREEK CONSERVATION AREA

Prepared by: Resource Planning Division

December 1978

MASTER PLAN

Revised 1982

SUMMARY AND RECOMMENDATIONS

In order to comply with the Ministry of Natural Resources policy that all areas desiring capital funding have a Master Plan by January 1, 1979, the following master plan for Hanlon Creek Conservation Area was compiled.

The Grand River Conservation Authority was approached by the City of Guelph in 1974 to prepare a conceptual plan to indicate proposed uses for the Hanlon Creek Watershed. A conceptual plan was prepared and forwarded to the City in 1975 and that plan became the basis for this master plan.

There is at this time, no definite site either owned by the Conservation Authority or the City. Therefore, in order to facilitate a meaningful planning process, all of the areas indicated by the city's district plans as Open Space; Conservation Area; School sites and the Conservation Authority's Regulated Area and acquisition program have been grouped together in order to identify a "planning unit." In an amendment to the City of Guelph Official Plan this "planning unit" is described as the Hanlon Creek Conservation Project to be developed in a joint effort by the City and the Grand River Conservation Authority on the information base provided by a G.R.C.A. engineering study and the Hanlon Creek Ecological Study.

Within this planning unit, a resource inventory and analysis has been carried out in order to determine the relative capability of the land to support various activities, especially those of a recreational nature. It is recognized that the concept generated by this process may change both in configuration and degree and type of use, however the resource analysis should remain valid unless there is a drastic change in the function of the natural systems in the area. It is further recognized that the objectives for the Hanlon Creek Watershed as set out in the district plans should be adhered to and the City of Guelph should be commended

for its insight in this area. The future value of Hanlon Creek lies not necessarily in its value as a recreation area but in the ability of the concerned bodies, whether they be developers, municipal officials, or the Conservation Authority, to create and maintain a unique juxtaposition of a highly natural area within a highly urbanized environment.

Document 7 Letter to MNR 1986



Grand River Conservation Authority

January 6, 1986.

Administration Office:
400 Clyde Road
Box 729 Cambridge Ontario
N1R 5W6
Telephone 621-2761
Area Code 519

Mr. J. J. McFadden,
Regional Conservation Authorities Programme Co-ordinator,
Ministry of Natural Resources,
Central Region,
10670 Yonge Street North,
RICHMOND HILL, Ontario. L4C 3C9

Ministry of Natural Resources
RECEIVED

JAN 9 1986

Dear Jack:

Re: Hanlon's Creek Master Plan

CENTRAL REGION

Thank you very much for your letter of December 20, 1985 concerning the above matter, which just arrived today.

In view of this project having a long-standing high priority with the City of Guelph, and that there is still land to be purchased as it comes on the market, we are most anxious to have you proceed with obtaining a Master Plan approval.

I would hereby authorize you to make a reduction in the amount of approval requested for land acquisition. In the intervening years since this plan was prepared, we have purchased one major property at a cost of some \$250,000.00. The revised breakdown of costs should now be:

Capital Development	\$	350,600	Recreation
Land Acquisition		335,400	Water - <i>can this be justified?</i>
		686,000	
<hr/>			
<u>Cost Sharing Arrangement</u>			
Province of Ontario 50% Grant		175,300	
Province of Ontario 55% Grant		184,470	
		359,770	
Grand River Conservation Authority		326,230	
		686,000	

Please find enclosed a revised Map 9.1, which indicates the property that has been purchased since our original application.

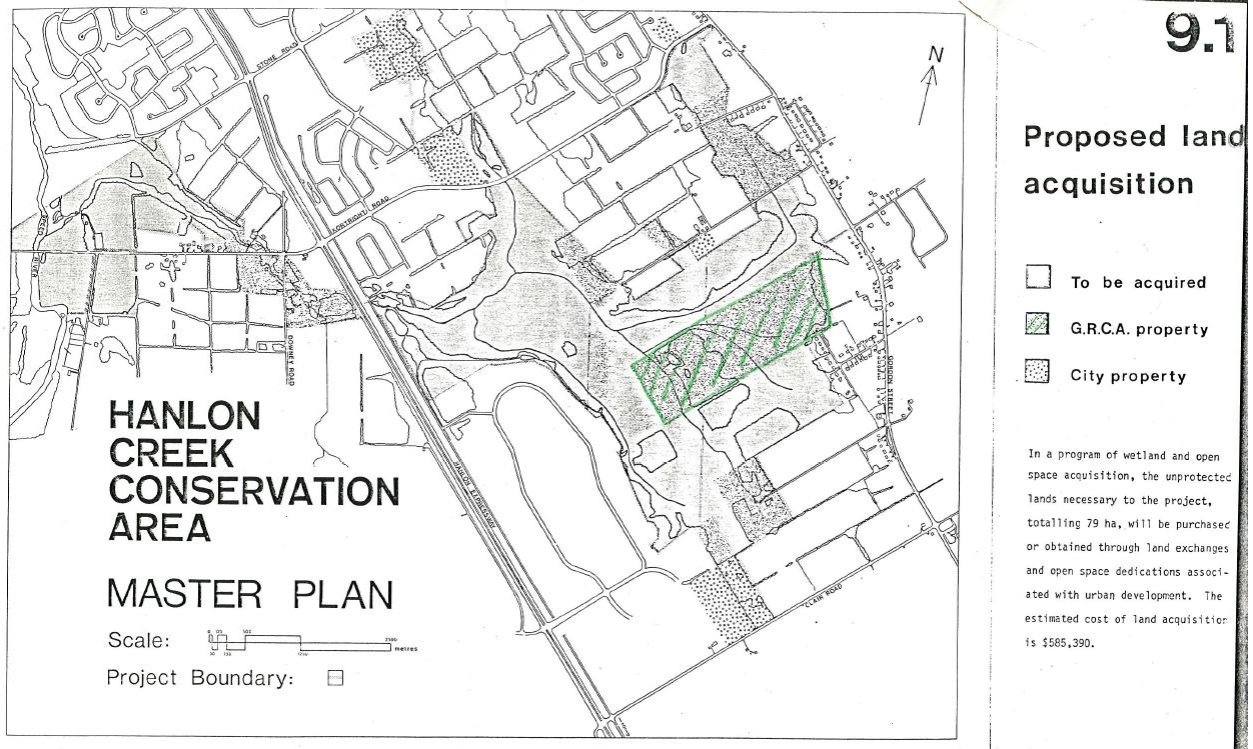
Thank you very much for your kind attention.

Yours very truly,

Ronald D. Fox,
Secretary-Treasurer,
Grand River Conservation Authority.

Enclosure

RDF/ph



Dec 3 2015

Good evening Councillors and Mr. Mayor:

My name is Marlene Hart- I live on Foxwood Crescent and Niska Road is our access to and from our neighborhood.

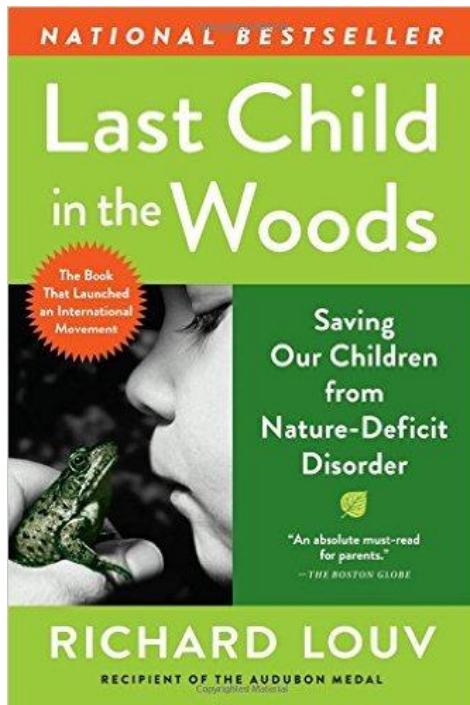
My husband and I moved to Guelph in 2000 and one of the reasons was its reputation for being a **green** city. I told many friends from out of town that from our new home in Guelph, I could walk about 10 minutes and be “In the country”.

Over the years, I have walked Niska from Ptarmigan to the bridge many times and I love the rural feel of it.

The view from Ptarmigan looking west on Niska is lovely at any time of the year.

The Niska Bailey Bridge only adds to the unique pastoral viewscape. There have been recent scientific studies done but I think we all have personal experience with this concept “ *Being in nature, reduces anger, fear, and stress and **increases** pleasant feelings. Exposure to nature not only makes you feel better emotionally, it contributes to your physical wellbeing, reducing blood pressure, heart rate, muscle tension, and the production of stress hormones*”

There have been books written about this such as “Last Child in the Woods”



In his landmark work *Last Child in the Woods*, Richard Louv brought together cutting-edge studies that pointed to direct exposure to nature as essential for a child’s healthy physical and emotional development. Now this new edition updates the growing body of evidence linking the lack of nature in children’s lives and the rise in obesity, attention disorders, and depression. Louv’s message has galvanized an international back-to-nature campaign to “Leave No Child Inside.” His book will change the way you think about our future and the future of our children

Referring to: a July 2009 CITY OF GUELPH – RECREATION, PARKS & CULTURE STRATEGIC MASTER PLAN / SOUTH END CENTRE COMPONENT STUDY –Goal Six

Key Objectives of Goal Six:

- a) A greener community that protects and enhances greenway corridors, trails, parks, and open space for current and future generations.
- b) A community that is physically connected through greenways, trails, open space corridors, rivers, and natural areas.
- c) Coordinated stewardship and management of parks, the natural environment, and the watershed.
- d) Sufficient parkland to meet the active and passive recreational needs of residents.
- e) Capitalize on the City’s extensive parks system to encourage its use as a ‘living community centre’ that provides animated spaces serving as activity hubs.
- f) Proactive strategies that accommodate the unique and growing parks and recreation needs created by residential intensification and a growing emphasis on walkability.

I feel that the City has lost sight of these goals in the intervening years and that this proposed Niska project certainly does not further them.

From the same document of 2009: Household survey respondents were asked what activities member of their household participated in within the past twelve months. Walking or hiking was identified as the most popular leisure activity. 84% of households reporting participation with the past 12 months. As the population has aged and will continue to do so, the need for trails will increase.

I am a bird watcher – a member of a very active bird-watching community in Guelph and we all value this area highly. In various months of the year, one can see Kingfishers, hawks, crows, woodpeckers and other birds perched in this dense vegetation. From a world-wide data base called e-bird, I gathered these statistics. There have been 101 species seen near the Bailey Bridge over the approx.. 15 year period of the database.

This is unique area in Guelph - the Speed River Valley lands and Hanlon Creek watershed that is found both north and south of Niska. Another plus for this area is that it is accessible by public transit if one takes a bus to the corner of Niska and Ptarmigan and walks west on Niska towards the green space. This is green space that the city **should be protecting** not only for us, but for future generations.

In spite of the fancy diagrams of the City and Burnside, I cannot imagine how the construction of a two-lane bridge and “improving” Niska road can avoid

removal of the majority of bushes and likely many of the very large mature trees.
near the bridge and along the road. (My photo)



A very straight line of skinny saplings does not replace the large mature trees that have grown up over the years in random order. If the preferred solution is adopted, Niska will turn into just another urban street. No, correction, it will turn into a two-lane expressway!!

When will we, as a society, begin to place natural and heritage landscapes ahead of the almighty automobile? I attended a Climate Change rally on Sunday downtown in support of the talks going on in Paris at this moment and I urge the

City of Guelph to get on board. In my opinion, building a two lane bridge on Niska will increase traffic, including trucks (as stated in the Staff Report of Dec 3, 2015) – thereby adding more noise and air pollution in our neighborhood- none of which is in line with trying to reduce Climate Change.

After reading Staff Report CAO-LR-1515, dated Dec 3, 2015, it appears that they have ruled out a one-lane bridge, existing or new. I therefore have to elect for closing the bridge to vehicular traffic.

Thank you

Marlene Hart