



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Agenda

Niska Road Community Working Group Meeting No. 3

Location: Guelph City Hall, Meeting Room C, 1 Carden Street

Date and Time: Tuesday, March 18, 2013, 6:00 to 9:00 p.m.

File No.: 300032275.0000

Items

1. Review of Minutes of Meeting of Tuesday, January 21, 2014
2. Presentation of Draft Cultural Heritage Evaluation Report of Niska Road Bridge (by Unterman McPhail Associates)
3. Brief Community Working Group Member Presentations
 - a. Vince Hanson
4. Review of Problem Statement Importance Form Summary
5. Discuss Problem Statement Options
6. Discuss Alternative Solutions Options
7. Next Meeting



BURNSIDE

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Minutes of Meeting

Niska Road Community Working Group Meeting No. 2

Meeting Date: January 21, 2014

Date Prepared: January 22, 2014

Time: 7:00 p.m. – 9:15 p.m.

Location: Guelph City Hall, Meeting Room C

File No.: 300032275.0000

Those in attendance were:

Jennifer Vandermeer	R.J. Burnside & Associates Limited
Leonard Rach	R.J. Burnside & Associates Limited
Philip Rowe	R.J. Burnside & Associates Limited
Sarah Draper	R.J. Burnside & Associates Limited
Andrew Janes	City of Guelph
Brad Hamilton	City of Guelph
Gwen Zhang	City of Guelph
Rajan Philips	City of Guelph
Don Kudo	City of Guelph
Nather Aziz	Niska Road EA Community Working Group
Joe Bigley	Niska Road EA Community Working Group
Larry Erickson	Niska Road EA Community Working Group
Shaun Goodyer	Niska Road EA Community Working Group
Vince Hanson	Niska Road EA Community Working Group
Peter Lennie	Niska Road EA Community Working Group
Tim Martin	Niska Road EA Community Working Group
Judy Martin	Niska Road EA Community Working Group
Terry McLellan	Niska Road EA Community Working Group
Laura Murr	Niska Road EA Community Working Group
Sandy Nicholls	Niska Road EA Community Working Group

Samantha Lawson

Niska Road EA community Working Group

Those absent were:

Jim Miller

Niska Road EA Community Working Group

Sharon Claessens

Niska Road EA Community Working Group

Lori MacEwen

Niska Road EA Community Working Group

Shaun Goodyer

Niska Road EA Community Working Group

Items Discussed

Action by

1. Welcome and Introductions

- 1.1 Philip Rowe (P.R.) welcomed the group and emphasised participation in tonight's meeting so that everyone can contribute to the problem/opportunity statement.

Handouts from the meeting:

- Agenda
- West Hills Commercial Node Letter of August 17, 2012
- Stone Road Extension to West of the Hanlon Expressway
- Page 61, Transportation Environmental Study Report by Stantec, June 2009
- Example Problem Statements
- Steeles Avenue Class EA Assessment of Alternative Solutions to the Problem
- Summary of Survey
- Minutes of December 17, 2013 CWG Meeting

2. Review of Previous Meeting Minutes

- 2.1 P.R. - Noted that comments we have received before this evening have already been incorporated into the minutes.

Laura Murr (L.M.) – Asked for further explanation regarding Leonard Rach's (L.R.) comments about the bridge being unsafe.

Burnside

L.R. – The bridge is in poor condition and should the load of the bridge be exceeded it would be considered a safety hazard.

Vince Hanson (V.H.) – Is it possible or probable that the bridge would fail if a car passed over the bridge following a truck?

L.R. – Yes anything is possible. If the bridge does not receive repairs it could become a hazard for all traffic in the future.

L.M. – Requested that the explanation of the status of the bridge as a safety hazard be included in the minutes. L.M. asked if the abutments

Burnside./City
of Guelph

Items Discussed

Action by

have been examined to make sure that there has not been more scouring as one side appears to be very damaged. Laura also expressed concerns about a bar that she has observed shaking when vehicles pass over the bridge.

Don Kudo (D.K.) – The city will check with the public works department to find out when the last time the abutments were examined.

City of Guelph

Brad Hamilton (B.H.) – An inspection of the bridge including the abutments was undertaken in 2013. Burnside was provided a copy of the inspection report. The report may be provided to the committee.

City of Guelph

L.M. – In section 4.5 the Archaeological Assessment is a desktop study, requested to have it noted in the minutes that only a desktop study was done, and that people did not go out into the field.

L.M. – A proper EIS survey should include a four season study of the area, please include this in the minutes.

J.V. – A Stage One Archaeological Assessment is a desk top study, however field staff do go out into the field to confirm the information gathered in the desk top study. The site visit was brief, but staff did go out and confirm the findings.

Peter Lennie (P.L.) – Felt that the focus was too much about the future, and that the group has not made a decision about what should be done with the bridge. A decision should be made about the upgrades we put in place so that we can get on with the planning process.

P.R. – The group needs to discuss existing conditions so that we fully understand what our options are in the planning process. P.R. requested patience from the group in learning and documenting the decisions as this is an integral part of the EA process.

L.R. – A request was made at the last meeting for statistics about collisions on other collectors and local streets in the area. The City has provided an 11 year summary of collisions on collectors and local streets. L.R. discussed the statistics with the group.

Burnside

Judy Martin (J.M.) – Requested a copy of the statistics that L.R. presented to the group.

L.R. – These statistics will be appended to the minutes of tonight's meeting.

Larry made a motion to approve the minutes, Samantha seconded the motion.

3. Council Position on Stone Road Alignment

Items Discussed

Action by

- 3.1 P.R. – There were many questions and concerns brought up about the Stone Road extension and Council’s decision to remove it from the Official Plan. At the workshop we were unable to provide details of the decision; Rajan is here today to speak about this topic.

Rajan Philips (R.P.) – The “Stone Road Extension to the west of the Hanlon Expressway” hand out was discussed and R.P. summarized the cities decision making process, explaining that the EA done in 2009 by the MTO and took into consideration the needs of the city and the Stone Road community.

The main purpose of Stone Road at the time of the decision was to provide access to development lands outside of the City Limits. It was presumed that Highway 124 can provide that access, so the extension at stone was not necessary.

Another factor contributing to the decision was that the lands in the surrounding area are prime agricultural lands, limiting development. Council therefore recommended not going forth with the Stone Road Extension. The current Official Plan does not include the Extension at Stone.

V.H. – According to the statement in the hand out “The existing Niska Road Bridge is included as project in the City of Guelph’s 10-year Capital Forecast for upgrading as a 2-lane crossing following a Municipal Environmental Assessment” Can it be presumed that Niska Road was already listed as being a two lane bridge in 2009?

R.P. – Yes, it was always a possibility that Niska road would have a two lane bridge, subject to an EA.

V.H. – Where was the Diamond interchange supposed to go?

R.P. – At Stone Road and the Hanlon.

Joe Biggley (J.B.) – You don’t need the extension of Stone Road over the Speed River because it would be more convenient to access Wellington Road 124 via Wellington St.? Why would you suggest moving traffic through the Niska Road neighbourhood if traffic would prefer to go this other route?

R.P. – Currently people try to avoid the Hanlon because of the traffic lights and delays. The MTO plan for the Hanlon will see the traffic lights removed and it will be more convenient to stay on until Wellington to access Wellington Road 124.

J.B. – The enhancements will mean that someone coming south will not be able to go through Downey and Niska?

Items Discussed

Action by

R.P. – There will only be a partial exchange at Kortright.

L.M. - To get onto the Hanlon you can take the service road.

L.M. – At the top of the page it is noted that “the proposed improvement to Niska Road Bridge is sufficient to accommodate the cross-river travel needs of the Kortright Road-Downey Communities”. This suggests that the city does not support regional traffic going through the Niska neighbourhood. With predictions that 75% of the traffic is from outside of the neighbourhood I do not believe this is true. Does the MTO intend regional traffic to be directed through the Niska Road neighbourhood?

R.P – This was not intended by the MTO, and the city did not intend for traffic to be directed through Niska Road. We expect that residents from the East of the Hanlon will continue to use Niska Road.

L.M. – I would like to know how many people on Niska because they don't like taking Wellington Road 124 during peak hours. L.M. felt that many people take this route.

R.P. - Most people entering Guelph are going towards the city center and north. People from Elmira are going south; most people from outside of the region are going elsewhere.

L.M. – What about the Kitchener and Waterloo commuters?

R.P. – Expressed that the main arterial roads are there for commuters coming into Guelph.

L.M. – Inquired about traffic studies based on licence plate numbers and the ability to tell where people are coming from based on addresses.

L.R. – We can't access home addresses from licence plates. We took the licence plates entering and leaving the area and matched those to the entry and exit points in the community.

L.M. - So you know if they are stopping in our neighbourhood?

L.R. – We can determine how many people enter the neighbourhood and end up at other junctions, and who is moving to the Kortright area.

L.M. – When you did the Wellington Study you must have known where people lived to concluded that we were a major importer of employment.

R.P. – We cannot connect those two statements. We are an importer of

Items Discussed

Action by

employees, but that does not mean that these employees are using Niska Road.

V.H. – Expressed his first-hand experience with where traffic is going in the neighbourhood. Noted that many people are making left turns at Whitelaw and Niska and at the Hanlon. V.H. was not sure where vehicles were going after that, but it is common that he is stuck behind cars turning left.

V.H. – When the Stone Road extension was decided against, was it intended that the traffic that would have taken the Stone Road extension would be diverted to the two lane Niska Road Bridge? Was it ever intended to carry that much traffic? V.H. highlighted poor driving conditions on the road and his concern regarding those conditions if this was the plan.

R.J. – It was not the plan for traffic to take Niska Road as an alternative to the Stone Road extension.

Tim Martin (T.M.) – Felt that traffic will use the new infrastructure at Laird.

J.B. – Because the City does not intend for Niska to be used for regional traffic, and alternate routes are being provided I am worried about funding for this bridge. The upgrades to the bridge may not necessary once the traffic is diverted away from Niska with the upgrades to the Hanlon. We will spend millions on upgrading the bridge and the traffic won't be taking it.

L.R. – Traffic projections don't support that there will be a great change in traffic on Niska over the next 20 years.

T.M. – The last 20 years has seen a great increase in traffic. Suggested an amendment to the Transportation Environmental Study Report by Stantec to include wording to protect the Niska Road community from truck traffic as well.

A few CWG members suggested that the Niska Road Bridge should be closed and a lot of money would be saved as a result.

L.M. – What if predictions are wrong and regional traffic does move through our neighbourhood, what options do we have for traffic calming measures? Feels that requests for these calming measures have not been addressed in the past, and that this has the potential to ruin the community and the lives of the people who live on Niska without these measures.

Concerns about Costco traffic were brought up by several CWG

Items Discussed

Action by

members.

L.R. – The Costco traffic impact study indicates that there will not be a significant amount of traffic generated on Niska from Whitelaw from the Costco development. Statistics were shared with the group regarding the estimated increase in traffic once the Costco is open.

Many CWG members disagreed with this assertion.

R.P. – The predictions are based on the fact that Costco traffic would not be constant. Not everyone will be driving to Costco every day, this is a discretionary travel to Costco and this is how we based our analysis. Travel to Costco is not peak direction and peak travel, and there will be others using the roads for different purposes.

V.H. – What if we are wrong about the projections, what assurances do we have about introducing traffic calming measures?

J.B. – Brought up the issue of additional development occurring near Costco in the future, adding more traffic to the roads.

P.L. – On Whitelaw Road where it comes down from Wellington Road 124 if you take Side road 10 you come to a park that comes down to the Speed River and to Laird. This was a traffic bridge that has been changed to a pedestrian bridge. People can walk and cycle and no vehicles are allowed.

Several residents have stated the bridge is gone. It was torn down because it was unsafe.

P.L. – This would be the type of bridge we want to put in, it would be less costly to put in place and it would save a lot of time and energy. There is one house left on Whitelaw we would need to make provisions for.

L.M. – Lafarge owns the property on Whitelaw Road, access has been restricted to the public and noted that there are no trespassing signs.

P.L. – Understands that the property Lafarge owns is still classed as a right of way and they must provide public access at least one day a year.

P.R. – Addressed the “what if questions”. Engineers make assumptions based on models and scenarios. What can we build into the scenario if the model isn’t quite right? This question will come into play in a few minutes in regards to the problem statement. The solution to our problem statement will need to include things like traffic calming measures; they will form how you evaluate your solution and what you

Items Discussed

Action by

feel that solution will be. A good problem statement allows everyone to come to a consensus, but in order to do this a lot must be taken into consideration.

4. Update on Heritage Status of Niska Road Bridge

P.R. – Unterman McPhail was hired as a sub-consultant to analyse the cultural heritage significance of the bridge. Richard Unterman was unable to attend the meeting as his wife was in the hospital, but he will be able to address your cultural heritage concerns with the bridge construction at our next meeting.

5. Develop a Problem Statement (Break Out Session)

- 5.1 P.R. – It is time to move onto the next activity, which is developing a problem statement. P.R. went over the handout of example problem statements with the group and talked about possible problem statement/opportunity statement formats. Good problem statements will move the project in a direction that allows for the whole group to come to a consensus.

Summary of Survey handout from last meeting was distributed to members, J.V. requested members to bring the previous meetings materials to the meetings as they will be referenced in future meetings.

P.R. offered file folders to CWG members to keep their materials in.

An EA document overview was given by P.R. to help the group understand the focus of an EA, and defined the mandate of a problem statement as it is laid out in the EA process. P.R. explained that that all components must be considered in one EA rather than doing the work in separate pieces with separate EAs.

V.H. – Questioned the Niska Road EA and if the Whitelaw EA should have been included with the Niska Road EA.

P.R. - There are different schedules for Environmental Assessments, if a piece of work is a Schedule B, and another is a Schedule C, but they are not connected you do not have to combine them under the EA.

V.H. – Requested clarification about the EA process, if the 90 degree turn is considered a different schedule EA than the Niska Road EA, the Niska Road EA does not have to include the EA for the 90 degree bend in the road?

P.R. – That is correct. P.R. noted that an EA process is considered to be approved unless someone objects to it and files an objection with the MOE. The city must be able to defend their decisions to the MOE to get approval, so it is in the best interests for the city to do what they feel is right, and what they feel is dependable. Because the process is

Items Discussed

Action by

proponent based, if someone objects to what the city does, the onus is on the city to defend their position.

L.M - How do you defend not extending the study area to Whitelaw Road?

P.R. - Because that section is within another municipality it is not under the City's scope.

L.M. – We have partnered in the past with different townships. Why we are not doing that in this instance? This should not be looked at in isolation.

P.R. – This is an objection that can be brought to the MOE, but the City can defend their actions by saying that it is an area that is outside of the city limits, and not a city road.

L.M. - Cities in the area are collaborating on transportation, the City should be including this particular issue in that collaboration.

P.R. – Recommendations for collaboration with other municipalities and township can be made through your counsellor, but we cannot force another municipality or township to partake in that collaboration. All we can do is present the information to the other municipality.

P.L. – Have we have invited them to collaborate with the city of Guelph?

P.R. - We have invited them, and we have sent them information, but they have not communicated with us about the project. They still have the opportunity to be involved.

L.M. - They did send comments that they had just repaved Whitelaw Road and that they do not have any intention of changing the road on their end and that whatever we put in will have to accommodate the existing road design on their side. This will not be adequate for pedestrian traffic.

P.R. – We don't disagree, but this is not the avenue for this exchange, you need to engage your counsellor on the subject.

J.B. – Who is looking at the EA document and deciding if this is good, who at the MOE is reviewing this?

P.R. - The Part II requestor submits an objection listing the issues, and the city defends their position. The MOE does an investigation and reaches out to those involved in the EA to make an informed decision. Long before we get to that stage there are things that you can do to

Items Discussed

Action by

help address your concerns such as speaking with your counsellor.

V.H. – If we reach consensus, and I decide to file an objection, the MOE will have the final decision?

P.R. – That is correct. By law we have to tell you about the Part II Order process and we have to instruct you on how to navigate the process.

P.R. presented examples of problem/opportunity statements from other cities and gave options for how the group would like to form their statement. P.R. suggested the group may want to read EAs from other cities to get an idea of the process and what their problem/opportunity statements can include.

P.R. informed the group that they have a blank slate when defining a problem statement and that we can make sure that their problem statement should consider all involved parties. The city may reject the EA if they do not feel that the solution is fair and reasonable and to keep in mind that other residents in the city may file objections with the MOE.

A page explaining the importance of the issues was presented to the group explaining how we can evaluate the issues. Ratings for the issues were “very important, somewhat important and least important”.

V.H. – I feel like I can give the group my visions and a problem statement based on resident opinions. The problem is that it is lacking unless I know what the cities opinion is. If we do not know what the city wants we could miss something.

P.R. – You can provide that statement, and we can include it with the minutes. City staff have been placed in your groups to provide input from the city.

P.R. – We need to remember that other members of the city can also file stage two order if they as a driver do not feel that it meets their needs and we have to defend it.

N.A. – Does the city know what the development plan is on either side of Niska? Is it housing? We would like to know what is planned/projected on non-city land as well.

R.P. – We don't know about land that is not owned by the City, but on the City's land there is a plan for about 300 units consisting of medium density housing.

N.A.– What about the land to Highway 124?

Items Discussed

Action by

R.P. – That area is agricultural land, it is outside the city limits.

P.H. – Thought that church was being built on that property.

N.A. – Felt was important to know about the development plan for the land on the other side of the bridge so that the CWG could make a decision that would meet the needs of those on the other side of the bridge in the future.

V.H. – Understood based on the responses from R.P. that this is outside the scope of the City and the CWG as it is outside of the city limits.

L.M. – Felt that traffic numbers did not add up and that the medium density housing that is being put in will increase the traffic volume.

R.P. – The traffic from the medium density housing will not necessarily be using the Niska Road Bridge.

L.M. – Inquired about unit numbers allowed per hectare and requested that data from the city.

5.2 P.R. Requested each group to list what they feel is the most important issue and what they feel must be in the problem statement. We will also record things that are not important to the group to help us develop a balanced problem/opportunity statement.

L.M. – Can we only discuss what is on the Summary of Survey for Developing Alternative, or can we add to it?

P.R. – You can add more suggestions.

L.M. – At the last meeting you said some things are not allowed in the problem statement, can you itemize these mentioned?

P.R. – Tonight we are just voicing statements.

L.M. Requested that the problem statement list be included with the minutes.

PR. – For those who develop problem statements for today's meeting, please email them to us, and we can include them as part of the minutes of the meetings and we can make sure that people have access to that information.

L.E. – Provided Sarah with a problem statement to include in tonight's minutes:

“What needs to be done with the Niska Road bridge to accommodate

Items Discussed

Action by

both the broad public use as an access road and the need to protect its natural and cultural significance as well as minimize any negative effects on the immediate neighbourhood. “

P.H. – Is Niska Road a route for truck traffic? I know from Laird west no heavy vehicle traffic is allowed, does not extend to the Niska Road area?

R.P. - This is not a through truck route.

L.M. - The truck exclusionary zone ends between Ptarmigan and Pioneer Trail, we need to extend the exclusionary zone to the bridge.

L.R. – Even though this is not assigned as a truck route, if a truck has business in the area they can legally travel those roads. In theory we will have some trucks even if a no truck route is in place.

V.H. – Why not extend the exclusion zone to Niska? If R.P. is correct it should be taking the Hanlon anyway.

P.R. - Exclusionary items are as important as items to include in the problem statement to make sure that we presenting a whole view of the issues.

Ideas were presented; V.H. requested that each member take a turn suggesting very important issues so that all members could voice what is important to them. J.V. recorded the issues to be included by the problem statement:

Very Important

Somewhat Important

Not important

V.H. – Expressed concerns over liability. Concerned that the group will be liable for the decisions they are making.

P.R. – Assured the CWG that they are not held liable for the choices made around the road and bridge. The city council either supports, or does not support an EA, meaning that the City is ultimately responsible for the outcome by supporting the EA.

J.B. – Can the list be changed if there are conflicting important and not important issues?

P.R. – Yes we can change the list.

Items Discussed

Action by

P.R. – It is now 8:56 p.m., would there be any objections to going until 9:15 p.m.?

CWG acknowledged that going later was ok.

J.B. - When this goes to council does anyone speak to them as a group about the EA? Can we speak with them and be persuasive.

R.P. - This would go to a committee first, and delegations can speak to the committee. This will be advertised in the newspaper, and people will be advised on how they can object or support the EA.

P.R. – Prior to the council meeting we will be meeting with the ward councillors so that they understand the issues regarding Niska Road.

T.M. - Liability issues for the City is a concern if there was an accident.

R.P. – The EA can recommend that the city should take on consultation with the township regarding the 90 degree bend. This gives some platform for council to consult with the township.

P.R. – I encourage the group to read a EA document to gain a better understanding of what an EA can do, and what recommendations it can make. An EA has several purposes, preliminary design, mitigation measures for the environment that you must take into account. We can make recommendations that are outside of the scope of work, but under the influence of the city to make sure the needs of the community are addressed.

J.B. – Can you send us an example of a problem or opportunity statement?

P.R. – I am not going to email one to avoid bias, but York Region and the Region of Peel sites have good information available. You can find EAs there to refer to.

S.N. – Can we put conflicting issues on important and very important?

Philip – Yes we can.

L.M. – What about consultation with the Township of Puslinch, it is very important, can we add this to the list?

P.R. – We will draft our problem statement, we have some options on how to rank the issues within the most important to the least important issues when we take this list and condense it down to a smaller list.

L.M. – You said we can add to the list, what about us emailing in our

Items Discussed

Action by

lists?

P.R. – The list is not closed just yet, you can email the lists to us and we will include them.

Motion to close additions to the list at the meeting, with the exception of the email additions to be sent

Motion was seconded and passed.

P.R. - Four members are absent, we would like them to have the opportunity to add to the list by emailing us their concerns. The list will be open for additions for two weeks from today's date, after which time it will be closed.

6. Develop a Problem Statement (Break Out Session)

6.1 Next meeting date – February 18 (after family day) 6:00 p.m. - 9:00 p.m.

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise within seven days. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited

Sarah Draper
Administrative Assistant

Enc. Traffic Data
Biennial Inspection Report

Distribution: Jennifer Vandermeer, R.J. Burnside & Associates Limited
Leonard Rach, R.J. Burnside & Associates Limited
Philip Rowe, R.J. Burnside & Associates Limited
Andrew Janes, City of Guelph
Brad Hamilton, City of Guelph
Gwen Zhang, City of Guelph
Niska Road EA Community Group Members
City of Guelph Website

Problem Statement Importance Form Summary Chart



Very Important	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	Totals	Comments		
Conservation of cultural and natural environment		1	2								1	1															4												9			
Protect wildlife habitat and enhance existing wildlife corridor	1			1						1		1	1															4											9			
No encroachment on woodlands adjacent to the existing road		1	1										1	1											1				4										9			
Prevent impacts to hydrogeology														2									1			1				4									9			
Maintain, preserve and protect natural and cultural heritage, views, "country road" character of existing road and rural/urban interface	6							1						1	1																								9			
Cultural and historical evaluation and protection of existing bailey bridge, Niska Road and surrounding areas		5							1		1										1									1									9			
Designation of Niska Road Bailey Bridge as Heritage Bridge				4	2																	1									1					1			9			
Designation of Niska Road as Historic Road				1		5										1											1									1			9			
Consider all environmental concerns from Community Working Group																							1				1	1		4			1						8	1=no reponse		
Maintain the current well-being, peace and tranquility of the neighbourhood												1				1	1	1											1								4			9		
Health, safety and quality of life for rural residents of Puslinch and Guelph-Eramosa Townships along Niska Road and Whitelaw Road					1		5									1										1			1											9		
Maintain public access to road and bridge					1	1									1								4		1												1			9		
Maintain vehicular access to road and bridge						2																		4					1							1			1	9		
Maintain emergency access							2		1													1			4													1		9		
Eliminate vehicular traffic on bridge	1							1											1							4				1									1	9		
Improve access to the Speed River for recreational use								1					4						1	1							1											1		9		
Provide cycling and pedestrian trail access		1							1																					1											9	
Address all public and vehicular safety concerns								1	4												1					1	1	1												9		
Allow residents to safely exit driveways										4	1													2			1														9	
Address all speeding issues								1		4											1			1						1						1				9		
Consider a 20 km / hour speed limit								4									1						1					1			1					1				9		
Long-term, safe and sustainable solution/options										1			1														1				4						1			9		
Replace existing bridge with a two lane bridge				1																		1					4									1		1	1	9		
Replace existing bridge with a one lane bridge			4	1																										1						1			1	9		
Rehabilitation of existing bridge			1		4																																1	1		9		
Reduce/restrict truck traffic										1					1	4		1						1													1			9		
Protect Kortright Hills Community from increased traffic from business developments								1					2	4		2																								9		
Eliminate traffic congestion		1							1				1	4																	1					1				9		
Traffic calming measures			1								1	4						1		1			1																	9		
Re-route traffic to eliminate Niska Road as a feeder road	1						1										4					1	1														1			9		
Integrated traffic management planning										1	1																										4	1			9	
Coordination of past and new planning studies and initiatives in order to promote good planning and avoidance of future economic costs												1													1					1							4		2		9	
Fiscally responsible solution				1						1				1											1												4				9	
Transparency with respect to development plan for area south of Niska Road					1																					1									1	1		1	4		9	
Impact to adjacent properties within the study area						1										1		4																		1	2			9		
Minimize noise impacts							1				1									5				1													1				9	
Coordination/collaboration with Township of Puslinch and Guelph Eramosa Township															2																						2				9	
Follow guidelines for road widening outlined in 2012 City of Guelph Official Plan																										2	1												1	1	5	4=N/A
Somewhat Important	1	2	3	4	5	6	7																																			
Address deteriorating condition and safety of the bailey bridge	6	1	1																																				1	9		
Consider 30 km/h speed limit	1			7																																		1	9			
Improve parking for recreational use of the Speed River	2		1	1																																				9		
City liability regarding road corridor and bridge		6																																							9	
Reduce roadside erosion		1	6	1	1																																				9	
Enhance signage in area as it relates to use of the bridge				1	6																																		2	9		
Consider a roundabout at Whitelaw, Sideroad 10 and Niska or a three way stop				1	1																																		7	9		

Draft Problem Statement – Niska EA – Version 1

The current City of Guelph Official Plan (OP) recognizes Niska Road as a two-lane collector road which collects vehicle trips from the immediate area and provides for through movement for vehicular travel to/from arterials and expressways. A secondary function is to serve land access.

At the present time, an in-depth review has identified the following deficiencies within the study area of Niska Road between Downey Road and the Speed River.

- The single lane Niska Road bailey bridge, installed in 1974 as a temporary replacement is in very poor condition, it now requires in excess of 1 million dollars in repairs; and has reached its the end of its life expectancy.
- A review of collision statistics also revealed that the one-lane bridge currently represents a public safety concerns.
- Ministry of Transportation (MTO) design guidelines recommends replacement of a 2 lane bridge with a posted speed of 50 km/hr that service road volumes between 200 to 400 vpd. Currently Niska Road Bridge exceeds the threshold of 400 vehicles per day (vpd).
- Niska Road between the bailey bridge and Ptarmigan Drive is currently a sub-standard width (less than 7 m) running through an environmentally sensitive area. This section of road requires pavement rehabilitation; requires improved drainage; lacks proper shoulders; and lacks pedestrian/cycle amenities.
- Niska Road between Ptarmigan Drive and Downey Road has been identified as requiring pavement rehabilitation in the next five years.
- Review intersection improvements options at Niska Road and Downey Road, including a round-about option.
- At the intersection of Downey Road and Niska Road traffic is currently controlled with stop signs and motorists currently experience delays in entering/exiting this intersection.

In addressing the deficiencies on Niska Road between Downey Road and the Speed River, there is the opportunity to:

- Consider the replacement of a single lane bailey bridge which has reached its end of life;
- Include active transportation facilities;
- Improve traffic safety
- Address truck traffic concerns; and
- Maintain Niska Road's character without comprising existing features.

Draft Problem Statement – Niska EA – Version 2

Niska Road Bridge is in need of replacement as determined by the recent bridge inspection reports. The Biennial Bridge Inspection Report, dated August 06 2013, notes that the bridge structure is in very poor condition. In addition to the poor condition of the bridge, Niska Road between the bailey bridge and Ptarmigan Drive requires pavement rehabilitation as it has poor drainage; lacks proper roadside shoulders and lacks pedestrian/cycle amenities on the road and on the bridge.

This Schedule 'C' Class EA is to identify any significant features in the study area and determine the preferred option for replacement or management of the bridge over the Speed River and the rehabilitative option for the road corridor and any mitigation measures; while addressing the concerns of the Local Community, the required obligations and responsibilities of the City of Guelph, the travelling public and the taxpayers of the City of Guelph.

DRAFT

Draft Opportunity Statement – Niska EA – Version 3

The purpose of this study is to undertake a Schedule "C" Class Environmental Assessment to assess the rehabilitation and replace options for Niska Road between the bailey bridge and Downy Road.

Segments of the roadway and the bridge over the Speed River are nearing the end of their useful life and require a solution to address their deterioration and increasing maintenance costs. In addition to reviewing a variety of road cross-sections; impacts to the natural environment and community road safety issues; a range of bridge solutions will also be examined which includes bridge closure, bridge rehabilitation and bridge replacement.

Completion of this Environmental Assessment is part of the process to enable the City of Guelph to address both the short-term and the long-term transportation needs for the local community and the connected overall transportation network.

Social and economic impact, noise, water resources, natural environmental impact, archaeological assessments and heritage assessment will all be assessment as part of the Class EA study process.

The Local Community has identified their 5 main concerns as:

1. Maintain, preserve and protect natural and cultural heritage, viewscales, "country road" character of existing road and rural/urban interface.
2. Cultural and historical evaluation and protection of existing bailey bridge, Niska Road and surrounding areas.
3. Designation of Niska Road Bailey Bridge as Heritage Bridge
4. Consider replacing existing bridge with a one lane bridge
5. Consider rehabilitation of existing bridge

The Class EA process allows for the Study Team to fully examine all reasonable opportunities as presented.

Problem Statement – CWG Example

Problem Statement: A main objective of this study is to preserve and enhance the natural cultural heritage including the viewscape and rural and urban interface, in the area surrounding the Niska Road Bridge, in order to facilitate the enjoyment of this natural heritage highlight for all residents of Guelph and to protect the health and safety of our neighbourhood as was originally designed and intended by the City of Guelph.

Opportunity Statement: We have an opportunity to preserve and enhance the natural cultural heritage including the viewscape, the rural interface and urban interface in the area surrounding the Niska Road Bridge. In order to facilitate the enjoyment of this natural heritage highlight for all residents of Guelph and to protect the health and safety of our neighbourhood as was originally designed and intended by the City of Guelph.

Vision: Working in partnership with the City of Guelph, and their Study and Design Teams, we will strive to achieve a Win-Win-Win outcome for all the City, the neighbourhood adjacent to the Niska Road Bridge and for the citizens of Guelph.

Values: Transparency, open and timely communication, integrity, and the spirit of cooperation.

Results: An integrated community task team of neighbourhood residents, City Staff and Consultants who are committed to and engaged in finding the best process and solution to achieve the above Vision. (I believe the Community Working Group is a good step toward achieving our mutual objectives.)

Vince Hanson

Other Issues to be address:

Here are some other issues that I would list as very important and need to be addressed in-depth include (although not limited to):

1. Evaluation and protection of the Cultural and Historical Heritage of the Niska Road Bailey Bridge and its surrounding area
2. Designation of the Niska Road Bailey Bridge as a heritage bridge and its surrounding environs as a cultural heritage landscape and designation of Niska Road as a Historic Road.
3. All environmental concerns as voiced by the community working group.
4. Maintain the current well-being, peace and tranquility of the neighbourhood.
5. Co-ordination of past and new planning studies and initiatives in order to promote good planning and avoidance of future economic costs associated with piecemeal planning; develop an integrated traffic management system.
6. Address all safety, speed and liability concerns and issues

Niska Road Environmental Assessment

Potential Alternative Solutions for Bridge

For discussion purposes the following potential alternative solutions for the bridge have been tabled.

Alternative 1 – Do Nothing / Repair and Maintain Existing Bridge

As part of any Class EA process, there is always a consideration of the “Do Nothing” alternative to assess what would happen if no action is taken to address the study concerns. In summary, the definition of Do Nothing is to merely rehabilitate the existing bailey bridge and maintain it in a “good state of repair”. This assessment provides a baseline against which the other alternative solutions can be measured.

Alternative 2 – Close Bridge to Vehicular Traffic

This alternative rebuilds the existing Niska Road bridge to accommodate pedestrian and cyclist traffic only. Bridge would be closed to vehicular traffic.

Alternative 3 – Remove / Do Not Replace Existing Bridge

This alternative would convert Niska Road to a local residential street and cut-off any direct access to the west across the Speed River. As well, with downgrading Niska Road to local residential status, there would be no need to provide operational enhancements such as pedestrian/cycling facilities, traffic calming, etc.

Alternative 4 – Replace the Existing Bailey Bridge with a New One Lane Structure

This alternative addresses the need to replace the existing Bailey Bridge that has reached its end of life. Operational improvements to address existing traffic and safety issues will be considered such as:

- truck restrictions;
- traffic calming;
- bicycle/pedestrian facilities; and
- intersection improvements.

Alternative 5 – Replace the Existing Bailey Bridge with a Two Lane Structure

This alternative addresses the need to replace the existing Bailey Bridge with a two-lane vehicular structure over the Speed River. Operational improvements to Niska Road (similar to those identified in Alternative 4) to address existing traffic and safety issues will be considered.

Alternative 6 – TBD

Niska Road Environmental Assessment

Potential Alternative Solutions for Road

For discussion purposed the following potential alternative solutions for the road have been tabled.

Alternative 1 – Do Nothing / Rehabilitate

As part of any Class EA process, there is always a consideration of the “Do Nothing” alternative to assess what would happen if no action is taken to address the study concerns. This assessment provides a baseline against which the other alternative solutions can be measured.

Alternative 2 – Repave Road Surface

This alternative involves the maintenance of the existing Niska Road in a good state of repair, which entails the repaving of the existing road from Downey Road to the bridge at Speed River.

Alternative 3 – Reconstruct Road with a Rural Cross Section

This alternative involves the full reconstruction of Niska Road with a rural cross-section maintained from Ptarmigan Drive to the bridge at Speed River. (i.e. gravel shoulders with roadside ditches).

Alternative 4 – Reconstruct Road with an Urban Cross Section

This alternative involves the full reconstruction of Niska Road with an urban cross-section from Ptarmigan Drive to the bridge at Speed River. (i.e. curb and stormwater sewers).

Alternative 5 - TBD

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Close Bridge to Vehicular Traffic	Remove Bridge / Do Not Replace Bailey Bridge	Replace the Existing Bailey Bridge With a New One Lane Structure	Replace the Existing Bailey Bridge With a New Two Lane Structure
A Natural Environment <i>Rating:</i>						
1 Designated Features (e.g. Provincially Significant Wetlands, Areas of Natural and Scientific Interest, Species at Risk)	The Speed River Wetland Complex is within study area. No Species at Risk were observed during field surveys within study area. Grand River holds designation as navigable waterway.					
2 Water Quality and Quantity	Current water quality good due to slight groundwater seep. Continued deterioration of bridge may negatively impact water quality due to sedimentation.					
3 Hazard Lands (e.g. floodplain)						
4 Terrestrial Habitat (e.g. woodlands, wetlands, wildlife corridors)	Various vegetation types observed including forested, wetland and agricultural land classification. Deer and other incidental wildlife observed onsite and valued by residents and anglers. No rare species identified within study area. Current vegetation surrounding river key to resisting sedimentation in river. Some perching of trees indicates periods of flooding and poor drainage. Current forested and wetland areas provide wildlife habitat and natural corridors.					

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Close Bridge to Vehicular Traffic	Remove Bridge / Do Not Replace Bailey Bridge	Replace the Existing Bailey Bridge With a New One Lane Structure	Replace the Existing Bailey Bridge With a New Two Lane Structure
5 Fish and Aquatic Habitat	Stretch of Speed River examined considered a diverse warmwater fish community and considered a recreational fishery. No species at risk identified within reach observed. Bridge's concrete abutments resist erosion and create deep pools. These pools provide refuge to resident fish. Current depth of river as well as substrate type and groundwater provide refuge and potential spawning habitat for fish.					
B Socio-economic/ Cultural Environment Rating:						
1 Compatibility with Surrounding Land Uses	Surrounding lands are agricultural, woodlands and residential.					
2 Conformity to City of Guelph Official Plan						
3 Effect on Property / Land Acquisition						
4 Heritage Resources (maintain archaeological features, built heritage, and cultural heritage landscapes)	Current bridge holds cultural significance due to historical value. Niska Road Bailey Bridge designation as Heritage Bridge due to historical and structural value. Possibility for archeological potential in low-laying, well-drained areas, though no features yet identified. One registered archaeological site located within 1km of study area in surrounding township.					

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Close Bridge to Vehicular Traffic	Remove Bridge / Do Not Replace Bailey Bridge	Replace the Existing Bailey Bridge With a New One Lane Structure	Replace the Existing Bailey Bridge With a New Two Lane Structure
5 Nuisance Impacts (noise, vibrations, dust, traffic, detours)						
6 Local Residential and Traffic Impacts (community health, safety and well-being)	<p>Current traffic calming measures not deterring traffic as much as intended, therefore noise, safety and general community well-being a concern for residents.</p> <p>Traffic safety an issue due to accidents resultant of lack of proper yielding on single-lane bridge.</p>					
7 Pedestrian and Cyclist Accessibility and Safety	<p>Currently walking trails throughout surrounding area valued by residents. Access to bridge, and safety of crossing limited by traffic and narrow bridge. Currently no walkway/bike lane on single lane bridge.</p>					

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CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Close Bridge to Vehicular Traffic	Remove Bridge / Do Not Replace Bailey Bridge	Replace the Existing Bailey Bridge With a New One Lane Structure	Replace the Existing Bailey Bridge With a New Two Lane Structure
8 Lifestyle and Culture	<p>Speed River' is considered a Recreational fishery and provides value to river through recreational value.</p> <p>Surrounding community and region surrounding bridge valued culturally as urban/rural interface, historical region and natural heritage landscape/viewscape. Use for recreation (canoeing, fishing, hiking and cycling) valued culturally.</p>					
C Financial Factors Rating:						
1 Construction and Demolition Costs						
2 Operation and Management Costs	<p>Current bridge in need of costly repairs. August 6, 2013 Bridge Inspection Report indicates that bridge requires \$1,026,193 in repair costs.</p> <p>Currently maintenance and repairs undertaken as required.</p>					
3 Property Acquisition Costs						
4 Mitigation Costs						

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Close Bridge to Vehicular Traffic	Remove Bridge / Do Not Replace Bailey Bridge	Replace the Existing Bailey Bridge With a New One Lane Structure	Replace the Existing Bailey Bridge With a New Two Lane Structure
D Technical Factors Rating:						
1 Structural – Condition and Load Capacity	<p>Currently a maximum weight restriction on bridge for 5 tonnes.</p> <p>Currently Niska Road Bridge exceeds the threshold of 400 verticals per day (vpd). Ministry of Transportation (MTO) design guidelines recommends the construction of a 2 lane bridge (with a minimum width 7 meters), for bridges with a posted speed of 50 km/hr that service road volumes between 200 to 400 vph</p> <p>Increased deterioration of bridge due to excessive use lower stability and safety of structure.</p>					
2 Geometry –Bridge Profile and Width	Existing right-of-way an average of 20 meters in width. The existing bridge over the Speed River only has a single lane.					
3 Roadside Safety – Barriers and Clearances	Currently 5 tonne weight restriction and truck ban on bridge. Posted speed in study area is 50 km/hr.					
4 Utilities						
5 Emergency Access	Bridge provides emergency access to neighbourhood within study and to surrounding residents of Puslinch and Guelph-Eramosa.					
6 Traffic	Currently study area classed as residential. Residents concerned with speed and increase in flow of traffic within neighbourhood.					
7 Vehicular Safety	Deterioration of bridge a vehicular safety concern due to potential for failure.					

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Repave Surface	Reconstruct Road with Rural Cross-section	Reconstruct Road with Urban Cross-section
A Natural Environment <i>Rating:</i>					
1 Designated Features (Ex. Provincially Significant Wetlands, Areas of Natural and Scientific Interest, Species at Risk)	<p>The Speed River Wetland Complex is within study area. No Species at Risk were observed during field surveys within study area.</p> <p>Grand River holds designation as navigable waterway.</p>				
2 Water Quality and Quantity	Current water quality good due to slight groundwater seep. Continued deterioration of road may negatively impact water quality due to sedimentation.				
3 Hazard Lands (ex. floodplain)					
4 Terrestrial Habitat (woodlands, wetlands, wildlife corridors)	<p>As a result of severe cracking, spidering and roadside erosion, washout and sedimentation in surrounding natural communities has created stress to tree health. Further road deterioration may lead to habitat deterioration.</p> <p>Various vegetation types observed including forested, wetland and agricultural land classification. Deer and other incidental wildlife observed onsite and valued by residents and anglers. No rare species identified within study area. Current vegetation surrounding river key to resisting sedimentation in river. Some perching of trees indicates periods of flooding and poor drainage. Sedimentation from road affecting tree health. Current forested and wetland areas provide wildlife habitat and natural corridors.</p>				

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Repave Surface	Reconstruct Road with Rural Cross-section	Reconstruct Road with Urban Cross-section
5 Fish and Aquatic Habitat	Stretch of Speed River examined considered a diverse warmwater fish community and considered a recreational fishery. No species at risk identified within reach observed. Current depth of river as well as substrate type and groundwater provide refuge and potential spawning habitat for fish.				
B Socio-economic/ Cultural Environment <i>Rating:</i>					
1 Compatibility with Surrounding Land Uses	Surrounding lands are agricultural, woodlands and residential.				
2 Conformity to City of Guelph Official Plan	Niska Road is designated as a collector road in the City of Guelph Official Plan.				

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Repave Surface	Reconstruct Road with Rural Cross-section	Reconstruct Road with Urban Cross-section
3 Effect on Property / Land Acquisition					
4 Heritage Resources (maintain archaeological features, built heritage, and cultural heritage landscapes)	<p>Existing 20 metre right-of-way completely disturbed by existing road corridor therefore no longer holds archaeological potential. Eastern section of proposed right-of-way well drained therefore holding potential for Aboriginal and Euro-Canadian archaeological resources due to located within 300 m of water source and potentially undisturbed. Most areas along road corridor associated with low lying, poorly drained lands therefore holding no archeological potential. One registered archaeological site located within 1km of study area in surrounding township. Agricultural lands east of Pioneer Trail relatively undisturbed therefore holding archaeological potential.</p> <p>Niska Road not currently designated as a historic road.</p> <p>Possibility for archeological potential in low-laying, well-drained areas, though no features yet identified. One registered archaeological site located within 1km of study area in surrounding township.</p> <p>Stage 1 Archaeological Assessment indicates that no evidence of late 19th century homesteads or other buildings situated along road corridor in the northwestern section of Puslinch Township.</p>				
5 Nuisance Impacts (noise, vibrations, dust, traffic, detours)					
6 Local Residential and Traffic Impacts (community	Current traffic calming measures not deterring traffic as much as intended, therefore noise, safety and general community well-being a concern for				

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Repave Surface	Reconstruct Road with Rural Cross-section	Reconstruct Road with Urban Cross-section
health, safety and well-being)	residents. Traffic safety an issue due to accidents resultant of lack of proper yielding on single-lane bridge.				
7 Pedestrian and Cyclist Accessibility and Safety	Currently walking trails throughout surrounding area valued by residents.				
8 Lifestyle and Culture	Speed River is considered a Recreational fishery and provides value to river through recreational value. Surrounding community and region surrounding bridge valued culturally as urban/rural interface, historical region and natural heritage landscape/viewscape. Use for recreation (canoeing, fishing, hiking and cycling) valued culturally.				
C Financial Factors Rating:					
1 Construction and Demolition Costs					
2 Operation and Management Costs	Road requires rehabilitation. Currently maintenance and repairs undertaken as required.				
3 Property Acquisition Costs					
4 Mitigation Costs					
D Technical Factors Rating:					
1 Structural – Condition and Load Capacity	Spidering and cracking of road causing washout. Road repairs necessary to prevent continued deterioration creating vehicular safety issues.				

CRITERIA FOR EVALUATING ALTERNATIVES	Existing Criteria	Do Nothing/ Repair and Maintain	Repave Surface	Reconstruct Road with Rural Cross-section	Reconstruct Road with Urban Cross-section
2 Geometry – Road Profile and Width	Existing right-of-way an average of 20 meters in width. The existing road corridor consists of a single lane in each direction flanked on both sides by drainage ditches.				
3 Roadside Safety – Barriers and Clearances	Posted speed in study area is 50 km/hr.				
4 Utilities					
5 Emergency Access	Niska Road provides emergency access to neighbourhood within study and to surrounding residents of Puslinch and Guelph-Eramosa.				
6 Traffic	Currently study area classed as residential. Niska Road being used as a collector road. Residents concerned with speed and increase in flow of traffic within neighbourhood.				
7 Vehicular Safety	Deterioration of road a vehicular safety concern.				

NISKA ROAD BRIDGE IMPROVEMENTS

CULTURAL HERITAGE EVALUATION REPORT (CHER)

Class Environmental Assessment
Study (Class EA)

City of Guelph, Ontario

March 2014



URM ENVIRONMENTAL RESOURCES MANAGEMENT CONSULTANTS

Niska Road Bridge

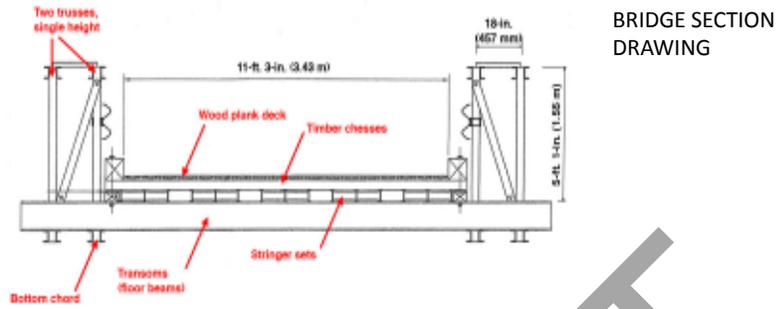


March 2014



URM ENVIRONMENTAL RESOURCES MANAGEMENT CONSULTANTS

DRAWINGS (con't)



BRIDGE SECTION
DRAWING

March 2014

DRAFT



URMAN McPHEE & ASSOCIATES
ENVIRONMENTAL SERVICES, INC.

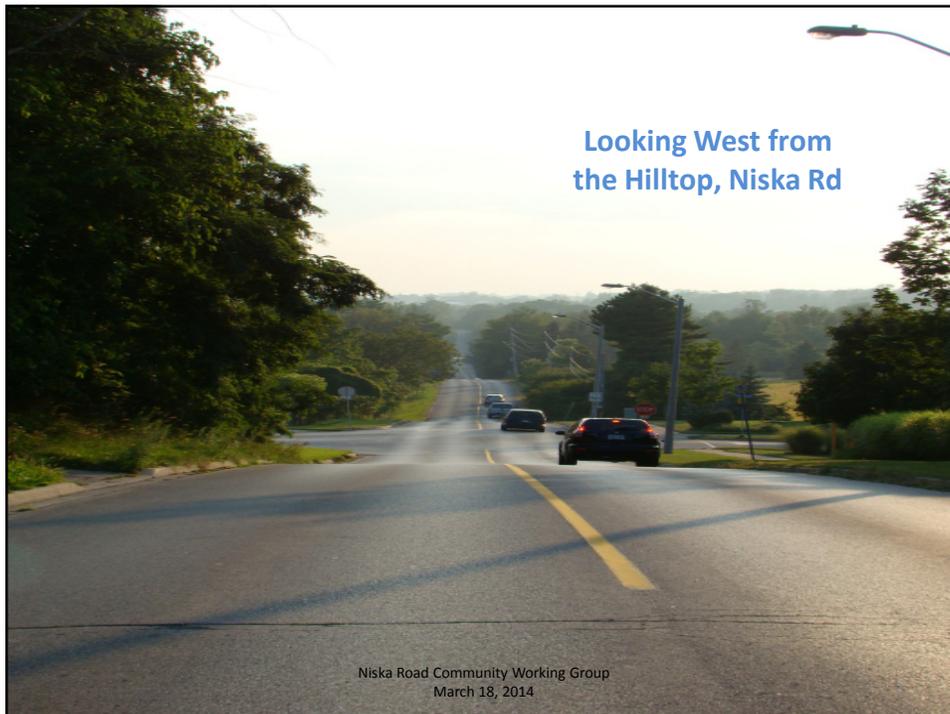
Preserving the Viewscape



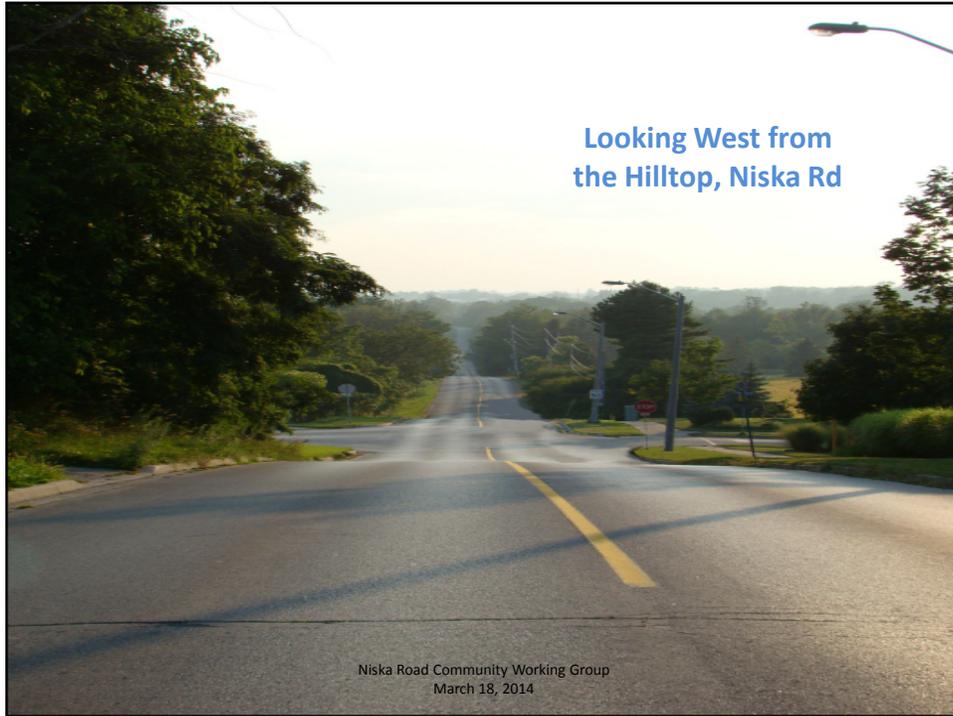
Niska Road Community Working Group
March 18, 2014

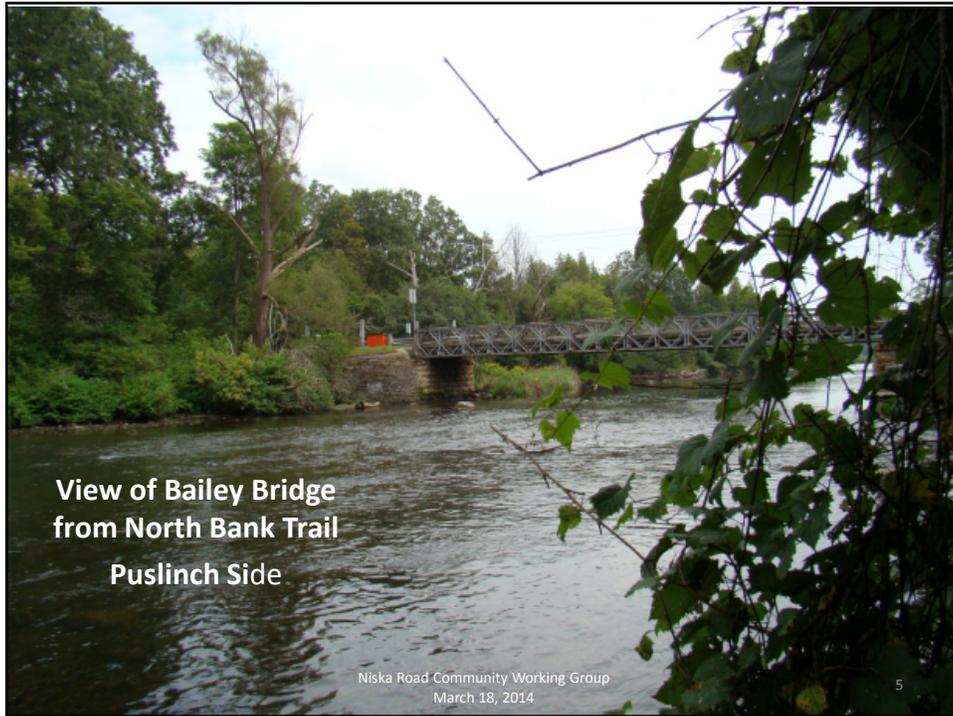
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Looking West from
the Hilltop, Niska Rd



Niska Road Community Working Group
March 18, 2014





**View of Bailey Bridge
from North Bank Trail
Puslinch Side**

Niska Road Community Working Group
March 18, 2014

5



**Puslinch Side Showing
Bridge and Viewscape
Looking East on
Niska Road toward
Guelph**

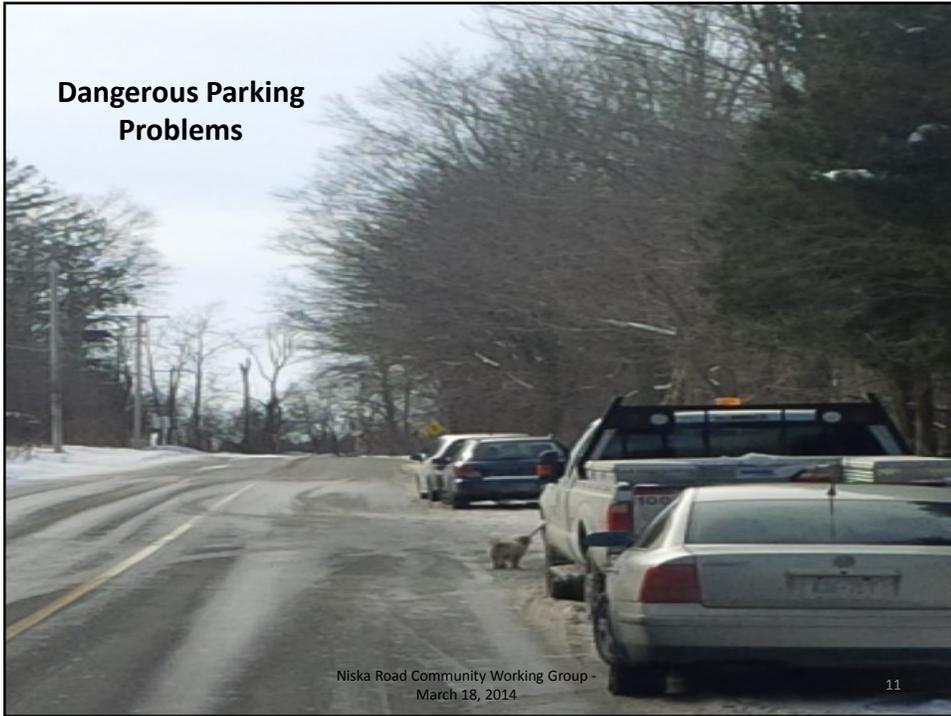
Niska Road Community Working Group
March 18, 2014

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March 18, 2014





Dangerous Parking Problems



Dangerous Parking Problems





