Macdonell and Allan’s Structures
Municipal Class Environmental Assessment Studies

Committee of the Whole

October 7, 2025

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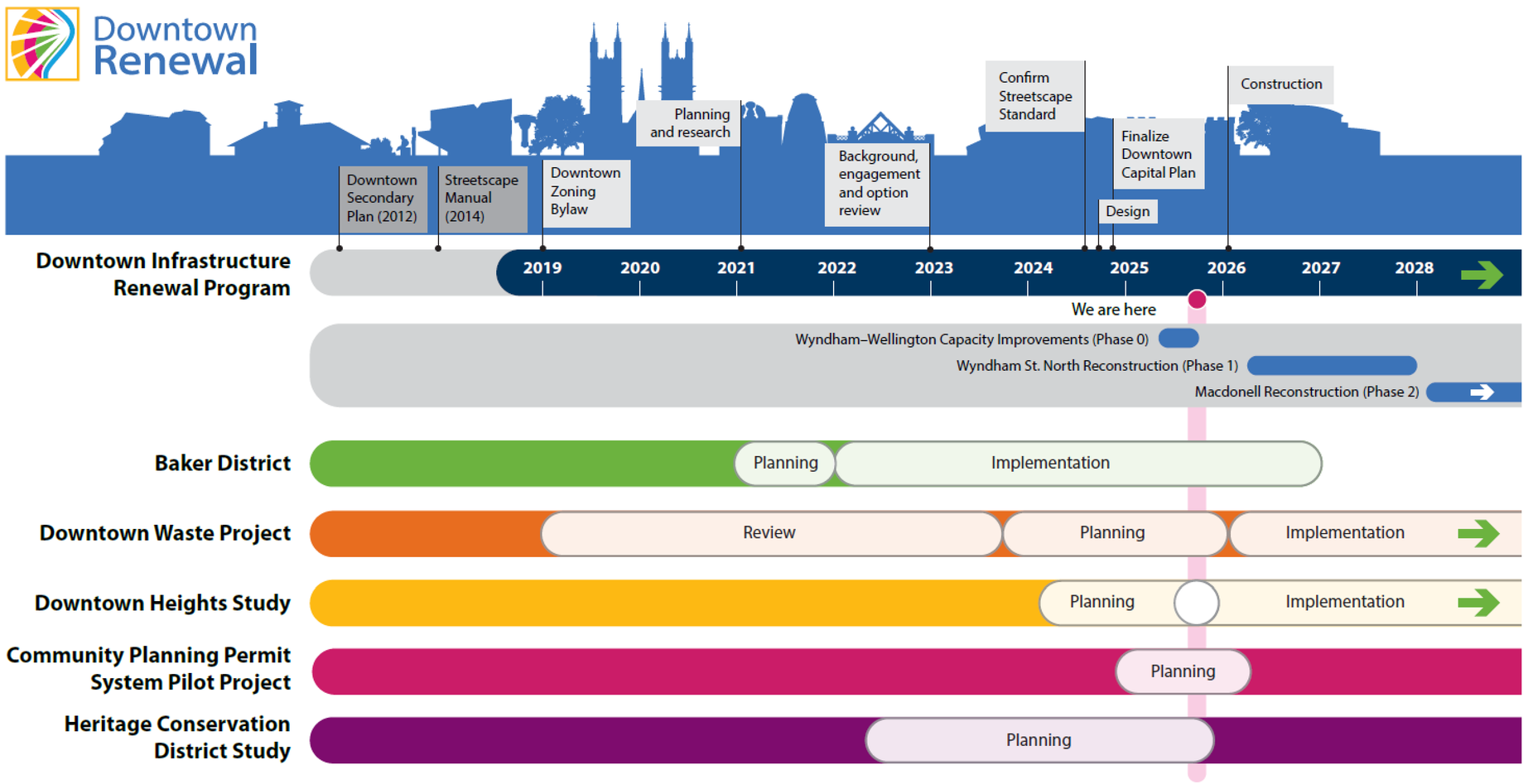
Our Future Downtown



Additional projects

- **Future Downtown riverfront park**
- **Seasonal Patio Program**

Downtown Renewal Program: Projects and Progress

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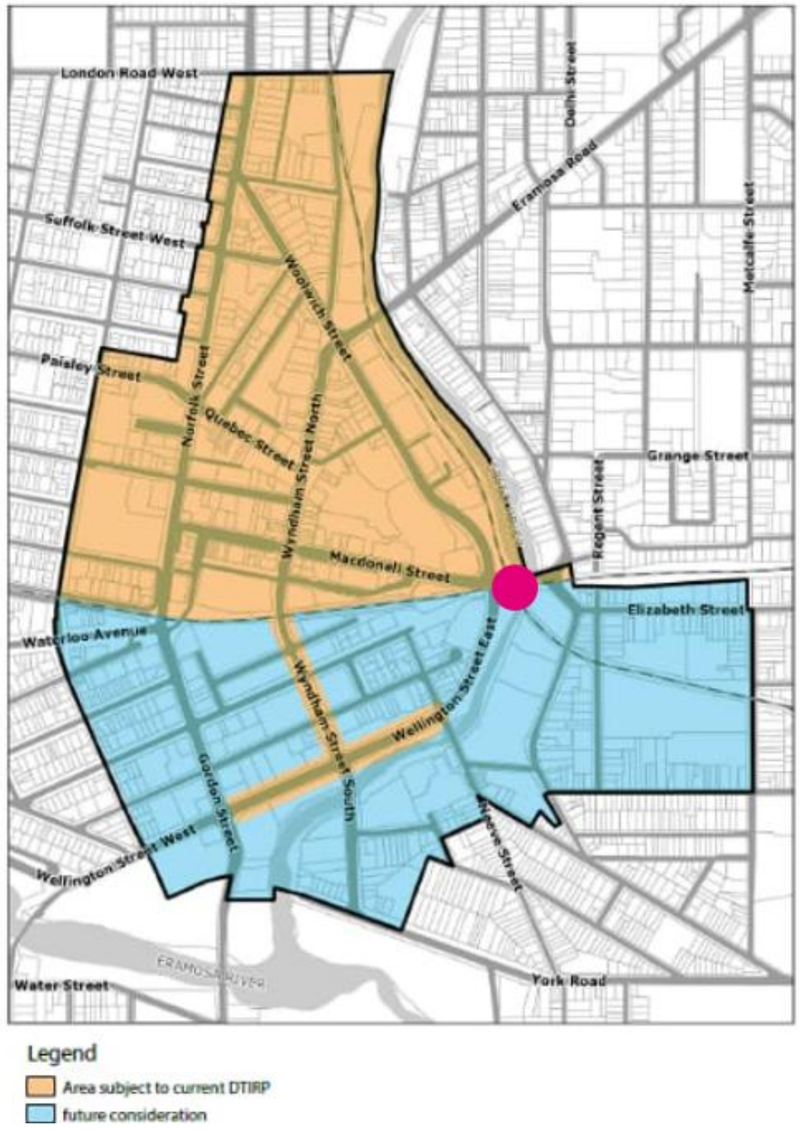
Downtown Infrastructure Renewal Program (DTIRP)



Projects:

- Wyndham St. N. EA (completed)
- **Macdonell and Allan's Structures EA**
- Capital Implementation Plan (completed)
- Wyndham /Wellington Water and Wastewater Capacity Improvements – DTIRP Phase 0
- Wyndham St N. – DTIRP Phase 1

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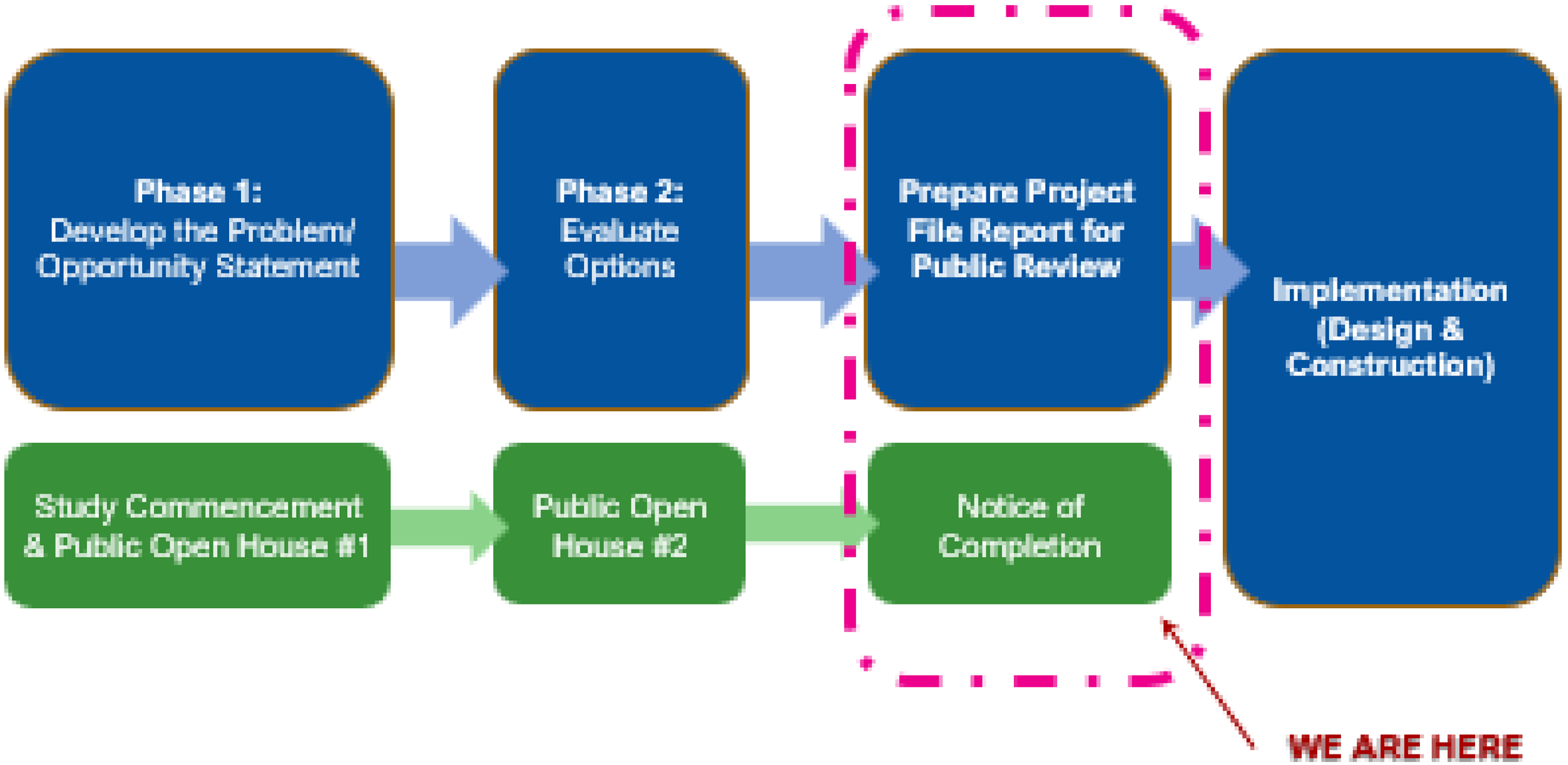
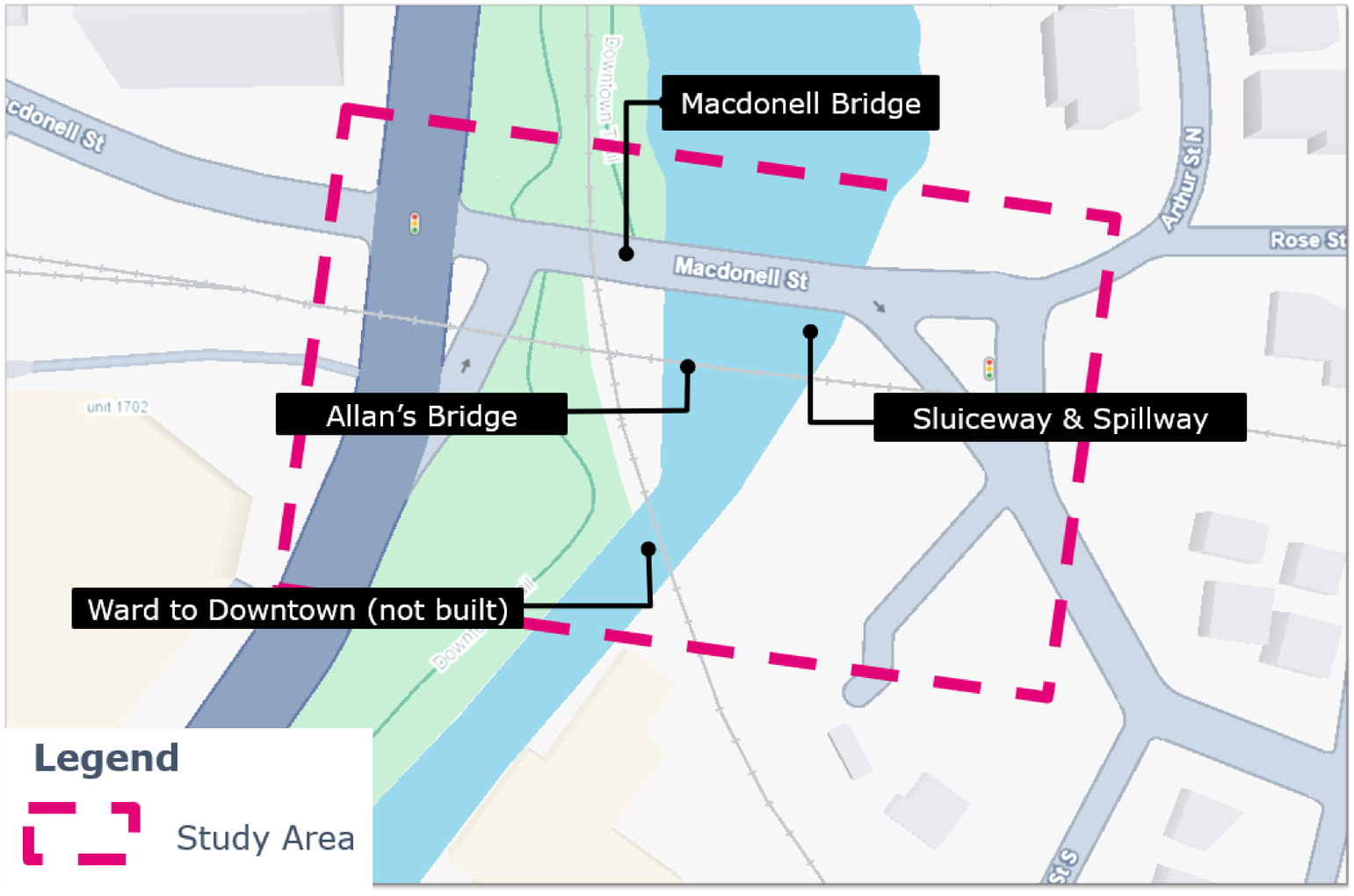
What is the Municipal Class Environmental Assessment Process?



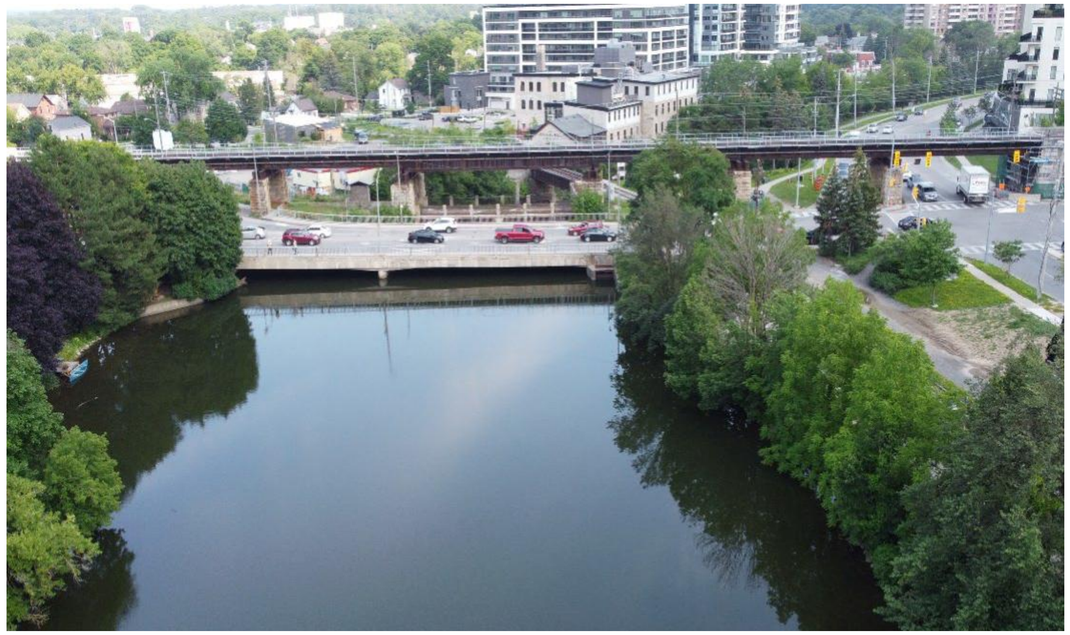
Macdonell Bridge and Allan Structures EA – Study Area and Goals



Macdonell and Allan's Structures Class EA Study Area

Macdonell Bridge Alternatives

1. **Do Nothing**
2. **Rehabilitate Bridge**
3. **Rehabilitate + Widen the Bridge**
4. **Replace Bridge for Vehicular Traffic Only**
5. **Replace + Widen Bridge to Accommodate AT***



Macdonell Bridge Aerial View

Macdonell Bridge

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Allan’s Bridge Alternatives

1. **Do Nothing**
2. **Minor Rehabilitation for Heritage Purposes Only**
3. **Rehabilitate Bridge for Pedestrians & Cyclists**
4. **Remove Bridge**

Allan’s Bridge

Allan’s Bridge Closure

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Evaluation of Allan's Bridge Alternatives

EVALUATION CRITERIA		1. Do Nothing		2. Minor Rehabilitation of Bridge for Heritage Purposes Only		3.Rehabilitate Bridge for Pedestrians & Cyclists		4. Remove Bridge
STRUCTURAL / TECHNICAL	○	Structural issues not addressed. Bridge would continue to deteriorate.	◔	Some structural issues addressed. Bridge may require additional maintenance in the future.	◕	Most structural issues addressed. Reduced concerns for durability and maintenance in the future.	●	No structural, durability or safety issues with the removal of bridge.
TRAFFIC OPERATIONS & SAFETY	◑	No improvements.	◑	Relocation of active transportation users to alternative routes (Macdonell St. & Ward to Downtown pedestrian bridge)	◑	Improves active transportation facilities and connectivity to Downtown. Sightline issues with oncoming trains for peds & cyclists users.	◑	Relocation of active transportation users to alternative routes (Macdonell St. & Ward to Downtown pedestrian bridge)
SOCIAL ENVIRONMENT	◑	No changes to existing aesthetics of the bridge. Does not improve recreational value as active transportation is not accommodated.	◑	No changes to existing aesthetics of the bridge. Does not improve recreational value as active transportation is not accommodated.	◔	3rd active transportation crossing within study limits not required.	◕	Removal of bridge will improve views of Speed River from Macdonell Bridge.
NATURAL ENVIRONMENT & CLIMATE CHANGE	◕	No anticipated impacts on the natural environment. No changes.	◕	No anticipated impacts on the natural environment. No changes.	◕	No anticipated impacts on the natural environment.	◑	Some minor anticipated impacts from bridge removal. Reduces overall footprint within Speed River.
HERITAGE / ARCHAEOLOGICAL / CULTURAL IMPACTS	◕	Continued deterioration of cultural heritage resource. Confirm archealogical.	◕	Minor impact to a Known Built Heritage Resource. Confirm archealogical.	◑	Significant impact to a Known Built Heritage Resource. Confirm archealogical.	◕	Removal of a Known Built Heritage Resource can be mitigated through commemorative strategy
COST	◑	$2.9M Lifecycle costs	◑	$600K capital costs; $1.6M lifecycle costs	◔	$1.9M capital costs; $2.4M lifecycle costs	●	$740K capital costs
[illegible]	[illegible]		[illegible]		[illegible]		[illegible]	
[illegible]	Not Recommended		Not Recommended		Not Recommended		Recommended to be Carried Forward	

The recommended solution for Allan's Bridge is **Alternative 4 – Remove Bridge.**

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Salvage and Commemoration of Allan’s Bridge

Allan's Bridge has played an important role in the history of Guelph, functioning as a gateway to the Downtown from east of the Speed River. To honour its historical significance, staff recommend:

- Retaining and conserving the ornamental railings and salvageable structural elements for reuse near this early crossing to maintain a tangible connection to the past.
- Collaborating with the Public Art and Heritage Advisory Committees to explore commemorative opportunities during the design phase.

Allan's Bridge as seen in Cooper's Map, c. 1875

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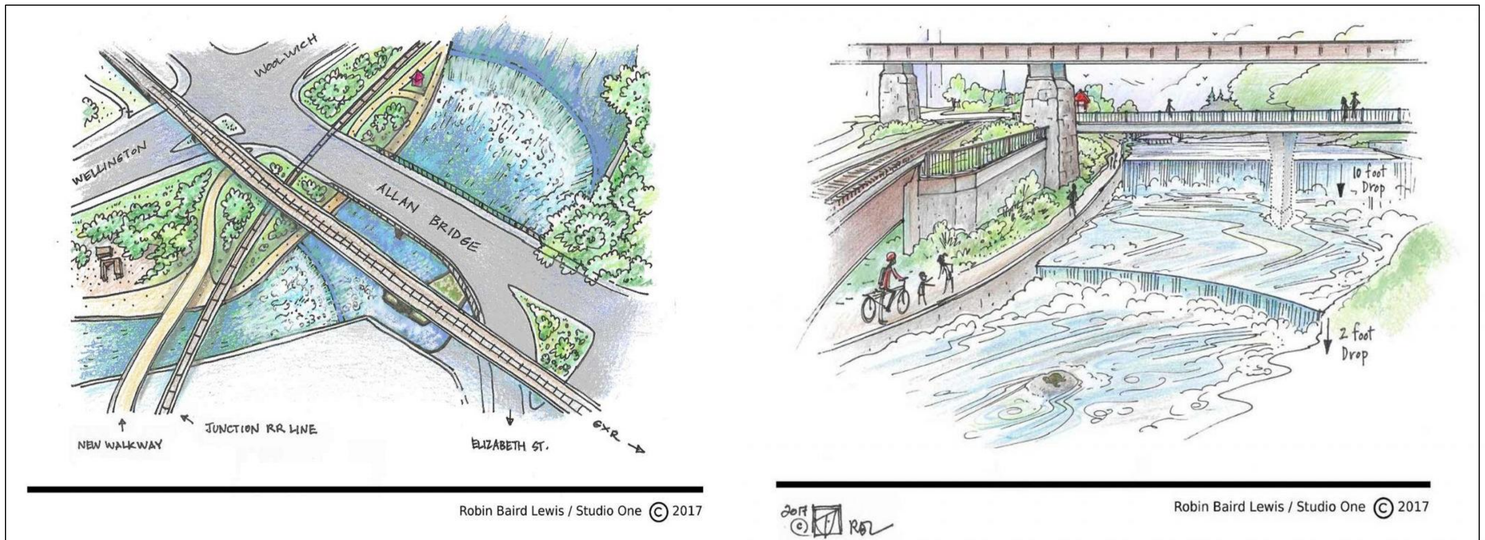
Allan’s Dam Sluiceway & Spillway Alternatives

1. **Do Nothing**
2. **Rehabilitate Sluiceway and Spillway**
3. **Remove Sluiceway and Spillway**
4. **Remove Sluiceway and Spillway and Build a New Dam Upstream with an Active Transportation Underpass**



Alternative 4 Concept Drawings

The sluiceway is a concrete channel with a metal gate to carry excess water.

The spillway forms a weir to control the Speed River elevation, previously used for the now-removed Allan’s Mill.

Ward to Downtown Multi-Use Trail Bridge Alternatives

1. **Do Nothing**
2. **Construct 2023 Tendered Bridge**
3. **Construct a Modified Structure on South Side of GJR Rail Bridge**
4. **Construct a Modified Structure on North Side of GJR Rail Bridge**

Proposed location of Ward to Downtown Multi-Use Trail Bridge Crossing

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Public Engagement

- Two Open House engagements
  - December 2022 – long list
  - December 2024 – short list

- First Nations Consultation

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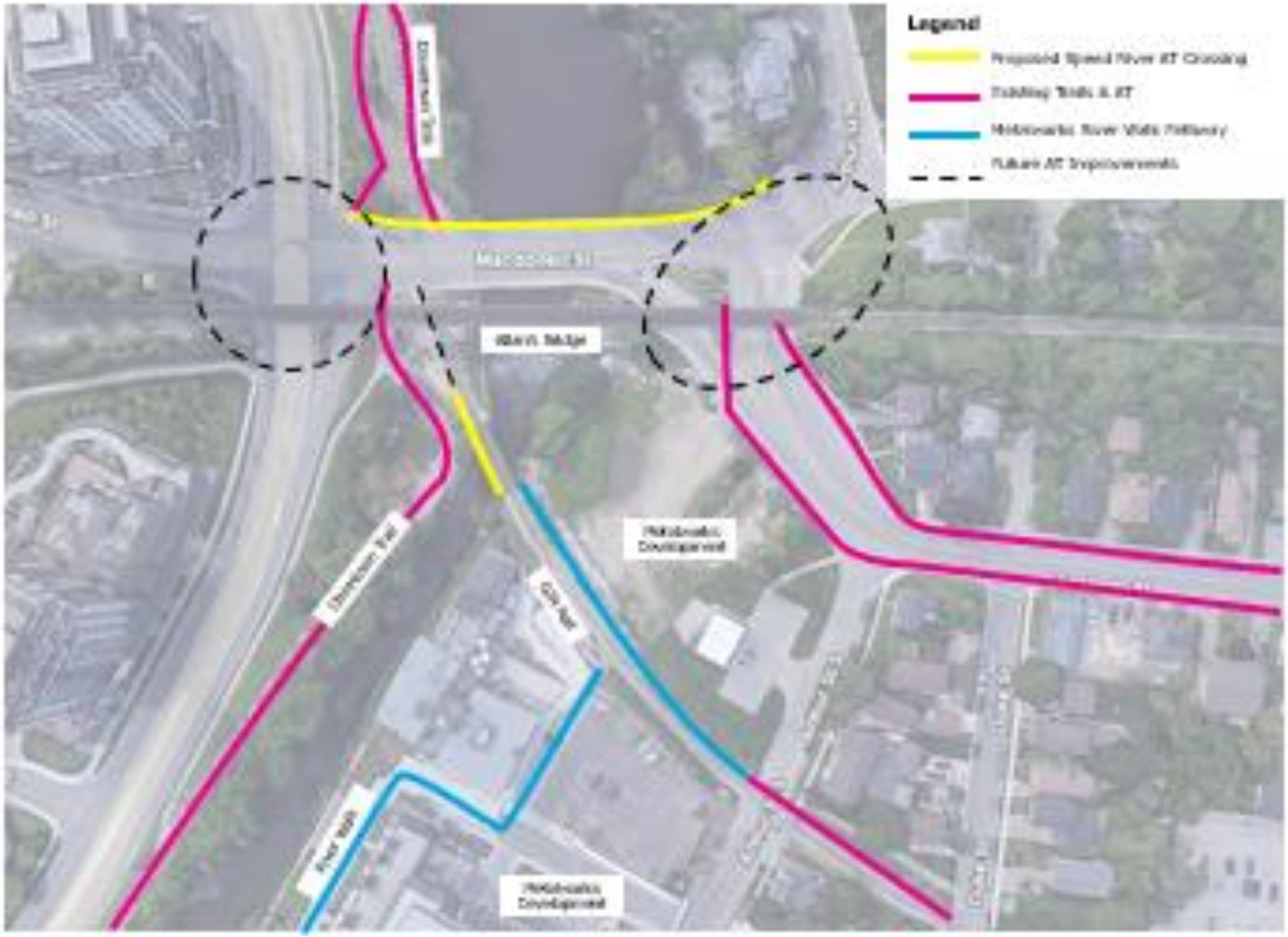
Overall Recommended Solution



Next Steps

1. Obtain Council approval on the study recommendations.
2. Finalize the Project File Report documenting the Class EA planning and design process followed.
3. Issue Notice of Study Completion and Submit Project File Report for 30-day public review.
4. Initiate the detailed design for the structures as part of the Macdonell Street Reconstruction project, beginning in early 2026.
5. Construction work to take place in 2028-2030.

Recommendations

1. That the Macdonell and Allan's Structures Environmental Assessment be approved, and that staff be directed to issue a Municipal Class Environmental Assessment Notice of Completion.
2. That staff be directed to salvage, retain, and conserve the steel railing system and salvageable elements of the superstructure of Allan's Bridge for functional or commemorative re-use in the vicinity of Allan's bridge.
3. That staff be directed to engage with the Arts and Culture Advisory Committee and Heritage Advisory Committee to identify opportunities for historical commemoration and placemaking, and heritage conservation within the project area during the design process.