

Welcome

Macdonell and Allan Structures, and Wyndham Street Municipal Class Environmental Assessment Studies

Please review the materials and provide your comments through the survey
or online, by November 16, 2022.

Or attend the Public Open House, November 2, 2022.
Drop in between 6:30 – 8:30

Details available on Haveyoursay.Guelph.ca



**Downtown
Renewal**

Creating a place for everyone.

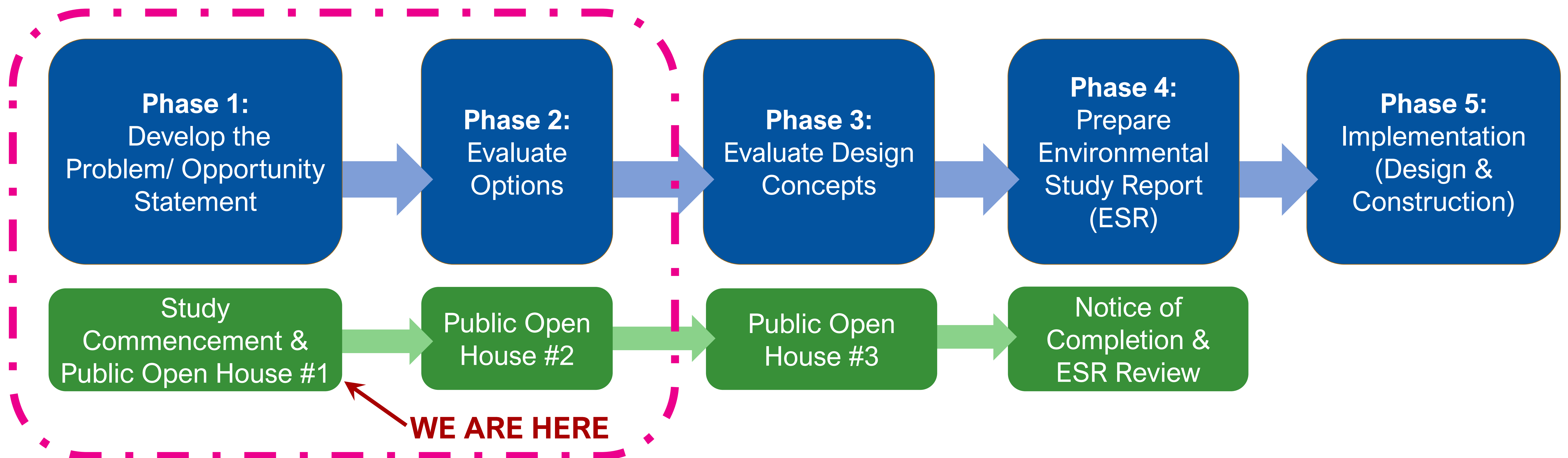


Project Approach and Timeline



What is the Municipal Class Environmental Assessment Process?

- Ensures all reasonable options are considered.
- Reduces impact on the natural, cultural, social and economic environment.
- Input from the public, stakeholders and technical agencies is essential.



— . — Wyndham Street Class EA

What is the Downtown Renewal Project?

Downtown Guelph is a thriving and vibrant place. It also has aging water and sewer pipes, roads and sidewalks. Some of it is over 100 years old and needs to be replaced. Replacing and improving this downtown infrastructure is key to Guelph's overall long-term sustainability. Through downtown renewal we will:

- Improve the way we move through downtown, for people who walk, ride bikes, take transit and drive.
- Replace aging infrastructure (underground pipes, sidewalks etc.) to support development.
- Build flexible streets to create beautiful and vibrant public spaces.

This all contributes to the economic vitality of Downtown Guelph.



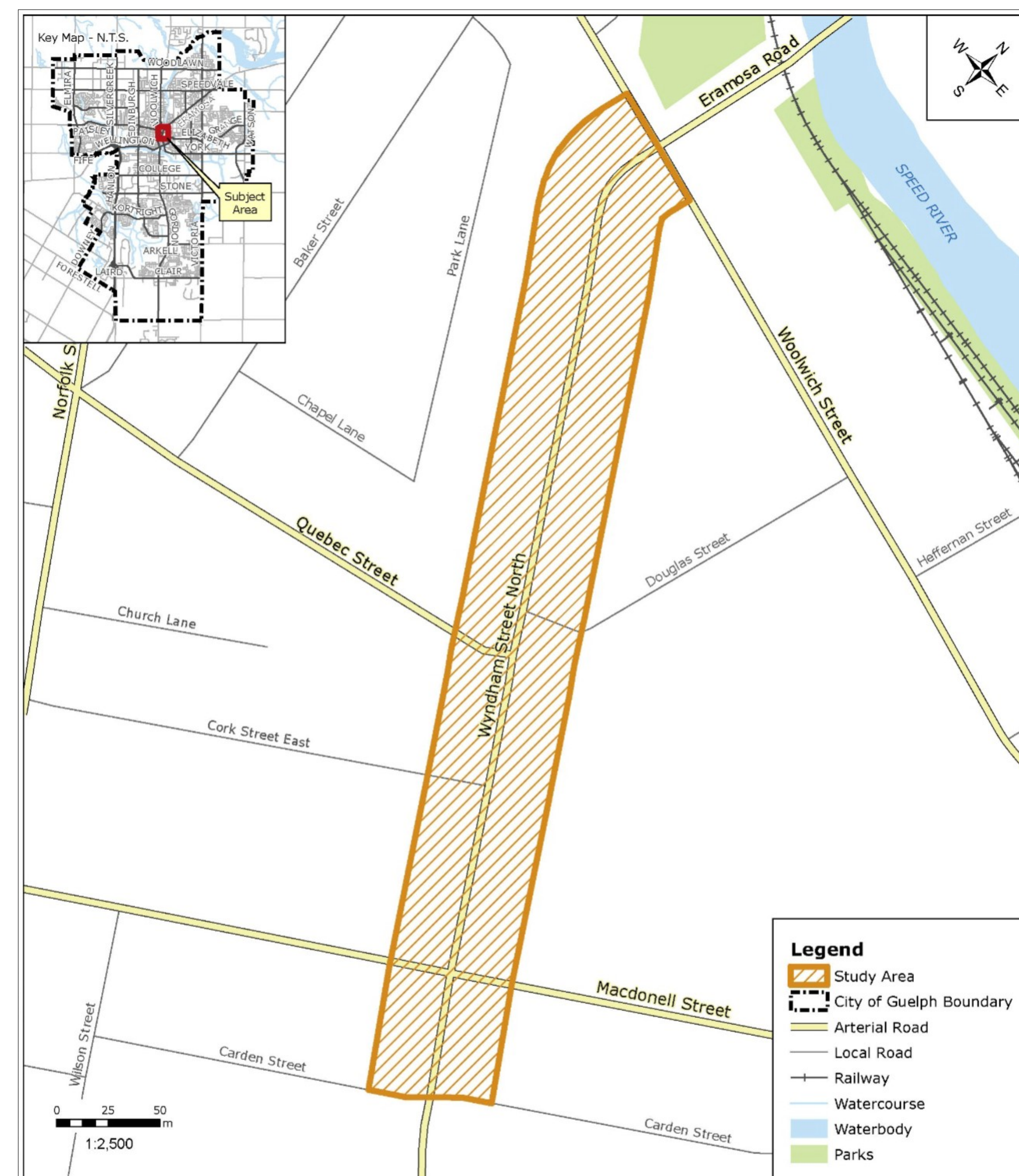
Note: Map is for informational purposes only and is not to scale

4a) Downtown Renewal Study Area

Wyndham Street EA – Study Area and Goals

One of the Environmental Assessments focuses on Wyndham Street between Carden Street and Woolwich Street. The goals are to:

- Enhance road safety, operations, and connections for people who walk, ride bikes, take transit and drive.
- Improve how the Wyndham Street /Quebec Street / Douglas Street intersection (and St. Georges Square) functions.



5a) Wyndham Street Class EA Study Area

Wyndham Street – Options

1. Do Nothing

2. Two-Lanes

- a. Shared Use
- b. Protected Bike Lanes
- c. Bike path

3. Four-Lanes

4. Public Space (no vehicle lanes)

Note: The options presented focus on the number of lanes available for vehicles and the types of accommodation for cycling.

The decision made on these two elements will determine how the roadway will function and how much space is available within the rest of the roadway for parking and other uses such as events, plantings or seating areas.

Consider how flexible spaces in a street can play different roles in our community such as seasonal patios, seating areas, parking or planting zones areas.

Option 1: Do Nothing

- Pavement and underground infrastructure is replaced, and the street configuration stays the same.
- Four-lanes for vehicles.
- One lane can be closed and used for other flexible purposes (i.e., events, patios) with seasonal barriers.
- Cyclists continue to share the road without added protection.

Note: This option is required to be considered under the Municipal Class EA planning process as a baseline for comparison.



7a) Do-Nothing Cross-Section



7b) Existing Cross-Section

What's working well in downtown already?

Option 2a: Two-lanes with Shared Use

- Two-lanes for vehicles.
- Cyclists share the road with vehicles and have no additional protection.
- Parking areas can be used for other flexible purposes.



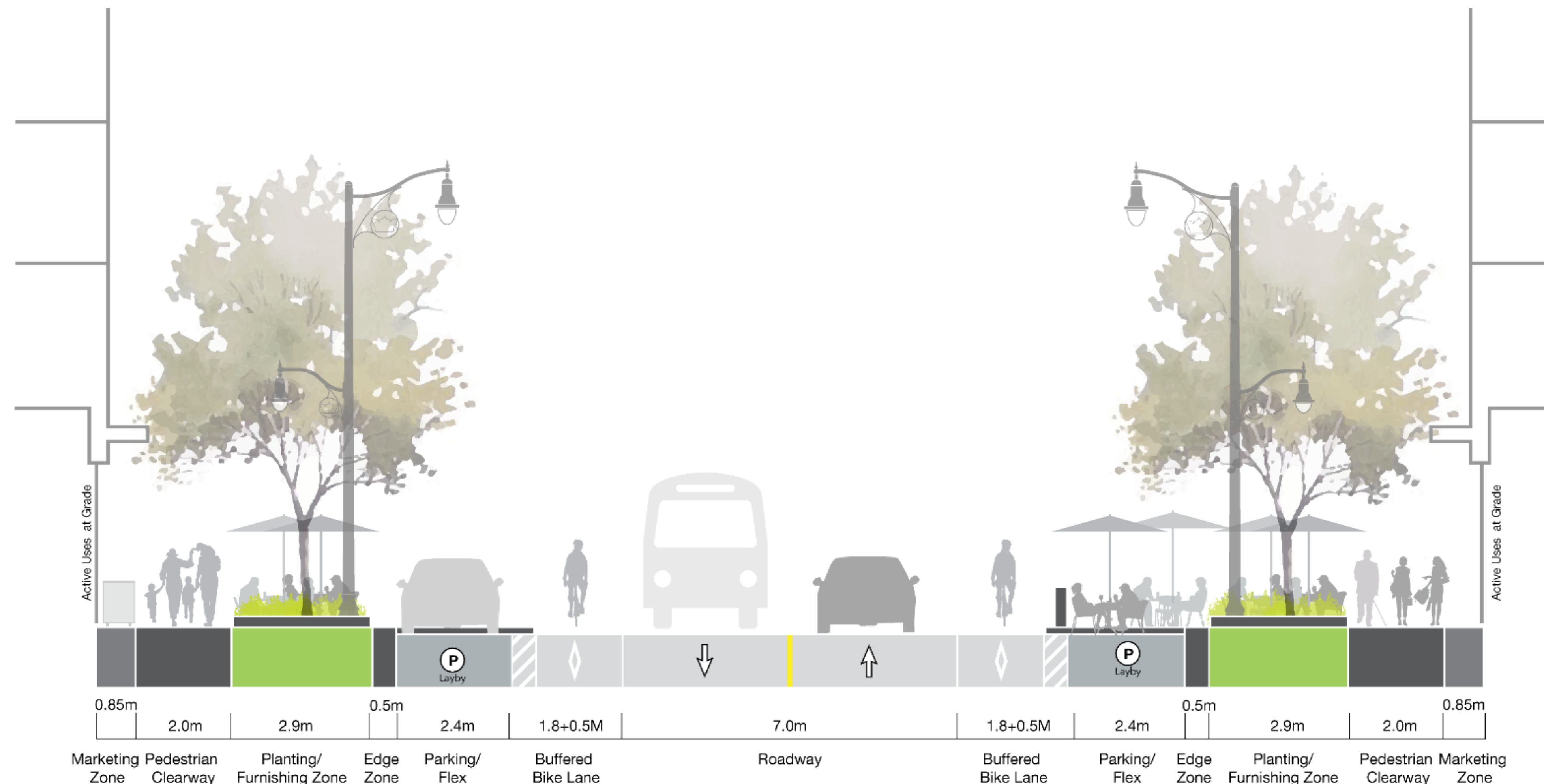
How do these changes work for people who drive, walk, cycle and take transit?

How do these changes work for downtown businesses?

8a) Two-lane Configuration with Shared Use Lanes

Option 2b: Two-lanes with Buffered Bike Lanes

- Two-lanes for vehicles.
- Bike lanes are separated from vehicles and parking areas with a painted buffer.
- Parking areas can be used for other flexible purposes.



9a) Two-lane Configuration with Buffered Bike Lanes

Think about your last visit downtown. How would this option change your experience?

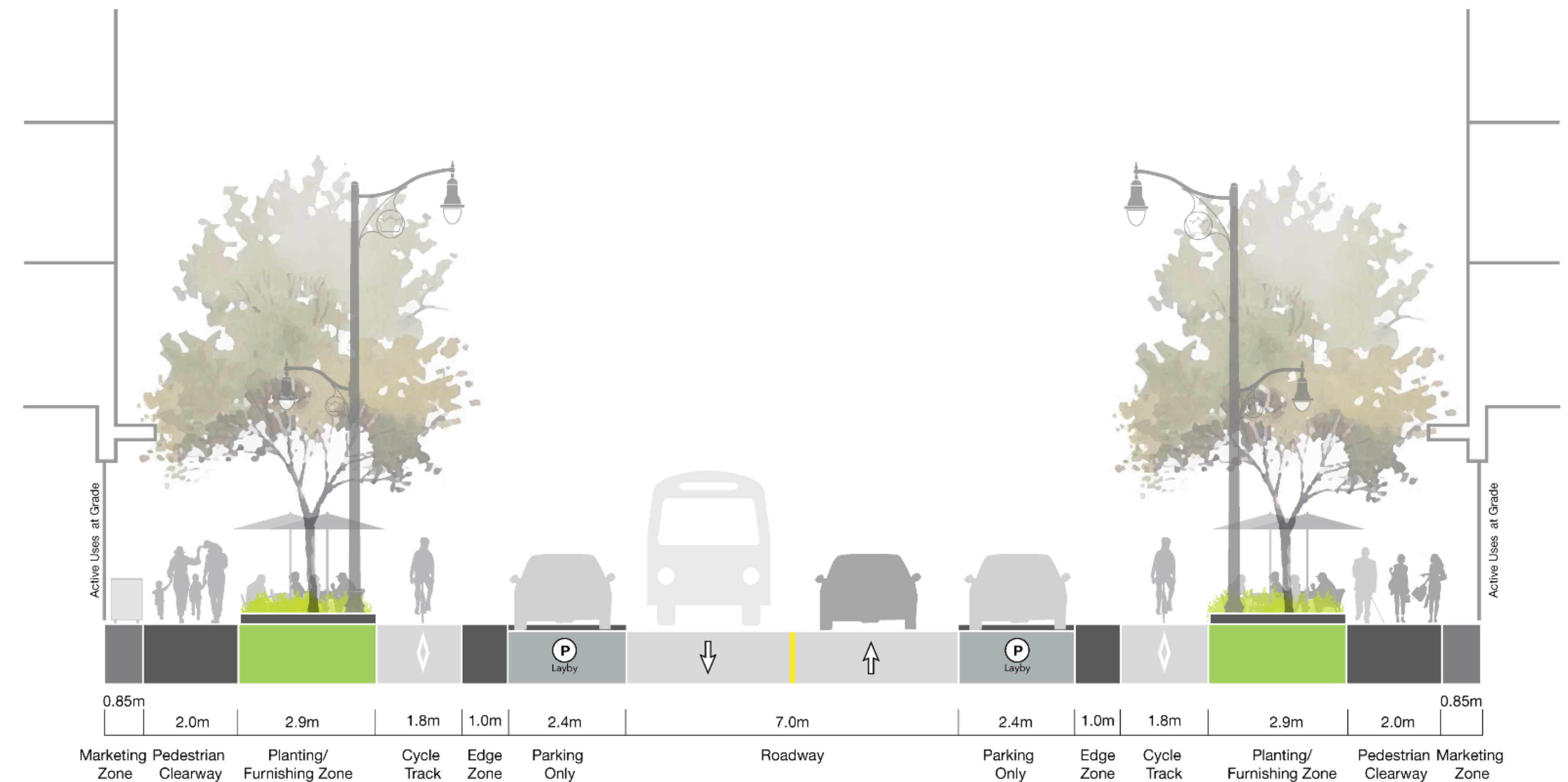


9b) Example of a buffered bike lane (Source: ZICLA)

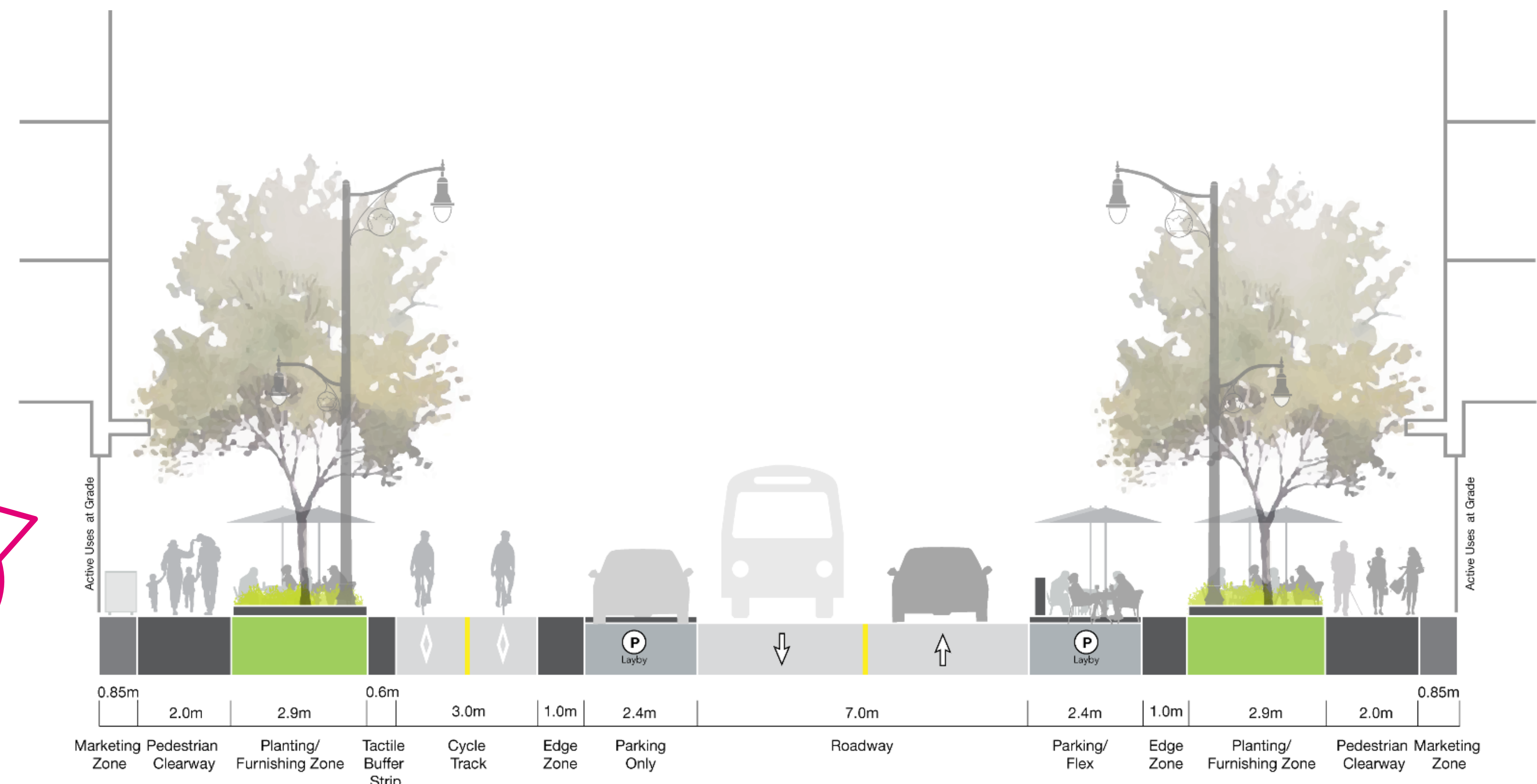
Option 2c: Two-lanes with Bike Path

- Two-lanes for vehicles.
- Cyclists have a separate lane with physical buffer providing separation from vehicles and parking areas (one or both sides of the road).
- Areas beside the bike path can be used for parking. Other purposes for the parking spaces can be accommodated only when the bike path is closed.

Think of how people and cars can safely move around cyclists. Do any of these options stand out for you?



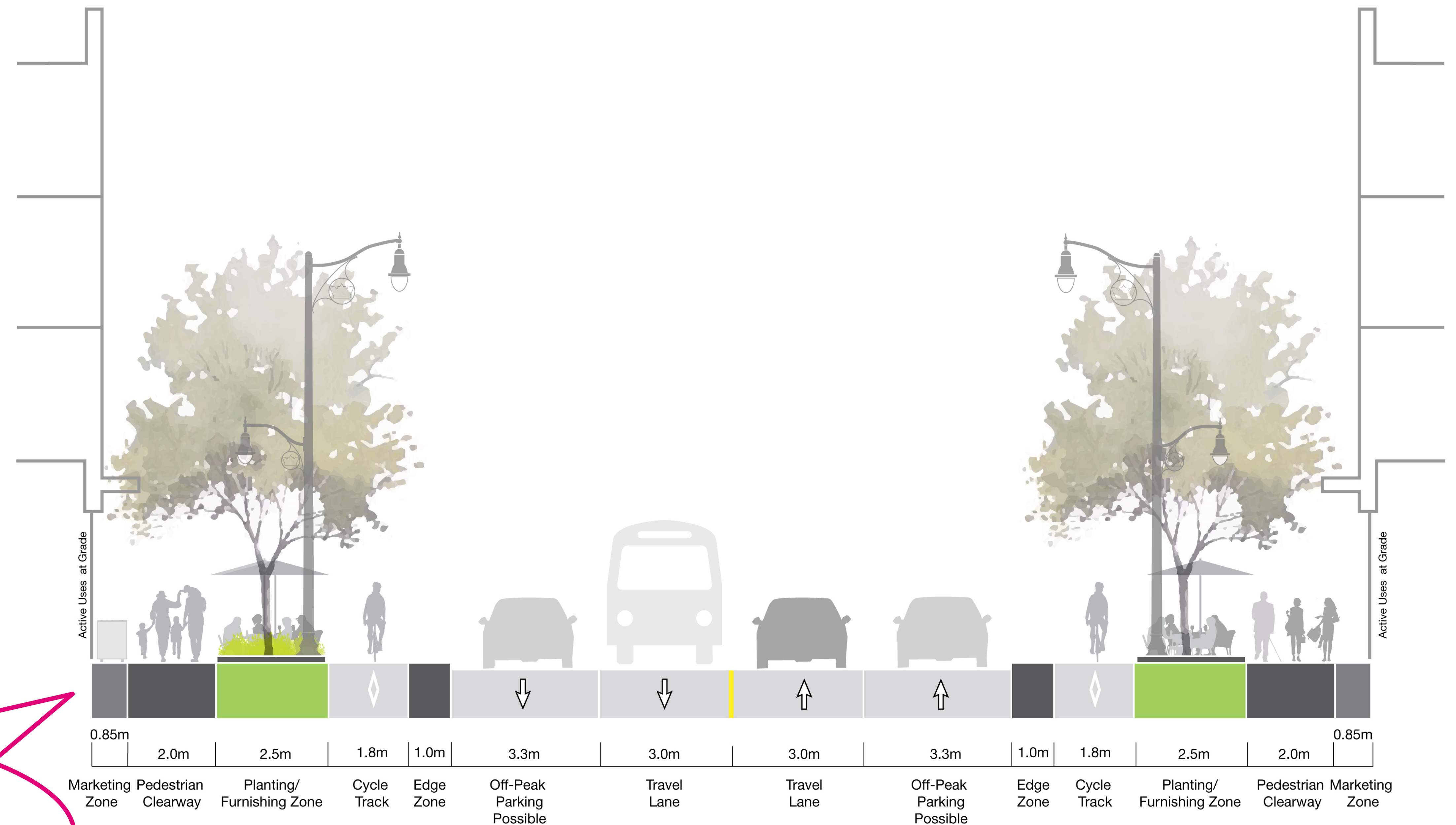
10a) Two-lane Configuration with one-way bike path



10b) Two-lane Configuration with two-way bike path

Option 3: Four-lanes with Bike Path

- Four-lanes for vehicles.
- Cyclists have a bike path with physical buffers providing separation from vehicles and parking areas (one or both sides of the road).
- Areas beside the bike path can be used for parking. Parking spaces can have other flexible uses only when the bike path is closed.



What does more
vehicular traffic do for
your downtown?

11a) Four-lane Configuration with one-way bike path

Option 4: Public Space (no vehicle lanes)

- Street is reserved for pedestrian-only use (no lanes for vehicles or cyclists).
- Large areas for flexible uses.

Have you ever been to a downtown event that closed off roads? What did you like or dislike about it?

What does more pedestrian traffic do for your downtown?



12a) Public Space Configuration

Wyndham / Quebec / Douglas / Intersection & St. George's Square Options

1. Do Nothing
2. Standard Intersection Improvements
3. Realigned Four-leg Intersection
4. Roundabout
5. Traffic Circle
6. Public space (no vehicle lanes)

How can we improve St. George's Square?

What would make downtown events be even better?

When moving around this intersection, what option feels safest or most comfortable to you?

These options are not finalized yet. Is there something in one option you'd like to see combined with something from another?

Option 1: Do Nothing

- Below-ground infrastructure replaced, and existing St. George's Square and intersection is re-instated.
- No improvements to the existing intersection.
- St. George's Square configuration remains as is.

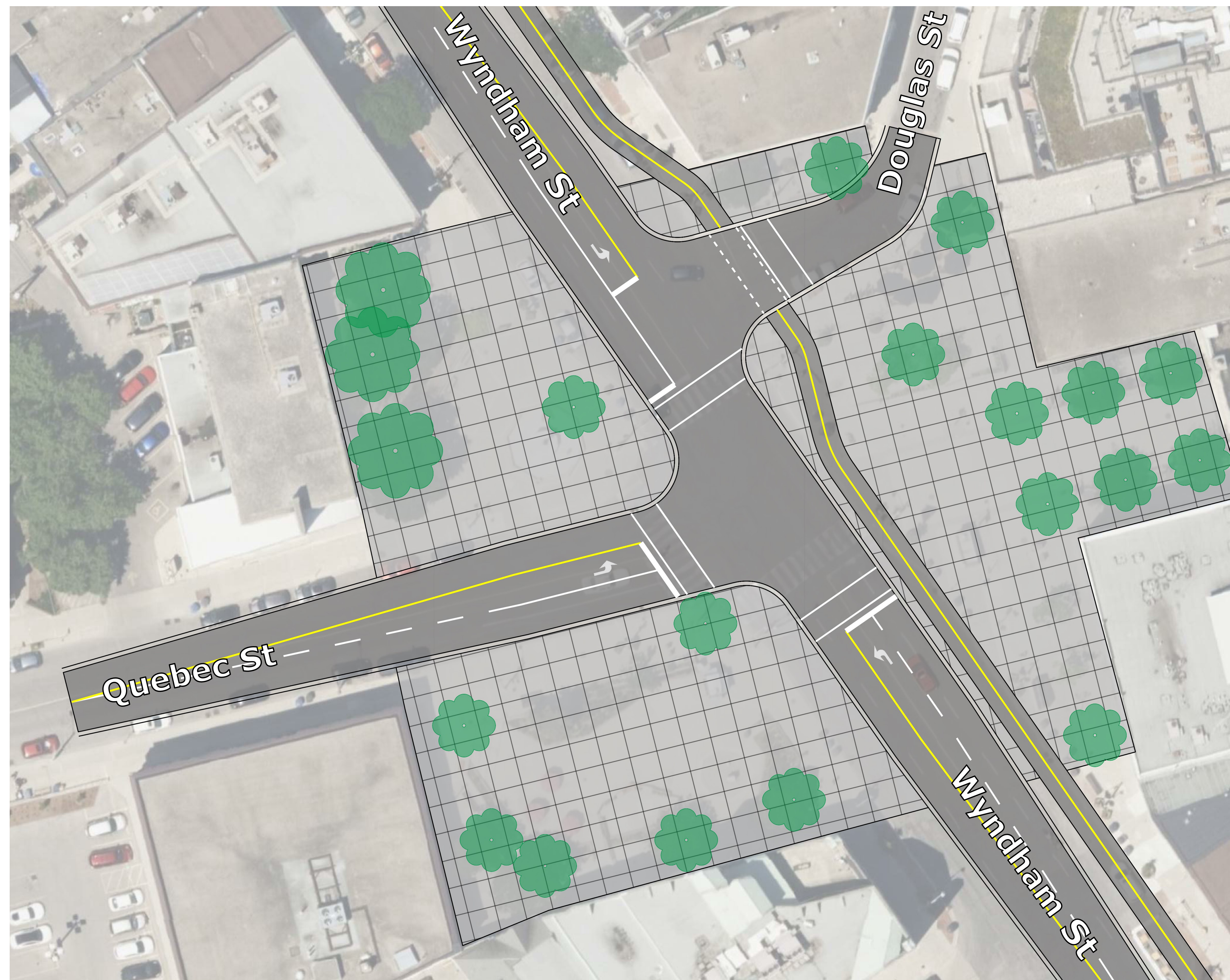
Note: This option is required to be considered under the Municipal Class EA planning process as a baseline for comparison.



14a) Existing Intersection Configuration

Option 2: Standard Intersection Improvements

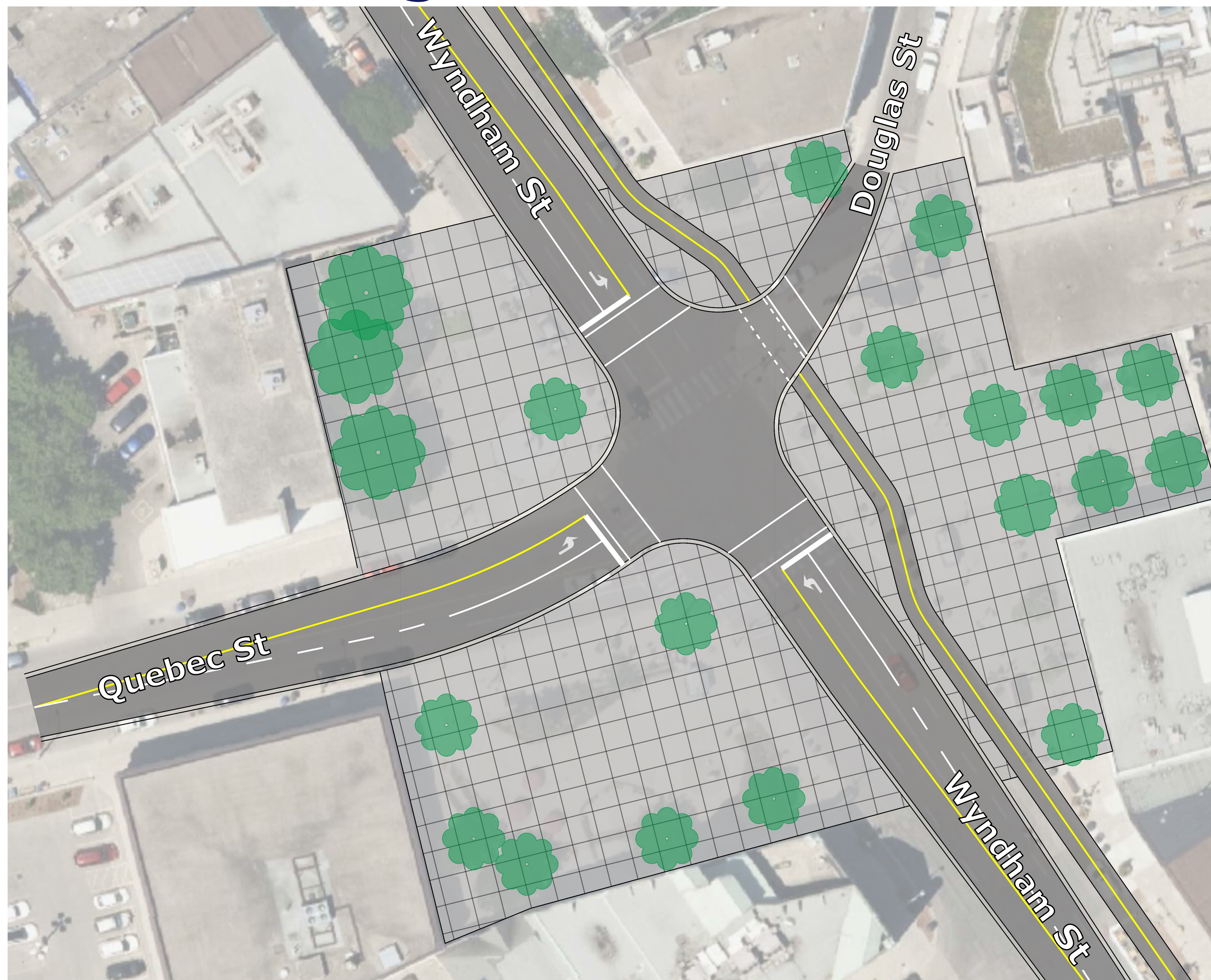
- Improvements that make it easier to drive, walk and cycle (i.e. left turn lanes, signage etc.).
- Reconstruction of St. George's Square in its current configuration.
- Provides flexibility for events but requires intersection closures.



15a) Standard Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 3: Realigned Four-leg Intersection

- Realign Quebec Street and Douglas Street to tie into Wyndham Street at a standard four-leg intersection.
- Minor reconfiguration of St. George's Square to make room for new intersection alignment.
- Can provide flexibility for events when intersection is closed

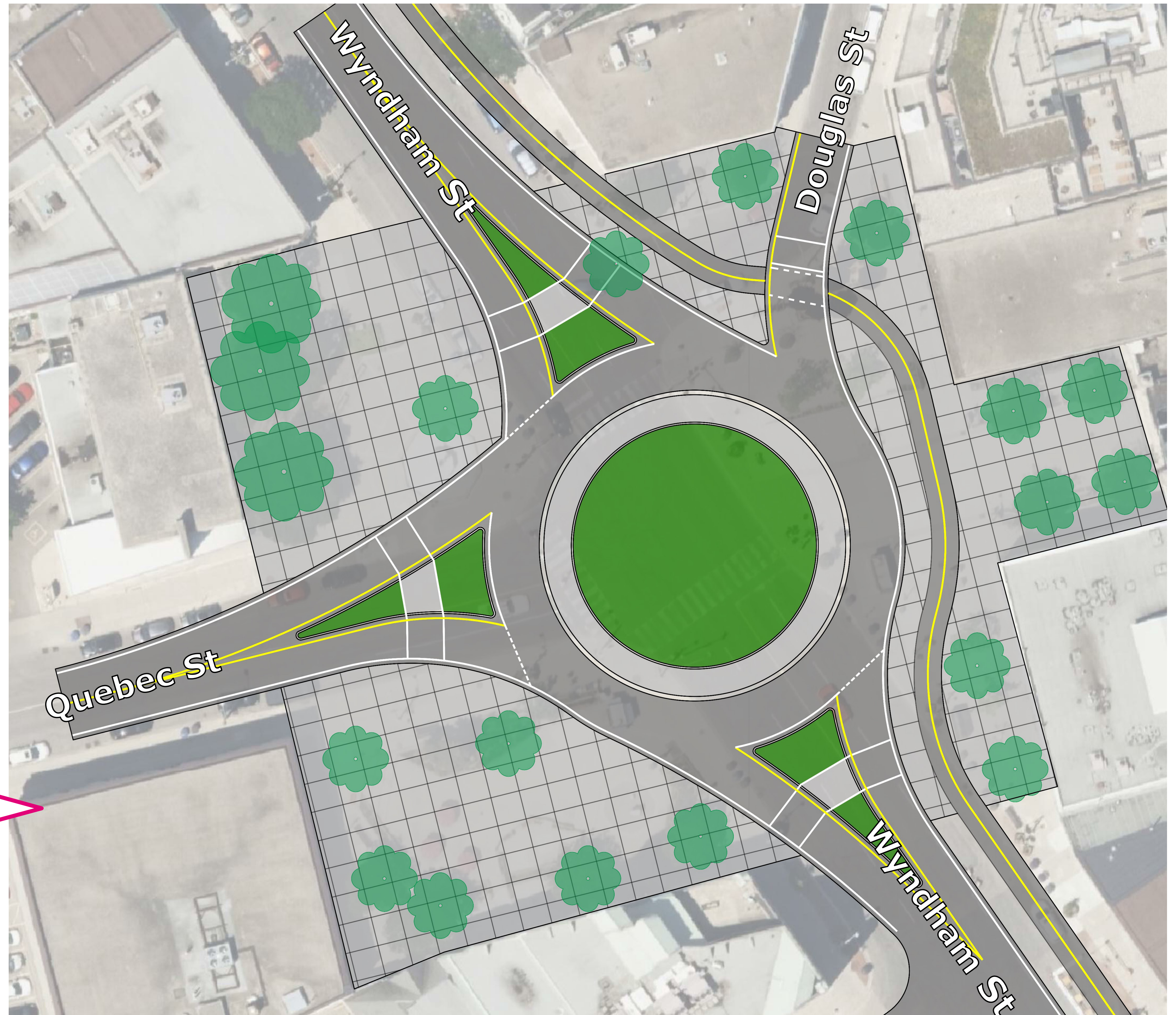


16a) Realigned four-leg Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed). 16

Option 4: Roundabout

- Realign Quebec Street and Douglas Street to tie into Wyndham Street as a standard roundabout.
- Some reconfiguration of St. George's Square to make room for new intersection layout.
- Can provide flexibility for events when intersection is closed

How does a change like this one work for people who drive, walk, cycle and take transit?

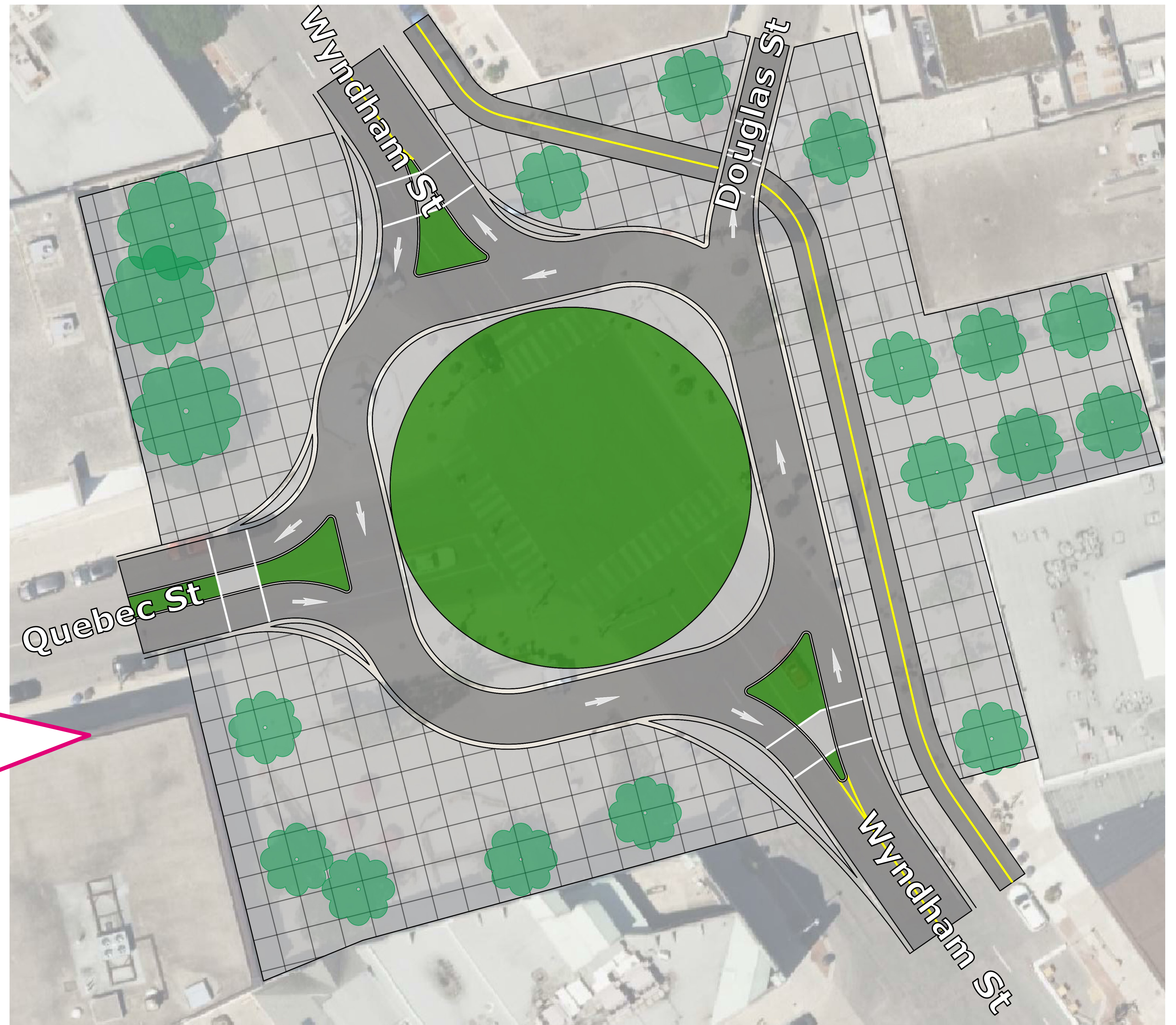


17a) Roundabout Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 5: Traffic Circle

- Traffic flows continuously in one-way around the circle.
- Public plaza in the centre.
- Allows for events in the centre without closing the intersection.

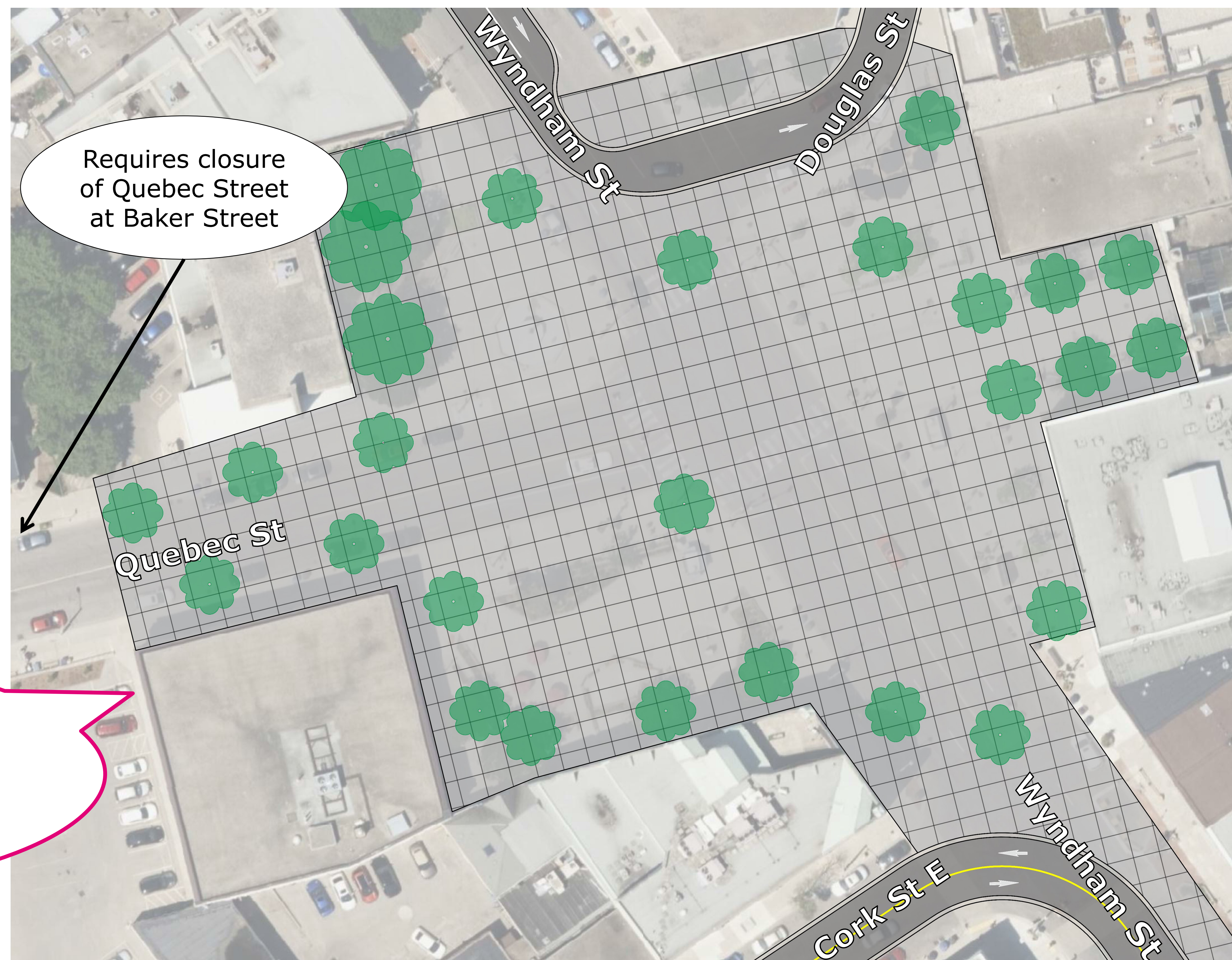
This option focuses more on public space, and the Roundabout focuses on vehicle movement.
How would you like to use this part of downtown?



18a) Traffic Circle Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 6: Public Space (no vehicle lanes)

- Closure of Quebec Street, Douglas Street and Wyndham Street prior to intersection.
- Intersection is reserved for pedestrian-only use.
- No formal accommodation of cyclists.
- Large area for flexible uses.



Macdonell Bridge and Allan Structures EA – Study Area and Goals

This Environmental Assessment focuses on the Macdonell Street Bridge area as a whole. The goals are to:

- Address structural deficiencies identified in recent bridge inspections.
- Enhance road safety, operations, and connectivity for vehicles, pedestrians, cyclists and transit to support the community building goals of the City.
- Improve traffic operations and safety at the Wellington / Woolwich / Macdonell intersection.



20a) Macdonell and Allan Structures Class EA Study Area

Macdonell Bridge Options

- 1. Do Nothing:** No improvements.
- 2. Rehabilitate the Bridge:** Undertake repairs to the existing bridge.
- 3. Replace the Bridge**
 - a) Replacement of the entire bridge.
 - b) Replacement of the superstructure (deck, railing etc.), and rehabilitation of the substructure (piers, abutments etc.).
- 4. Keep Existing Bridge for Pedestrians and Cyclists Only:** Close bridge to vehicular traffic. Bridge becomes pedestrian and cyclist crossing only.
- 5. Remove Bridge:** Remove the bridge and redirect vehicular, pedestrian and cyclist traffic to other crossings.



21a) Macdonell Bridge Aerial View



21b) Macdonell Bridge

Allans Dam Bridge Options

1. **Do Nothing:** No improvements. Bridge continues to deteriorate.
2. **Rehabilitate Bridge for Pedestrians & Cyclists:** Fix the bridge where it is deteriorating and re-open for pedestrians and cyclists only.
3. **Remove Bridge:** Permanent closure and removal of the bridge.



22a) Allans Dam Bridge



22b) Allans Dam Bridge Closure

Allans Dam Sluiceway & Spillway Options

1. **Do Nothing:** No improvements. Sluiceway and spillway continue to deteriorate.
2. **Rehabilitate Sluiceway and Spillway:** Undertake necessary repairs to the existing sluiceway and spillway.
3. **Remove Sluiceway and Rehabilitate Spillway:** Speed River elevation continues to be controlled by existing spillway, with no sluiceway operations.
4. **Remove Sluiceway and Spillway:** Complete removal of the existing sluiceway and spillway. Speed River elevation is no longer controlled.
5. **Remove Sluiceway and Spillway and Build a New Dam:** Speed River elevation is controlled by a new dam.

Removing these structures would change the way the area looks and functions. Talk to the project team to learn more.



23a) The sluiceway is a concrete channel with a metal gate to carry excess water.










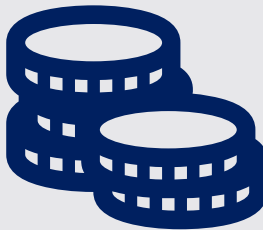
23b) The spillway forms a weir to control the Speed River elevation, previously used for the now-removed Allan's Mill.

Next Steps

- Review and address the comments submitted at and following the Open House.
- Consult with additional stakeholders and technical agencies, as required.
- Evaluate solutions and complete supporting studies – Fall 2022 / Winter 2023.
- Present preliminary recommendations at second Open House – Spring 2023 (date to be confirmed).

Next Steps – Evaluation of Options

The options will be comparatively evaluated based on criteria representing the broad definition of the environment, as described in the *EA Act*.

Criteria	Description	
Technical	  	How will the option serve the existing and future vehicular, pedestrian and cycling traffic needs? Does the alternative adequately address the structural requirements of the project?
Socioeconomic Environment		What impacts will the option have on the local community (e.g., compatibility with area land use, impacts on local businesses, property requirements, access restrictions, etc.)? Will the option support the function of Downtown business?
Natural Environment	 	How does the option affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the option address climate change mitigation and adaptation considerations?
Cultural Heritage Resources		Will the option affect archaeological, cultural heritage resources or Indigenous communities?
Financial		What is the capital cost of the option? What is the cost for utility relocations and property acquisitions? What are the operation and maintenance costs?

Remember to provide your comments on the sheets available, or online, at haveyoursay.guelph.ca/downtown-renewal by November 16, 2022.

